SIERRA GATEWAY APARTMENTS
DRAFT ENVIRONMENTAL IMPACT REPORT
SCH # 2016032068

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April 2017

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1. INTRODUCTION AND SCOPE OF EIR

This Draft Environmental Impact Report (Draft EIR) is an informational document intended to inform the public and decision-makers about the environmental consequences of the proposed Sierra Gateway Apartments high density residential development project (proposed project). This Draft EIR is a "Project EIR" as defined in Section 15161 of the California Environmental Quality Act (CEQA) Guidelines. The Draft EIR considers the environmental impacts of the proposed project as well as the additive effects of growth throughout the Rocklin area and region. These latter impacts are referred to as cumulative impacts. The Draft EIR also evaluates a range of project alternatives, including different development intensities for the project site. This Draft EIR has been prepared for the City of Rocklin in accordance with the California Environmental Quality Act of 1970 Public Resources Code Sections 21000-21189 (CEQA) as amended and the Guidelines for Implementation of the California Environmental Quality Act, California Code of Regulations Title 14, Sections 15000-15387.

The City of Rocklin is the Lead Agency for the environmental review of the Sierra Gateway Apartments (proposed project) evaluated herein and has the principal responsibility for approving the project. As required by Section 15121 of the CEQA Guidelines, this EIR will (a) inform public agency decision-makers and the general public of the environmental effects of the proposed project, (b) identify possible ways to minimize the environmental effects, and (c) describe reasonable and feasible alternatives to the project that may further reduce the significant effects. The City of Rocklin shall consider the information in this EIR along with other information that may be presented to it prior to making a decision on the approval of the project.

The proposed project was reviewed in an Initial Study in accordance with the significance criteria developed by the City of Rocklin based on criteria presented in Appendix G, "Environmental Checklist Form", of the CEQA Guidelines. The Initial Study is included with this Draft EIR in Appendix A. The Initial Study was used to determine the potential for project-related impacts for each of the topics listed in the environmental checklist. These criteria were used to determine "no impact", less than significant impact", "less than significant with mitigation measures", or "potentially significant impact". This focused Draft EIR only addresses those criteria for which the Initial Study found that the proposed project could cause a potentially significant impact. All other impacts that were analyzed and determined to be less than significant in the Initial Study will not be addressed further in this Draft EIR. A table of these impacts and any associated mitigation measures is included in Table 2-1, Summary of Project Impacts and Mitigation Measures. Further detail can be found in the Initial Study, which is included with this Draft EIR in Appendix A.

The current Initial Study is similar to a prior initial study the City prepared for the proposed project in 2015. That prior initial study originally led to a mitigated negative declaration, which the City Council adopted when it originally approved the proposed project in May 2015. In order to settle litigation brought challenging that approval, the City agreed to set aside its prior approvals and to prepare the present EIR. Much of the prior environmental analysis the City has previously done for the project is now incorporated into the present focused Draft EIR.

This focused Draft EIR describes the existing environmental resources in the vicinity of the project site, analyzes potential impacts on those resources due to the proposed project, and identifies mitigation measures that could avoid or reduce the magnitude of the identified significant impacts. The environmental impacts evaluated in this Draft EIR concern several subject areas, including potential aesthetics impacts related to any potential degrading of the existing visual character or quality of the site, potential air quality impacts, potential biological resources impacts and potential transportation and traffic impacts. As noted in the preceding paragraph, an Initial Study was prepared for the proposed project which determined that there were areas where either no impact would occur, less than significant impacts would occur, or the impacts would be less than significant with mitigation. Based on the Initial Study's findings and conclusions, it was further determined that certain topics would not require further consideration in the Draft EIR. Those topics include: aesthetics related to a substantial adverse effect on a scenic vista, substantially damaging scenic resources within a state scenic highway and creating new sources of light and glare; agricultural and forest resources; cultural resources; geology and soils; greenhouse gas emissions; hazards and hazardous materials; hydrology and water quality; land use and planning; mineral resources; noise, population and housing; public services; recreation and utilities and service systems.

Initially this EIR is being published as a Draft EIR. The Draft EIR will be subject to review and comment by the public, as well as responsible agencies and other interested jurisdictions, agencies, and organizations for a period of 45 days. During the public review period, a hearing will be held before the City of Rocklin Planning Commission at a date to be determined to receive comments on the Draft EIR. The public may comment on the Draft EIR by testifying at the public hearing, or may submit written comments at any time during the 45-day public review period.

Following the public review period, written responses will be prepared to all comments received on the Draft EIR. Those written responses, and any necessary changes to the Draft EIR, will constitute the Final EIR and will be submitted to the City of Rocklin Planning Commission for their consideration. If the City of Rocklin finds that the Final EIR is "adequate and complete" in accordance with the CEQA Guidelines, the City may certify the EIR. The City of Rocklin Planning Commission would also consider adoption of Findings of Fact pertaining to the EIR, specific mitigation measures, a Statement of Overriding Considerations (if needed), and a Mitigation Monitoring and Reporting Plan. Upon review and consideration of the Final EIR, the hearing body may take action concerning the proposed project.

Explanation of CEQA Streamlining and Tiering Utilized in the initial Study and EIR

The project's Initial Study and EIR evaluate the project in light of the previously approved General Plan EIR, which is hereby incorporated by reference. This EIR document is available for review during normal business hours at the City of Rocklin Economic and Community Development Department, 3970 Rocklin Road, Rocklin, CA, and can also be found on the City's website under Planning Department, Current Environmental Documents. The General Plan EIR can also be found on the City's website under Planning Department, Publications and Maps.

CEQA Guidelines Section 15183 provides a means of streamlining analysis for qualifying projects. Under Section 15183, effects are not considered "peculiar to the project or the parcel" if they are addressed and mitigated by uniformly applied development policies and standards adopted by the City to substantially mitigate that effect (unless new information shows that the policy or standard will not mitigate the effect). Policies and standards have been adopted by the City to address and mitigate certain impacts of development that lend themselves to uniform mitigation measures. These policies and standards include those found in the Oak Tree Ordinance (Rocklin Municipal Code, Chapter 17.77), the Flood Ordinance (Rocklin Municipal Code, Chapter 15.16), the 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), and the Goals and Policies of the Rocklin General Plan. Where applicable, the Initial Study and EIR will state how these policies and standards apply to the project. Where the policies and standards will substantially mitigate the effects of the proposed project, the Initial Study concludes that these effects are "not peculiar to the project or the parcel" and thus need not be revisited in the text of the environmental document for the proposed project.

The Initial Study and EIR have also been prepared pursuant to CEQA Guidelines sections 15063 and 15168. Section 15063 sets forth the general rules for preparing Initial Studies. One of the identified functions of an Initial Study is for a lead agency to "[d]etermine, pursuant to a program EIR, tiering, or another appropriate process, which of a project's effects were adequately examined by an earlier EIR or negative declaration… The lead agency shall then ascertain which effects, if any, should be analyzed in a later EIR or negative declaration." (CEQA Guidelines, section 15063, subd. (b)(1)(C).). Here, the City has used the Initial Study to determine the extent to which the General Plan EIR has "adequately examined" the effects of the proposed project.

Section 15168 sets forth the legal requirements for preparing "program EIRs" and for reliance upon program EIRs in connection with "[s]ubsequent activities" within the approved program. (See *Citizens for Responsible Equitable Environmental Development v. City of San Diego Redevelopment Agency* (2005) 134 Cal.App.4th 598, 614-617.) The General Plan EIR was a program EIR with respect to its analysis of impacts associated with eventual buildout of future anticipated development identified by the General Plan. Subdivision (c) of section 15168 provides as follows:

(c) Use with Later Activities. Subsequent activities in the program must be examined in 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.

(2) If the agency finds that pursuant to Section 15162, no new effects could occur or no new mitigation measures would be required, the agency can approve the

activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required.

(3) An agency shall incorporate feasible mitigation measures and alternatives developed in the program EIR into subsequent actions on the project.

(4) Where the subsequent 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 covered in the program EIR.

The Sierra Gateway Apartment project is a "subsequent activity" that falls within the scope of the programmatic General Plan EIR. Urban development of the proposed project site was contemplated by the General Plan EIR, and the Initial Study 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. The City has concluded that some of the impacts of the proposed project are "within the scope" of the analysis in the General Plan EIR. Stated another way, these "environmental effects of the [site-specific project] were covered in the program EIR." Site-specific studies were prepared for the project with respect to impacts that were not "adequately examined," were not "within the scope" of the prior analysis, or were not thoroughly analyzed in the General Plan EIR. These studies are hereby incorporated by reference, are available for review during normal business hours at the Rocklin Economic and Community Development Department, 3970 Rocklin Road, Rocklin, CA and can also be found on the City's website under Planning Department, Current Environmental Documents. The specific studies are listed in Section 5, References, of the Initial Study, and are also included in the Appendices of the EIR.

Significant Cumulative Impacts; Statement of Overriding Considerations

The Rocklin City Council has previously identified the following cumulative significant impacts as unavoidable consequences of urbanization contemplated in the Rocklin General Plan, despite the implementation of all available and feasible mitigation measures, and on that basis has adopted a statement of overriding considerations for each cumulative impact:

1. Air Quality:

Development in the City and the Sacramento Valley Air Basin 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.

2. Aesthetics/Light and Glare:

Development in the City and the South Placer region as a whole will result in substantial degradation of the existing visual character, the creation of new sources of substantial light and glare and cumulative impacts to scenic vistas, scenic resources, existing visual character and creation of light and glare.

3. Traffic and Circulation:

Development in the City and the South Placer region as a whole will result in impacts to segments and intersections of the state/interstate highway system.

4. Noise

Development in the City and the South Placer region as a whole will result in impacts associated with exposure to surface transportation and stationary noise sources, and cumulative transportation noise impacts within the Planning area.

5. Cultural and Paleontological Resources

Development in the City and the South Placer region as a whole will result in cumulative impacts to historic character.

6. Biological Resources

Development in the City and the South Placer region as a whole will result in the loss of native oak and heritage trees, the loss of oak woodland habitat, and cumulative impacts to biological resources.

7. Climate Change and Greenhouse Gases

Development in the City and the South Placer region as a whole will result in the generation of greenhouse gas emissions.

Mitigation Measures Required and Considered

It is the policy and a requirement of the City of Rocklin that all public agencies with authority to mitigate significant effects shall undertake or require the undertaking of all feasible mitigation measures specified in the prior environmental impact reports relevant to a significant effect which the project will have on the environment. Project review is limited to effects upon the environment which are site-specific and which were not addressed as significant effects in the General Plan EIR or which substantial new information shows will be more significant than described in the General Plan EIR. This EIR anticipates that feasible mitigation measures previously identified in the General Plan EIR have been, or will be, implemented as set forth in those documents, and evaluates this Project accordingly.

Project Background and Information

The 10.2 +/- gross acre project site is located at the southeast quadrant of the intersection of Sierra College Boulevard and Rocklin Road. The project site is in the eastern portion of the City of Rocklin, northeast of the City of Roseville and west of the Town of Loomis (see Figure 3-1, Regional Location Map). The project site is comprised of three parcels, Placer County Assessor's Parcel Numbers (APNs) 045-161-014, 015 and 016 (see Figure 3-2, Project Location Map).

The Sierra Gateway Apartments project consists of the development of a 195-unit apartment complex with eleven residential buildings and one clubhouse building, associated infrastructure, private recreational facilities, parking and landscaping on 10.2 +/- gross acres. There is a "panhandle" portion of the property that is not proposed for development but a portion of it will be graded to accommodate curb, gutter and sidewalk and drainage improvements and an extension of the northbound right turn pocket along Sierra College Boulevard. This project will require Design Review and Oak Tree Preservation Plan entitlements from the City of Rocklin. For a more detailed project description, please refer to Chapter 3, Project Description.

Summary of Comments Received on the Notice of Preparation/Areas of Controversy

During the public comment period on the Notice of Preparation (NOP), March 24, 2016 through April 22, 2016, and via a EIR Scoping Meeting that the City conducted on April 14, 2016, the City of Rocklin received 12 written comment letters regarding the proposed project (see Appendix A for the NOP and Appendix B for the NOP comment letters). The following list identifies those that submitted comments on the Notice of Preparation, and a summary of the comments/concerns expressed within their letters:

1. Anonymous Scoping Meeting Comment Sheet, April 14, 2016 – concerned with prior re-zoning of the property and impact on ability to make investment decisions, and perceived lack of concern by Rocklin City Council in that area of City.

2. Mr. David Vickers Scoping Meeting Comment Sheet, April 14, 2016 – inclusion of Water Lily Lane and Rocklin Road in traffic counts; review of safety and accidents at project location and potential for increases due to project traffic; request for new cultural study due to sites in surrounding areas having found artifacts, and request that the prior Mitigated Negative Declaration not be referenced in the EIR.

3. Native American Heritage Commission, April 12, 2016 – reference to Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) and Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) and summaries of portions of the legislation, as well as recommendations for conducting cultural resource assessments.

4. Mr. David Vickers, April 17, 2016 – conduct a new cultural study including consultation with relevant organizations due to a Native American site being mapped not far from the project site; include safety issues such as accidents, collisions, pedestrian injuries/fatalities when discussing traffic at project-specific locations, as well as a comparison of comparable roads/intersections and potential impacts as a result of increased traffic from the proposed project; inclusion of Water Lily Lane in traffic counts and comparison to other small neighborhoods and vehicular access, and fire safety; questions regarding agencies that received the NOP, use of prior environmental documents, other EIRs conducted in house, public submittal of evidence of high levels of traffic, and consideration of a variance to reduce the project's height.

5. Ms. Sue Hoppe, Hidden Creek Homeowner's Association, April 19, 2016 – concerned with current difficulty in accessing their neighborhood compounded by project traffic;

additional traffic would be safety hazard to neighborhood children; increased traffic on Sierra College Boulevard since opening of WalMart and Target shopping centers would be compounded by project traffic; project's size, design, detail and appearance does not fit the neighborhood; removal of over 300 oak trees and re-grading of the site will have significant impacts related to air quality, increased run-off into creek, lighting and aesthetics, and impacts on property values.

6. Mr. David Andre, April 21, 2016 – concerned with City preparing EIR due to conflict of interest; opposed to project due to increased traffic levels, increased crime, deterioration of beauty and impact on nearby home values; existing apartment complex creates traffic and safety concerns which would be compounded by project traffic; existing apartment complex generates crime which would be compounded by project, and removal of oak trees and replacement with dense residential structure will affect natural beauty and home values.

7. Mr. and Mrs. Roger and Irene Smith, Citizens for Tree Preservation, April 20, 2016 - concerned with City preparing EIR due to conflict of interest; Initial Study conclusion's limiting scope of EIR; use of old information for new EIR; suggestion to address agricultural and forest resources, greenhouse gases, geology and soils, hydrology and water quality and noise in the EIR; references and quotations from City of Rocklin Urban Forest Plan and City of Rocklin Oak Tree Preservation Guidelines, and concerns about the City's use of collected oak tree mitigation fees, and suggestion that "Tree City" status requires special consideration in EIRs .

8. Mr. Kevin Yount, California Department of Transportation, April 21, 2016 – requested that the project's traffic study include the Rocklin Road/Interstate 80 and Sierra College/Interstate 80 interchanges and the mainline Interstate 80 near these interchanges.

9. Mr. Chris Wiegman, Citizen's Voice Organization, April 22, 2016 – request for third party preparation of EIR and not the City; environmental factors excluded in NOP should be included in EIR; old reports from prior MND should not be used for new project application; cultural resources concerns related to age of outreach to Native American organizations done for prior MND, concerns of burial grounds on Rocklin Road, the site's potential value to Native American Councils and whether the Native American Heritage Commission was solicited for comments;

- Hydrology/water quality/water resources concerns related to creation of impervious surface areas resulting in a reduction of groundwater recharge and creation of more surface runoff and possible flooding and siltation, drought water restrictions, past flooding, use of reclaimed water, a runoff management plan, use of Low Impact Development features, completion of a water supply assessment, ability for project to be water neutral, and mitigation and permits for wetland and riparian areas;

- Agricultural and forest resources concerns related to loss of forest land and conversion of forest land to non-forest use and consideration of project's compliance with the City's Oak Tree Preservation Ordinance and Urban Forest Plan;

- Noise concerns related to noise impact on adjacent residential neighborhood, exacerbation of existing traffic noise, baseline and post-construction noise levels and

compliance with General Plan noise level standards, construction noise, identification of sensitive receptors, and noise from daily operations;

- Geology and soils concerns related to tree removal, alteration of topography and resulting impacts on soil conditions, soil erosion and nearby creek;

- Greenhouse gas emission concerns related to determination of the baseline and the project's emissions, loss of carbon sequestration from tree removal, short and long term emissions associated with project construction and operation, compliance with requirements of Rocklin Climate Action Plan, generation of emissions from project sources such as vehicles and gas furnaces, compliance with local Air Quality Management Plan, emissions of NOx, PM10 and PM2.5, ability for the project to be CO2 neutral, dust/diesel impacts, and whether a Community Health Risk Assessment has been completed;

- Land use and planning concerns related to conflicts with land use plans, policies, regulations and zoning requirements, including 60 percent lot coverage, meeting Design Review requirements, consistency with General Plan, meeting Sacramento Area Council of Government (SACOG) Sustainable Communities Strategy, distance to existing community services, and use of solar to encourage energy efficiency;

- Population and housing concerns related to creation of affordable housing, meeting Regional Housing Needs Allocation (RHNA) goals, impacts to local schools and community centers, jobs/housing balance;

- Aesthetics concerns related to scale, detail of appearance and intrusion on existing residential neighbors;

- Biological resources concerns related to loss of oak trees and grading, compliance with the Oak Tree Preservation Ordinance and the Urban Forest Plan, removal of existing fence to establish baseline of biological resources and wildlife, impacts to existing wildlife movement corridor, presence of special-status species on the site or nearby, presence of critical or sensitive habitat, and notification of California Department of Fish and Wildlife;

- Transportation/traffic concerns related to additional traffic volumes and circulation at an already busy intersection, new existing traffic counts on Sierra College Boulevard and Rocklin Road in all directions, traffic counts while school is in session, cumulative impacts from planned developments in south Loomis, project impacts on safety elements such as sight distance, stopping distance and pedestrian safety, transit options service, changes to level of service for local roads, and bicycle circulation and safety;

- Air quality concerns related to short-term (construction) and long term air quality impacts, and

- Suggestions for project alternatives to be considered in the EIR including no build, different location (e.g., Sierra College land swap), smaller project scaled down to be less impactful and transfer of development rights to more appropriate Rocklin location.

10. Ms. Nancy Penslien, April 22, 2016 – enjoyment of undeveloped project site and its use by wildlife, disappointment in approval of project, concerns with preparation of EIR by City staff, environmental factors not addressed (cultural resources, hydrology/water quality, forest resources, noise, geology/soils, land use/planning, greenhouse gas emissions).

11. Ms. Eve Palevicz, April 22, 2016 – discussions with a realtor regarding the sale of the property, observations of deer on the property, presence of many old oaks (both dead and alive) which provide habitat, presence of poppies and lupine, calming effect of project site, increased traffic each year at Sierra College Boulevard/Rocklin Road intersection, Sierra College Boulevard as a major commuter route, project site history of proposed past uses, potential for pollution, water use, automobile emissions, ingress and egress to the project site, 3-story height, comparison of other sites in Rocklin, destruction of nature on Granite Drive, walled-in look of other Rocklin development, Native American/historic aspects of the project site, preparation of EIR by City staff and associated costs, and considerations that should be made by the Rocklin City Council.

12. Mr. Gordon Medd, Loomis Union School District, April 19, 2016 – specific scoping requests for the EIR including:

- Population (historic, current and future);

- Housing (housing size and type to be provided, estimation of development impact fees, target market segment);

- Transportation/circulation/traffic analysis (existing and anticipated vehicular and pedestrian movements to and from school sites, including bus routes, increased vehicular movement and volumes, including potential conflicts with school pedestrian movement, school transportation and busing activities, travel demand, trip generation, distribution and assignment by inclusion of school sites, interim school housing and home-to-school travel, cumulative impacts on schools and community from increased vehicular movement and volumes expected from approved or pending additional development);

- Public services – schools (existing and future District conditions on school-by-school basis, including size, location and capacity of facilities, adequacy of existing infrastructure serving schools and anticipated infrastructure needed to serve future schools, past and present District enrollment trends, current use of District facilities, teacher/staffing requirements based on anticipated population growth and existing State and District policies, identification of capital facilities costs to accommodate students, identification of shortfall or excess between project's estimated development fees and actual cost for provision of capital facilities, assessment of District's present

and projected capital facility, operations, maintenance and personnel costs, assessment of financing and funding sources available to District including but not limited to those set forth in Government Code Section 65996, identification of anticipated fiscal impacts on District, and assessment of cumulative impacts on schools resulting from additional development already approved or pending), and

- Noise (noise sources and volumes which may affect school facilities, classrooms and outdoor school areas); social (use of school facilities as civic centers, use in the future and impacts of project on use, use of school grounds for recreation and open space, use in the future and impacts on project on use).

Responses to Comments Received on the Notice of Preparation/Areas of Controversy

1. Scope of the EIR – Several comments expressed concern regarding the need for particular subject areas (agricultural and forest resources, greenhouse gases, geology and soils, hydrology and water quality, land use and planning, noise, population and housing) to be evaluated in the EIR.

As noted in the Notice of Preparation (NOP, Appendix A), the Initial Study included with the NOP tiers from the City of Rocklin General Plan EIR, which already analyzed at a programmatic level the environmental impacts that would result from the development under the General Plan, including the development of the proposed project site. As also noted in the NOP, the CEQA Guidelines identify that one of the purposes of an Initial Study is to assist in the preparation of the EIR by: focusing the EIR on potentially significant effects not already analyzed in the General Plan EIR (including any site-specific effects), identifying the effects determined not to be significant, and explaining the reasons for determining that potentially significant effects would not be significant. It is through the Initial Study's analysis the determination was made that some potentially significant effects of the proposed project would not be significant and the discussion within the Initial Study provided the explanation and reasoning for arriving at such determinations, which in some instances included the identification of mitigation measures to reduce potentially significant impacts to a less than significant level. Thus, through the Initial Study, this EIR will focus only on those effects that have been determined to be potentially significant.

There were comments received on the NOP suggesting inclusion of other environmental topic areas beyond those environmental topic areas that were to already be included in the EIR as identified in the NOP and Initial Study. In some instances the suggestions identified an environmental topic area by name but there was little to no accompanying supporting reasoning as to why the environmental topic should be included. In other instances the suggestions included supporting reasoning related to potential environmental impacts, but in such instances the potential environmental impacts where concern was expressed were discussed in the Initial Study and conclusions were presented as to why such a potential environmental impact is at a less than significant level. These less than significant impact conclusions were made typically as a result of the project having to comply with either federal, state or local rules and regulations, through the application of uniformly applied development policies and standards adopted by the City, through the identification of mitigation measures

within the Initial Study, or some combination thereof. As such, the conclusions of the Initial Study and the scope of the EIR as identified in the NOP and Initial Study will not be altered in response to comments made on the NOP.

NOP comments on the environmental topic areas of aesthetics as it relates to the conversion of an undeveloped site to a developed site, air quality, biological resources, and traffic are addressed in the EIR.

2. City Preparation of the EIR/Use of Prior Analyses - Several comments expressed concern regarding the City's preparation of the EIR using City staff due to a perceived conflict of interest and suggested that the EIR should be prepared by a third party independent environmental consultant, and there were comments expressing concern about the City's use of prior analyses.

The CEQA Guidelines recognize that lead agencies have broad discretion in determining how an EIR is prepared and who prepares it. Guidelines section 15084(a) provides that "[t]he draft EIR shall be prepared directly by or under contract to the lead agency," and section 15084(d) states that "[t]he lead agency may choose one of the following arrangements or a combination of them for preparing a draft EIR," including "[p]reparing the draft EIR directly with its own staff" and/or "[u]sing a previously prepared EIR." Indeed, courts have routinely rejected challenges to the use of EIRs that were actually prepared by the project applicant, so long as the lead agency applies its "independent review and judgment." (Eureka Citizens for Responsible Government v. City of Eureka (2007) 147 Cal.App.4th 357, 369; Friends of La Vina v. County of Los Angeles (1991) 232 Cal.App.3d 1446, 1452-1455.) City staff's preparation of this EIR helps insure that the EIR does, in fact, reflect the City's independent judgment. It is more typical for project opponents to question the preparation of EIR's by private consultants funded by project applicants. But, in either case, it is within the City's discretion to determine how to prepare EIRs, ultimately subject to review and approval by the decision-making body.

The City Council previously certified an EIR for full commercial development of this site in 2007, in addition to its approval of the prior mitigated negative declaration for this project in 2015. Most of the environmental analysis the City has already conducted for the project site remains valid and applicable, as explained in the current Initial Study, although the current Initial Study is also based on updated studies, including new studies of traffic, air quality, and biological conditions. The City Council's decision to set aside its prior approval of the project and to prepare an EIR rather than a mitigated negative declaration was not based on any finding that any of the environmental analysis conducted previously was substantively flawed. Rather, this decision resulted from a determination that the public and the process would be better served if the City set forth its environmental analysis in an EIR rather than a mitigated negative declaration.

3. Aesthetics (Lighting) – Concern was expressed regarding the proposed project's lighting impacts.

As noted in the Initial Study (Appendix A), new and/or increased sources of light and glare would be introduced to the project area. A preliminary lighting photometric plan prepared for the proposed project by Omni Means (Appendix D) indicates that light levels from the proposed

project will primarily be at a 0.0-0.1 foot-candle level around the project site's perimeter, with the exception being 0.7-1.0 foot-candle levels at the project's driveway at Rocklin Road. Notwithstanding the higher foot-candle levels at the project's driveway which are needed for safety reasons, the 0.0-0.1 foot-candle levels are not considered to be excessive (by way of reference, a typical lighting level in an emergency stairwell is approximately 7-10 foot-candles and a deep twilight night is approximately 0.1 foot-candle). In addition, as a part of the design and development review process for this project, the City will require that "All exterior lighting shall be designed and installed to avoid adverse glare on adjacent properties. Cut-off shoebox type lighting fixtures, or equivalent, shall be used and mounted such that all light is projected directly toward the ground. The lighting design plan shall be approved by the Director of Community Development for compliance with this condition." Adherence to the design and development review process standards will minimize light and glare impacts to a less than significant level.

As also noted in the Initial Study, 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 the existing visual character of a site and its surroundings and new sources of light and glare (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.3-1 through 4.3-18). 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 impacts, which were found to be significant and unavoidable.

4. Update of Biological Resources Study – Concern was expressed regarding the validity of the biological resources study given the fence that is currently up at the project site and its creation of a barrier to wildlife.

The project site's biological resources were originally evaluated in a report by North Fork Associates (January 5, 2005) in support of the Sierra College Center Environmental Impact Report, a retail commercial and office project that was previously approved by the City of Rocklin for the project site but never built. Subsequently, the project site's biological resources were evaluated in a report by Dudek (December 9, 2013), and most recently by Dudek in a report dated November 5, 2015. Per standard protocol, the November 5, 2015 Dudek biological resources assessment report was conducted to accomplish the following objectives: 1) identify and describe the biological communities on the project site; 2) record plant and animal species observed on the project site; 3) Re-evaluate and identify sensitive resources and special-status plant and animal species that could be affected by project activities, and 4) Provide conclusions and recommendations. As a part of the report, a biologist from Dudek visited the project site in the spring of 2015 to confirm that conditions had not changed since

2013 (which they did not). The findings of all of the prior biological resource assessments are consistent in that they each identified the following: 1) the presence of wetlands on the project site that are within the regulatory authority of the U.S. Corps of Engineers and the Regional Water Quality Control Board; 2) the unnamed tributary on the southern portion of the project site is subject to California Department of Fish and Wildlife jurisdiction and impacts to that feature would require a lake or streambed alteration agreement; 3) although none were found during field surveys, the project site has marginal habitat for one special-status plant species (Brandegee's clarkia), and 4) although none were observed during field surveys, the project site does have the potential for several special-status wildlife species (Western pond turtle, Cooper's hawk and other raptors, and Valley elderberry longhorn beetle).

While the presence of a fence around the main portion of the project site (the "panhandle" area was not fenced) may have some exclusionary properties particularly for larger species such as deer (which are not considered a special-status species), the surveys noted above were all conducted prior to the fence being installed. The project site's potential for the presence of the above-noted special-status plant and wildlife species is not affected by the presence of a fence, in that the special-status plant species is either on the site or not and a fence would not obstruct its potential presence, the Western pond turtle and Valley elderberry longhorn beetle would potentially occur on the "panhandle" portion of the property (which is not fenced) due to the presence of the unnamed tributary and elderberry shrubs on that portion of the project site, and Cooper's hawk and other raptor species are not excluded from accessing the project site by a fence due to their ability to fly.

The author of the biological resources assessment was provided a copy of the NOP comments related to the concerns associated with a perimeter fence present at the project site and submitted a brief letter in response (Appendix F). In summary, the letter indicated the following: 1) the site's biological surveys were repeatedly conducted over time prior to the fence being erected and the portion of the property that was fenced was not considered an important wildlife corridor and the fence does not impact a movement corridor; 2) the important movement corridor is the intermittent tributary of Secret Ravine (although interrupted by Sierra College Boulevard) which is not fenced and is actually closer to an existing single family housing development than the proposed project, and 3) all other biological resources comments/questions included in the Citizen's Voice Organization letter were specifically addressed in the technical biological resources assessments prepared by North Fork Associates and Dudek in 2005, 2013 and 2015.

Finally, the EIR summarizes the biological resources assessment report and analyze the proposed project's potential impacts on biological resources.

5. Loss of Forestry Resources – Several comments expressed concern regarding the loss and conversion of forest land due to the proposed project's removal of oak trees on the project site. While the project site contains numerous oak trees such that it is biologically considered to be a foothill woodland biological community, it does not meet the definitions 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)) per the CEQA Initial Study checklist Section II, Agricultural Resources, checklist question c).

Specifically, Public Resources Code section 12220 (g) notes that forest land "is land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits." While the proposed project site certainly can meet the 10-percent native tree cover of any species stipulation, it does not meet the stipulation that the site allows for management of one or more forest resources due to the proposed project site's long-standing designation under the City of Rocklin General Plan and Zoning Map as a site not zoned for timberland production but rather for urban land uses (originally retail commercial and now high density residential).

Specifically, Public Resources Code section 4526 notes that timberland "means land, other than land owned by the federal government and land designated by the board (California Board of Forestry and Fire Protection) as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis." The project site is located in the California Board of Forestry and Fire Protection's Northern Forest District and commercial species for that district means those species found in group A and those in group B that are found on lands where the species in group A are now growing naturally or have grown naturally in the recorded past. Group A species include sugar pine, coast redwood, ponderosa pine, Jeffrey pine, western white pine, lodgepole pine, white fir, California red fir, noble fir, Douglas fir, incense cedar and Port Orford Cedar. None of these group A species are now growing naturally or have grown naturally in the recorded past on the proposed project site, therefore the site is not available for, and capable of, growing a crop of trees of a commercial species and thus the definition of timberland is not met.

Specifically, Government Code section 51104 (g) notes that Timberland Protection Zone "means an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision (h)." The proposed project site is not zoned as a Timberland Protection Zone and thus the definition is not met.

Finally, the EIR evaluates the proposed project's potential impacts on biological resources, including the removal of oak trees on the project site.

6. Update of Cultural Resources Study – Several comments expressed concern that due to the discovery of artifacts at nearby project sites and the identification of a Native American site in the vicinity of the project, the project's cultural resources study should be updated and the City should solicit comments from local Native American tribes and the Native American Heritage Commission. The purported discovery of artifacts at nearby project sites (purported because such discoveries should be retained as confidential information) as well as the presence of a Native American burial ground in the vicinity of the project does not render the current cultural resources study invalid, nor does it require any update to the cultural resources study.

The author of the cultural resources study was provided a copy of the NOP comments related to the presence of a recently discovered location of a Native American site in the vicinity of the project and submitted a brief letter in response (Appendix H). In summary, the letter indicated the following: 1) that the site that is referenced in the NOP comment letters as being recently found in literature is well-known by archaeologists and the United Auburn Indian Community and it was first recorded many years ago; 2) Peak & Associates personnel (the firm that conducted the project site's cultural resources report) were well aware of the presence of the nearby Native American site when they conducted both their 2005 and 2014 field surveys of the proposed project site, and they were also well aware of the locations and nature of many other prehistoric sites recorded in the Rocklin area; 3) the presence of a prehistoric site about three quarters of a mile away from the project area does not make the parcel they studied any more or less sensitive for the presence of cultural resource and each project that is undertaken is given the same careful and thorough field review, and 4) it is extremely unfortunate that local groups have chosen to release information on a site location to the general public, as such a release of information is a huge disservice to archaeology and resource preservation.

As noted in the Summary of Comments Received on the Notice of Preparation/Areas of Controversy section above, the Native American Heritage Commission provided a NOP comment letter and within that letter provided their recommendations for cultural resources assessments. The proposed project's cultural resources report was prepared consistent with the NAHC recommendations, namely conducting a records search through the appropriate California Historical Research Information System (CHRIS), preparation of a report detailing the findings of the record search and field survey, contacting the NAHC for a Sacred Lands File search, and conducting consultation with Native American tribes identified by the NAHC. Also consistent with the recommendations within the NOP comment letter from the NAHC and the recommendations of the cultural resources report, the City of Rocklin identified a mitigation measure in the project's Initial Study that requires provisions for the identification and evaluation of inadvertently discovered archaeological resources; this mitigation measure will be included in the EIR's mitigation and monitoring program.

As noted in the project's Initial Study and as further documented here, per Assembly Bill 52 (AB-52, Gatto 2014), the City of Rocklin provided formal notification of the Sierra Gateway Apartment project and the opportunity to consult on it to the designated contact of the United Auburn Indian Community (UAIC) in a letter received by that organization on January 11, 2016. The UAIC had 30 days to request consultation on the project pursuant to AB-52 and they did not request such prior to February 9, 2016, the end of the 30-day period. In addition, the City of Rocklin provided formal notification of the Sierra Gateway Apartment project and the opportunity to consult on it to the designated contact of the Ione Band of Miwok Indians (IBMI) in a letter received by that organization on March 18, 2016. The IBMI had 30 days to request consultation on the project pursuant to AB-52 and they did not request such. Finally, the City of Rocklin provided formal notification of the Sierra Gateway Apartment project and the opportunity to consult on it to the designated contact of the Torres Martinez Desert Cahuilla Indians (TMDCI) in a letter received by that organization on June 6, 2016. The TMDCI had 30 days to request consultation on the project pursuant to AB-52 and they did not request such.

7. Greenhouse Gas Emissions – Several comments expressed concern regarding the proposed project's generation of greenhouse gases and suggested that the EIR should include an evaluation of such.

As noted in the Initial Study (Appendix A), the firm of De Novo Planning Group, a Sacramento area consulting firm with recognized expertise in air quality, prepared an Air Quality and Greenhouse Gas Analysis report for the Sierra Gateway Apartments project that analyzed the proposed project's greenhouse gas emissions, including any loss of carbon sequestration as a result of the removal of oak trees on the project site. In summary, the analysis concluded that the greenhouse gas emissions generated from the construction of the proposed project would not exceed the Placer County Air Pollution Control District's recommended threshold of significance and that the greenhouse gas emissions generated from the operation of the proposed project would not exceed the City of Rocklin's threshold of significance.

A summary of the Air Quality and Greenhouse Gas Analysis report is provided in the Initial Study, and the Air Quality and Greenhouse Gas Analysis report is provided in Appendix E.

8. Hydrology/Water Quality – Several comments expressed concern regarding the proposed project's hydrology and water quality impacts related to increased water demand, increased runoff, flooding potential and proximity to a creek.

As noted in the Initial Study (Appendix A), the proposed project is located within the Placer County Water Agency (PCWA) service area and is anticipated to be served by that agency for its water needs. The PCWA has a Master Plan, which is periodically updated, to provide water to projects located within their service boundary. PCWA has planned for growth in the City of Rocklin and sized the water supply infrastructure to meet this growth (PCWA 2006). PCWA has provided a letter regarding the proposed project indicating that the project is within their service area and eligible for service upon execution of a facilities agreement and payment of all required fees and charges. It should also be noted that the preparation of a Water Supply Assessment (WSA) is required if the proposed project meets the definition of a "project" under California Water Code Section 10912 (a); the threshold identified that requires a WSA to be prepared for a residential development is more than 500 dwelling units. Therefore, the proposed project's size does not warrant the preparation of a Water Supply Assessment.

As also noted in the Initial Study, 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 that Ordinance includes, but is not limited to, the regulation of 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 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 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. 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. The project site's proximity to a creek and other existing development is not a unique situation in the City of Rocklin specific to this location nor is it a unique characteristic that warrants an approach beyond the City's standard practices discussed above.

As also noted in the Initial Study, according to FEMA flood maps (Map Panel 06061CO481G, effective date November 21, 2001) the project site is located in flood zone X, which indicates that the project is not located within a 100-year flood hazard area and outside of the 500-year flood hazard area. A drainage study prepared for the proposed project (Omni-Means, August 2015) determined that the use of detention would increase the peak runoff due to the location of the project in the lower portion of the drainage shed and therefore the use of detention is not recommended on this site. Furthermore, the Placer County Flood Control and Water Conservation District is also recommending the project not use detention. As a part of the City's development review process, the drainage study and its findings will be reviewed by the City and the project's required drainage infrastructure will be sized accordingly such that substantial erosion, siltation or flooding, on- or off-site, and exceedance of the capacity of existing or planned drainage systems would not occur.

9. Noise – Several comments expressed concern related to the proposed project's potential noise impacts.

As noted in the Initial Study (Appendix A), the firm of JC Brennan & Associates, Inc., a Sacramento area consulting firm with recognized expertise in noise, prepared an environmental noise assessment of the proposed Sierra Gateway Apartments project that analyzed the proposed project's generation of, and exposure to noise. In summary, the analysis concluded that noise levels from Sierra College Boulevard and Rocklin Road would not exceed the City of Rocklin's exterior noise level standard at the project's common outdoor activity area (clubhouse/pool), but noise levels from Sierra College Boulevard would exceed the City of Rocklin's interior noise level standard. Consistent with the recommendations within the noise assessment report, the City of Rocklin identified a mitigation measure in the project's Initial Study that requires the provision of sound-rated windows for the 2nd and 3rd floor units facing Sierra College Boulevard; this mitigation measure will be included in the EIR's mitigation and monitoring program. The analysis also concluded that the proposed project will not result in a significant increase in traffic noise levels along Sierra College Boulevard or Rocklin Road.

As also noted in the Initial Study, the proposed project would be subject to the City's standard conditions which address short-term construction noise impacts and it would also be subject to the City of Rocklin Construction Noise Guidelines, which restrict construction-related noise generating activities within or near residential areas to between 7:00 a.m. and 7:00 p.m. on weekdays, and between 8:00 a.m. and 7:00 p.m. on weekends to the satisfaction of the City Engineer or Building Official. These restrictions are typical of City and County Noise Ordinances and reflect the recognition that construction-related noise is temporary in character, is generally acceptable when limited to daytime hours, and is part of what residents of urban areas can expect as part of a typical urban noise environment (along with emergency sirens, etc.).

From a land use perspective, the City of Rocklin considers residential land uses to be compatible with other residential uses. Examples of uses which may not be compatible with neighboring residential uses include various commercial and industrial type uses. In the case of a commercial or industrial use abutting a residential use, the City typically requires that a 6-foot tall masonry sound wall be constructed between the uses unless it can be demonstrated that there is adequate compatibility between the adjoining land uses through the evaluation of relevant factors such as aesthetic considerations, natural terrain buffers, building height, bulk and orientation, noise, light and glare, pedestrian and vehicular circulation, property values and psychological factors (Rocklin Municipal Code Section 17.80.080). In these instances, such land uses have daily large truck deliveries, large HVAC equipment, outdoor announcements, etc. However, no such wall requirement exists for residential uses as the degree of noise generated from one residential use to the next does not warrant special noise attenuation measures. In general, noise generated by new residential uses, regardless of whether they are multi-family or single family, would include passenger vehicle traffic, people talking, kids playing, air-conditioners, pool pumps, property maintenance, garbage collection, etc. These are all noise sources associated with any residential community and are the same types of noise sources which currently exist at the residential land uses located around the proposed project site.

The existing apartment buildings to the east of the proposed project are approximately 80 feet away from the property lines of the single family subdivision to the south and by way of comparison, the proposed project's buildings closest to the single family subdivision to the south would be located approximately 50 feet (Building 5) and 80 feet (Building 9) away from the property lines. The project applicant is also the owner of the existing apartment complex located to the east, and in a check of their records, they have received no complaints from the owners of the single family homes located to the south regarding excessive noise from the existing apartment buildings/tenants. In addition, a check with the City of Rocklin Police Department indicated that they too have received no complaints from the owners of the single family homes located to the south regarding excessive noise from the existing apartment buildings/tenants.

The author of the environmental noise assessment was provided a copy of the NOP comments related to the concerns associated with the project's potential to generate increased noise levels and submitted a brief letter in response (Appendix K). In summary, the letter indicated the following: 1) temporary increases in noise levels will occur during project construction, but construction is prohibited by the City before 7:00 a.m. or after 7:00 p.m. on weekdays and before 8:00 a.m. or after 7:00 p.m. on weekends. Such restrictions are typical of many jurisdictions and reflect a recognition that construction-related noise is temporary in character, is generally acceptable when limited to daylight hours, and is part of what residents of urban areas can expect as part of a typical urban noise environment; 2) a corroboration of the discussion above as it relates to residential land uses being compatible with adjacent residential land uses from a noise perspective, the project's main outdoor activity area faces existing multi-family uses and is shielded and has a significant setback from the existing single family residences to the south and nuisance noise from residential uses is a police enforcement issue, and 3) a summary of noise measurements of a multi-family project showing that such noise levels are considerably less than traffic noise in the vicinity of the Sierra Gateway Apartments

project and that they would comply with the City of Rocklin General Plan noise level standards at the adjacent single family residences to the south.

A summary of the Environmental Noise Assessment report is provided in the Initial Study, and the Environmental Noise Assessment report and supplemental letter is provided in Appendix K.

10. Increases in Accidents and Safety Concerns – Several comments expressed concern regarding the proposed project's potential to increase traffic accidents and create safety issues. Consistent with the CEQA Guidelines Appendix G Environmental Checklist Form (Initial Study checklist), the Transportation/Traffic chapter of the EIR will examine whether the proposed project could substantially increase hazards due to a design feature or incompatible uses, whether it could result in a conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The potential occurrence of increased traffic accidents as a result of additional traffic trips created by a new project can be minimized through a review and evaluation process of the new project by City staff. These reviews and evaluations, which are a part of the development review process that the City takes very seriously, consist of an examination of a newly proposed project by City staff including, but not limited to, the City Engineer, representatives of the City's Police and Fire Departments and in some instances third-party traffic engineers, who all pay particular attention to ensuring that a project's design does not include any features or aspects that could lead to increased hazards. Notwithstanding those efforts, it must also be recognized that driver behavior cannot be regulated beyond traffic laws and their enforcement, and that increases in traffic volumes as a result of more vehicles on a roadway will inherently lead to more accidents.

Per CEQA Guidelines section 15131 (a), "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis should be on the physical changes."

The proposed project's potential to increase traffic accidents is considered to be a social effect which would not result in any physical change; therefore it does not require analysis within the EIR.

Additionally, CEQA Guidelines section 15144 acknowledges that drafting an EIR necessarily involves some degree of forecasting and while foreseeing the unforeseeable is not impossible, an agency must use its best efforts to find out and disclose all that it reasonably can. However, a prediction of how many new accidents would occur as a result of the development of the proposed project is too speculative for evaluation and such an impact will not be evaluated or discussed further within the EIR (CEQA Guidelines section 15145).

11. Property Values – Several comments expressed concern regarding the proposed project's impacts on property values.

Per CEQA Guidelines section 15131 (a), "Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis should be on the physical changes."

The proposed project's potential impact on the value of adjacent or near-by properties is considered to be an economic effect which would not result in any physical change, therefore it does not require analysis within the EIR. It should be noted that the proposed project could have a positive effect on near-by property values by adding to a customer base in close proximity to the small retail commercial center located across Sierra College Boulevard that struggles to maintain occupancies in its tenant spaces, thus better supporting the center and reducing vacancies.

12. Consideration of Sierra College property as alternative project location – A suggestion was made to consider an alternative to the proposed project that would involve a "land swap" with Sierra Community College for their land that is located to the north of Rocklin Road.

This concept was previously brought up in 2015 and at that time representatives of Sierra Community College indicated that they are in the process of soliciting ideas from the development community regarding their property and any decision about what to do with the land would be a Trustee decision, and it would also involve a lengthy entitlement and permitting process. On March 30, 2015 Sierra Community College released a Request For Proposals (RFP) announcing a development opportunity that included their property to the north of Rocklin Road. The RFP identified the College's goals and objectives that included a desire to create a revenue stream with immediate cash flow with long term revenue possibilities and college managed/controlled student housing of 300-400 beds as a priority need for the campus. Because of the College's desire to create student housing and to develop their property with long term revenue possibilities, their plans for their property do not align with a "land swap" concept and such an alternative is not considered feasible.

13. Loomis Union School District (LUSD) Comments – Suggestions were made for the scope of the EIR to include, as it relates to the Loomis Union School District, population, housing, transportation/circulation/traffic analysis, public services, and noise.

Consistent with the CEQA Guidelines Appendix G Environmental Checklist Form (Initial Study checklist), a public schools impact is considered significant if implementation of the proposed project would result in substantial adverse physical impacts associated with the provision of new or physically altered government 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. The proposed project is located within the LUSD boundaries so implementation of the proposed project would result in

an increase in population, which could subsequently increase student enrollment in LUSD schools. The standard student generation rate per household of 0.349 for K-8 students is used by the Loomis Union School District to calculate the number of elementary school students a proposed project would be expected to generate. Thus the proposed project, a 195-unit apartment complex, would result in approximately 69 elementary school students (0.349 students per household x 195 units = 68.055 students). The closest LUSD elementary school facility to the proposed project is Franklin Elementary (approximately 1.75 miles away), followed by Loomis Grammar School (approximately 2.5 miles away) and H. Clarke Powers Elementary (approximately 3 miles away). Given that Loomis Grammar School is currently at maximum student capacity, it is anticipated that students living at the Sierra Gateway Apartments would attend school at Franklin Elementary and/or H. Clarke Powers Elementary. The preliminary planning for additional student capacity at Loomis Grammar School includes replacing existing portables with permanent construction and construction of a new gym or cafeteria. These on-site improvements would occur in areas already paved or within/adjacent to athletic fields and are not anticipated to contribute to significant environmental effects.

Given the size of the proposed project and its anticipated minimal generation of additional LUSD students and current available student capacity at two of the three LUSD elementary schools, although considered to be unlikely it may be necessary for the LUSD to construct new or expanded school facilities to serve the increased demand. Construction or expansion of school facilities could result in substantial adverse physical impacts, which could cause significant environmental impacts.

California Government Code section 65995(h) states that "the payment or satisfaction of a fee, charge or other requirement levied or imposed pursuant to Section 17620 of the Education Code in the amount specified in Section 65995 and, if applicable, any amounts specified in Section 65995.5 or 65995.7 are hereby deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization as defined in Section 56021 or 56073, on the provision of adequate school facilities." This provision applies to elementary, middle and high school facilities.

If deemed necessary, the development of new schools, or the expansion of existing schools, would contribute environmental impacts such as increased traffic, increased noise, potential habitat loss, degradation of air quality, degradation of water quality, potential conversion of agricultural land, and increased demand for public services and utilities such as water, wastewater and solid waste services. The City of Rocklin has no direct control over the location and construction of public schools. However, the LUSD would be required to conduct the appropriate environmental review prior to any significant expansion of school facilities or the development of new school facilities.

The City of Rocklin General Plan includes the following policies that would assist in avoiding or minimizing impacts associated with increased demand for public schools and services:

> *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 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.

Policy PF-27 Require applications of annexation into the City which are outside of the Rocklin Unified School District to apply for inclusion into the Rocklin Unified School District.

Policy PF-28 Coordinate with school districts serving the City regarding locations for new school sites, and review proposed school sites for General Plan conformity, associated environmental impacts and compatibility with adjacent land uses.

In addition to the above General Plan policies, future school sites proposed by the LUSD would be subject to CEQA and California Department of Education (CDE) standards for school sites. The CDE standards include the consideration of certain environmental, toxic, and other student and staff safety issues during school site selection. These standards would reduce the potential for significant environmental impacts to occur in association with the construction of new school facilities. Finally, as noted above, current California law states that the environmental impact of new development on school facilities is considered fully mitigated through the payment of required development impact fees.

It should be noted that the traffic modeling and analysis conducted for the Sierra Gateway Apartments project includes vehicle trips from the project site to different destinations, including schools. In turn, the air quality/greenhouse gas analysis and the noise analysis prepared for the project also include those school trips as they are derived from the traffic study data. Many of the topics that were suggested for inclusion in the EIR by the LUSD are topics that would more typically be addressed and included in a school district's master planning efforts which address how a school district is planning for their future facilities, faculty, maintenance and fiscal needs based on projected student population numbers within their district boundaries, including students who would be attending their facilities from outside jurisdictions such as is the case where a portion of the City of Rocklin is within the LUSD boundaries. The LUSD currently has a strategic plan that reflects a five year 2012-2017 plan for the district. As the strategic plan relates to facilities, one of the stated objectives is to develop a district-wide blueprint of expectations and standards to maintain and improve the district's facilities and grounds. It would not be appropriate for an EIR for a specific development project of this nature to address these broader planning issues within the responsibility of LUSD, given the restrictions Government Code sections 65995(h) and 65996(a) place on the types of mitigation that can be required.

Organization of the EIR

This EIR is organized into the following sections:

Chapter 1 – Introduction and Scope of EIR

Provides an introduction and overview describing the intended use of the EIR and the review and certification process, as well as a summary of the comments received on the Notice of

Preparation and responses to some of those comments that pertain to suggestions for inclusions of topics or issues in the EIR.

Chapter 2 – Executive Summary

Summarizes the elements of the project and the environmental impacts that would result from implementation of the proposed project, describes proposed mitigation measures, and indicates the level of significance of impacts after mitigation. Acknowledges alternatives that would reduce or avoid significant impacts.

Chapter 3 – Project Description

Provides a detailed project description of the proposed project, including its location, background information, project objectives, and technical characteristics.

Chapter 4 – Environmental Assessment

Contains a project-specific analysis of environmental issue areas. The subsection for each environmental issue contains an introduction and description of the setting of the project site, identifies project-specific impacts, and recommends appropriate mitigation measures. Mitigation measures that apply to the project are included.

Chapter 5 – Statutorily Required Sections

Provides discussions required by CEQA regarding impacts that would result from the proposed project, including a summary of cumulative impacts, potential growth-inducing impacts, and significant irreversible changes to the environment.

Chapter 6 – Alternatives Analysis

Describes the alternatives to the proposed project and their respective environmental effects.

Chapter 7 – EIR Authors/Persons Consulted

Lists report authors and persons who provided technical assistance in the preparation and review of the EIR.

Chapter 8 – References

Provides bibliographic information for all references and resources cited.

Appendices

Includes the Notice of Preparation (NOP) and Initial Study, responses to the NOP, and additional supportive technical information.

CHAPTER 2

EXECUTIVE SUMMARY

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2. EXECUTIVE SUMMARY

Introduction

This summary chapter provides an overview of the Sierra Gateway Apartments project and the conclusions of the technical environmental analysis. This chapter also summarizes the alternatives to the proposed project. Table 2-1, at the end of this chapter, provides a summary of the environmental effects of the proposed project identified in each technical section of Chapter 4. The table consists of the environmental impacts, the significance of each impact, the proposed mitigation measures, and the significance of each impact after the mitigation measures are implemented.

Summary of the Project Description

Project Location

The City of Rocklin is approximately 25 miles northeast of the state capitol, Sacramento, and is within the County of Placer (see Figure 3-1, Regional Location Map). Surrounding jurisdictions include: unincorporated Placer County to the north and northeast, the City of Lincoln to the northwest, the Town of Loomis to the east and northeast, and the City of Roseville to the south and southwest. The 10.2 +/- gross acre Sierra Gateway Apartments project site is located at the southeast corner of the intersection of Sierra College Boulevard and Rocklin Road. The project site is comprised of three parcels, Placer County Assessor's Parcel Numbers 045-161-014, -015 and -016 (see Figure 3-2, Project Location). The property is located in the transition of the central valley and the Sierra Nevada foothills at an elevation ranging between 320 and 340 feet.

The surrounding area is mostly developed with retail commercial and residential uses. To the north of the project site are Rocklin Road, several isolated single family residences and vacant land designated for Mixed Use land uses under the Rocklin General Plan. To the northwest of the project site is the Sierra Community College campus, and to the west are Sierra College Boulevard, a small retail commercial shopping center consisting of approximately 36, 233 square feet contained in one main building and two separate pads, the Granite Creek apartment complex (2-stories, 80 units), the Shaliko apartment complex (2-stories, 152 units) and developed Medium Density Residential single-family residences further to the west. To the south are Water Lily Lane, a Medium Density Residential single-family subdivision consisting of 60 one- and two-story residences, vacant land designated for Medium Density Residential land uses under the Rocklin General Plan and an open space area associated with an intermittent tributary of Secret Ravine Creek. To the east are the existing Rocklin Manor apartment complex (2-stories, 157 units), the City of Rocklin/Town of Loomis border and single-family residential subdivisions within the Town of Loomis (see Figure 3-3, Surrounding Land Uses).

Project Components

The Sierra Gateway Apartments project consists of the development of a 195-unit apartment complex with eleven residential buildings and one clubhouse building, associated infrastructure, private recreational facilities, parking and landscaping on 10.2 +/- gross acres. There is a "panhandle" portion of the property that is not proposed for development but a

portion of it will be graded to accommodate curb, gutter and sidewalk and drainage improvements and an extension of the northbound right turn pocket along Sierra College Boulevard. This project will require Design Review and Oak Tree Preservation Plan entitlements from the City of Rocklin. For a more detailed project description, please refer to Chapter 3, Project Description.

Summary of Environmental Impacts and Mitigation

Under CEQA, a significant effect on the environment is defined as a substantial or potentially substantial adverse change in any of the physical conditions within the areas affected by the project, including land, air, water, minerals, flora, fauna, ambient noise and objects of historic or aesthetic significance. For these areas this Draft EIR discusses the mitigation measures that could be implemented by the City of Rocklin to reduce potential adverse impacts to a level that is considered less than significant. An impact that remains significant after mitigation is considered an unavoidable adverse impact of the proposed project. The mitigation measures presented in the Draft EIR will form the basis of the Mitigation Monitoring Program.

Table 2-1 (Summary of Project Impacts and Mitigation Measures) has been organized to correspond with the environmental issues discussed in Chapter 4 of this Draft EIR. The summary table is arranged in four columns:

1. Environmental impacts ("Impact").
2. The level of significance without mitigation ("Level of Significance prior to Mitigation").
3. Mitigation measures ("Mitigation Measures").
4. The level of significance after implementation of mitigation measures ("Level of Significance after Mitigation").

If an impact is determined to be significant or potentially significant, mitigation measures are identified, where appropriate and feasible. More than one mitigation measure may be required to reduce the impact to a less than significant level. This Draft EIR assumes that all applicable plans, policies, and regulations would be implemented, including but not necessarily limited to City of Rocklin General Plan policies, laws, and requirements or recommendations of the City of Rocklin. Applicable plans and regulations are identified and described in the Regulatory Setting of each issue area and within the relevant impact analysis. A description of the organization of the environmental analysis, as well as key foundational assumptions regarding the approach to the analysis, is provided in Section 4.1, Introduction to the Analysis.

As noted in Chapter 1, Introduction and Scope of EIR, the proposed project was reviewed in an Initial Study in accordance with the significance criteria presented in Appendix G, "Environmental Checklist Form" of the CEQA Guidelines. Impacts that were analyzed and determined to be less than significant in the Initial Study are not addressed further in this Draft EIR. For the convenience of the reader, a table of these previously-evaluated impacts and any associated mitigation measures is included below in Table 2-1. Further detail can be found in the Initial Study, which is included with this Draft EIR as Appendix A.

Summary of Project Alternatives

The purpose of the alternatives analysis in an EIR is to describe a range of reasonable alternatives to the proposed project that could feasibly attain the objectives of the project, and to evaluate the comparative merits of the alternatives (CEQA Guidelines section 15126.6 (a)).

Additionally CEQA Guidelines recommend that an EIR should briefly describe the rationale for selecting the alternative to be discussed, identify any alternatives that were considered by the lead agency but were rejected as infeasible, and briefly explain the reasons underlying the lead agency's determination (CEQA Guidelines section 15162 (c)).

The following summary describes the alternatives to the proposed project that are evaluated for environmental impacts in this Draft EIR. A complete discussion of project alternatives is provided in Chapter 6, Alternatives Analysis.

No Project Alternative

The No Project Alternative would allow the project site to continue in its existing vacant state. Under this alternative, the City of Rocklin would not approve development of the proposed project. This non-development alternative is characterized primarily by the benefits of continued natural space on the proposed Sierra Gateway Apartments project site. However, it should be anticipated that the project site would ultimately be developed based on its long-standing designations in the City General Plan and zoning map for urban development and the presence of available infrastructure. The No Project Alternative would not meet any of the project objectives.

Reduced Intensity Alternative

The Reduced Intensity Alternative would remove one of the proposed buildings from the proposed project plan in an effort to reduce the intensity of buildings on the site and avoid impacting a cluster of trees that were determined by the project arborist to be in fair-good condition. Although one might think there are a multitude of ways in which such a reduction could be accomplished, when the location of healthy trees and grading realities were examined, the most effective scenario would be to remove building number 2, a 3-story building located adjacent to Rocklin Road and the existing Rocklin Manor apartment complex, from the proposed project plan. By eliminating this building, the total living space square footage for the proposed project would be reduced by 23,248 square feet, leaving a living space total square footage remaining of 171,485 square feet, and the total number of parking stalls for the proposed project would be reduced by 31 spaces, resulting in a parking stall total of 356 spaces. The total unit count would also be reduced by 25 units, leaving a total of 170 units. A site plan of the Reduced Intensity Alternative is provide in Figure 6-1.

This alternative would decrease the total number of buildings on the project site from eleven to ten and result in a reduction of 25 units. This alternative would also result in an increased separation between the project's buildings on Rocklin Road and the adjacent Rocklin Manor apartment complex. Specifically, building number 2 is proposed to be located approximately 160 feet from the closest Rocklin Manor apartment building to the east; with the removal of

building number 2, the distance between the closest Rocklin Manor apartment building to the east and building number 1 (the next closest building) would be approximately 360 feet. The reduction of the number of site structures would reduce the amount of impacts to different habitat types because the elimination of one building would result in no to limited grading at that location and the likely preservation of eighteen oak trees. However, the rest of the development area would still require grading to accommodate the remaining site structures, parking, landscape, handicap accessibility, drainage, sewer and other infrastructure requirements. This alternative would result in approximately 167 fewer automobile trips per day on nearby roadways and intersections and fewer air quality emissions as a result of: the reduction in automobile trips and their associated emissions, the reduction in the amount of construction and the reduction in the amount of operational emissions related to natural gas combustion from water and space heating as a result of fewer units.

Reduced Building Footprint/Increased Height Alternative

The Reduced Building Footprint/Increased Height Alternative would include approximately the same square footage and unit number as the proposed Sierra Gateway Apartments project development; however the buildings would contain an increased number of stories to result in an overall smaller development footprint. Although there are a multitude of ways in which such a reduction could be accomplished, one example would be to remove building numbers 3, 4 and 5, the three westernmost buildings located adjacent to Sierra College Boulevard, and apply their square footages to building numbers 1, 2 and 8, making those combined buildings five-six stories instead of three stories. The overall lot coverage for the buildings would be reduced; however the same number of parking spaces would be required. A site plan of the Reduced Footprint Alternative is provide in Figure 6-2.

Even though there would be an increased separation between the project's buildings and Sierra College Boulevard, this alternative would result in a greater aesthetic impact due to the increase in the building heights to five-six stories for building numbers 1, 2 and 8. The reduction of the number of site structures would reduce the amount of impacts to different habitat types because the elimination of three buildings would result in no to limited grading at those locations and the likely preservation of fifty-seven oak trees. However, the rest of the development area would still require grading to accommodate the remaining site structures, parking, landscape, handicap accessibility, drainage, sewer and other infrastructure requirements. This alternative would result in similar transportation/traffic and air quality impacts as the proposed Sierra Gateway Apartments project because the square footage and unit count would be the same under both projects.

Environmentally Superior Alternative

Designating a superior alternative depends largely upon which environmental effects one considers most important. Other factors of importance include urban design, economics, social factors, and fiscal considerations. Of the alternatives analyzed, the Reduced Intensity Alternative provides the greatest reduction in the level of environmental impacts while meeting most of the overall objectives of the project. The reduction in number of site structures and overall unit number would reduce impacts to biological resources by having an area with no to

limited grading at that location and the likely preservation of eighteen oak trees at that location. The Reduced Intensity Alternative would also reduce transportation/traffic levels by reducing the overall number of automobile trips and associated emissions as well as project operational emissions to the project area. While the Reduced Intensity Alternative does reduce the amount of square footage available for the proposed project site buildings and although it would not be consistent with the project site's General Plan land use and zoning designations, the Reduced Intensity Alternative would still generally meet the objectives of the proposed project to provide a residential apartment project in close proximity to retail commercial uses and educational facilities. Therefore, the Reduced Intensity Alternative is the Environmentally Superior Alternative.

Table 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
AESTHETICS			
Initial Study I. a) Would the proposed project have a substantial adverse impact on a scenic vista?	NI	None Required.	N/A
Initial Study I. b) Would the proposed project substantially degrade the existing visual character for quality of the site and its surroundings?	LS	None Required.	N/A
EIR Impact 4.2-1) Would the proposed project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	LS	None Required.	N/A
Initial Study I. d) Would the proposed project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	LS	None Required.	N/A
EIR Impact 4.2-2) Would the proposed project contribute to a cumulative impact relating to substantially degrading the existing visual character or quality of the site and its surroundings?	LS	None Required.	N/A
AGRICULTURAL RESOURCES			
Initial Study II. a) Would the proposed project 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 non-agricultural use?	NI	None Required.	N/A
Initial Study II. b) Would the proposed project conflict with existing zoning for agricultural use, or a Williamson Act contract?	NI	None Required.	N/A

Table 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES			
Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
Initial Study II. c) Would the proposed project 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))?	NI	None Required.	N/A
Initial Study II. d) Would the proposed project result in the loss of forest land or conversion of forest land to non-forest use?	NI	None Required.	N/A
Initial Study II. e) Would the proposed project 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?	NI	None Required.	N/A
AIR QUALITY			
EIR Impact 4.3-1) Would the proposed project conflict with or obstruct implementation of applicable air quality plan?	LS	None Required.	N/A
EIR Impact 4.3-2) Would the proposed project violate any air quality standard or contribute substantially to an existing or projected air quality violation?	PS	MM 4.3-2(a) (AIR QUALITY) - Prior to the start of any grading or construction activity, the project applicant shall include the following standard notes on all Improvement and Building Plans approved in association with this project and shall implement the notes during all grading and construction activities: 1. No wood burning fireplaces/hearths shall be allowed. Only natural gas or propane fired fireplace appliances are permitted.	LS

Table 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		These appliances shall be clearly delineated on the Building Plans submitted in conjunction with the Building Permit application. (Based on PCAPCD Rule 225, section 302.2). 2. Install Energy Efficient (Energy Star rated) appliances, including fans, refrigeration, and clothes washers and dryers in all of the apartment units. 3. Install a total of eight electric vehicle charging stations within the project site. The location of all eight charging stations shall be identified on maps provided to the City of Rocklin. In year one, all eight locations shall have conduit installed and available for installation of the charging stations. Additionally, in year one, four electric vehicle charging stations shall be fully connected and actively available to residents. At the end of year one, the applicant shall evaluate the demand for the four active charging stations and determine whether additional charging stations are warranted based on the demand by the residents. The evaluation shall continue annually until all eight charging stations are fully installed and active. The demand evaluation shall be based on a combination of physical observations, electric usage (i.e., bills) and resident surveys. The annual demand evaluations shall be provided to the City of Rocklin until such time that all	

Table 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		eight charging stations are fully installed and active. 4. Low Volatile Organic Compound (VOC) paint shall be utilized for both the interiors and exteriors of the buildings. To limit the quantity of VOCs in architectural coatings supplied, sold, offered for sale, applied, solicited for application, or manufactured for use within the PCAPCD boundaries, all projects must comply with PCAPCD Rule 218. (Based on PCAPCD Rule 218). MM 4.3-2 (b) (AIR QUALITY) – Prior to the issuance of a certificate of occupancy, the project applicant shall provide certification from a sustainability energy consultant that Energy Star rated fans, refrigerators, and clothes washers and dryers have been installed in all of the apartment units.	
EIR Impact 4.3-3)? Would the proposed project expose sensitive receptors to substantial pollutant concentrations?	LS	None Required.	N/A
EIR Impact 4.3-4) Would the proposed project create objectionable odors affecting a substantial number of people?	LS	None Required.	N/A
EIR Impact 4.3-5) Would the proposed project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality	PS	Implement Mitigation Measure 4.3-2 (a) and (b) (AIR QUALITY) above.	LS

Table 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES			
Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			
BIOLOGICAL RESOURCES			
EIR Impact 4.4-1) Would the proposed project 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?	PS	MM 4.4-1 (a) (BIOLOGICAL RESOURCES) – A pre-construction botanical survey for Big-scale balsamroot shall be conducted by a qualified botanist during the appropriate blooming period (March to June) to determine presence of absence of this species on the project site. If no Big-scale balsam root is found, no further mitigation is required. If the species is found, the botanist shall establish an approximately 10-foot buffer around the individuals and the project should avoid impacts to the plants. If avoidance is not feasible, a plan should be developed prior to the commencement of construction activities that includes measures for preserving and enhancing existing populations, creating off-site populations through seed collection or transplantation, and/or restoring or creating suitable habitat to achieve no net loss of occupied habitat or individuals. The plan should also include monitoring and reporting requirements for populations to be preserved on the project site or protected or enhanced off site. The plan shall be approved by the California Department of Fish and Wildlife (CDFW). To address the potentially significant impact to	LS

Table 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		the western pond turtle, the following mitigation measure is being applied to the project and shall be incorporated as notes on the grading and/or improvement plans: MM 4.4-1 (b) (BIOLOGICAL RESOURCES) – A pre-construction survey for western pond turtle shall be conducted by a qualified biologist within 14 days prior to start of any grading or construction activities to determine presence of absence of this species on the project site. If no western pond turtles are found, no further mitigation is required so long as construction commences within 14 days of the preconstruction survey and, once construction begins, it does not halt for more than 14 days. If western pond turtles are found, the biologist shall relocate the species to suitable habitat away from the construction zone to similar habitat outside of the construction footprint, but within the project area. MM 4.4-1 (c) (BIOLOGICAL RESOURCES) – The applicant/developer shall attempt to time the removal of potential nesting habitat for raptors and migratory birds to avoid the nesting season (February 1 – August 31). If vegetation removal and/or project grading	

Table 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		or construction activities occur during the nesting season for raptors and migratory birds (February 1-August 31), the applicant/developer shall hire a qualified biologist approved by the City to conduct pre-construction surveys no more than 14 days prior to initiation of development activities. The survey shall cover all areas of suitable nesting habitat within 500 feet of project activity and shall be valid for one construction season. Documentation of the survey shall be provided to the City and if the survey results are negative, no further mitigation is required and necessary tree removal may proceed. If there is a break in construction activity of more than 14 days, then subsequent surveys shall be conducted. If the survey results are positive (active nests are found), impacts shall be avoided by the establishment of appropriate buffers. The biologist shall consult with the California Department of Fish and Wildlife (CDFW) and the City to determine the size of an appropriate buffer area (CDFW guidelines recommend implementation of 500-foot buffers). Monitoring of the nest by a qualified biologist may be required if the activity has the potential to adversely affect an active nest.	

Table 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		If construction activities are scheduled to occur during the non-breeding season (September- January), a survey is not required and no further studies are necessary.	
EIR Impact 4.4-2) Would the proposed project 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/Would the proposed project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	PS	MM 4.4-2 (BIOLOGICAL RESOURCES) – Prior to any grading or construction activities, the appropriate Section 404 permit will need to be acquired for any project-related impacts to waters of the U.S. Any waters of the U.S. that would be lost or disturbed should be replaced or rehabilitated on a "no-net-loss" basis in accordance with the Corps' mitigation guidelines. Habitat restoration, rehabilitation, and/or replacement should be at a location and by methods agreeable to the Corps of Engineers. In association with the Section 404 permit and prior to the issuance of improvement plans, a Section 401 water quality certification from the Regional Water Quality Control Board shall be obtained. All terms and conditions of said permits shall be complied with. If it is determined through consultation efforts between the U.S. Corps of Engineers and the U.S. Fish and Wildlife Service (USFWS) that a Biological Opinion is required, the applicant shall obtain one and all terms and conditions	LS

Table 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		of the Biological Opinion shall be complied with. For potential impacts to riparian habitat, the project shall obtain a Section 1600 Streambed Alteration Agreement (SAA) from the California Department of Fish and Wildlife and all terms and conditions of the SAA shall be complied with. Prior to any grading or construction activities, the applicant shall submit documentation to the City of Rocklin that they have obtained an Army Corps of Engineers Section 404 permit, a Regional Water Quality Control Board Section 401 water quality certification, a California Department of Fish and Wildlife Section 1600 Streambed Alteration Agreement, and if applicable, a United States Fish and Wildlife Service Biological Opinion. The applicant shall also demonstrate to the City of Rocklin that they have implemented habitat restoration, rehabilitation, and/or replacement as stipulated in their Section 404 permit. The applicant shall also demonstrate to the City of Rocklin how they have complied with the terms and conditions of the Section 404 permit, the Section 401 water quality certification, the Section 1600 Streambed Alteration Agreement, and if applicable, the	

Table 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		Biological Opinion.	
EIR Impact 4.4-3) Would the proposed project 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?	LS	None Required.	N/A
EIR Impact 4.4-4) Would the proposed project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	PS	MM 4.4-4 (BIOLOGICAL RESOURCES) - Prior to the issuance of improvement plans or grading permits, the applicant shall: 1) Clearly indicate on the construction documents that oak trees not scheduled for removal will be protected from construction activities in compliance with the pertinent sections of the City of Rocklin Oak Tree Preservation Ordinance. 2) Mitigate for the removal of oak trees on the project site consistent with the requirements of the City's Oak Tree Preservation Ordinance (Rocklin Municipal Code Section 17.77.080.B). The required mitigation shall be calculated using the formula provided in the Oak Tree Preservation Ordinance and to that end the project arborist shall provide the following information: • The total number of surveyed oak trees; • The total number of oak trees to be	LS

Table 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES			
Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		removed; • The total number of oak trees to be removed that are to be removed because they are sick or dying, and • The total, in inches, of the trunk diameters at breast height (TDBH) of all surveyed oak trees on the site in each of these categories. 3) The protection of oak trees not scheduled for removal shall comply with the pertinent sections of the City's Oak Tree Protection Guidelines.	
EIR Impact 4.4-5) Would the proposed project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	LS	None Required.	N/A
EIR Impact 4.4-6) Construction of the Proposed Project, in Conjunction with Other Development in the City of Rocklin and Western Placer County, Could Contribute to the Loss of Native Plant Communities, Wildlife Habitat Values, Special-Status Species and Wetland Resources in the Region.	PS	Implement Mitigation Measures 4.4-1 (a), (b), and (c), Mitigation Measure 4.4-2 and Mitigation Measure 4.4-4.	LS
CULTURAL RESOURCES			
Initial Study V. a) Would the proposed project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	LS	None Required.	N/A

Table 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
Initial Study V. b) Would the proposed project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	LS	None Required.	N/A
Initial Study V. c) Would the proposed project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	PS	MM V.-1 (CULTURAL RESOURCES) If an inadvertent discovery of cultural materials (e.g., unusual amounts of shell, charcoal, animal bone, bottle glass, ceramics, burned soil, structure/building remains) is made during project-related construction activities, ground disturbances in the area of the find shall be halted and a qualified professional archaeologist, the City's Environmental Services Manager and the Native American Heritage Commission shall be notified regarding the discovery. The archaeologist shall determine whether the resource is potentially significant as per CEQA (i.e., whether it is a historical resource, a unique archaeological resource, or a unique paleontological resource) and shall develop specific measures to ensure preservation of the resource or to mitigate impacts to the resource if it cannot feasibly be preserved in light of costs, logistics, technological considerations, the location of the find, and the extent to which avoidance and/or preservation of the find is consistent or inconsistent with the design and objectives of the project. Specific measures for significant	LS

Table 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		or potentially significant resources would include, but are not necessarily limited to, preservation in place, in-field documentation, archival research, subsurface testing, and excavation. The specific type of measure necessary would be determined according to evidence indicating degrees of resource integrity, spatial and temporal extent, and cultural associations, and would be developed in a manner consistent with CEQA guidelines for preserving or otherwise mitigating impacts to archaeological and cultural artifacts. In the event of the inadvertent discovery or recognition of any human remains, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains, until compliance with the provisions of Sections 15064.5 (e) (1) and (2) of the CEQA Guidelines, as well as Public Resources Code Section 5097.98, has occurred. If any human remains are discovered, all work shall stop in the immediate vicinity of the find and the County Coroner shall be notified, according to Section 7050.5 of the California Health and Safety Code. The City's Environmental Services Manager shall also be notified. If the remains are Native American, the Coroner will notify the Native American Heritage Commission,	

Table 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES			
Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		which in turn will inform a most likely descendant. The descendant will then recommend to the landowner appropriate disposition of the remains and any grave goods, and the landowner shall comply with the requirements of AB2641 (2006).	
Initial Study V. d) Would the proposed project disturb any human remains, including those interred outside of formal cemeteries?	PS	Implement Mitigation Measure V.-1 above.	LS
Initial Study V. e) Would the proposed project cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code §21074?	NI	None Required.	N/A
GEOLOGY AND SOILS			
Initial Study VI. a) Would the proposed project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zone 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)?	LS	None Required.	N/A
Initial Study VI. a) Would the proposed project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: ii) Strong seismic ground shaking?	LS	None Required.	N/A

Table 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
Initial Study VI. a) Would the proposed project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: iii) Seismic-related ground failure, including liquefaction?	LS	None Required.	N/A
Initial Study VI. a) Would the proposed project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: iv) Landslides?	LS	None Required.	N/A
Initial Study VI. b) Would the proposed project result in substantial soil erosion or the loss of topsoil?	LS	None Required.	N/A
Initial Study IV. c) Would the proposed project 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?	LS	None Required.	N/A
Initial Study VI. d) Would the proposed project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	LS	None Required.	N/A
Initial Study VI. e) Would the proposed project 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?	LS	None Required.	N/A

Table 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES			
Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
GREENHOUSE GAS EMISSIONS			
Initial Study VII. a) Would the proposed project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	LS	None Required.	N/A
Initial Study VII. b) Would the proposed project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	LS	None Required.	N/A
HAZARDS AND HAZARDOUS MATERIALS			
Initial Study VIII. a) Would the proposed project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	LS	None Required.	N/A
Initial Study VIII. b) Would the proposed project 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?	LS	None Required.	N/A
Initial Study VIII. c) Would the proposed project 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.	N/A
Initial Study VIII. d) Would the proposed project 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?	NI	None Required.	N/A
Initial Study VIII. e) For a project located within an airport land use plan or, where such a plan has not been	NI	None Required.	N/A

Table 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
adopted, within two miles of a public airport or public use airport, would the proposed project result in a safety hazard for people residing or working in the project area?			
Initial Study VIII. f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	NI	None Required.	N/A
Initial Study VIII. g) Would the proposed project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	LS	None Required.	N/A
Initial Study VIII. h) Would the proposed project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	LS	None Required.	N/A
HYDROLOGY AND WATER QUALITY			
Initial Study IX. a) Would the proposed project violate any water quality standards or waste discharge requirements?	LS	None Required.	N/A
Initial Study IX. b) Would the proposed project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	LS	None Required.	N/A
Initial Study IX. c) Would the proposed project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of	LS	None Required.	N/A

Table 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			
Initial Study IX. d) Would the proposed project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	LS	None Required.	N/A
Initial Study IX. e) Would the proposed project 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?	LS	None Required.	N/A
Initial Study IX. f) Would the proposed project otherwise substantially degrade water quality?	LS	None Required.	N/A
Initial Study IX. g) Would the proposed project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary of Flood Insurance Rate Map or other flood hazard delineation map?	NI	None Required.	N/A
Initial Study IX. h) Would the proposed project place within a 100-year flood hazard area structures which would impede or redirect flood flows?	NI	None Required.	N/A
Initial Study IX. i) Would the proposed project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	NI	None Required.	N/A
Initial Study IX. j) Would the proposed project result in inundation by seiche, tsunami, or mudflow?	NI	None Required.	N/A
LAND USE AND PLANNING			
Initial Study X. a) Would the proposed project physically	NI	None Required.	N/A

Table 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES			
Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
divide an established community?			
Initial Study X. b) Would the proposed project conflict with any applicable land use plan, policy, regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	NI	None Required.	N/A
Initial Study X. c) Would the proposed project conflict with any applicable habitat conservation plan or natural community conservation plan?	NI	None Required.	N/A
MINERAL RESOURCES			
Initial Study XI. a) Would the proposed project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	LS	None Required. Refer to discussion in City of Rocklin General Plan Update Draft Environmental Impact Report, page 4.6-17 regarding conclusion of less than significant impact.	N/A
Initial Study XI. b) Would the proposed project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	LS	None Required. Refer to discussion in City of Rocklin General Plan Update Draft Environmental Impact Report, page 4.6-17 regarding conclusion of less than significant impact.	N/A

Table 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES			
Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
NOISE			
Initial Study XII. a) Would the proposed project 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?	PS	MM XII.-1 (NOISE) The 2nd and 3rd floor windows of the first row of buildings facing Sierra College Boulevard shall include windows with a minimum STC rating of 32 (this only applies to the building facades which are parallel to Sierra College Boulevard). As an alternative, the applicant can have a professional acoustical engineer calculate interior noise levels when construction plans, floor plans and building elevations are available.	LS
Initial Study XII. b) Would the proposed project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	LS	None Required.	N/A
Initial Study XII. c) Would the proposed project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	LS	None Required.	N/A
Initial Study XII. d) Would the proposed project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	LS	None Required.	N/A
Initial Study XII. e) 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 expose people residing or working in the project area too excessive noise levels?	NI	None Required.	N/A
Initial Study XII. f) For a project within the vicinity of a	NI	None Required.	N/A

Table 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
private airstrip, would the project expose people residing or working in the project area to excessive noise levels?			
POPULATION AND HOUSING			
Initial Study XIII. a) Would the proposed project induce substantial 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.)?	LS	None Required.	N/A
Initial Study XIII. b) Would the proposed project displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	NI	None Required.	N/A
Initial Study XIII. c) Would the proposed project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	NI	None Required.	N/A
PUBLIC SERVICES			
Initial Study XIV. a) Would the proposed project 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 **fire protection**?	LS	None Required.	N/A
Initial Study XIV. a) Would the proposed project 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	LS	None Required.	N/A

Table 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
service ratios, response times or other performance objectives for **police protection**?			
Initial Study XIV. a) Would the proposed project 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 **schools**?	LS	None Required. The proposed project will be required to pay applicable school impact fees in effect at the time of building permit issuance to finance school facilities. Participation in these funding mechanisms, as applicable, will reduce school impacts to a less than significant level as a matter of state law. California Government Code section 65995(h) states that "the payment or satisfaction of a fee, charge or other requirement levied or imposed pursuant to Section 17620 of the Education Code in the amount specified in Section 65995 and, if applicable, any amounts specified in Section 65995.5 or 65995.7 are hereby deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization as defined in Section 56021 or 56073, on the provision of adequate school facilities."	N/A
Initial Study XIV. a) Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental	LS	None Required.	N/A

Table 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities?			
RECREATION			
Initial Study XV. a) Would the proposed project 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	None Required.	N/A
Initial Study XV. b) Would the proposed project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	LS	None Required.	N/A
TRANSPORTATION/TRAFFIC			
EIR Impact 4.5-1) Would the proposed project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? (Existing Plus Project Condition)	LS	None Required.	N/A
EIR Impact 4.5-2) Would the proposed project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized	LS	None Required.	N/A

Table 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? (Short Term Plus Project Condition)			
EIR Impact 4.5-3) Would the proposed project conflict with an applicable congestion management program established by a county congestion management agency, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	LS	None Required.	N/A
EIR Impact 4.5-4) Would the proposed project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	LS	None Required.	N/A
EIR Impact 4.5-5) Would the proposed project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment?	LS	None Required.	N/A
EIR Impact 4.5-6) Would the proposed project result in inadequate emergency access?	LS	None Required.	N/A
EIR Impact 4.5-7) Would the proposed project conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	LS	None Required.	N/A
EIR Impact 4.5-8) Would the proposed project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of	PS	MM 4.5-8 (TRANSPORTATION/TRAFFIC) The proposed project will be subject to the payment of applicable Traffic Impact Mitigation (TIM) fees, South Placer Regional	SU

Table 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? (Cumulative Plus Project Condition)		Transportation Authority (SPRTA) fees and Highway 65 Interchange Improvement fees as applicable on a fair share basis; however, payment of these fees alone will not fund the necessary improvements that are needed to remedy the anticipated cumulative unacceptable levels of service at the Rocklin Road/I-80 interchange. While the City has policies and traffic impact fees currently in place that are expected to help reduce impacts to freeway ramp intersections, the City does not have the complete jurisdiction or authority, would not be the sole source of funding and does not have the capability to fund implementation of any of the identified alternative improvements to the highway ramp intersections. Since mitigation of this impact is outside of the City's control, the impact is considered to be **significant and unavoidable**. Mitigation for this project under the Cumulative condition is also not feasible in light of the following considerations: (1) the Rocklin Road/Interstate 80 EB and WB Ramp intersections will operate at an unacceptable LOS in both the AM and PM peak hours regardless of whether the proposed project is approved (see Table 4.5-18, Cumulative (Year 2030) No Project Intersection Levels of Service), (2) the proposed project only	

Table 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES			
Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		contributes a small percentage (an increase of 32 vehicles and 12 seconds of delay at the WB Ramp intersection with Rocklin Road during the PM peak hour and an increase of 44 vehicles and 13 seconds of delay at the EB Ramp intersection with Rocklin Road during the PM peak hour) to the cumulative impact, (3) the intersection is outside of the control of the City, and (4) the decision and planning of whether and how to improve the future operation of this intersection depends on future discussions and agreements between the City and Caltrans. The General Plan EIR also forecasted unacceptable LOS conditions at the Rocklin Road/I-80 interchange intersections in the cumulative conditions. (See Table 4.4-30 on page 4.4-86 of the General Plan EIR). The determination of the Sierra Gateway Apartment project's cumulative significant impact to the Rocklin Road/I-80 interchange as a significant and unavoidable impact is consistent with the findings of the General Plan EIR. The following is quoted from the General Plan EIR (pages 4.4-87 and 4.4-88): "As discussed in the Regulatory Framework subsection above, the City provides funding for highway	

Table 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		facility improvements in the southern portion of Placer County through collection of traffic impact fees under SPRTA and the Highway 65 Interchange Improvement Fee. However, the City does not have the authority to independently implement improvements to state/interstate highways and highway ramp intersections. The City recognizes the need for local development to contribute to highway facility improvements. Beyond the SPRTA and Highway 65 Interchange Improvement fees noted above, the City also collects fees for improvements to highway interchange and ramp intersection improvements through its Capital Improvement Program (CIP) and Traffic Impact Mitigation (TIM) fee program. The City conditions projects to contribute their fair share cost of circulation improvements via the existing citywide TIM fee program that is applied as a uniformly applied development policy and standard. The TIM fee is one of the various	

Table 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		methods that the City of Rocklin uses for financing improvements identified in the CIP. The CIP, which is overseen by the City's Engineering Division, is updated periodically to assure that growth in the city and surrounding jurisdictions does not degrade the level of service on the city's (and to some degree the state's) roadways. The roadway improvements that are identified in the CIP in response to anticipated development and population growth are consistent with the City's Circulation Element. The TIM fee program collects funds from new development in the city to finance a portion of the roadway improvements that result from traffic generated by new development. Fees are calculated on a citywide basis, differentiated by type of development in relationship to their relative traffic impacts. The intent of the fee is to provide an equitable means of ensuring that future development contributes its fair share of	

Table 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		roadway improvements, so that the City's General Plan circulation policies and quality of life can be maintained. The City's decision to include highway interchange and ramp intersections in its CIP is consistent with the Caltrans policy that has encouraged local and private funding of state highway improvements for the last 20 years (Caltrans 2004, pg. 9-1.1). Caltrans notes that projects constructed on the state highway system that are sponsored by a city, county, local transportation authority, local transit agency, or private entity generally use local or private funding. Thus, the City's CIP, SPRTA, and Highway 65 Interchange Improvement fee programs are consistent with the Caltrans policy, which encourages local agencies to develop and implement local funding programs that supplement federal and state funding programs to meet their current and future transportation needs. The City's decision to include	

Table 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		highway interchange and ramp intersections in its CIP is also consistent with the Caltrans policy that compels the local or private entities sponsoring state highway system projects to be responsible for the construction contract administration when such projects are financed with local and private funds. (Caltrans 2004). Moreover, cooperation with local agencies in identifying and implementing mitigation is a general Caltrans policy and a responsibility for the Caltrans Deputy District Directors of Planning. The Caltrans Deputy Directive Number Dd-25-R1 "Local Development-Intergovernmental Review" (June 2005) notes that the Deputy District Directors of Planning must: (1) ensure potential significant impacts to state highway facilities are fully identified, evaluated and articulated and that reasonable measures that avoid or adequately mitigate identified potential impacts are recommended consistent with state planning	

Table 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		priorities; and (2) work with local jurisdictions to identify mitigation measures that adequately address development impacts. Caltrans has previously cooperated with local agencies in Placer County to construct a number of highway improvement projects funded largely by developer impact fees. For instance, the recently completed Sierra College Boulevard at I-80 interchange reconstruction project was advanced in its timing due to the City of Rocklin's work with Caltrans, the California Transportation Commission, the Placer County Transportation and Planning Agency (PCTPA), and local developers in putting together a creative financing plan. The City advanced $5 million and worked with local developers to have them advance $20 million in order to build the project sooner than Caltrans had scheduled delivery of the project. As another example, Caltrans cooperated with PCTPA and the City of Roseville to construct the $35	

Table 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		million Douglas/I-80 interchange improvement project, where over $24 million of the cost was funded from development-paid traffic impact mitigation fees collected by the City of Roseville; only about $11 million came from federal and state highway monies." *Rocklin Road Interchange Improvement Alternatives* The City of Rocklin worked with Caltrans to develop a Project Study Report-Project Development Support (PSR-PDS) to request approval for a locally funded project and to proceed to Project Approval and Environmental Document Phase (August 24, 2012). This report identified several technically feasible alternatives for mitigating future, cumulative traffic impacts at the Rocklin Road/I-80 interchange so that it will operate at acceptable levels of service. These potential alternatives are discussed below. Implementation of any of these alternatives would mitigate the significant and cumulative impact of the Project, and the City anticipates reaching agreement with Caltrans to implement one of them. However, until such agreement is in place and formal plans are adopted, this EIR is conservatively treating the impact as significant and unavoidable. It	

Table 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		would not be feasible to require this Project to itself mitigate this cumulative impact given its comparatively small contribution to this impact and for the other reasons discussed above. • Alternative 1 – Flyover (Westbound Rocklin Road to Westbound Interstate 80) This alternative consists of a flyover structure from westbound Rocklin Road to Interstate 80. This would alleviate traffic congestion on westbound Rocklin Road and at the intersection of Rocklin Road/I-80 WB Ramps. This alternative would require additional right of way and modification of existing roadways, bridges and ramps. This alternative would provide LOS C or better conditions at the intersection of Rocklin Road/I-80 WB Ramps and the intersection of Rocklin Road/I-80 EB Ramps. • Alternative 2 – Roundabouts on Rocklin Road This alternative would consist of multi-lane roundabouts at the intersections of Rocklin Road/I-80 WB Ramps, Rocklin Road/I-80 EB Ramps, and	

Table 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		Rocklin Road/Aguilar Road. Roundabouts would allow uninterrupted flow of traffic and reduced queuing along Rocklin Road while providing access to freeway ramps. This alternative would require additional right of way, ramp widening, lengthening, and metering, and a shared-use path along Rocklin Road underneath the interstate. This alternative would provide LOS B at the intersection of Rocklin Road/I-80 WB Ramps and LOS B at the intersection of Rocklin Road/I-80 EB Ramps. • Alternative 3 – Replacement Diamond This alternative would consist of a replacement diamond for the undercrossing at I-80. This alternative would require additional right of way, lengthening of the freeway structure for additional lanes, and modification to the I-80 WB and EB Ramps. The mainline would be raised approximately one foot to meet current standard vertical clearance for the Rocklin Road undercrossing. This alternative would provide LOS C or better conditions at the intersections of Rocklin Road/I-80 WB Ramps and	

Table 2-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES			
Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
		Rocklin.	
UTILITIES AND SERVICE SYSTEMS			
Initial Study XVII. a) Would the proposed project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	LS	None Required.	N/A
Initial Study XVII. b) Would the proposed project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	NI	None Required.	N/A
Initial Study XVII. c) Would the proposed project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	NI	None Required.	N/A
Initial Study XVII. d) Would the proposed project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	LS	None Required.	N/A
Initial Study XVII. e) Would the proposed project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	LS	None Required.	N/A
Initial Study XVII. f) Would the proposed project be served by a landfill with sufficient capacity to accommodate the project's solid waste disposal needs?	LS	None Required.	N/A

Table 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance prior to Mitigation	Mitigation Measures	Level of Significance after Mitigation
Initial Study XVII. g) Would the proposed project comply with federal, state, and local statutes and regulations related to solid waste?	LS	None Required.	N/A

KEY: LS = Less Than Significant; PS = Potentially Significant; NI = No Impact; N/A = Not Applicable; SU = Significant and Unavoidable.

CHAPTER 3

PROJECT DESCRIPTION

Return to TOC

3. PROJECT DESCRIPTION

Introduction

This chapter provides a comprehensive description of the project components included in the proposed Sierra Gateway Apartments project. In addition, the project background, objectives and project approvals, including entitlements, are discussed.

Project Location

The City of Rocklin is approximately 25 miles northeast of the California State Capitol, Sacramento, and is within the County of Placer (see Figure 3-1, Regional Location Map). Surrounding jurisdictions include: unincorporated Placer County to the north and northeast, the City of Lincoln to the northwest, the Town of Loomis to the east and northeast, and the City of Roseville to the south and southwest. The 10.2 +/- gross acre Sierra Gateway Apartments project site is located at the southeast corner of the intersection of the intersection of Sierra College Boulevard and Rocklin Road. The project site is comprised of three parcels, Placer County Assessor's Parcel Numbers 045-161-014, -015 and -016 (see Figure 3-2, Project Location). The property is located in the transition of the central valley and the Sierra Nevada foothills at an elevation ranging between 320 and 340 feet.

The surrounding area is mostly developed with retail commercial and residential uses. To the north of the project site are Rocklin Road, several isolated single family residences and vacant land designated for Mixed Use land uses under the Rocklin General Plan. To the northwest of the project site is the Sierra Community College campus, and to the west are Sierra College Boulevard, a small retail commercial shopping center consisting of approximately 36,233 square feet contained in one main building and two separate pads, the Granite Creek apartment complex (2-stories, 80 units), the Shaliko apartment complex (2-stories, 152 units) and developed Medium Density Residential single-family residences further to the west. To the south are Water Lily Lane, a Medium Density Residential single-family subdivision consisting of 60 one- and two-story residences, vacant land designated for Medium Density Residential land uses under the Rocklin General Plan and an open space area associated with an intermittent tributary of Secret Ravine Creek. To the east are the existing Rocklin Manor apartment complex (2-stories, 157 units), the City of Rocklin/Town of Loomis border and single-family residential subdivisions within the Town of Loomis (see Figure 3-3, Surrounding Land Uses).

Site Characteristics

The project site is undeveloped with the exception of the planned shared driveway with the existing Rocklin Manor apartments to the east and an existing roadway easement to the south. The project site is bound on the north by Rocklin Road, on the east by the existing Rocklin Manor apartment complex, on the south by single family residential development and on the west by Sierra College Boulevard. The project site is bifurcated by a 0.21 +/- acre roadway easement known as Water Lilly Lane which provides access to the single family residential development to the south of the project site. Water Lily Lane divides the project site into two

FIGURE 3-1, REGIONAL LOCATION MAP

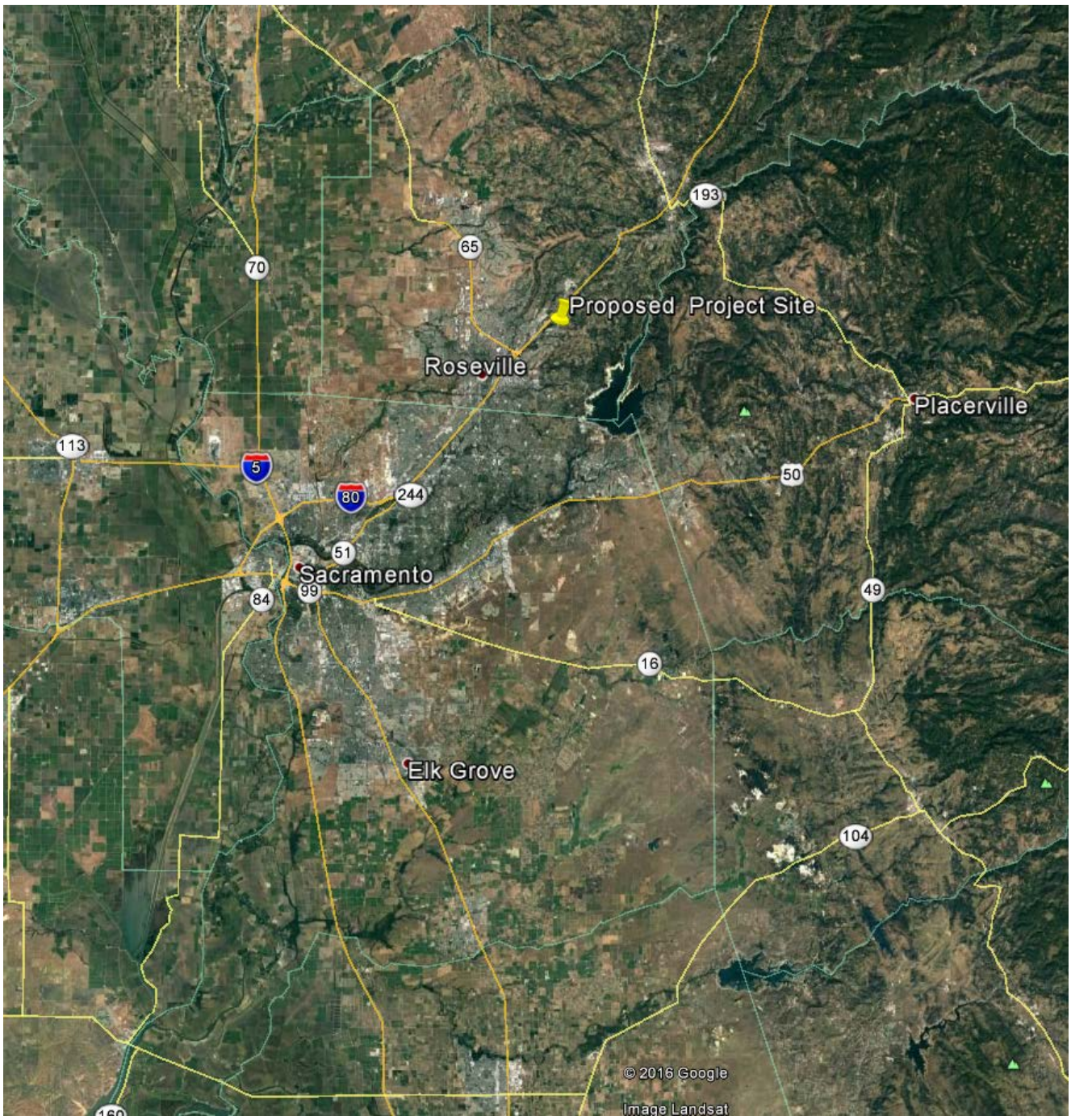

FIGURE 3-2, PROJECT LOCATION

FIGURE 3-3, SURROUNDING LAND USES

areas, a rectangular-shaped area to the north of the roadway which is 8.5 +/- acres in size and a triangular-shaped area to the south of the roadway which is 1.1+/- acres in size that is also referred to as the "panhandle".

The property occurs in the transition of the central valley and the Sierra Nevada foothills with elevations ranging between 320 feet and 340 feet above sea level. The project site's primary biological community is foothill woodland dominated by interior live oak. The project site's woodlands also contain scattered blue oaks, and to a lesser extent valley oaks and a few oracle (hybrid) oaks. The project site also consists of annual grassland and riparian woodlands, an intermittent stream and an associated wetland swale located in the southern portion of the property adjacent to Sierra College Boulevard, and a seasonal wetland located in the northern portion of the property; collectively these wetland resources total approximately 0.04 acres.

Site History

The project site was annexed from the County in 1985 as part of the Monte Verde Annexation Area. An EIR was prepared and approved as part of that annexation. The proposed land uses and zoning were found to be consistent with the (then) existing General Plan text and the rezone was approved. The subject site was given the General Plan designation Retail Commercial (RC) with zoning of Planned Development Commercial (PD-C). Additionally, the City Council made findings that the proposed zoning and General Development Plan would form a transition area between the adjoining commercial and residential zones and that the area is uniquely situated on a corner making the proposed zoning and General Development Plan appropriate for the subject property.

The site is also within the General Development Plan for Rocklin Road East of I-80 in which the previously approved zoning, PD-C, was not changed. City Council approved this General Development Plan (Ordinance 820) on December 14, 1999.

Until the mid-1980's, a single family home occupied the proposed project site. The owner demolished the house and the property has since been vacant. Subsequent owners have proposed various commercial developments on the site. The first proposal was for a shopping center anchored by a grocery store. Before the project was submitted, but after receiving neighborhood input, the grocery anchor withdrew and the developer later sold the site to Granite Bay Ventures. Granite Bay Ventures applied for and received approval of a horizontal mixed use office and retail center on March 20, 2007. The project approvals included the approval of the Sierra College Center Environmental Impact Report (EIR). Due to the economic downturn Granite Bay Ventures did not complete the improvement plan review process for this project. At various times, the site has been considered for a drive-through drug store, as well.

On April 16, 2013, the City Council approved a General Plan Amendment to change the land use designation from Retail Commercial (RC) to High Density Residential (HDR) and a Rezone to change the zoning from Planned Development Commercial (PD-C) to Planned Development Residential, 20 units minimum per acre (PD-20). The land use and zoning change were supported by the City because: 1) the project site is adjacent to existing multi-family residential development and the project was seen as an extension of that existing multi-family use; 2) the site is at the intersection of two arterial roadways and has existing neighborhood commercial

centers within walking distance and developing major commercial centers within a few miles, as well as recently designated Mixed Use property located to the north across Rocklin Road (allowing for commercial uses) that would all benefit by having additional residents (potential customers) located nearby; 3) the provision of additional housing opportunities for students at the adjacent Sierra Community College; 4) to avoid more commercial uses in this area of the City given the recent development of the Rocklin Crossings and Commons shopping centers in close proximity and to better accommodate the recent Mixed Use designation of property to the north across Rocklin Road, and 5) in recognition of the rights of a land owner to develop property that has long been designated for urban development.

The purpose of the HDR land use designation is "To provide areas for single-family and multi-family homes, including duplexes, triplexes, apartments, townhouses and condominiums." Consistent with the project site's HDR land use designation, permitted uses in the PD-20 zone include apartments, townhomes and condominiums.

The City Council previously approved this project in May 2015, based upon a Mitigated Negative Declaration that concluded that the project would have no significant environmental impacts with the adoption of identified mitigation measures. As a result of litigation challenging that prior approval, the City Council agreed to rescind it and to instead prepare this Environmental Impact Report.

Project Components

The Sierra Gateway Apartments project (proposed project) consists of the development of a 195-unit apartment complex, associated infrastructure, private recreational facilities, parking and landscaping on 10.2 +/- gross acres. There is a "panhandle" portion of the property that is not proposed for development but a portion of it will be graded to accommodate curb, gutter and sidewalk and drainage improvements and an extension of the northbound right turn pocket along Sierra College Boulevard.

The apartment complex will consist of eleven residential buildings and a clubhouse building, which will include a leasing office and a manager's apartment. The majority of the residential buildings will be three-story buildings comprised of one, two, and three bedroom units with private garages located at the ground level. There will also be four two-story buildings configured to provide private garages with carriage style apartment units above. In total there will be 104 one bedroom units, 82 two bedroom units, and 9 three bedroom units totaling 194,733 square feet of living space. The complex's amenity spaces will be located near the proposed primary entrance to the site and will include a single level leasing office/clubhouse, fitness buildings, and a second story manager's office all around a common pool area. Access to the project will be from Rocklin Road as a shared driveway with the existing Rocklin Manor apartments, and to accommodate increased traffic of the combined access the current access design will be widened to provide two entry and two exit lanes. The project will also have an exit only driveway to the south onto Water Lily Lane (see Figure 3-4, Project Site Plan).

The project site is designated High Density Residential (HDR) under the Rocklin General Plan, and is zoned Planned Development Residential, 20 dwelling units per acre (PD-20); the project proposes no changes to the General Plan land use designation or zoning designation.

FIGURE 3-4, PROJECT SITE PLAN

Utilities

Water for the Proposed Project would be supplied by the Placer County Water Agency (PCWA) through connections to an existing 8-inch water main in Sierra College Boulevard and an existing 8-inch water main in Water Lily Lane. On-site water lines would range from 4 to 12 inches in diameter and would provide both domestic and fire suppression water.

Sewer service for the Proposed Project would be provided from the South Placer Municipal Utility District (SPMIUD) via connections to the existing 8-inch sewer line in the ten-foot SPMUD sewer easement parallel to Water Lily Lane which connects to a 15-inch sewer main on Sierra College Boulevard. The proposed sewer design would utilize gravity lines.

Electrical and gas service for the Proposed Project would be provided by Pacific Gas and Electric via connections to existing electrical and gas services in Rocklin Road and Sierra College Boulevard and Water Lily Lane.

Telephone and cable service for the Proposed Project would be provided via AT&T and Wave Cable, respectively, via connections to existing services in Rocklin Road and Sierra College Boulevard and Water Lily Lane.

Onsite drainage facilities would include the use of water quality filtration devices (Vortechnics or similar system) as Best Management Practices features to provide treatment of storm water as per the City of Rocklin standards. The existing drainage pattern and watershed boundaries are proposed to remain essentially the same with no significant areas being diverted to other drainage watersheds. Improvements including relocations, upsizing, extensions and expansions to the existing drainage infrastructure are proposed as a part of improvements to Sierra College Boulevard between Rocklin Road and El Don Drive/Brookfield Circle and the associated construction of curb, gutter and sidewalk.

Off-site Improvements

The project's off-site drainage infrastructure improvements would include relocations, upsizing, extensions and expansions to the existing drainage infrastructure that occurs within Sierra College Boulevard, between the southeast corner of Sierra College Boulevard and Rocklin Road and along the project's western boundary to El Don Drive/Brookfield Circle.

Construction and Phasing

The proposed project would be constructed in one phase, anticipated to last 12-24 months.

The majority of the project site, with the exception of some of the "panhandle" area, would be graded to construct the project. Grading would be required to implement the project for the construction of street improvements, building sites, parking and landscaped areas and trenching and digging would be required for the installation of underground utilities and infrastructure. Approximately 42,600 cubic yards of earthwork excavation would be necessary to construct the Proposed Project. Approximately 26,100 cubic yards would be used as fill and approximately 16,500 cubic yards of soil will be removed from the site, with the relocation site

to be determined. The project would also require select backfill material and aggregate base rock for roadways and parking areas.

PROJECT OBJECTIVES

As presented above in the Site History discussion, in 2013 the City Council approved a General Plan Amendment to change the land us designation from Retail Commercial (RC) to High Density Residential (HDR) and a Rezone to change the zoning from Planned Development Commercial (PD-C) to Planned Development Residential, 20 units minimum per acre (PD-20) based on a number of supporting City objectives.

The applicant has proposed the Sierra Gateway Apartments project to achieve the following objectives:

- Provide a high-quality, financially viable residential apartment project that integrates and transitions into the surrounding land uses and would maximize housing opportunities by locating a higher density development with a significant number of units within walking and bicycling distance of Sierra College and nearby retail commercial uses, and within a short driving distance to the City's commercial centers at Sierra College Boulevard and Interstate 80;

- Increase Rocklin's housing supply in a manner that responds to market desires and in close proximity to existing transportation corridors and nearby public transportation to help promote walkable communities and reduce vehicle trips and traffic congestion, and that is consistent with General Plan land use and zoning designations, planning goals, objectives, and policies of the City of Rocklin;

- Provide housing opportunities consistent with the available sites for residential development that were identified in the City of Rocklin 2013-2021 Housing Element Update, consistent with Goal 2 to facilitate the provision of a range of housing types to meet the diverse needs of the community, and consistent with Policy 3.3 to facilitate the development of multi-family housing on vacant parcels designated for medium-high and high density residential uses

- Provide a well-designed project that is consistent with the Sacramento Area Council of Governments (SACOG) 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy, including its guiding principles, policies and strategies as they relate to smart land use, access and mobility, compact development and greenfield developments adjacent to the existing urban edge.

- Develop an apartment complex adjacent to an existing apartment complex that is already being operated by the project applicant to achieve certain economies of scale such as allowing for more efficient joint management of both complexes and providing additional amenities that can be offered to and enjoyed by tenants of the existing complex.

- Replace a long-standing undeveloped property with a market ready, economically productive use that maximizes opportunities to strengthen the tax base.

REQUIRED PUBLIC APPROVALS AND PROJECT ENTITLEMENTS

The proposed project requires the following discretionary (entitlements) and non-discretionary actions from the City of Rocklin:

- Certification of the Environmental Impact Report;
- CEQA Findings – the appropriate findings of fact and statement of overriding considerations, if necessary, must be adopted by the City in conjunction with the certification of the EIR;
- Mitigation Monitoring Plan;
- Design Review;
- Oak Tree Preservation Plan Permit;
- Approval of Engineering Improvement Plans, and
- Issuance of Building Permits

The proposed project requires actions by the following Responsible Agencies:

- Placer County Water Agency for construction of water facilities;
- South Placer Municipal Utility District for construction of sewer facilities;
- U.S. Army Corps of Engineers for issuance of Clean Water Act Section 404 permit;
- U.S. Fish and Wildlife Service for issuance of Biological Opinion (Section 7 Consultation);
- Central Valley Regional Water Quality Control Board for issuance of Clean Water Action Section 401 water quality certification, and
- California Department of Fish and Wildlife Section 1600 Streambed Alteration Agreement

CHAPTER 4

ENVIRONMENTAL ASSESSMENT

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4.1 INTRODUCTION TO THE ANALYSIS

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4.1 INTRODUCTION TO THE ANALYSIS

Introduction

This section analyzes the potential impacts of the proposed project on a range of environmental issue areas. Sections 4.2, 4.3, 4.4 and 4.5 describe the focus of the analysis, references and other data sources for the analysis, the environmental setting as it relates to the specific issue, project-specific impacts and mitigation measures, and cumulative impacts of the proposed project for each issue area. The format of each of these sections is described below.

Determination of Significance

Under CEQA, a significant effect is defined as a substantial or potentially substantial adverse change in the environment (Public Resources Code section 21068). The Guidelines implementing CEQA direct that this information be based on scientific and factual data. The specific criteria for determining the significance of a particular impact are identified within the impact discussion in each section and are consistent with significance criteria set forth in the CEQA Guidelines.

Definitions of Terms Used in the EIR

This Draft EIR uses a number of terms that have specific meaning under CEQA. Among the most important of terms used in the EIR are those that refer to the significance of environmental impacts. The following terms are used to describe environmental effects of the proposed project:

- **Significance Criteria**: A set of criteria used by the lead agency to determine at what level or threshold an impact would be considered significant. The standards of significance uses in this EIR include those standards provided by the City of Rocklin and are based on Appendix G of the CEQA Guidelines. In determining the level of significance, the analysis assumes that the proposed project would comply with relevant federal, state, and local regulations and ordinances.

- **Significant Impact**: A project impact is considered significant if the proposed project would result in a substantial adverse change in the physical conditions of the environment. Significant impacts are identified by the evaluation of project-related physical change compared to specified significance criteria. Per CEQA Guidelines section 15382, a significant impact is defined as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.

- **Potentially Significant Impact**: A potentially significant impact is identified where the proposed project may cause a substantial adverse change in the environment, depending on certain unknown conditions related to the project or the affected environment. For CEQA purposes, a potentially significant impact is treated as if it were a significant impact.

- **Less than Significant Impact**: A project impact is considered to be less than significant when the physical change caused by the proposed project would not exceed the applicable standard of significance criterion.

- **Significant and Unavoidable Impact**: A project impact is considered significant and unavoidable if it would result in a substantial adverse physical change in the environment that cannot be feasibly avoided or mitigated to a less than significant level.

- **Cumulative Impact**: Per CEQA Guidelines section 15355, a cumulative impact refers to "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Like any other significant impact, a significant cumulative impact is one in which the cumulative adverse physical change would exceed the applicable standard of significance criterion and the proposed project's contribution is considered to be "cumulatively considerable".

- **Mitigation Measure**: A mitigation measure is an action that could be taken that would avoid or reduce the magnitude of a significant impact. CEQA Guidelines section 15370 defines mitigation as:

  a. Avoiding the impact altogether by not taking a certain action or parts of an action;

  b. Minimizing impacts by limiting the degree of magnitude of the action and its implementation;

  c. Rectifying the impact by repairing, rehabilitating, or restoring the affected environment;

  d. Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action, and

  e. Compensating for the impact by replacing or providing substitute resources or environments.

Initial Study

The Initial Study (Appendix A) prepared for the proposed project as part of this EIR includes a detailed environmental checklist addressing a range of technical environmental issues. For each one of the issues, the Initial Study identifies the level of impact for the proposed project. The Initial Study identifies the environmental effects as either "potentially significant impact", "less than significant with mitigation", "less than significant impact", "no impact", or "impact for which General Plan EIR is sufficient". Based on the initial review of the potential effects of the proposed project in the Initial Study, it was determined that certain topics would not require further consideration in the Draft EIR. These topics include aesthetics (as related to impacts on scenic vistas or viewsheds, impacts to state scenic highways and new and/or

increased sources of light and glare) agricultural and forest resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, and utilities and service systems. Documentation to support the exclusion of these topics from further consideration in the Draft EIR is provided in the Initial Study and/or the Draft EIR Appendices. The Initial Study provided the following conclusions:

- **Aesthetics** – There are no designated, identified, recognized or recorded scenic vistas or viewsheds in the City and the proposed project will not cause impacts to these resources. The project site is not located near a state scenic highway or other designated scenic corridor and the proposed project will not impact these resources. The proposed project will include new sources of light and glare but a photometric lighting study prepared for the proposed project indicates lighting levels will be at levels not considered to be excessive. Therefore, these issues will not be discussed in the EIR.

- **Agricultural and Forest Resources** – The proposed project site is not prime farmland, agricultural or forestry lands and the proposed project will not cause impacts to these resources; therefore these issues will not be discussed in the EIR.

- **Cultural Resources** –A cultural resources assessment of the proposed project site was prepared by the firm Peak and Associates and is included in the Draft EIR as Appendix H. The assessment concluded that the proposed project site did not contain any known cultural resources. Unknown buried archaeological resources, paleontological resources and/or human remains could be inadvertently discovered during construction of the proposed project. The proposed project's Initial Study identified a mitigation measure outlining procedural steps to be taken should such a discovery occur. Implementation of the project-specific mitigation measure identified in the proposed project's Initial Study would reduce impacts to cultural resources to a less-than-significant level. The project-specific mitigation measure will be included in the EIR's Mitigation Monitoring and Reporting Plan, but otherwise cultural resources impacts will not be discussed further in the EIR

- **Geology and Soils** – Grading, trenching and backfilling associated with the construction of the proposed project would alter the topography on the project site and may result in soil erosion impacts. Compliance with the City's development review process, the City's Improvement Standards and Standard Specifications and the Uniform Building Code will reduce any potential geology and soils impacts to a less-than-significant level; therefore these issues will not be discussed in the EIR.

- **Greenhouse Gas Emissions** – Construction and operation of the proposed project will generate greenhouse gas emissions. The CalEEMod software modeling program was used by the firm of De Novo Planning Group to estimate the proposed project's short-term construction related and long-term operational greenhouse gas emissions and identify potentially significant impacts; the air quality and greenhouse gas analysis is included in the Draft EIR as Appendix E. Compliance with the mitigation measures incorporated into the General Plan goals and policies would reduce impacts related to

GHG emissions to a less-than-significant level; therefore this issue will not be discussed in the EIR.

- **Hazards and Hazardous Materials** - Construction and operation of a multi-family residential project are not anticipated to involve the transportation, use and disposal of large amounts of hazardous materials. Compliance with the mitigation measures incorporated into the General Plan goals and policies and applicable City Code and compliance with applicable Federal, State and local laws and regulations would reduce impacts related to hazards and hazardous materials to a less-than-significant level; therefore these issues will not be discussed in the EIR.

- **Hydrology and Water Quality** - The proposed project would involve grading activities that would remove vegetation and expose soil to wind and water erosion and potentially impact water quality, and additional impervious surfaces would be created with the development of the proposed project. Waterways in the Rocklin area have the potential to flood and expose people or structures to flooding. According to FEMA flood maps (Map Panel 06061CO481G, effective date November 21, 2001) the proposed project site is located in flood zone X, which indicates that the proposed project is not located within a 100-year flood hazard area and outside of the 500-year flood hazard area. Compliance with the mitigation measures incorporated into Rocklin General Plan goals and policies, 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) and the City's Improvement Standards would reduce impacts to hydrology and water quality to a less-than-significant level; therefore these issues will not be discussed in the EIR.

- **Land Use and Planning** - The proposed project site is designated High Density Residential on the City of Rocklin General Plan land use map and is zoned Planned Development Residential, 20 dwelling units minimum per acre (PD-20), which allow for a project such as the one being proposed. The proposed project requires Design Review and Oak Tree Preservation Plan entitlements from the City of Rocklin. Approval of such entitlements and compliance with the mitigation measures incorporated into the General Plan goals and policies would ensure that development of the infill site would not result in significant impacts to land use and planning; therefore these issues will not be discussed in the EIR.

- **Mineral Resources** - The City of Rocklin planning area and the proposed project site has no mineral resources as classified by the State Geologist. The planning area and the proposed project site have no known or suspected mineral resources that would be of value to the region and to residents of the state. No mineral resources impact is anticipated; therefore this issue will not be discussed in the EIR.

- **Noise** - Development of the proposed project will result in an increase in short-term noise impacts from construction activities. The development and occupation of a 195-unit apartment complex is not anticipated to have significant long-term operational noise impacts. A noise assessment of the proposed project was prepared by the firm of

JC Brennan and Associates which identified a potentially significant impact that roadway noise levels could exceed interior noise level standards for future residents of the apartments; the noise assessment is included in the Draft EIR as Appendix K. The proposed project's Initial Study identified a mitigation measure to reduce the impact to a less than significant level. Compliance with the mitigation measures incorporated into the General Plan goals and policies, the City of Rocklin Construction Noise Guidelines and the project-specific mitigation measure identified in the proposed project's Initial Study would reduce noise related impacts to a less-than-significant level. The project-specific mitigation measure will be included in the EIR's Mitigation Monitoring and Reporting Plan, but otherwise noise impacts will not be discussed further in the EIR.

- **Population and Housing** - The proposed project will provide future housing opportunities, but not to such a degree that it would induce substantial population growth because the project site has long been identified for development of urban uses in the City of Rocklin General Plan. The proposed project site is vacant and development would not displace substantial numbers of people. The proposed project would have a less than significant impact on population and housing; therefore these issues will not be discussed in the EIR.

- **Public Services** - The proposed project would create a need for the provision of new and/or expanded public services or facilities since an undeveloped site would become developed. Although the proposed project may increase the need for public services, compliance with General Plan goals and policies and payment of necessary fees, including participation in any applicable financing district and applicable development impact fees, would reduce the impact to a less than significant level; therefore these issues will not be discussed in the EIR.

- **Recreation** - The proposed project would result in additional residents that would be expected to utilize City of Rocklin and other recreational facilities. However, compliance with General Plan goals and policies and payment of necessary fees, including park and recreation fees, would ensure the impacts to recreational facilities are less than significant; therefore these issues will not be discussed in the EIR.

- **Utilities and Service Systems** – The proposed project will increase the need for utility and service systems because an undeveloped site will become developed. Such increases are not anticipated to impact the ability of the utility and service providers to adequately provide such services because the proposed project site is within the existing service areas of utility and service systems providers and the proposed project site has long been identified for development of urban uses in the City of Rocklin General Plan. Compliance with General Plan goals and policies and payment of necessary fees would ensure the impacts to utilities and service systems are less than significant; therefore these issues will not be discussed in the EIR.

It should be noted that the project applicant has agreed to the implementation of the mitigation measures identified in the Initial Study.

Issues Addressed in this Focused EIR

The Initial Study identified several environmental issues as potentially significant, requiring further analysis. Consistent with the conclusions of the Initial Study, the following environmental issues are addressed in this chapter of the EIR:

- **Aesthetics** – The existing visual character of the site can be described as an undeveloped site containing numerous oak trees, grassland, and gently rolling topography. The surrounding area is mostly developed with retail commercial and residential uses. To the north of the project site are Rocklin Road, several isolated single family residences and vacant land designated for Mixed Use land uses under the Rocklin General Plan. To the northwest of the project site is the Sierra Community College campus, and to the west are Sierra College Boulevard, a small retail commercial shopping center, two separate apartment complexes and single-family residences further to the west. To the south are Water Lily Lane, a single-family subdivision and an open space area associated with an intermittent tributary of Secret Ravine Creek. To the east are an apartment complex, the City of Rocklin/Town of Loomis border and single-family residential subdivisions within the Town of Loomis. The proposed project would add a 195 unit multi-family apartment complex and associated infrastructure, including new sources of lighting to an undeveloped site. The proposed project will affect the visual character of the project area, due to the transition of the project site from undeveloped land to an urbanized land use.

  The EIR will address the proposed project's potential aesthetic impacts related to the existing visual character or quality of the site.

- **Air Quality** – Construction and operation of the proposed project will introduce new sources of pollutant emissions to the project area as a result of the diesel-powered construction equipment, trucks hauling building supplies, vehicle exhaust from construction workers, future residents and service workers, landscape maintenance equipment, and water heater/air conditioning energy use.

  The EIR will address the proposed project's potential air quality impacts.

- **Biological Resources** – The vegetation communities found on the proposed project site are primarily foothill woodland, annual grassland and riparian woodland. An arborist report of the proposed project site was conducted by the firm of Abacus that resulted in the identification of 376 oak trees on the project site. There are also approximately 0.03 acres of jurisdictional wetlands on the proposed project site.

  The EIR will address the proposed project's potential biological resources impacts

- **Transportation and Traffic** - The proposed project is anticipated to cause increases in traffic because an undeveloped site will become developed with a 195-unit apartment complex whose residents will generate automobile trips

  The EIR will address the proposed project's potential transportation and traffic impacts.

Section Format

Each section in Chapter 4 addresses a specific environmental issue, as identified by the section title, and begins with an introduction describing the purpose of the section. This is followed by a description of the project setting as it pertains to that particular issue. The setting description is followed by the regulatory context and the impacts and mitigation measures discussion. This discussion contains the significance criteria, followed by the method of analysis. The impact and mitigation portion of this discussion includes impact statements prefaced by a number in bold-faced type. An explanation of each impact and an analysis of its significance follow each impact statement. All mitigation measures pertinent to each individual impact follow directly after the impact statement (see below). The degree of relief provided by identified mitigation measures is also evaluated. An example of the format is shown below:

4.xI-1 Statement of Impact

Discussion of impact for the proposed project is in paragraph format.

Statement of "level of significance" of impact prior to mitigation is included at the end of each impact discussion.

Mitigation Measure(s)

Statement of "level of significance" after the mitigation is included immediately preceding the mitigation measures.

4.xMM-1a *Recommended mitigation measure(s) presented in italics and numbered in consecutive order.*

4xMM-1b *Mitigation Measure*

4.2 AESTHETICS

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4.2 AESTHETICS

Introduction

This section addresses the potential effects related to aesthetics and the visual conditions of the project area, focusing on impacts associated with a change in the visual character or quality of the area. The Initial Study (Appendix A) included an analysis of the proposed project's aesthetic impacts and concluded that it would have certain less than significant aesthetic impacts that would not be analyzed further in this Draft EIR. A summary of these issues is as follows:

- Substantial adverse effect on a scenic vista - the General Plan EIR states that there are no designated scenic vistas in the City. Because recognized or recorded scenic vistas or views do not exist in the project area, the proposed project is not anticipated to impact scenic vistas or viewsheds.

- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway - the project site is not located near a state scenic highway or other designated scenic corridor; therefore impacts to these resources would not be anticipated. The project site does not contain any historic buildings or significant rock out croppings that have aesthetic value.

- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area - a preliminary lighting photometric plan prepared for the proposed project by Omni Means indicates that light levels from the proposed project will primarily be at a 0.0-0.1 foot-candle level around the project site's perimeter, with the exception being 0.7-1.0 foot-candle levels at the project's driveway at Rocklin Road. Notwithstanding the higher foot-candle levels at the project's driveway which are needed for safety reasons, the 0.0-0.1 foot-candle levels are not considered to be excessive (by way of reference, a typical lighting level in an emergency stairwell is approximately 7-10 foot-candles and a deep twilight night is approximately 0.1 foot-candle). In addition, as a part of the design and development review process for this project, the City will require that "All exterior lighting shall be designed and installed to avoid adverse glare on adjacent properties. Cut-off shoebox type lighting fixtures, or equivalent, shall be used and mounted such that all light is projected directly toward the ground. The lighting design plan shall be approved by the Director of Community Development for compliance with this condition." Adherence to the design and development review process standards will minimize light and glare impacts to a less than significant level.

This section describes the existing visual character of the area and discusses the changes that would occur as a result of construction and operation of the proposed project. The regulatory setting section discusses the applicable federal, state, and local regulations related to aesthetic or visual resources that govern the proposed project.

There were several comments received during the NOP public comment period regarding aesthetics. The comments expressed concern about the density of the proposed project, the change of the project site from a vacant site with numerous oaks trees to a dense residential use, potentially affected private views, and the proposed project's compatibility with the surrounding neighborhood. Comments received regarding the NOP are included in Appendix B of this Draft EIR and have been addressed in Chapter 1.0 Introduction and Scope of EIR and the below impact analysis.

Environmental Setting

The project site is undeveloped with the exception of the planned shared driveway with the existing Rocklin Manor apartments to the east and an existing roadway easement to the south. The project site is bound on the north by Rocklin Road, on the east by the existing Rocklin Manor apartment complex, on the south by single family residential development and on the west by Sierra College Boulevard. The project site is bifurcated by a 0.21 +/- acre roadway easement known as Water Lilly Lane which provides access to the single family residential development to the south of the project site. Water Lily Lane divides the project site into two areas, a rectangular-shaped area to the north of the roadway which is 8.5 +/- acres in size and a triangular-shaped area to the south of the roadway which is 1.1+/- acres in size that is also referred to as the "panhandle".

The property occurs in the transition of the central valley and the Sierra Nevada foothills with elevations ranging between 320 feet and 340 feet above sea level. The project site's primary biological community is foothill woodland dominated by interior live oak. The project site's woodlands also contain scattered blue oaks, and to a lesser extent valley oaks and a few oracle (hybrid) oaks. The project site also consists of annual grassland and riparian woodlands, an intermittent stream and an associated wetland swale located in the southern portion of the property adjacent to Sierra College Boulevard, and a seasonal wetland located in the northern portion of the property; collectively these wetland resources total approximately 0.03 acres.

The surrounding area is mostly developed with retail commercial and residential uses. To the north of the project site are Rocklin Road, several isolated single family residences and vacant land designated for Mixed Use land uses under the Rocklin General Plan. To the northwest of the project site is the Sierra Community College campus, and to the west are Sierra College Boulevard, a small retail commercial shopping center consisting of approximately 36, 233 square feet contained in one main building and two separate pads, the Granite Creek apartment complex (2-stories, 80 units), the Shaliko apartment complex (2-stories, 152 units) and developed Medium Density Residential single-family residences further to the west. To the south are Water Lily Lane, a Medium Density Residential single-family subdivision consisting of 60 one- and two-story residences, vacant land designated for Medium Density Residential land uses under the Rocklin General Plan and an open space area associated with an intermittent tributary of Secret Ravine Creek. To the east are the existing Rocklin Manor apartment complex (2-stories, 157 units), the City of Rocklin/Town of Loomis border and single-family residential subdivisions within the Town of Loomis. Figure 3-3 shows the project site and surrounding land uses.

Regulatory Context

Federal

There are no federal regulations regarding aesthetics that are applicable to the proposed project.

State

There are no State regulations regarding aesthetics that are applicable to the proposed project.

Local

City of Rocklin Zoning Ordinance

The purpose of the Zoning Ordinance (Title 17, Rocklin Municipal Code) is to regulate the use of buildings, structures, and land between industry, business, residential, open space, recreation and other land uses to ensure compatibility and to enhance the enjoyment of scenic beauty and other natural resources (Chapters 17.10 through 17.61). The City of Rocklin Zoning Ordinance includes direction regarding when Design Review is required (Chapter 17.72), Sign Regulations (Chapter 17.75) and Oak Tree Preservation (Chapter 17.77). These aspects of the Zoning Ordinance assist with regulating the visual character of the City.

City of Rocklin Oak Tree Preservation Ordinance

Chapter 17.77 of the Zoning Ordinance constitutes the Oak Tree Preservation Ordinance, which was established to address the decline of oak woodlands due to urbanization through a considered attempt to balance the social benefits of preservation against private property ownership development. The ordinance implements a comprehensive design review process for new development, offers incentives for oak tree preservation and provides feasible alternatives and options to removal where practicable. Furthermore, the ordinance requires that no oak tree shall be removed from a developed lot without first obtaining an oak tree removal permit.

Planning for the Future of Rocklin's Urban Forest (Management Plan for Rocklin's Urban Forest)

To ensure the development of a thriving urban forest that will benefit the community, the City has developed a long-term plan that accounts for the needs of trees in the urban environment. Both tree growth and tree decline are typically slow processes, so management actions related to these processes will need to be initiated far in advance of the desired outcomes. The urban forest plan provides an overall strategy that will help the City maximize the benefits that urban forest will provide in the future.

The plan provides an overall framework for managing Rocklin's urban and natural forest resources. It is based on the condition of the forest in 2003 and an analysis of trends that have shaped Rocklin's urban forest to date and will continue to influence it in the future. Major portions of the document include:

- A management plan for the city's urban forest;

- The current state of the city's urban forest and tree management practices;
- Public education and outreach programs;
- Identification of funding sources for urban forestry, and
- Technical guides for urban forest management.

Design Review Guidelines

Zoning and subdivision ordinances are used to regulate the design and appearance of new development. However, these standards alone are not adequate to deal effectively with aspects of development related to building aesthetics, design quality, the relationship of new development with existing buildings, or in some instances, with the character of the community as a whole. To address this issue, the City has adopted Design Review Guidelines (City of Rocklin, Community Development Department, 2008). The Guidelines apply to the majority of projects but there are exceptions (e.g. single-family residential development is not required to undergo design review unless the lots are less than 6,000 square feet). The Design Review Board is responsible to review applications for various types of construction within all areas subject to design review under Rocklin Municipal Code Chapter 17.72.

Design review is carried out by the Rocklin Planning Commission acting as the Design Review Board. 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 applicant is generally expected to comply with the criteria unless there are unique circumstances involved. The final determination regarding whether or not a project meets the City's design review objectives and criteria rests with the approving body (i.e., the Planning Commission). The only exceptions to this being those instances when entitlements that are processed concurrently with design review require City Council approval, or a decision made by the Planning Commission is appealed to the City Council.

In addition to the Design Guidelines, some individual projects (e.g. shopping centers) also include project-specific design guidelines. These guidelines direct the style and form of development within a specific area particular to a given project.

Impacts and Mitigation Measures

Standards of Significance

An aesthetic or visual resource impact is considered significant if implementation of the proposed project would result in any of the following:

1) Have a substantial adverse effect on a scenic vista.

2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

3) Substantially degrade the existing visual character or quality of the site and its surroundings.

4) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

Methodology

The following analysis is based on field observations, a review of project site aerial photography, a review of the topographic conditions of the project site and surrounding area as contained on topographic maps, and a review of preliminary grading plans and visual simulations prepared for the proposed project. Renderings and design cross sections of the proposed project were created showing views of the project from different perspectives and are included as Figures 4.2-1 through 4.2-13.

Any analysis of impacts to visual character is subjective by nature since the qualities that create an aesthetically pleasing setting will vary from person to person. For the purposes of this analysis, the field observations and aerial photographs were used to establish the existing visual character of the project site, and the grading plans, site plans, renderings and cross sections were used to determine how the proposed development would alter the existing visual character of the project site.

Project Impacts and Mitigation Measures

Impact 4.2-1 Substantially Degrade the Existing Visual Character of Quality of the Site and its Surroundings

Implementation of the proposed project would result in development that could degrade the existing visual character or quality of the site and its surroundings. However, as further discussed below, this will be a **less than significant impact**.

Explanation and Analysis

The proposed project would result in the development of a 195-unit, two- and three-story apartment complex and associated infrastructure within the project site, which could change the visual nature or character of the site and its surroundings. The proposed project will convert the project site from a generally undeveloped wooded and grassland area to developed uses.

The apartment complex will consist of eleven residential buildings and a clubhouse building, which will include a leasing office and a manager's apartment. The majority of the residential buildings will be three-story buildings comprised of one, two, and three bedroom units with private garages located at the ground level. There will also be four two-story buildings configured to provide private garages with carriage style apartment units above. The complex's amenity spaces will be located near the proposed primary entrance to the site and will include

a single level leasing office/clubhouse, fitness buildings, and a second story manager's office all around a common pool area. Access to the project will be from Rocklin Road as a shared driveway with the existing Rocklin Manor apartments, and to accommodate increased traffic of the combined access the current access design will be widened to provide two entry and two exit lanes. The project will also have an exit only driveway to the south onto Water Lily Lane.

The design of the building facades is a contemporary interpretation of the indigenous American Prairie style. A traditional tripartite organization of base-middle-top, incorporating brick in the base and chimney elements, is evocative of traditional residential collegiate architectural precedents. Incorporated into the design are classic elements of low sloping roofs with large eaves supported by rectangular piers, a horizontal emphasis through contrasting trim devices, and geometric patterns of small-pane window glazing. The material palette includes a combination of typical colors and materials found in traditional examples and would use natural building materials (e.g., masonry, plaster, concrete, wood and brick) and colors (complementary natural earth tones) to integrate the buildings into the existing environment to the maximum extent possible.

The proposed project would include berms and retaining walls to adjust for grade variances. Stacked block retaining walls ranging from 3 to 7 feet tall would be placed along the project's frontage with Sierra College Boulevard, a concrete with brick veneer retaining wall ranging from 4 to 6 feet tall would be placed along the western side of the project's driveway on Rocklin Road, and a concrete with brick veneer retaining wall up to 10 feet tall would be placed between buildings 5 and 9 and their respective parking lots, near Water Lily Lane. In addition, the existing sound wall along Water Lily Lane would be extended westerly by the proposed project towards Sierra College Boulevard, terminating at a plane that coincides with the edge of the westernmost building (building 5).

To understand changes in the existing visual environment as a result of implementation of the proposed project, artistic renderings were used to illustrate with project conditions as taken from representative locations from different perspectives of the project site. These artistic renderings show landscape growth at maturity (15-20 years) of the development assuming that a mix of sizes and varieties of plants and trees would be planted as part of project construction. The artistic renderings are provided in Figures 4.2-2 through 4.2-13.

Views from Sierra College Boulevard (West)

Under the proposed project, four apartment buildings located along Sierra College Boulevard would be three stories in height. Landscaping consisting of trees, shrubs, groundcovers and granite boulders would be provided along the project's frontage on Sierra College Boulevard, with the exception of the "panhandle" area. The panhandle area would have a sidewalk, curb and gutter installed along the Sierra College Boulevard frontage but would otherwise remain in its current natural state and receive no new landscaping. The landscaped areas would help to minimize views of the proposed buildings by providing a visual separation between the project and surrounding uses and filtering views, particularly as the landscape matures over time. The use of natural building materials (e.g., masonry, plaster, concrete, wood and brick) and colors

(complementary natural earth tones) would serve to integrate the buildings into the existing environment by blending rooflines and vertical architectural components.

Views from Rocklin Road (North)

Under the proposed project, two apartment buildings located along Rocklin Road would be three stories in height. The project's entrance is located on Rocklin Road on the eastern end of the project site and landscaping consisting of trees, shrubs, and groundcovers would be provided along the project's frontage on Rocklin Road. The landscaped areas would help to minimize views of the proposed buildings by providing a visual separation between the project and surrounding uses and filtering views, particularly as the landscape matures over time. The use of natural building materials (e.g., masonry, plaster, concrete, wood and brick) and colors (complementary natural earth tones) would serve to integrate the buildings into the existing environment by blending rooflines and vertical architectural components.

Views from Rocklin Manor Apartments (East)

Under the proposed project, three apartment buildings three stories in height, a clubhouse with a manager's unit two stories in height and pool would be located on the eastern side of the project site. Landscaping consisting of trees, shrubs, and groundcovers would be provided along the project's eastern side, and existing mature trees between the proposed project and the Rocklin Manor Apartments would be retained. The landscaped areas would help to minimize views of the proposed buildings by providing a visual separation between the project and surrounding uses and filtering views, particularly as the landscape matures over time. The use of natural building materials (e.g., masonry, plaster, concrete, wood and brick) and colors (complementary natural earth tones) would serve to integrate the buildings into the existing environment by blending rooflines and vertical architectural components.

Views from Water Lily Lane (South)

Under the proposed project, two apartment buildings located along Water Lily Lane Road would be three stories in height. The project's secondary exit is located on Water Lily Lane and landscaping consisting of trees, shrubs, and groundcovers would be provided along the project's frontage on Water Lily Lane, and existing mature trees between the proposed project and Water Lilly Lane would be retained. There is also an existing six foot tall masonry wall between the project site and Water Lily Lane that would be retained and extended out to Sierra College Boulevard The landscaped areas and masonry wall would help to minimize views of the proposed buildings by providing a visual separation between the project and surrounding uses and filtering views, particularly as the landscape matures over time. The use of natural building materials (e.g., masonry, plaster, concrete, wood and brick) and colors (complementary natural earth tones) would serve to integrate the buildings into the existing environment by blending rooflines and vertical architectural components.

It should be noted that the project applicant previously made several changes to the project in response to the public's and the City of Rocklin Planning Commission's concerns that the two buildings closest to Water Lily Lane were too tall. Buildings 5 and 9 were reduced in height from 45' 10'' to 33' 9" and 45' 10" to 28' 1'', respectively, by stepping them back into the site

and eliminating one story of height (Building 5) and two stories of height (Building 9). In addition, the applicant added trees in front of the south elevation of Building 9 and revised the landscaping in front of Building 5 to include a six foot tall masonry "privacy" wall from the project exit to the corner of Sierra College Boulevard. The applicant also tried to work with the homeowner's association (HOA) to the south to plant additional trees within the HOA-owned landscape area in front of the existing masonry wall, but was unsuccessful.

As discussed above, the proposed project would include landscape buffers around the perimeter of the project site and retaining walls and "privacy" walls along portions of the perimeter. The landscape buffers would utilize a mixture of trees, shrubs, groundcovers and granite boulders to help minimize views of project buildings and help blend rooflines with vertical architecture with the existing surroundings helping to reduce impacts associated with a change in the visual character or quality of the site and its surroundings. Instead of an undeveloped, mostly oak-tree covered lot, the proposed project would change this view shed by inserting buildings, walls and landscaping between the existing roadways on the west and north, apartments on the east and single-family one and two story residences on the south. The existing apartment buildings to the east of the proposed project are approximately 80 feet away from the property lines of the single family subdivision to the south and by way of comparison, the proposed project's buildings closest to the single family subdivision to the south would be located approximately 50 feet (Building 5) and 80 feet (Building 9) away from the property lines.

The proposed project has been designed to be consistent with the provisions of the City of Rocklin Design Review Guidelines 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. The proposed project is also subject to the City development standards set forth in the City's Zoning Ordinance. Together, the Zoning Ordinance and Design Review Guidelines help to ensure that development form, character, height, and massing are consistent with the City's vision for the character of the community.

While compliance with the City's Design Review Guidelines, Zoning Ordinance and General Plan policies would ensure visual compatibility with existing development as well as an evaluation of the preservation of unique natural features, the visual character of the City of Rocklin Planning Area would still be altered as further development such as the proposed project occurs. The City of Rocklin General Plan EIR concluded that aside from implementation of the City's Design Review Guidelines and the application of General Plan goals and policies addressing visual character and views, no other mitigation measures are available to fully mitigate impacts to existing visual character given the extent and density of proposed development, and significant aesthetic impacts will occur as a result of development under the General Plan. The General Plan EIR further recognized that these impacts cannot be reduced to a less than significant level and 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 considerations were adopted by the Rocklin City Council in regard to these impacts, which were found to be significant and unavoidable.

The proposed project would result in an alteration to the visual character of the project site and its surroundings, but such an alteration is not considered to be substantial as further explained. The proposed project includes the use of natural building materials (e.g. masonry, plaster, concrete, wood and brick) and a perimeter landscaped buffer. These design features would be encapsulated in recommended conditions of approval and project exhibits for the hearing body to review. Despite some of the proposed project's buildings being three stories in height, the building structures proposed are of consistent height and scale with surrounding development and anticipated future development.

The anticipated future development in the surrounding project vicinity includes the development of the 35 +/- acre property across Rocklin Road and to the north of the proposed project site. This property is designated as a Mixed Use land use designation under the City of Rocklin General Plan. A property's zoning designation is the typical regulatory tool that establishes building height levels, but in this instance the City of Rocklin has yet to apply a Mixed Use zoning designation to the property in question. However, the definition of Mixed Use provided in the City of Rocklin General Plan notes that the density of the Mixed Use land use designation is 10 to 40 dwelling units per acre and 0.25 to 1.6 Floor to Area ratio (FAR), with non-residential building intensities varying between 0.25 and 1.6 FAR, depending upon the location. In addition, the Mixed Use definition notes that the population per acre is 26-104 persons per acre, with the population varying with allowed residential density. Accordingly, it is reasonable to expect that the future development of the 35 +/- acre Mixed Use property will include multiple story buildings, as that is the only way that such FARs could be achieved (a FAR greater than 1.0 would have to be via a multiple story building), and the only way that such dwelling units per acre and persons per acre could be achieved.

Existing buildings in the area include single and multi-family residential buildings one and two stories in height and multi-story institutional uses. These buildings and the anticipated future development of buildings within the adjacent Sierra College campus area and Mixed Use land use designation to the north of Rocklin Road are collectively all of similar size and scale to the proposed project. The height difference between the proposed project's three story buildings as compared to the adjacent and nearby apartment complexes consisting of two stories is not considered to be a significant difference nor is it vastly different from the height differential in the single family subdivision to the south where there are both one- and two-story residences. Admittedly there is a mass difference between multi-family developments and single-family developments, but there is not a significant mass difference between two-story multi-family developments and three-story multi-family developments.

The City of Rocklin Planning Commission would also make a determination as to whether the proposed project meets the City's Design Review objectives and criteria and that hearing body has the ability to make modifications to the proposed project if they deem such necessary. If the proposed project is approved, it would subsequently be required to submit Improvement Plans, building plans and landscape plans for the development of the project. Prior to approval of Improvement plans, building plans and landscape plans, the project design elements would

be subject to the review and approval of City staff. The review would include, but not be limited to, a review of onsite landscaping (including the landscape buffer areas and other landscaped areas), retaining and "privacy" walls, fencing, lighting and building design and materials. The Design Review process, as well as the incorporation of project design features into conditions of approval and project exhibits, would ensure that the development of the proposed project would result in a **less than significant impact** to the visual character or quality of the site and its surroundings.

Mitigation Measures

None required.

The impact is considered less than significant as explained above and therefore no mitigation measures are required. The project design and features as well as previous design changes discussed above in and of themselves help to mitigate the project's impact on the visual character or quality of the site and its surroundings.

A typical and obvious approach employed to address concerns related to building height is a reduction in height, as suggested in a comment received on the NOP. However, in the proposed project's circumstances, a reduction in height would negate the project's ability to meet its density requirements as stipulated by the project site's General Plan land use designation of High Density Residential and its zoning designation of Planned Development Residential, 20 dwelling units minimum per acre.

CUMULATIVE IMPACTS

The cumulative context for aesthetics impacts includes the area immediately surrounding the proposed project site.

Impact 4.2-2 Cumulative Impact of Substantially Degrading the Existing Visual Character of Quality of the Site and its Surroundings

Implementation of the proposed project would not contribute to a cumulative impact relating to substantially degrading the existing visual character or quality of the site and its surroundings. Therefore, any such impact would be **less than cumulatively considerable** and **less than significant**.

Explanation and Analysis:

Future development in the City of Rocklin, including the Sierra Community College campus, as well as in the Town of Loomis to the east of the proposed project site could affect the same views analyzed for the proposed project. This future development would result in changes to the existing land use environment through the conversion of vacant or partially developed land to developed uses that could result in a change in visual character or quality. The City of Rocklin and Town of Loomis General Plans, and to some degree the Sierra College campus master plan, identify the location and type of future development and also specify goals, objective and standards of site development.

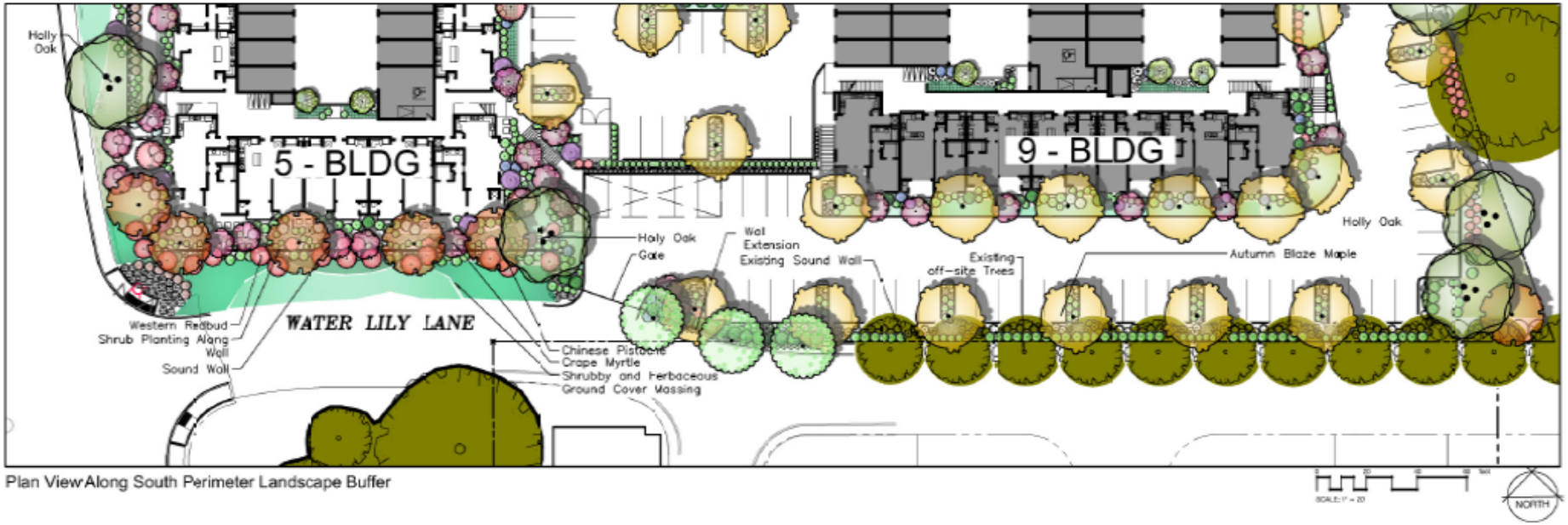
The City of Rocklin, Town of Loomis and Sierra Community College and other surrounding areas are anticipated to experience growth in association with new and infill development, which would add to the alteration of existing visual conditions. The City of Rocklin General Plan EIR concluded that the cumulative development of the City of Rocklin Planning area in combination with the buildout of western Placer County would result in a cumulatively considerable change in the visual character of the area. Aside from the application of General Plan goals and policies addressing visual character and views, no other mitigation measures are available to fully mitigate impacts to existing visual character given the extent and density of proposed development, and significant cumulative aesthetic impacts will occur as a result of development under the General Plan and in western Placer County. The General Plan EIR further recognized that these impacts cannot be reduced to a less than significant level and that buildout of the Rocklin General Plan and western Placer County 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 considerations were adopted by the Rocklin City Council in regard to these impacts, which were found to be significant and unavoidable.

Future surrounding development, as well as the development of the proposed project, would change the existing visual character or quality of those specific locations from vacant land to developed land uses. Through land use entitlement and other review processes, future development is anticipated to be well designed and consistent and compatible with adjacent developments in the larger project vicinity. Development patterns would include landscaping and setbacks that would help screen future development from adjacent land uses and provide a transition space from existing developed land uses. Therefore, the impact would be considered **less than cumulatively considerable** and **less than significant**.

Mitigation Measures:

None Required.

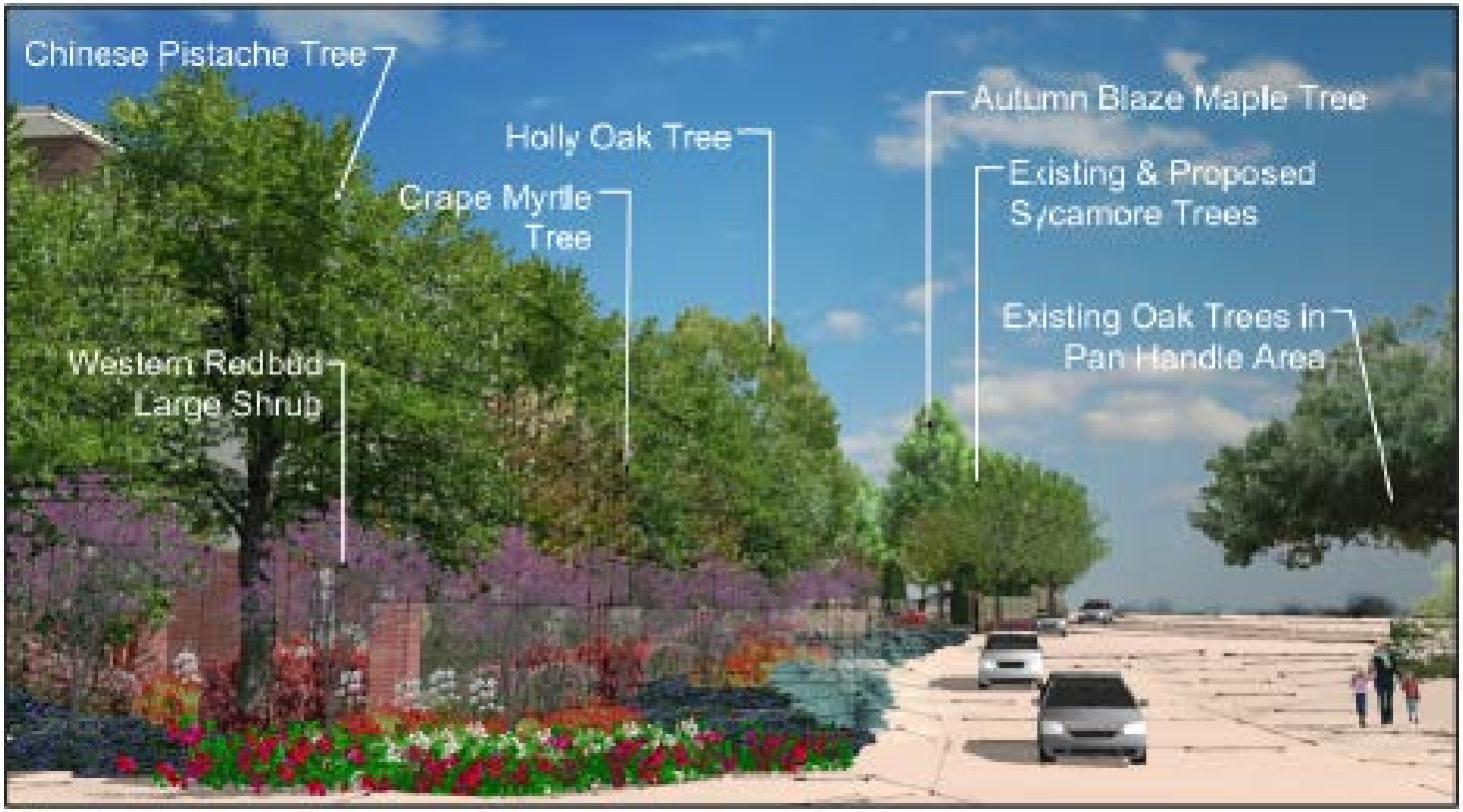
FIGURE 4.2-1 PROPOSED SOUTH PERIMETER LANDSCAPE BUFFER – PLAN VIEW



Plan View Along South Perimeter Landscape Buffer

FIGURE 4.2-2 PROPOSED SOUTH PERIMETER LANDSCAPE BUFFER

VIEW LOOKING EAST FROM SIERRA COLLEGE BOULEVARD



View Looking East from Sierra College Blvd

FIGURE 4.2-3 PROPOSED SOUTH PERIMETER LANDSCAPE BUFFER

VIEW LOOKING NORTH FROM TURN LANE AT SIERRA COLLEGE BOULEVARD TO WATER LILY LANE

View Looking North from Turn Lane At Sierra College Blvd. to Water Lily Lane

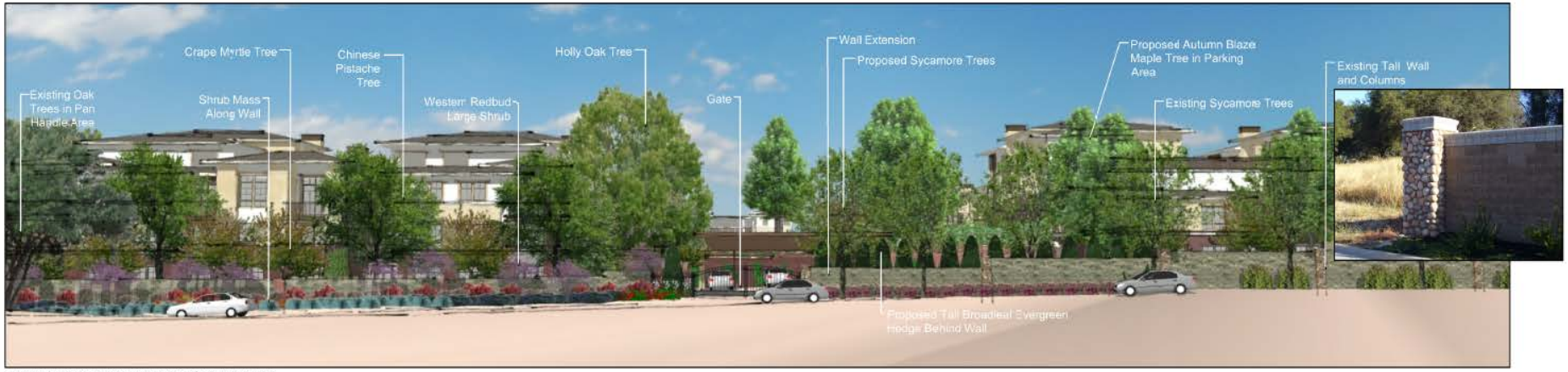
FIGURE 4.2-4 PROPOSED SOUTH PERIMETER LANDSCAPE BUFFER

VIEW FROM WATER LILY LANE LOOKING NORTH TOWARD PROJECT

View from Water Lily Lane Looking North Toward Project

FIGURE 4.2-5 PROPOSED SOUTH PERIMETER LANDSCAPE BUFFER

ELEVATION VIEW LOOKING NORTH ALONG SOUTH PERIMETER



Elevation View Looking North Along South Perimeter

FIGURE 4.2-6 ILLUSTRATIVE SECTIONS ALONG WATER LILY LANE – SECTION LOCATIONS

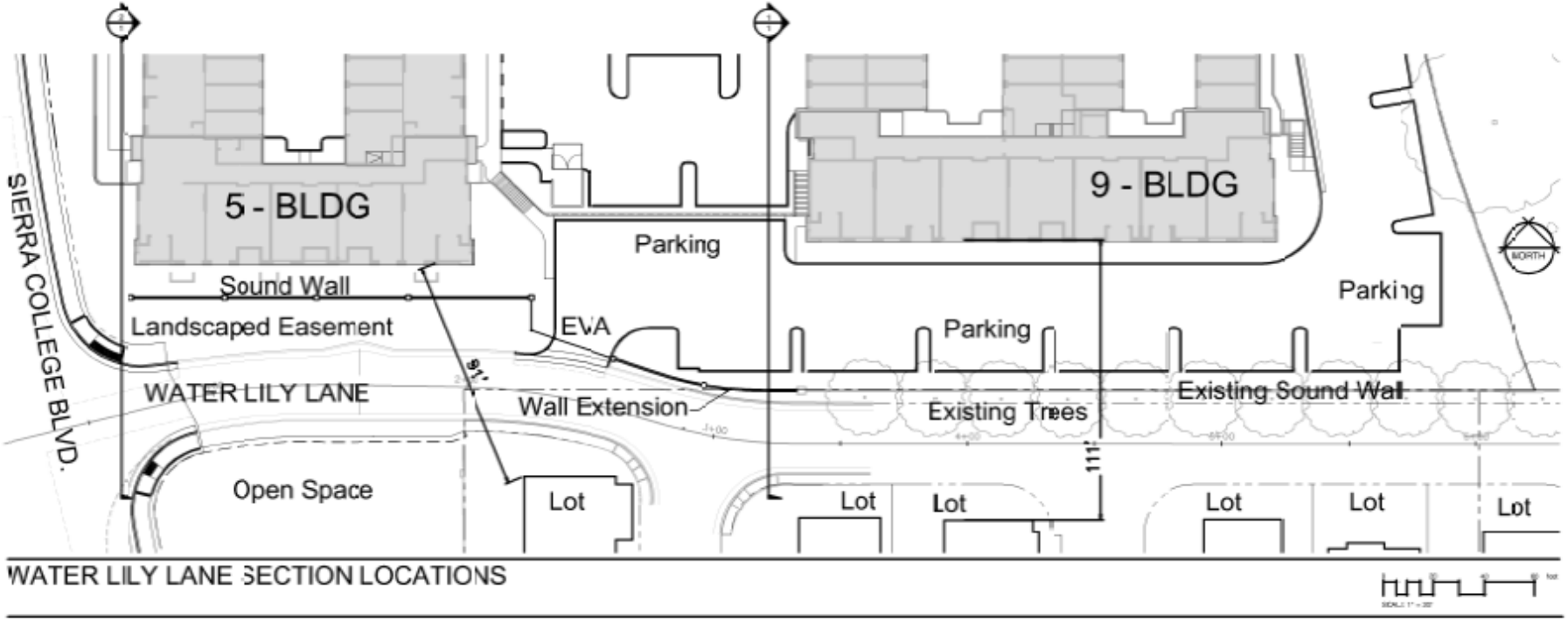
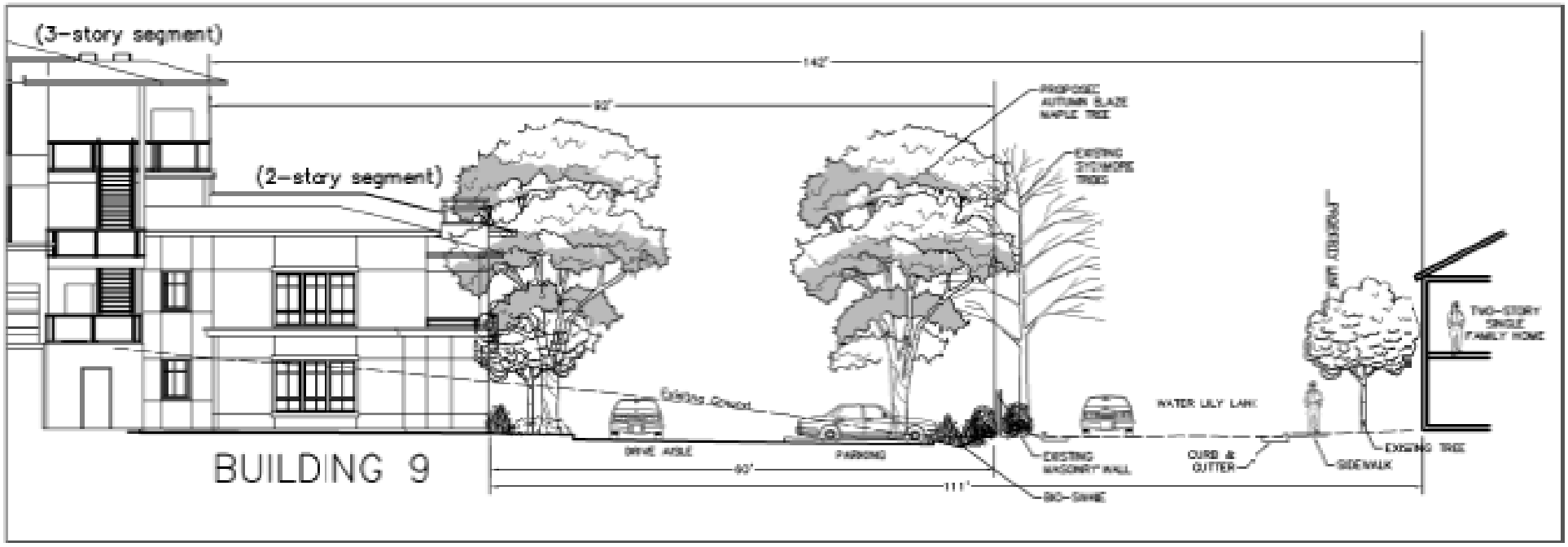


FIGURE 4.2-7 ILLUSTRATIVE SECTIONS ALONG WATER LILY LANE – SECTION 1



SECTION 1 - WATER LILY LANE ELEVATION SECTION AT BUILDING 9

FIGURE 4.2-8 ILLUSTRATIVE SECTIONS ALONG WATER LILY LANE – SECTION 2

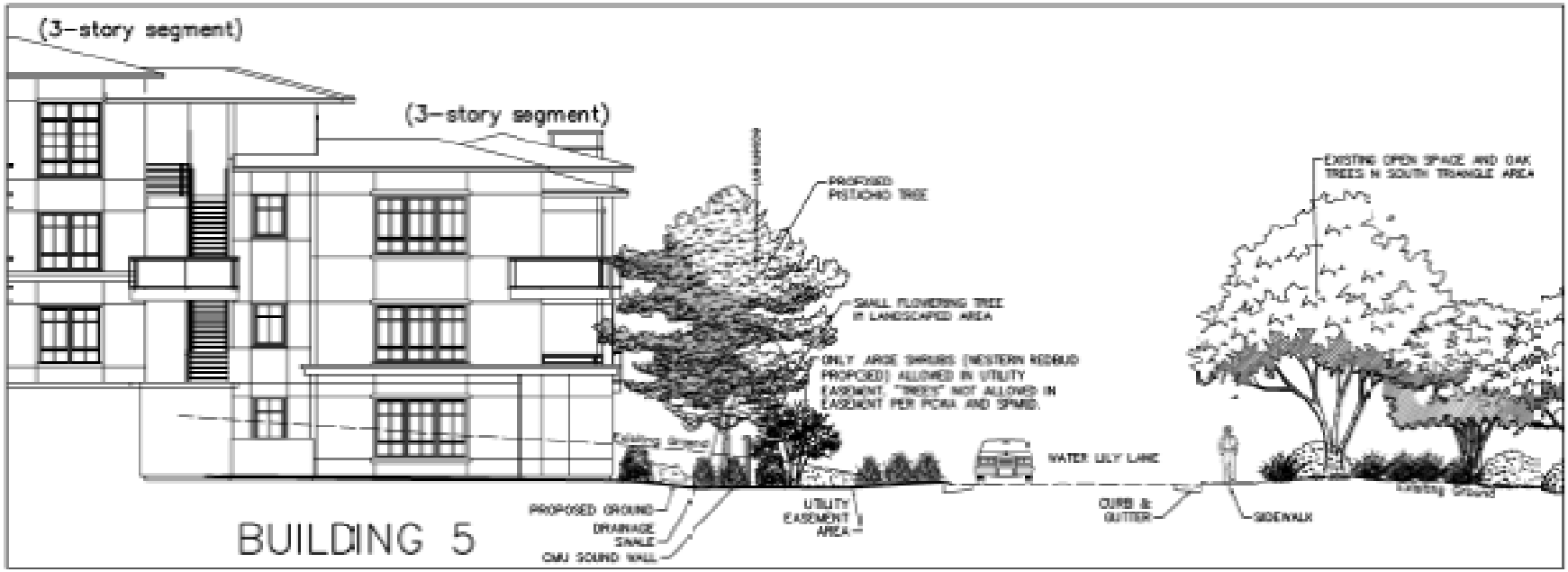


FIGURE 4.2-9 VIEW NEAR MAIN ENTRY TO PROJECT FROM ROCKLIN ROAD

EXISTING - VIEW NEAR MAIN ENTRY TO PROJECT FROM ROCKLIN ROAD

PROPOSED - VIEW NEAR MAIN ENTRY TO PROJECT FROM ROCKLIN ROAD - TREES ILLUSTRATED AT MATURITY

PROPOSED ROCKLIN ROAD BEFORE & AFTER IMAGES

SIERRA GATEWAY APARTMENTS, City of Rocklin

1783EX019.dwg / 10-25-16

FIGURE 4.2-10 VIEW OF NORTHWEST CORNER FROM SIERRA COLLEGE BOULEVARD AND ROCKLIN ROAD INTERSECTION

EXISTING • VIEW OF NORTH WEST CORNER FROM SIERRA COLLEGE BLVD. AND ROCKLIN ROAD INTERSECTION

PROPOSED • VIEW OF NORTH WEST CORNER FROM SIERRA COLLEGE BLVD. AND ROCKLIN ROAD INTERSECTION • TREES ILLUSTRATED AT MATURITY

PROPOSED ROCKLIN ROAD BEFORE & AFTER IMAGES

SIERRA GATEWAY APARTMENTS, City of Rocklin

1783EX019.dwg /10-25-16

FIGURE 4.2-11 VIEW OF CORNER OF SIERRA COLLEGE BOULEVARD AND WATER LILY LANE

PROPOSED WATER LILY LANE BEFORE & AFTER IMAGES

SIERRA GATEWAY APARTMENTS, City of Rocklin

1783EX019.dwg / 10-25-16

FIGURE 4.2-12 VIEW LOOKING NORTH FROM DAFFODIL CIRCLE AND WATER LILY LANE INTERSECTION

EXISTING - VIEW LOOKING NORTH FROM DAFFODIL CIRCLE AND WATER LILY INTERSECTION

PROPOSED - VIEW LOOKING NORTH FROM DAFFODIL CIRCLE AND WATER LILY INTERSECTION - TREES ILLUSTRATED AT MATURITY

PROPOSED WATER LILY LANE BEFORE & AFTER IMAGES

SIERRA GATEWAY APARTMENTS, City of Rocklin

1783EX019.dwg / 10-25-16

FIGURE 4.2-13 VIEW LOOKING WEST FROM DAFFODIL CIRCLE AND WATER LILY LANE INTERSECTION

EXISTING - VIEW LOOKING NORTH FROM DAFFODIL CIRCLE AND WATER LILY INTERSECTION

PROPOSED - VIEW LOOKING NORTH FROM DAFFODIL CIRCLE AND WATER LILY INTERSECTION - TREES ILLUSTRATED AT MATURITY

PROPOSED WATER LILY LANE BEFORE & AFTER IMAGES

SIERRA GATEWAY APARTMENTS, City of Rocklin

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4.3 AIR QUALITY

Return to TOC

4.3 AIR QUALITY

Introduction

This section addresses the potential air quality impacts associated with the construction and operation of the proposed project and identifies feasible mitigation measures where appropriate. The analysis included in this section was developed from information contained in the Air Quality and Greenhouse Gas Analysis prepared by De Novo Planning Group, included as Appendix E, incorporated by reference and expanded on where necessary. This section describes the existing air quality of the area and discusses the changes that would occur as a result of construction and operation of the proposed project. The regulatory setting section discusses the applicable federal, state, and local regulations related to air quality that govern the proposed project.

There were several comments received during the NOP public comment period regarding air quality. The comments expressed concern about the air quality impacts of the proposed project during construction and operation. Comments received regarding the NOP have been addressed in Chapter 1.0 Introduction and Scope of EIR and the below impact analysis and are included in Appendix B of this Draft EIR.

Environmental Setting

General Climate and Meteorology

Air quality is affected by the rate, amount, and location of pollutant emissions and the associated meteorological conditions that influence pollutant movement and dispersal. Atmospheric conditions (for example, wind speed, wind direction, and air temperature) in combination with local surface topography (for example, geographic features such as mountains and valleys) determine how air pollutant emissions affect local air quality.

The proposed project is located in western Placer County, which falls within the Sacramento Valley Air Basin (SVAB) and is within the jurisdictional boundaries of the Placer County Air Pollution Control District (PCAPCD). The climate is characterized by hot, dry summers and cool, rainy winters. Most precipitation in the SVAB results from air masses moving in from the Pacific Ocean during the winter months. Storms usually move through the area from the west or northwest. Over half the total annual precipitation falls during the winter rainy season (November through February), while the average winter temperature is a moderate 49 degrees Fahrenheit (49°F). Winter weather in the SVAB typically includes periods of dense and persistent low-level fog, which is most prevalent between storms. From May to October, the region's intense heat and sunlight lead to high ozone concentrations. During the summer, daytime temperatures can exceed 100°F, while the average daytime temperatures from April through October are between 70°F and 90°F with extremely low humidity.

Prevailing winds are from the south and southwest, and as a result, air quality in the western Placer County is influenced by mobile and stationary air pollution sources located upwind in the Sacramento Metropolitan Area. The inland location and surrounding mountains to the west shelter the valley from much of the ocean breeze that keeps the coastal regions moderate in

temperature. The only breach in the mountain barrier is the Carquinez Strait, which exposes the midsection of the valley to the coastal air mass. Air flow into the SVAB through the Carquinez Strait also carries pollutants from the San Francisco Bay Area.

Air quality in Placer County is also affected by inversion layers, which occur when a layer of warm air traps a layer of cold air, preventing vertical dispersion of air contaminants. The presence of an inversion layer results in higher concentrations of pollutants near ground level. Inversions occur primarily in the autumn and summer, formed by warm air subsiding in a region of high pressure with accompanying light winds that do not provide adequate dispersion of air pollutants.

Seasonal Pollutant Variations

Carbon monoxide, oxides of nitrogen, particulate matters and lead particulate concentrations in the late fall and winter are the highest when there is little interchange of air between the valley and the coast and when humidity is high following winter rains. This type of weather is associated with radiation fog, known as tule fog, when temperature inversions at ground level persist over the entire valley for several weeks and air movement is virtually absent.

Pollution potential in western Placer County is relatively high due to the combination of air pollutant emission sources, transport of pollutants into the area and meteorological conditions that are conducive to high levels of air pollution. Elevated levels of particulate matter (primarily fine particulates or $PM_{2.5}$) and ground-level ozone are of most concern to regional air quality officials.

Local carbon monoxide "hot spots" are important to a lesser extent. Ground-level ozone, the principal component of smog, is not directly emitted into the atmosphere but is formed by the reaction of reactive organic gases (ROG) and nitrogen oxides (NOx) (known as precursor pollutants) in the presence of strong sunlight. Ozone levels are highest in western Placer County during late spring through early fall, when weather conditions are conducive and emissions of the precursor pollutants are the highest.

Surface-based inversions that form during late fall and winter nights cause localized air pollution problems (PM_{10} and carbon monoxide) near the emission sources because of poor dispersion conditions. Emission sources are primarily from automobiles. Conditions are exacerbated during drought-year winters.

Criteria Air Pollutants

As required by the Federal Clean Air Act (FCAA) passed in 1970, the U.S. Environmental Protection Agency (EPA) has identified six criteria air pollutants that are pervasive in urban environments and for which state and national health-based ambient air quality standards have been established. The U.S. EPA calls these pollutants "criteria air pollutants" because the agency has regulated them by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. Ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter (PM), and lead are the six criteria air pollutants.

Notably, particulate matter is measured in two size ranges: PM_{10} for particles less than 10 microns in diameter, and $PM_{2.5}$ for particles less than 2.5 microns in diameter.

Ozone (O_3) is a photochemical oxidant and the major component of smog. While O_3 in the upper atmosphere is beneficial to life by shielding the earth from harmful ultraviolet radiation from the sun, high concentrations of O_3 at ground level are a major health and environmental concern. O_3 is not emitted directly into the air but is formed through complex chemical reactions between precursor emissions of volatile organic compounds (VOCs) and oxides of nitrogen (NOx) in the presence of sunlight. Ozone is referred to as a regional air pollutant because its precursors are transported and diffused by wind concurrently with ozone production through the photochemical reaction process. These reactions are stimulated by sunlight and temperature so that peak O_3 levels typically occur during the warmer times of the year. Both VOCs and NOx are emitted by sources as diverse as autos, chemical manufacturing, dry cleaners, paint shops and other sources using solvents.

The reactivity of O_3 causes health problems because it damages lung tissue, reduces lung function and sensitizes the lungs to other irritants. Scientific evidence suggests that ambient levels of O_3 not only affect people with impaired respiratory systems, such as asthmatics, but healthy adults and children as well. Exposure to O_3 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.

Carbon Monoxide (CO) is a colorless, odorless and poisonous gas produced by incomplete burning of carbon in fuels. The single largest source of CO is motor vehicle engines; the highest emissions occur during low travel speeds, stop-and-go driving, cold starts, and hard acceleration. When CO enters the bloodstream, it reduces the delivery of oxygen to the body's organs and tissues. Health threats are most serious for those who suffer from cardiovascular disease, particularly those with angina or peripheral vascular disease. Exposure to elevated CO levels can cause impairment of visual perception, manual dexterity, learning ability and performance of complex tasks.

CO concentrations have declined dramatically in California due to existing controls and programs and most areas of the state, including western Placer County, have no problem meeting the carbon monoxide state and federal standards. CO measurements and modeling were important in the early 1980's when CO levels were regularly exceeded throughout California. In more recent years, CO measurements and modeling have not been a priority in most California air district due to the retirement of older polluting vehicles, fewer emissions from new vehicles, and improvements in fuels.

Nitrogen dioxide (NO_2) is a reddish-brown highly reactive gas that is present in all urban atmospheres. NO_2 can irritate the lungs, cause bronchitis and pneumonia, and lower resistance to respiratory infections. Nitrogen oxides are an important precursor both to ozone (O_3) and acid rain, and may affect both terrestrial and aquatic ecosystems. The major mechanism for the formation of NO_2 in the atmosphere is the oxidation of the primary air pollutant nitric oxide

(NOx). NOx plays a major role, together with VOCs, in the atmospheric reactions that produce O_3. NOx 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 (SO_2) 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. SO_2 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. Ambient SO_2 results largely from stationary sources such as coal and oil combustion, steel mills, refineries, pulp and paper mills and from nonferrous smelters.

Particulate matter (PM) includes dust, dirt, soot, smoke and liquid droplets directly emitted into the air by source 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 SO_2 and VOCs are also considered particulate matter. Based on studies of human populations exposed to high concentrations of particles (sometimes in the presence of SO_2) 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.

Respirable particulate matter (PM_{10}) 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 (a micron is one-millionth of a meter). PM_{10} 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. PM_{10} causes a greater health risk than larger particles, since these fine particles can more easily penetrate the defenses of the human respiratory system.

Fine particulate matter ($PM_{2.5}$) consists of fine particles which are less than 2.5 microns in size. Similar to PM_{10}, 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 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.

Lead (Pb) exposure can occur through multiple pathways, including inhalation of air and ingestion of Pb in food, water, soil or dust. Excessive Pb exposure can cause seizures, mental

retardation and/or behavioral disorders. Low doses of Pb can lead to central nervous system damage. Recent studies have shown that Pb may be a factor in high blood pressure and subsequent heart disease. Leaded gasoline (phased out in the United States beginning in 1973), lead based paint (on older houses and cars), smelters (metal refineries), and manufacture of lead storage batteries have been the primary sources of lead released into the atmosphere. Lead levels in the air have decreased substantially since leaded gasoline was eliminated. Ambient lead concentrations are only monitored on an as-warranted, site-specific basis in California.

The California Air Resources Board (CARB) maintains numerous air quality monitoring sites throughout each County in the SVAB to measure ozone, $PM_{2.5}$ and PM_{10}. This network provides information on ambient concentrations of criteria air pollutants that currently exceed state or national standards (i.e., they are in nonattainment). It is important to note that the federal 1-hour ozone standard was revoked by the EPA and is no longer applicable for federal standards. Data obtained from the monitoring sites throughout the SVAB between 2013 and 2015 is summarized in Tables 4.3-1, 4.3-2 and 4.3-. These tables include a comparison of monitored air pollutant concentrations with state and national ambient air quality standards. While the data gathered at these monitoring stations may not necessarily reflect the unique meteorological environment of the project site nor the proximity of site-specific stationary and street sources, it does present the nearest available benchmarks, quantifying the degree to which the area is out of attainment with specific air quality standards for these three pollutants.

Table 4.3-1
SVAB Ambient Air Quality Monitoring Data Summary - Ozone 2013-2015

Year	Days > Standard				1-Hour Observations			8-Hour Averages				Year Coverage	
	State		National			State	Nat'l	State		National			
	1-Hr	8-Hr	1-Hr	'08 8-Hr	Max.	D.V.[1]	D.V.[2]	Max.	D.V.[1]	Max.	'08 D.V.[2]	Min	Max
2015	4	19	0	16	0.122	0.10	0.101	0.100	0.088	0.100	0.080	0	100
2014	7	35	0	34	0.116	0.11	0.116	0.088	0.099	0.088	0.085	87	100
2013	5	17	0	16	0.117	0.12	0.121	0.094	0.106	0.093	0.090	70	100

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.

SOURCES: CALIFORNIA AIR RESOURCES BOARD AEROMETRIC DATA ANALYSIS AND MANAGEMENT SYSTEM (ADAM) AIR POLLUTION SUMMARIES, 2017.

Table 4.3-2
SVAB Ambient Air Quality Monitoring Data Summary - $PM_{2.5}$ 2013-2015

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	Min.	Max
2015	8.7	10.4	12.3	10.2	13	37.8	35	109.8	109.8	86	99
2014	4.0	8.8	10.5	9.8	13	28.1	32	190.2	190.2	82	100
2013	13.0	11.5	13.4	10.4	14	39.7	36	75.6	75.6	72	99

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

SOURCES: CALIFORNIA AIR RESOURCES BOARD AEROMETRIC DATA ANALYSIS AND MANAGEMENT SYSTEM (ADAM) AIR POLLUTION SUMMARIES, 2017.

Table 4.3-3
SVAB Ambient Air Quality Monitoring Data Summary - PM_{10} 2013-2015

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	
2015	0.0	25.2	27.0	24.9	20	25	114.6	118.0	100
2014	0.0	13.2	28.0	22.2	22	25	105.7	106.4	100
2013	*	23.3	26.8	24.8	24	25	96.4	92.3	100

NOTES: THE NATIONAL ANNUAL AVERAGE PM_{10} 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.

SOURCES: CALIFORNIA AIR RESOURCES BOARD AEROMETRIC DATA ANALYSIS AND MANAGEMENT SYSTEM (ADAM) AIR POLLUTION SUMMARIES, 2017.

Air quality in the Sierra Gateway Apartments project area is influenced primarily by emissions from automobile traffic on Sierra College Boulevard, Rocklin Road and other nearby roadways. As noted above, air quality in western Placer County is also influenced by pollutants transported to the area from the Sacramento Metropolitan Area and the San Francisco Bay Area.

Non-Criteria Air Pollutants

Toxic Air Contaminants (TACs)

In addition to the criteria pollutants presented in the tables and discussion above, toxic air contaminants (TACs) are also a category of environmental concern. TACs are airborne substances that are capable of causing short-term (acute) and/or long-term (chronic or carcinogenic, i.e., cancer causing) adverse human health effects (i.e., injury or illness). TACs include both organic and inorganic chemical substances. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Cars and trucks release at least 40 different types of TACs. In terms of health risks, the most volatile contaminants are diesel particulate matter, benzene, formaldehyde, 1, 3-butadiene, and acetaldehyde.

The CARB identified diesel particulate matter (DPM) as a toxic air contaminant in 1998, primarily based on evidence demonstrating cancer effects in humans. The exhaust from diesel engines includes hundreds of different gaseous and particulate components, many of which are toxic. Mobile sources such as trucks and buses are among the primary sources of diesel emissions, and concentrations of DPM are higher near heavily traveled highways and rail lines with diesel locomotive operations. The cancer risk from DPM as determined by the CARB declined from 750 in one million in 1990 to 570 in one million in 1995; by 2000, the CARB estimated the average statewide cancer risk from DPM at 540 in one million. The calculated cancer risk values from ambient air exposure can be compared against the lifetime probability of being diagnosed with cancer in the United States, from all causes, which is more than 40 percent (based on a sampling of 17 regions nationwide), or greater than 400,000 in one million, according to the National Cancer Institute. Public exposure to TACs can result from emissions from normal operations as well as from accidental releases. Health effects of TACs include cancer, birth defects, neurological damage, and death.

Asbestos, which is also a TAC, is a fibrous mineral. It is both naturally occurring in ultramafic rock (a rock type commonly found in California) and used as a processed component of building materials. Naturally-occurring asbestos (NOA) is often found in serpentine rock formations, which is present in several foothill areas of Placer County. Because asbestos has been proven to cause serious adverse health effects, including asbestosis and lung cancer, it is strictly regulated based on its natural widespread occurrence and its use as a building material. According to the Placer County Air Pollution Control District (PCAPCD), the proposed project is located within a geologic area that has a lower probability for the presence of NOA.

Odors

Typically odors are regarded as a nuisance rather than a health hazard. However, manifestation 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 overall and 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 intensity.

Sensitive Receptors

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.

Air quality does not affect every individual or group in the population the same way, and some groups are more sensitive to adverse health effects caused by exposure to air pollutants than others. Population subgroups sensitive to the health effects of air pollutants include the elderly and the young, those with higher rates of respiratory diseases such as asthma and chronic obstructive pulmonary disease, people weak from other illness or disease, persons engaged in strenuous work or exercise, and those with other environmental or occupational health exposures (i.e., indoor air quality) that could affect cardiovascular or respiratory diseases. Individuals occupying schools, day care centers, hospitals, and nursing and convalescent homes are considered to be more sensitive than the general public to poor air quality because the population subgroups associated with these uses tend to have increased susceptibility to respiratory distress.

Parks and playgrounds are considered moderately sensitive to poor air quality because persons engaged in strenuous work or exercise also have increased sensitivity to poor air quality; however, exposure times are generally far shorter in parks and playgrounds than in residential locations and schools, which typically reduce overall exposure to pollutants. Residential areas are considered more sensitive to air quality conditions compared to commercial and industrial areas because people generally spend longer periods of time at their residences, with associated greater exposure to ambient air quality conditions. Workers are not considered sensitive receptors because all employers must follow regulations set forth by the Occupation Safety and Health Administration (OSHA) to ensure the health and well-being of their employees.

The proposed project includes residential uses that are considered sensitive receptors, and the nearest sensitive receptors to the proposed project are as follows: the adjacent single family residences immediately to the south, ranging in distance from approximately 40 to 700 feet from the project's southern boundary; the adjacent multi-family residences immediately to the east ranging in distance from approximately 80 to 600 feet from the project's eastern boundary, and the multi-family residences across Sierra College Boulevard to the west, ranging in distance from approximately 180 to 400 feet from the project's western boundary.

REGULATORY CONTEXT

Federal Regulations

Criteria Pollutants

The 1970 FCAA (last amended in 1990) required that regional planning and air pollution control agencies prepare a regional air quality plan to outline the measures by which both stationary and mobile sources of pollutants will be controlled in order to achieve all national ambient standards by the deadlines specified in the FCAA. These ambient air quality standards are intended to protect public health and welfare, and they specify the concentration of pollutants (with an adequate margin of safety) to which the public can be exposed without adverse health effects. They are designed to protect those segments of the public most susceptible to respiratory distress, including asthmatics, the very young, the elderly, people weak from other illness or disease, or persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollution levels that are somewhat above ambient air quality standards before adverse health effects are observed.

Table 4.3-4 presents current national and state ambient air quality standards and provides a brief discussion of the related health effects and principal sources for each pollutant. Pursuant to the 1990 Federal Clean Air Act Amendments (FCAAA), the U.S. EPA classifies air basins (or portions thereof) as in "attainment" or "nonattainment" for each criteria air pollutant, based on whether or not the National Ambient Air Quality Standards (NAAQS) had been achieved. "Unclassified" is defined by the FCAAA as any area that cannot be classified as meeting or not meeting the national primary or secondary ambient air quality standard for the pollutant on the basis of available information.

Table 4.3-5 shows the current attainment status of western Placer County. In summary, using Federal standards, the western Placer County area is in nonattainment for the 8-hour ozone (Severe) and $PM_{2.5}$ (Moderate) NAAQS and is either in attainment or unclassified for the remaining criteria pollutants.

The FCAA required each state to prepare an air quality control plan referred to as the State Implementation Plan (SIP). The FCAAA added requirements for states containing areas that violate the NAAQS to revise their SIPs to incorporate additional control measures to reduce air pollution. The SIP is a living document that is periodically modified to reflect the latest emissions inventories, planning documents, and rules and regulations of air basins as reported by the agencies with jurisdiction over them. The U.S. EPA has responsibility to review all state SIPs to determine if they conform to the mandates of the FCAAA and if they will achieve air quality goals when implemented. If the U.S. EPA determines a SIP to be inadequate, it may prepare a Federal Implementation Plan (FIP) for the nonattainment area and may impose additional control measures. Failure to submit an approvable SIP or to implement the plan within mandated timeframes can result in sanctions being applied to transportation funding and stationary air pollution sources in the air basin.

TABLE 4.3-4
STATE AND NATIONAL STANDARDS, EFFECTS AND SOURCES

Pollutant	Averaging Time	State Standard	National Standard[1]	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Ozone	1 hour	0.09 ppm	No National Standard	High concentrations can directly affect lungs, causing irritation. Long-term exposure may cause damage to lung tissue.	Formed when reactive organic gases (ROG) and nitrogen oxides (NOx) react in the presence of sunlight. Major sources include on-road motor vehicles, solvent evaporation, and commercial/ industrial mobile equipment.
	8 hours	0.07 ppm	0.075 ppm		
Carbon Monoxide	1 hour	20 ppm	35 ppm	Classified as a chemical asphyxiant, carbon monoxide interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9.0 ppm		
Nitrogen Dioxide	1 hour	0.18 ppm	100 ppm	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown.	Motor vehicles, petroleum refining operations, industrial sources, aircraft, ships, and railroads.
	Annual Average	0.03 ppm	0.053 ppm		
Sulfur Dioxide	1 hour	0.25 ppm	75 ppb	Irritates upper respiratory tract; injurious to lung tissue. Can yellow the leaves of plants, destructive to marble, iron, and steel. Limits visibility and reduces sunlight.	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	3 hours	0.04 ppm	0.5 ppm		
	Annual Average	No State Standard	No National Standard		
Respirable Particulate Matter (PM_{10})	24 hours	50 µg/m3	150 µg/m3	May irritate eyes and respiratory tract, decreases in lung capacity, cancer and increased mortality. Produces haze and limits visibility.	Dust and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	Annual Average	20 µg/m3	No National Standard		

TABLE 4.3-4 STATE AND NATIONAL STANDARDS, EFFECTS AND SOURCES					
Fine Particulate Matter ($PM_{2.5}$)	24 hours Annual Average	No State Standard 12 µg/m3	35 µg/m3 15 µg/m3	Increases respiratory disease, lung damage, cancer and premature death. Reduces visibility and results in surface soiling.	Fuel combustion in motor vehicles, equipment and industrial sources, residential and agricultural burning. Also formed from photochemical reactions of other pollutants, including NOx, sulfur oxides, and organics.
Lead	30 day Average	1.5 µg/m3	No National Standard	Disturbs gastrointestinal system, and causes anemia, kidney disease and neuromuscular and neurological dysfunction.	Past Source: combustion of leaded gasoline. Present Source: lead smelters, battery manufacturing and recycling facilities.
	3 Month Average	No State Standard	0.15 µg/m3		
Hydrogen Sulfide	1 hour	0.03 ppm	No National Standard	Nuisance odor (rotten egg smell), headache and breathing difficulties (at higher concentrations).	Geothermal power plants, petroleum production and refining.
Sulfates	24 hour	25 µg/m3	No National Standard	Breathing difficulties, aggravates asthma, reduced visibility.	Produced by the reaction in the air of SO2.
Visibility Reducing Particles	8 hour	Extinction of 0.23/km; visibility of 10 miles or more	No National Standard	Reduces visibility, reduced airport safety, lower real estate value, discourages tourism.	Fuel combustion in motor vehicles, equipment and industrial sources, residential and agricultural burning. Also formed from photochemical reactions of other pollutants, including NOx, sulfur oxides, and organics.
NOTES: PPM = PARTS PER MILLION; PPB = PARTS PER BILLION; µG/M3 = MICROGRAMS PER CUBIC METER SOURCES: CALIFORNIA AIR RESOURCES BOARD, 2015; U.S. EPA, 2015					

TABLE 4.3-5 STATE AND NATIONAL AIR QUALITY ATTAINMENT STATUS		
POLLUTANT	**STATE DESIGNATIONS**	**FEDERAL DESIGNATIONS**
Ozone	Nonattainment	Nonattainment
PM_{10}	Nonattainment	Unclassified
$PM_{2.5}$	Attainment	Nonattainment
Carbon Monoxide	Attainment	Unclassified/Attainment
Nitrogen Dioxide	Attainment	Unclassified/Attainment
Sulfur Dioxide	Attainment	Unclassified
Sulfates	Attainment	No Federal Standard
Lead	Attainment	Unclassified/Attainment
Hydrogen Sulfide	Unclassified	No Federal Standard
Visibility Reducing Particles	Unclassified	No Federal Standard
SOURCE: California Air Resources Board, 2016.		

Toxic Air Contaminants (TACs)

TACs are regulated under both state and federal laws. Federal laws use the term "Hazardous Air Pollutants" (HAPs) to refer to the same types of compounds that are referred to as TACs under State law. Both terms encompass essentially the same compounds. The 1977 FCAAA required the U.S. EPA to identify National Emission Standards for Hazardous Air Pollutants (NESHAPs) to protect public health and welfare. These substances include certain volatile organic chemicals, pesticides, herbicides, and radionuclides that present a tangible hazard, based on scientific studies of exposure to humans and other mammals. Under the 1990 FCAAA, 189 substances are regulated as HAPs.

State Regulations

Criteria Pollutants

Although the FCAA established the NAAQS, individual states retained the option to adopt more stringent standards and to include other pollution sources. California had already adopted its own air quality standards when federal standards were established, because of the unique meteorology in California. California ambient standards are at least as protective as NAAQS and are often more stringent, as shown in Table 4.3-4.

In 1988, California passed the California Clean Air Act (CCAA) (California Health and Safety Code Sections 39600 et seq.), which, like its federal counterpart, called for the designation of areas as attainment or nonattainment based on state ambient air quality standards rather than the federal standards. As indicated in Table 4.3-5, California (and western Placer County) is in nonattainment for ozone and PM10 ambient air quality standards and is either in attainment or unclassified for the remaining criteria pollutants. The CCAA requires each air district in which state air quality standards are exceeded to prepare a plan that documents reasonable progress towards attainment.

Toxic Air Contaminants (TACs)

The California Health and Safety Code defines TACs as air pollutants that may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health. The State Air Toxics Program was established in 1983 under Assembly Bill (AB) 1807 (Tanner). In 1993, the California Legislature amended the AB 1807 program for the identification and control of TACs (AB 2728). Specifically, AB 2728 required the CARB to identify the 189 federal hazardous air pollutants as TACs and, for those substances that were not previously identified under AB 1807 and were identified under AB 2728, health effects values needed to be developed. A total of 243 substances have been designated TACs under California law, including the 189 (federal) HAPs adopted in accordance with AB 2728.

The Air Toxics "Hot Spots" Information and Assessment Act of 1987 (AB 2588) seeks to identify and evaluate risk from air toxics sources; however, AB 2588 does not regulate air toxics emissions. Toxic air contaminant emissions from individual facilities are quantified and prioritized. "High-priority" facilities are required to perform a health risk assessment and, if specific thresholds are violated, they are also required to communicate the results to the public in the form of notices and public meetings.

In 2000, the CARB approved a comprehensive Diesel Risk Reduction Plan to reduce diesel emissions from both new and existing diesel-fueled vehicles and engines. The regulation is anticipated to result in an 80 percent decrease in statewide diesel health risk in 2020 as compared with the diesel risk in 2000. Additional regulations apply to new trucks and diesel fuel. Subsequent regulations of diesel emissions by the CARB include the On-Road Heavy Duty Diesel Vehicle (In-Use) Regulation, the On-Road Heavy Duty (New) Vehicle Program, the In-Use Off-road Diesel Vehicle Regulation, and the New Off-road Compression Ignition Diesel Engines and Equipment Program. All of these regulations and programs have timetables by which manufacturers must comply and existing operators must upgrade their diesel powered equipment.

Despite these reduction efforts, the CARB recommends that proximity to sources of diesel particulate matter (DPM) emissions be considered in the siting of new sensitive land uses. In April 2005, the CARB published the *Air Quality and Land Use Handbook: a Community Health Perspective*. This handbook is intended to give guidance to local governments in the siting of sensitive land uses near sources of air pollution. Recent studies have shown that public exposure to air pollution can be substantially elevated near freeways and certain other facilities such as ports, rail yards, and distribution centers.

Specifically, the document focuses on risks from emissions of DPM, a known carcinogen, and establishes recommended siting distances of sensitive receptors. With respect to freeways, the recommendations of the report are: "Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with more than 100,000 vehicles per day or rural roads with 50,000 vehicles/day." The CARB notes that these recommendations are advisory and should not be interpreted as defined "buffer zones," and that local agencies must balance other considerations, including transportation needs, the benefits of urban infill, community economic development priorities, and other quality of life issues. With careful evaluation of

exposure, health risks and affirmative steps to reduce risk where necessary, the CARB's position is that infill development, mixed use, higher density, transit-oriented development, and other concepts that benefit regional air quality can be compatible with protecting the health of individuals at the neighborhood level.

Local

Placer County Air Pollution Control District (PCAPCD)

The proposed project is located within the boundaries of the PCAPCD, which is within the Sacramento Valley Air Basin (SVAB). The PCAPCD is the regional agency responsible for planning, maintaining and monitoring the attainment of air quality standards within Placer County. The PCAPCD regulates air quality through its planning and review activities. It has permit authority over most types of stationary emission sources and can require stationary sources to obtain permits, and can impose emission limits, set fuel or material specifications, or establish operational limits to reduce air emissions. The PCAPCD regulates new or expanding stationary sources of TACs.

PCAPCD Rules and Regulations

Appendices B and D of the PCAPCD CEQA Air Quality Handbook (October 2012) provide an inclusive list of rules and regulations required for all projects. Each lead agency is responsible for compliance with the rules and regulations, whether requiring implementation through mitigation, conditions of approval, or standard notes on improvement plans, grading plans, or design review permits. A general summary of the key PCAPCD rules and regulations is presented below.

- Rule 202 – Visible Emissions: Rule 202 limits the amount of time during which air pollutant emissions of a certain shade of darkness or degree of opacity may be discharged, specifically to no more than 3 minutes in any 1 hour.

- Rule 205 – Nuisances: Rule 205 restricts discharges of air contaminants or other material which could cause injury, detriment, nuisance or annoyance, or which endanger the public.

- Rule 207 – Particulate Matter: Rule 207 prohibits the discharge of particulate matter emissions in excess of 0.1 grains per cubic foot of gas.

- Rule 217 – Cutback and Emulsified Asphalt Paving Materials: Rule 217 limits the VOC content of asphalt paving materials used in the district.

- Rule 218 – Architectural Coatings: Rule 218 requires that architectural coatings supplied, sold, offered for sale; applied, solicited for application; or manufactured for use within the PCAPCD area meet specified maximum volatile organic compound (VOC) content levels.

- 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: Rule 228 is intended to reduce the amount of particulate matter entrained in the ambient air, or discharged into the ambient air, as a result of anthropogenic (man-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. The provisions of Rule 228 apply to any activity or man-made condition capable of generating fugitive dust within Placer County.

- Rule 246 – Natural Gas-Fired Water Heaters: Rule 246 is intended to limit the emission of NOx from natural-gas-fired water heaters.

- Regulation 3 – Open Burning: Regulation 3 includes Rules 301 through 306 related to smoke management for various land uses including agricultural uses, residential uses, and disposal sites. Regulation 3 is intended to reduce emissions of TACs from smoke created as a result of allowed outdoor burning activities.

- Rule 501 – General Permit Requirements: Rule 501 provides an orderly procedure for the review of new sources of air pollution, as well as modification and operation of existing sources, through the issuance of permits.

Toxic Air Contaminants (TACs)

The PCAPCD is responsible for the control of TACs generated by stationary sources within the County. As part of the permitting process for new stationary sources of emissions, the PCAPCD reviews the permit application and determines whether the equipment has the potential to generate levels of toxic air contaminants that would expose the local population to a maximum individual cancer risk of 10 in one million. If so, a health risk assessment must to be prepared to evaluate the potential cancer risk. If a potential maximum individual cancer risk of more than 10 in one million is identified, the equipment must incorporate the best available control technology (BACT) and/or limit its operations to ensure that this threshold is not exceeded.

The Sierra Gateway Apartments project does not include any TAC-producing stationary equipment as part of the project.

Ozone Attainment Plan

For state air quality planning purposes, western Placer County is classified as a severe non-attainment area for ozone. The "severe" classification triggers various plan submittal requirements and transportation performance standards. One such requirement is that the PCAPCD update the Clean Air Plan every three years to reflect progress in meeting the air quality standards and to incorporate new information regarding the feasibility of control measures and new emission inventory data. The PCAPCD's record of progress in implementing previous measures must also be reviewed. The Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (2013 SIP Revisions), which addresses attainment of the federal 8-hour ozone standard, as well as the 2012 Triennial Progress Report, which addresses attainment of the state ozone standard, are the latest plan issued by the PCAPCD. The 2012 Triennial Progress Report, like the Ozone Attainment Plan, includes a current emission inventory and projected future inventories of ROG and NOx emissions in Placer County. The future inventories reflect future growth rates of population, travel, employment, industrial/commercial activities, and energy use, as well as controls imposed through local, state, and federal emission reduction measures. The 2012 Triennial Progress Report, like the triennial progress reports prepared in previous years, discusses rules that the PCAPCD has adopted during the previous three years, incentive programs that have been implemented and other measures that would supplement those in the Ozone Attainment Plan to achieve the required 5 percent per year reduction required by the CCAA.

IMPACTS AND MITIGATION MEASURES

Standards of Significance

An air quality impact is considered significant if implementation of the proposed project would result in any of the following:

1) Conflict with or obstruct implementation of the applicable air quality plan.

2) Violate any air quality standard or contribute substantially to an existing or projected air quality violation.

3) Expose sensitive receptors to substantial pollutant concentrations.

4) Create objectionable odors affecting a substantial number of people.

5) Result in a cumulatively considerable net increase of any criteria air pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

Criteria Pollutants

To evaluate air pollutant emissions from development projects, and to determine whether an impact is potentially significant, the PCAPCD has established thresholds of significance for emissions of ROG, NOx, and PM_{10}. The PCAPCD's *CEQA Thresholds of Significance Justification*

Report includes the recommended project-level thresholds of significance as listed in Table 4.3-6, expressed in pounds per day (lbs./day).

TABLE 4.3-6
PCAPCD PROJECT-LEVEL EMISSIONS THRESHOLDS OF SIGNIFICANCE

POLLUTANT	CONSTRUCTION/OPERATIONAL THRESHOLD (lbs./day)
ROG	82/55
NOx	82/55
PM_{10}	82/82

SOURCE: PCAPCD CEQA THRESHOLDS OF SIGNIFICANCE JUSTIFICATION REPORT (PCAPCD 2016)

According to the PCAPCD's *Thresholds of Significance Justification Report*, the PCAPCD has established a criteria pollutant threshold of significance for land use projects of 82 pounds per day for ROG, NOx and PM_{10} emissions for project operations. PCAPCD's *Thresholds of Significance Justification Report* does not identify a threshold for $PM_{2.5}$ emissions.

Odors

Odor impacts are addressed qualitatively based on odor screening distances as recommended by PCAPCD guidance. Certain highly odiferous sources have screening distances of two miles. These include wastewater treatment plants, sanitary landfills, and certain industrial facilities (petroleum refineries, asphalt batch plants, and chemical manufacturing). Other odor sources have screening distances of one mile and include recycling and waste transfer stations, coffee roasters, and food processing facilities. The evaluation of odor impacts discusses whether the project would create any sources of odor or would locate receptors in proximity to odor sources.

Methodology

The proposed project consists of the construction and occupancy of 195 apartment units on a vacant 10.2 +/- gross acre site located at the southeast corner of Rocklin Road and Sierra College Boulevard. The proposed project also includes a 6,716 square foot clubhouse, which will include a leasing office, gym and pool. There will be a total of 194,733 square feet of living space. All units will include garage parking, carport parking and uncovered parking. Primary access to the project site is from one entry/exit point on Rocklin Road and a secondary access for exiting only on Water Lily Lane.

The firm of De Novo Planning Group, a Sacramento area consulting firm with recognized expertise in air quality, prepared an Air Quality and Greenhouse Gas Analysis report dated April 21, 2017 for the Sierra Gateway Apartments project. City staff has reviewed the documentation and is also aware that De Novo Planning Group has a professional reputation that makes its conclusions presumptively credible and prepared in good faith. Based on its review of the analysis and these other considerations, City staff accepts the conclusions in the De Novo Planning Group report, which is summarized below.

The proposed project's short term construction-related and long term operational-related emissions were quantified by the firm De Novo Planning Group using the California Emission Estimator Model (CalEEMod) Version 2016.3.1. CalEEMod is the PCAPCD-recommended computer program that is used to calculate anticipated emissions associated with land development projects in California. CalEEMod has separate databases for specific counties and air districts. The modeling assumptions and data are contained in the Air Quality and Greenhouse Gas Impact Analysis which is included as Appendix E of this Draft EIR.

Generally, air quality impacts fall into two categories: short-term impacts due to construction, and long-term impacts due to operations. First, during construction (short-term), the proposed project would affect local particulate concentrations primarily due to fugitive dust sources and diesel exhaust. Construction of the project was modeled to begin in the fall of 2017 and end during the winter of 2018. Construction would consist of site preparations, grading, paving and the application of architectural coatings. Under operations (long-term), the proposed project would result in an increase in emissions primarily due to motor vehicle trips and on-site area sources. Area sources include emissions from landscaping equipment, natural gas combustion exhaust from water and space heating, and the use of consumer products.

Project Impacts and Mitigation Measures

Impact 4.3-1 Conflict with or Obstruct Implementation of the Applicable Air Quality Plan.

Implementation of the proposed project would result in development that could conflict with or obstruct implementation of the applicable air quality plan. However, as explained further below, the Project's operational emissions would not conflict with or obstruct implementation of the applicable air quality plan, and the impact would be **less than significant**.

Explanation and Analysis

The PCAPCD and a number of other air districts in the SVAB developed the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (the 2013 Plan) to address attainment of the federal 8-hour ozone standard. Similarly, the PCACPD's 2012 Triennial Progress Report addresses attainment of the California 1-hour and 8-hour ozone standards. Projects in the SVAB could be considered to conflict with the 2013 Plan if the emissions impact of the project would be greater than what was projected in the emissions inventories of the Plan. The 2013 Plan's emissions inventories are developed based upon anticipated growth parameters such as population and housing, which are based upon local general plan and zoning designations, in this instance the City of Rocklin General Plan and the City of Rocklin Zoning Map.

In general, a project would not interfere with the applicable air quality plan if it is consistent with growth assumptions used to form the applicable air quality plan and if the project implements all available and reasonably feasible air quality control measures. Air quality impacts are controlled through policies and provisions of the PCAPCD, the City of Rocklin General Plan, the 2013 Plan, and the 2012 Triennial Progress Report.

The most significant air quality impacts from a residential development are associated with mobile source emissions. The vehicle trips generated by the proposed residential project would be less than the number of trips that could be generated if the project site was built out per the former retail commercial land use designation that was in place at the time that emission inventories were conducted for the 2013 Plan. Specifically, based on the project's traffic study and the Institute of Transportation Engineers Trip Generation Manual (9th edition), the proposed residential project would generate 1,305 daily trips (195 dwelling units X 6.69 daily trips/dwelling unit for apartments). Conversely, the former retail commercial designation would be expected to generate 4,744 daily trips (10.2 acres X 43,560 sf/acre = 444,312 sf X .25 retail sf/site sf = 111,078 sf X 42.70 trips/1000 sf for shopping centers). Thus, the proposed project would generate 3,439 fewer daily trips and the project would result in fewer overall emissions as compared to the emissions that would be generated by a retail commercial project. Because emission inventories within the 2013 Plan were determined based on the then-allowed commercial uses, the emissions related to the proposed project would be less than what was estimated and included in emissions inventories. Thus, the project would result in less mobile source emissions than anticipated and such emissions would be less overall when compared with emissions inventories of the 2013 Plan.

General conformity requirements of the Plan include whether the project would contribute to new violations of NAAQS, increase the frequency or severity of an existing violation of any NAAQS, or delay timely attainment of any NAAQS. As indicated in Impacts 4.3-2 and 4.3-3 below, the proposed project's short-term construction emissions and long-term operational emissions would not exceed the PCAPCD's project-level thresholds of significance with implementation of the identified mitigation measures.

As demonstrated by the vehicle trip generation comparison presented above, the proposed project's operational emissions are anticipated to be lower than that which could be generated by the level of development that was anticipated by the 2013 Plan and evaluated in the City of Rocklin General Plan EIR. Given that the 2013 Plan contemplated and accounted for greater air quality impacts associated with the Project site's previous planned commercial use, the current project would not conflict or obstruct implementation of the 2013 Plan. Therefore, the proposed project would not conflict with or obstruct implementation of the applicable air quality plan, and the impact would be **less than significant**.

Mitigation Measures

None required.

Impact 4.3-2 Violate Any Air Quality Standard or Contribute Substantially to an Existing or Projected Air Quality Violation.

Implementation of the proposed project would result in the generation of ROG, NOx and PM_{10} emissions that could violate an air quality standard or contribute substantially to an existing or projected air quality violation. Therefore, this would be a **potentially significant impact**.

Explanation and Analysis

Construction Emissions

Construction activities would result in temporary short-term emissions associated with vehicle trips from construction workers, operation of construction equipment, and the dust generated during construction activities. These temporary and short-term emissions would generate ozone precursors (ROG and NOx) as well as PM_{10} and $PM_{2.5.}$

Construction-related fugitive dust emissions would vary from day to day, depending on the level and type of activity, silt content of the soil, and the weather. In the absence of mitigation, construction activities may result in significant quantities of dust, and as a result, local visibility and PM_{10} concentrations may be adversely affected on a temporary and intermittent basis. In addition, fugitive dust generated by construction would include not only PM_{10}, but also larger particles, which would fall out of the atmosphere within several hundred feet of the site and could result in nuisance-type impacts to nearby uses.

To address short-term construction impacts related to dust emissions, the Placer County Air Pollution Control District has adopted Rule 228 – Fugitive Dust, as referenced above. Rule 228 includes the following discussion related to Minimum Dust Control Requirements: The following dust mitigation measures are to be initiated at the start and maintained throughout the duration of any construction or grading activity, including any construction or grading for road construction or maintenance.

- Unpaved areas subject to vehicle traffic must be stabilized by being kept wet, treated with a chemical dust suppressant, or covered.

- The speed of any vehicles and equipment traveling across unpaved areas must be no more than 15 miles per hour unless the road surface and surrounding area is sufficiently stabilized to prevent vehicles and equipment traveling more than 15 miles per hour from emitting dust exceeding Ringelmann 2 or visible emissions from crossing the project boundary line.

- Storage piles and disturbed areas not subject to vehicular traffic must be stabilized by being kept wet, treated with a chemical dust suppressant, or covered when material is not being added to or removed from the pile.

- Prior to any ground disturbance, including grading, excavating, and land clearing, sufficient water must be applied to the area to be disturbed to prevent emitting dust exceeding Ringelmann 2 and to minimize visible emissions from crossing the boundary line.

- Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt, from being released or tracked offsite.

- When wind speeds are high enough to result in dust emissions crossing the boundary line, despite the application of dust mitigation measures, grading and earthmoving operations shall be suspended.

- No trucks are allowed to transport excavated material off-site unless the trucks are maintained such that no spillage can occur from holes or other openings in cargo compartments, and loads are either covered with tarps, or wetted and loaded such that the material does not touch the front, back, or sides of the cargo compartment at any point less than six inches from the top and that no point of the load extends above the top of the cargo compartment.

In addition, the proposed project is required to comply with all PCAPCD rules and regulations for construction, with the following rules specifically applicable to construction-related air quality impacts:

- Rule 202 related to visible emissions;
- Rule 205 related to emissions that may cause nuisance conditions;
- Rule 217 related to the emission of ROG from asphalt using for paving; and
- Rule 218 related to architectural coatings

The California Emission Estimator Model (CalEEMod) Version 2016.3.1 was used to estimate construction emissions for the proposed project and the modeling input parameters were adjusted to reflect the requirements of these applicable rules. Table 4.3-6 above identifies that the PCAPCD's established criteria pollutant threshold of significance for land use projects is 82 pounds per day for ROG, NOx and PM10 emissions for project construction. Table 4.3-7 shows the proposed project's construction emissions for the construction years 2018 and 2019.

TABLE 4.3-7
CONSTRUCTION EMISSIONS (UNMITIGATED MAXIMUM DAILY LBS./DAY)

	ROG	NOx	PM_{10} TOTAL	$PM_{2.5}$ TOTAL
2018 (Summer)	12.0013	59.5767	20.7920	12.3416
2018 (Winter)	11.9830	59.5907	20.7920	12.3416
2019 (Summer)	14.4489	62.7993	3.8481	3.2224
2019 (Winter)	14.4405	62.8367	3.8481	3.2224
PCAPCD SIGNIFICANCE THRESHOLD	82	82	82	N/A
EXCEEDANCE OF PCAPCD THRESHOLD	NO	NO	NO	NO

NOTES: N/A = Not Applicable
SOURCES: Placer County Air Pollution Control District, *CEQA Air Quality Handbook*, October 2012, CALEEMOD (Version 2016.3.1).

As shown in the table above, with adherence to the PCAPCD rules, the construction emissions in the 2018 and 2019 construction season (winter and summer) do not exceed the PCAPCD thresholds of significance.

Mitigation Measures

None Required.

Operational Emissions

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, hearth fuel combustion, landscape fuel combustion, consumer products and architectural coatings.

The California Emission Estimator Model (CalEEMod) Version 2016.3.1 was used to estimate operational emissions for the proposed project. Table 4.3-6 above identifies that the PCAPCD's established criteria pollutant threshold of significance for land use projects is 55 pounds per day for ROG and NOx and 82 pounds per day for PM10 emissions for project operations. Table 4.3-8 shows the proposed project's operational emissions broken down into individual emission categories of area, energy and mobile, as well as a total of all emission categories.

TABLE 4.3-8
OPERATIONAL EMISSIONS (UNMITIGATED MAXIMUM DAILY LBS./DAY)

	ROG	NOx	PM_{10} TOTAL	$PM_{2.5}$ TOTAL
SUMMER				
Area	303.7635	6.0152	51.7384	51.7384
Energy	0.0937	0.8010	0.0648	0.0648
Mobile	5.4914	10.5509	8.0128	2.2144
Total	**309.3486**	**17.3671**	**59.8160**	**54.0175**
PCAPCD SIGNIFICANCE THRESHOLD	55	55	82	N/A
EXCEEDANCE OF PCAPCD THRESHOLD	YES	NO	NO	NO
WINTER				
Area	303.7635	6.0152	51.7384	51.7384
Energy	0.0937	0.8010	0.0648	0.0648
Mobile	4.6864	11.7168	8.0134	2.2149
Total	**308.5437**	**18.5330**	**59.8166**	**54.0181**
PCAPCD SIGNIFICANCE THRESHOLD	55	55	82	N/A
EXCEEDANCE OF PCAPCD THRESHOLD	YES	NO	NO	NO

NOTES: N/A = Not Applicable
SOURCES: Placer County Air Pollution Control District, *CEQA Air Quality Handbook*, October 2012, CALEEMOD (Version 2016.3.1).

As shown in the table above, operational NOx and PM_{10} emissions are below the thresholds of significance for the individual emissions categories (i.e., area, energy and mobile sources), as well as the total for these categories. The ROG emissions for the Area Source category, as well as the total for all categories, exceed the project-level operational threshold of significance. The PCACPD has determined that projects with emissions that exceed this threshold are potentially significant and require mitigation to reduce emissions.

The California Emission Estimator Model (CalEEMod) Version 2016.3.1 was used to estimate project-level operational emissions for the proposed project with implementation of mitigation measures. The primary source of operational emissions that was targeted for mitigation in the model was the area source emissions, which are estimated at 303.7635 lbs./day (maximum daily). Mitigation was entered into the model to reduce the total operational emissions. Mitigation included the following for area source emissions:

- No Hearths
- Energy Efficient Appliances
- Low Volatile Organic Compound (VOC) Paints
- Implement Neighborhood Electric Vehicle (NEV) Network

Table 4.3-9 shows the project-level operational emissions, which include area, energy and mobile source emissions that would result from operations of the proposed project with mitigation.

TABLE 4.3-9
OPERATIONAL EMISSIONS (MITIGATED MAXIMUM DAILY LBS./DAY)

	ROG	NOx	PM_{10} TOTAL	$PM_{2.5}$ TOTAL
SUMMER				
Area	5.3365	0.1873	0.0886	0.0886
Energy	0.0937	0.8010	0.0648	0.0648
Mobile	5.4785	10.5135	7.9728	2.2033
Total	**10.9087**	**11.5018**	**8.1261**	**2.3567**
Percent Reduction	**96.5**	**33.8**	**86.4**	**95.6**
PCAPCD SIGNIFICANCE THRESHOLD	55	55	82	N/A
EXCEEDANCE OF PCAPCD THRESHOLD	NO	NO	NO	NO
WINTER				
Area	5.3365	0.1873	0.0886	0.0886
Energy	0.0937	0.8010	0.0648	0.0648
Mobile	4.6726	11.6738	7.9734	2.2039
Total	**10.1028**	**12.6620**	**8.1268**	**2.3573**
Percent Reduction	**96.7**	**31.7**	**86.4**	**95.6**
PCAPCD SIGNIFICANCE THRESHOLD	55	55	82	N/A
EXCEEDANCE OF PCAPCD THRESHOLD	NO	NO	NO	NO

NOTES: N/A = Not Applicable
SOURCES: Placer County Air Pollution Control District, *CEQA Air Quality Handbook*, October 2012, CALEEMOD (Version 2016.3.1).

As shown in the table above, all emissions are reduced to a level that does not exceed the project-level operational thresholds of significance.

Mitigation Measures

To address the potentially significant air quality impact as a result of operational emissions and to ensure compliance with the operational emissions reduction measures noted above, the following mitigation measure is being applied to the project:

Mitigation Measure 4.3-2 (a): Prior to the start of any grading or construction activity, the project applicant shall include the following standard notes on all Improvement and Building Plans approved in association with this project and shall implement the notes during all grading and construction activities:

1. No wood burning fireplaces/hearths shall be allowed. Only natural gas or propane fired fireplace appliances are permitted. These appliances shall be clearly delineated on the Building Plans submitted in conjunction with the Building Permit application. (Based on PCAPCD Rule 225, section 302.2).

2. Install Energy Efficient (Energy Star rated) appliances, including fans, refrigeration, and clothes washers and dryers in all of the apartment units.

3. Install a total of eight electric vehicle charging stations within the project site. The location of all eight charging stations shall be identified on maps provided to the City of Rocklin. In year one, all eight locations shall have conduit installed and available for installation of the charging stations. Additionally, in year one, four electric vehicle charging stations shall be fully connected and actively available to residents. At the end of year one, the applicant shall evaluate the demand for the four active charging stations and determine whether additional charging stations are warranted based on the demand by the residents. The evaluation shall continue annually until all eight charging stations are fully installed and active. The demand evaluation shall be based on a combination of physical observations, electric usage (i.e., bills) and resident surveys. The annual demand evaluations shall be provided to the City of Rocklin until such time that all eight charging stations are fully installed and active.

4. Low Volatile Organic Compound (VOC) paint shall be utilized for both the interiors and exteriors of the buildings. To limit the quantity of VOCs in architectural coatings supplied, sold, offered for sale, applied, solicited for application, or manufactured for use within the PCAPCD boundaries, all projects must comply with PCAPCD Rule 218. (Based on PCAPCD Rule 218).

Mitigation Measure 4.3-2 (b): Prior to the issuance of a certificate of occupancy, the project applicant shall provide certification from a sustainability energy consultant that Energy Star rated fans, refrigerators, and clothes washers and dryers have been installed in all of the apartment units.

Level of Significance After Mitigation:

Implementation of **Mitigation Measures 4.3-2 (a) and (b)** would ensure that all operational emissions are reduced below the PCAPCD's thresholds of significance. Therefore, the project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation and the impact would be **less than significant**.

Impact 4.3-3 Expose Sensitive Receptors to Substantial Pollutant Concentrations.

Implementation of the proposed project could expose sensitive receptors to substantial pollutant concentrations. However, as explained further below, the Project would not result in the exposure of sensitive receptors to localized concentrations of TACs or any other substantial pollutant concentrations, and the impact would be **less than significant**.

Explanation and Analysis

Localized Carbon Monoxide (CO) Exposure

CO is a localized pollutant of concern (i.e., high concentrations are normally only found very near sources). The major source of CO, a colorless, odorless, poisonous gas, is automobile traffic. Elevated concentrations of CO (i.e., hotspots) are usually only found near crowded or congested intersections where traffic is slow and/or idling. The proposed project would increase traffic on surrounding roadways and would increase concentrations of carbon monoxide along streets providing access to the project site.

The CO screening approach outlined in the PCAPCD's *CEQA Air Quality Handbook: Assessing and Mitigating Air Quality Impacts under CEQA* (2012) was used to estimate whether or not the proposed project's traffic impact would cause a potential CO hotspot. The CO screening approach uses the following screening criteria:

- A traffic study for the project indicates that the peak-hour Level of Service (LOS) on one or more streets or at one of more intersections (both signalized and non-signalized) in the project vicinity will be degraded from an acceptable LOS (e.g., A, B, C or D) to an unacceptable LOS (e.g., LOS E or F); or

- A traffic study indicates that the project will substantially worsen an already existing unacceptable peak-hour LOS on one or more streets or at one or more intersections in the project vicinity. "Substantially worsen" includes situations where delay would increase by 10 seconds or more when project-generated traffic is included.

If the answer to one or both of these screening criteria is "yes", then the proposed project can be said to have the potential to create a violation of the CO standard and further modeling is warranted. If the answer to the screening criteria is "no", then further modeling is not warranted and the proposed project would not create a violation of the CO standard.

The Sierra Gateway Apartments Project Level of Service Analysis (Omni Means 2017) examined Level of Service (LOS) for the road segments and intersections affected by the proposed project. The traffic study indicates that the Sierra College Blvd/Rocklin Road intersection would operate at an LOS of D under the Short Term No Project and Short Term Plus Project conditions during the PM peak hour, but would deteriorate to an LOS E under the Short Term Plus Project with Outbound Access from Water Lily Lane condition during the PM peak hour. Therefore, this intersection would cause the proposed project to not screen out under the CO screening approach outlined in the Placer County Air Pollution Control District's CEQA Air Quality Handbook Assessing and Mitigating Air Quality Impacts for Projects Under CEQA (2012).

The PCAPCD is currently in the process of updating their CO guidelines (4/12/17 phone correspondence with Dr. Yushuo Chang, Senior Planner at PCAPCD) and the PCAPCD has advised that the potential for a CO hotspot should be analyzed based on whether or not the proposed project would generate more than a maximum daily emission of 550 pounds of CO. If the project were to generate greater than this level of CO emissions during project operations, the proposed project would be considered to have a high potential for generating a CO hotspot, and therefore further analysis would be required. If the project were to generate equal to or less than a maximum daily emission of 550 pounds of CO during project operations, then further analysis would not be required (PCAPCD, 2017). Given that the proposed project would not generate greater than 436.0614 pounds/day of CO emissions under the unmitigated scenario, and no greater than 67.4809 pounds/day of CO emissions under the mitigated scenario (as provided by CalEEMod; See Appendices A and B), the proposed project would not be required to undergo further CO hotspot analysis.

Furthermore, as described by the Sierra Gateway Apartments Project Level of Service Analysis (Omni Means 2017), the Rocklin GP EIR previously forecasted LOS E conditions at the intersection of Sierra College Boulevard/Rocklin Road (the affected intersection) in the Cumulative Conditions (Table 4.4-29 of the Rocklin GP EIR). Page 4.4-76 of the Rocklin GP EIR also identified a mitigation measure that would improve intersection operations to LOS B (modify the intersection to include a free eastbound right turn lane from Rocklin Road onto Sierra College Boulevard) that was adopted by the Rocklin City Council. Therefore, although the Sierra College Blvd/Rocklin Road intersection has been forecasted to undergo a degradation of LOS in the short-term, this degradation of LOS at the affected intersection is expected to be remedied in the long-term.

Given that the proposed project is within an attainment area for carbon monoxide (ambient air quality standards are currently attained) and in an area with low background concentrations, and given the proposed project would not generate maximum daily emissions of greater than 550 pounds of CO during project operations, the potential for a carbon monoxide hotspot impact represents a less than significant impact.

Toxic Air Contaminant (TAC) Exposure

A toxic air contaminant 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 government have set ambient air quality standards.

No sources of substantial TACs would be associated with operation of the proposed project. However, the proposed project would include development of residences, and because of the sensitivity of this use, an assessment of compatibility with surrounding land uses with respect to TAC emissions is provided.

TABLE 4.3-10
CARB MINIMUM SEPARATION RECOMMENDATIONS ON SITING SENSITIVE LAND USES

SOURCE CATEGORY	ADVISORY RECOMMENDATIONS
Freeways and High-Traffic Roads	Avoid siting sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day
Distribution Centers	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	Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance railyard. Within one mile of a rail yard, consider possible siting limitations and mitigation approaches.
Ports	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	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	Avoid siting new sensitive land uses within 1,000 feet of a chrome plater.
Dry Cleaners Using Perchloro-ethylene	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 three 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	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, California Air Resources Board (CARB) 2005

There are no nearby industrial areas in the vicinity of the proposed project. The primary source of TACs that could affect the proposed project would be on-road mobile sources on nearby surface streets. The California Air Resources Board (CARB) published the *Air Quality and Land Use Handbook: A Community Health Perspective* to provide information to 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 the State's air pollution problems, representing the greatest air pollution health risk to most Californians. The most serious pollutants on a statewide basis included diesel exhaust particulate matter (diesel PM or DPM), benzene, and 1, 3-butadiene, all of which are emitted by motor vehicles. 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 4.3-10 above provides the California Air Resources Board minimum separation recommendations on siting sensitive land uses.

The proposed project is a residential development project and does not include any of the source categories listed in Table 4.3-10. There is one source category located in the vicinity of the project site (freeways). Interstate 80 (I-80) is located approximately 3,500 feet to the northeast of the project site, which is beyond the 500 foot screening distance which results in the proposed project being consistent with the *CARB Minimum Separation Recommendations on Siting Sensitive Land Uses* for freeways. Additionally, there are no other source categories (i.e., high-traffic roads, distribution centers, rail yards, ports, refineries, chrome platers, dry cleaners using perchloro-ethylene, gasoline dispensing facilities) located within the CARB recommended screening distances or in the project vicinity. Therefore, implementation of the proposed project would not result in the exposure of sensitive receptors to localized concentrations of TACs or any other substantial pollutant concentrations, and the impact would be **less than significant**.

Mitigation Measures

None required.

Impact 4.3-4 Create Objectionable Odors Affecting a Substantial Number of People.

Implementation of the proposed project could create objectionable odors affecting a substantial number of people. However, as explained further below, the Project would not result in the development of land uses associated with the creation of substantial odors nor would the proposed project locate sensitive receptors in the proximity of a known odor source and the impact would be **less than significant**.

Explanation and Analysis

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 (Health and Safety Code Section 41700 and PCAPCD Rule 215) is the basis for the threshold.

Examples of facilities that are known producers of odors include wastewater treatment facilities, chemical manufacturing, sanitary landfills, fiberglass manufacturing, transfer stations, painting/coating operations (e.g. auto body shops), composting facilities, food processing facilities, petroleum refineries, feed lots/dairy, asphalt batch plants, and rendering plants. Table 4.3-11 provides the PCAPCD's recommended odor screening distances and suggested buffer distances for a variety of odor-generating facilities.

TABLE 4.3-11 PCAPCD ODOR SCREENING DISTANCES	
LAND USE/TYPE OF OPERATION	**PROJECT SCREENING DISTANCE**
Wastewater Treatment Plant	2 miles
Wastewater Pumping Facilities	1 mile
Sanitary Landfill	2 miles
Transfer Station	1 mile
Composting Facility	1 mile
Petroleum Refinery	2 miles
Asphalt Batch Plant	2 miles
Chemical Manufacturing	2 miles
Fiberglass Manufacturing	1 mile
Painting/Coating Operations	1 mile
Rendering Plant	2 miles
Coffee Roaster	1 mile
Food Processing Facility	1 mile
Confined Animal Facility/Feed Lot/Dairy	1 mile
Green Waste and Recycling Operations	1 mile
Metal Smelting Plants	2 miles
SOURCE: Sacramento Metropolitan Air Quality Management District (SMAQMD), CEQA Guide to Air Quality Assessment, Chapter 7, Odors/Recommended Odor Screening Distances	

If a project would locate receptors and known odor sources in proximity to each other further analysis may be warranted; however if a project would not locate receptors and known odor sources in proximity to each other, then further analysis is not warranted.

The proposed project would not result in the development of land uses associated with the creation of substantial odors (such as a wastewater treatment plant, rendering plant, composting facility, asphalt batch plant, etc.), nor would the proposed project locate sensitive receptors in the proximity of a known odor source and as such, further analysis is not warranted. Therefore, implementation of the proposed project would not result in the exposure of a substantial number of people to objectionable odors and the impact would be **less than significant**.

Mitigation Measures

None required.

CUMULATIVE IMPACTS

The cumulative context for air quality impacts would be both regional and local. Ozone would be the primary pollutant of regional concern, and the cumulative context would be comprised

of the SVAB, which includes a multitude of projects planned therein. The cumulative impact analysis for ozone is provided in Impact 4.3-5, below.

Particulates (fugitive dust and DPM), CO, and TACs would result in localized impacts in close proximity to pollutant sources. The proposed project would not result in any significant, localized impacts. In addition, the CO and TAC localized exposure analysis detailed in Impact 4.3-3 incorporated cumulative traffic assumptions in order to determine the worst case pollutant scenario. As described above in Impact 4.3-4, the proposed project would not include uses that have been identified by PCAPCD as potential sources of objectionable odors, nor would the proposed project locate odor sensitive-receptors in close proximity to substantial sources of odor. The proposed project would result in a less-than-significant cumulative impact related to localized impacts (particulates, CO, and TAC) and odor.

As described above in Impact 4.3-1, the proposed project would not conflict with or obstruct implementation of applicable air quality plans for the region, which considers cumulative development. A less-than-significant cumulative impact would occur.

Impact 4.3-5 Result in a Cumulatively Considerable Net Increase of any Criteria Air Pollutant for which the Project Region is Nonattainment under an Applicable Federal or State Ambient Air Quality Standard (Including Releasing Emissions Which Exceed Quantitative Thresholds for Ozone Precursors)

Implementation of the proposed project would result in development that could result in a cumulatively considerable net increase of any criteria air pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors). Therefore, this would be a **potentially significant impact**.

ROG and NOx are ozone precursors and are primarily of regional concern. Thus, all other mobile, area, and energy sources in the SVAB that would operate concurrently with the proposed project would contribute to cumulative operational-related ROG and NOx emissions.

The PCAPCD has historically recommended 10 lbs. per day as the cumulative thresholds for land use projects in Placer County. This threshold was established to identify a threshold for the implementation of BACT for stationary sources, and mitigation measures or other sources when the threshold is exceeded. However, the cumulative thresholds were updated by the recent *PCAPCD CEQA Thresholds of Significance Justification Report*, which are presented in Table 4.3-6.

The District does not recommend the use of this cumulative threshold to determine the need for an EIR. Rather, this threshold is used by the District to recommend mitigation measures to offset the project's cumulative air quality impacts. Table 4.3-12 presents the PCAPCD's cumulative thresholds.

TABLE 4.3-12 OPERATIONAL PHASE CUMULATIVE EMISSION THRESHOLDS				
	ROG	***NOx***	***PM_{10}***	***$PM_{2.5}$***
Threshold	55 lbs/day	55 lbs/day	82 lbs/day	N/A
SOURCE: PCAPCD CEQA THRESHOLDS OF SIGNIFICANCE JUSTIFICATION REPORT (PCAPCD 2016)				

As previously discussed, the California Emission Estimator Model (CalEEMod)^{TM} (v.2016.3.1) was used to estimate project-level operational emissions for the proposed project. Mitigation was entered into the model to reduce the total operational emissions. Mitigation included the following for area source emissions:

- No Hearths
- Energy Efficient Appliances
- Low VOC Paints
- Implement NEV Network (0.5 % - low penetration value of 0.04 NEV/household, equivalent to eight charging stations)

It should be noted that the mitigation model input for low VOC paint (interior and exterior) is a standard requirement in Placer County in accordance with PCAPCD Rule 218, so while it is modeled as mitigation the standard requirement is not identified as a mitigation measure in this report. Table 4.3-13 shows the project-level operational emissions, which include area, energy, and mobile source emissions that would result from operations of the proposed project with mitigation.

TABLE 4.3-13 OPERATIONAL EMISSIONS (MITIGATED MAXIMUM DAILY LBS/DAY)				
	ROG	***NOx***	***PM_{10} Total***	***$PM_{2.5}$ Total***
Summer				
Area	5.3365	0.1873	0.0886	0.0886
Energy	0.0937	0.8010	0.0648	0.0648
Mobile	5.4785	10.5135	7.9728	2.2033
Total	**10.9087**	**11.5018**	**8.1261**	**2.3567**
Percent Reduction	**96.5%**	**33.8%**	**86.4%**	**95.6%**
Winter				
Area	5.3365	0.1873	0.0886	0.0886
Energy	0.0937	0.8010	0.0648	0.0648
Mobile	4.6726	11.6738	7.9734	2.2039
Total	**10.1028**	**12.6620**	**8.1268**	**2.3573**
Percent Reduction	**96.7%**	**31.7%**	**86.4%**	**95.6%**
SOURCES: CALEEMOD (V.2016.3.1) AND PCAPCD CEQA THRESHOLDS OF SIGNIFICANCE JUSTIFICATION REPORT (PCAPCD 2016)				

As shown in the table above, the proposed project's operational related emissions impacts would be below cumulative thresholds of significance for ROG and NOx during both the summer and winter in the adjusted (mitigated) scenario.

Mitigation Measures

To address the potentially significant cumulative air quality impact as a result of operational emissions and to ensure compliance with the operational emissions reduction measures noted above, the following mitigation measure is being applied to the project:

Mitigation Measure 4.3-5:

Implement Mitigation Measures 4.3-2(a) and 4.3-2(b).

Level of Significance After Mitigation:

Implementation of **Mitigation Measure 4.3-5** would ensure that the operational activities associated with the proposed project would not 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. Therefore, the impact would be considered **less than cumulatively considerable** and **less than significant**.

4.4 BIOLOGICAL RESOURCES

Return to TOC

4.4 BIOLOGICAL RESOURCES

Introduction

This section addresses the potential biological resources impacts associated with the construction and operation of the proposed project and identifies feasible mitigation measures where appropriate. The analysis included in this section was developed from information contained in the Biological Resource Assessment prepared by Dudek, included as Appendix F, and the Arborist Report and Tree Inventory & Assessment prepared by Abacus, included as Appendix G, both of which are incorporated by reference and expanded on where necessary. This section describes the existing biological resources of the area and discusses the changes that would occur as a result of construction and operation of the proposed project. The regulatory setting section discusses the applicable federal, state, and local regulations related to biological resources that govern the proposed project.

There were several comments received during the NOP public comment period regarding biological resources. The comments expressed concern about the removal of oak trees, impacts to wildlife movement corridors, a fence around the project site and its potential impact on biological surveys, the presence of special-status and other species and notification of the California Department of Fish and Wildlife. Comments received regarding the NOP are included in Appendix B of this Draft EIR and have been addressed in Chapter 1.0 Introduction and Scope of EIR and the below impact analysis.

Environmental Setting

Project Location and Setting

The project site is located at the southeast corner of the intersection of Rocklin Road and Sierra College Boulevard. It is situated in Section 21, Township 11N, Range 7E on the 7 ½ minute USGS Rocklin quadrangle. The property occurs in the transition of the central valley and the Sierra Nevada foothills at elevations between 320 feet and 365 feet. The project site is composed primarily of foothill woodland, annual grassland and riparian woodland. Topography on the site is gently rolling and surface runoff flows mainly towards and exits the project site via an intermittent tributary of Secret Ravine which is located on the southwesterly side of the project site. The project site is vacant and land uses surrounding the project site include Sierra College to the northwest, commercial retail and residential development to the west, and residential housing to the east and south. The parcel immediately to the north across Rocklin Road is open disturbed grassland, but is designated for eventual urban development.

The primary hydrological feature on the site is the intermittent tributary of Secret Ravine, which is ultimately a tributary of the Dry Creek system. The tributary has flowing water in the winter months and may support pockets of water during the summer months. An upland swale occurs on the north side of the property near Rocklin Road. No culverts could be found discharging water into the swale, which has minimal effect on site hydrology. Groundwater discharge has created a small wetland within the swale.

Two soil units have been mapped on the site: Andregg coarse sandy loam and xerofluvents, frequently flooded. Andregg soils are mollisoils and are derived from weathered granite. The

site does not have gabbro or serpentine derived soils that often support special status plant species.

Three biological communities occur on the project site: foothill woodland (7.55 acres), annual grassland (1.30 acres) and riparian woodland (0.02 acres). Figure 4.4-1 shows the general habitat composition of the site.

Foothill Woodland

The primary community is foothill woodland which is dominated by interior live oak (*Quercus wislizenii*). Blue oaks (*Quercus douglasii*) occur sporadically, with fewer occurrences of valley oaks (*Quercus lobata*) and oracle (hybrid) oaks (*Quercus morehus*). The understory is herbaceous with intermittent patches of shrubs. Himalayan blackberry (*Rubus discolor*) is common in the northern swale.

Annual Grassland

A small patch of ruderal annual grassland occurs in the southeast corner. This was part of a larger patch of open grassland that has been developed into residential housing. Ripgut brome (*Bromus diandrus*), short-podded mustard (*Hirschfeldia incana*), and yellow star thistle (*Centaurea solstitalis*) are well adapted to the disturbance and are common in the annual grassland on the site.

Riparian Woodland

The unnamed tributary has a relatively broad floodplain on the south side that supports a mix of willow (*Salix spp.*), valley oak and interior live oak on the upper portions. The understory is the primarily Himalayan blackberry. Because scattered willows and valley oaks are present, the tributary has a narrow riparian canopy.

Trees

The project area includes 384 total trees, of which 367 are oak trees within the boundaries of the project that qualify as "protected trees" by the standards of the City of Rocklin Oak Tree Preservation Guidelines. Composition of the 367 oak trees includes 308 interior live oaks, 53 blue oaks, 5 valley oaks and 1 oracle oak. Of the 367 oak trees, 5 are rated 0 (dead), 132 are rated 1 (dangerous/non-correctable), 122 are rated 2 (poor), 107 are rated 3 (fair) or 4 (good), and 1 is rated 5 (excellent). 320 trees will likely be removed for the Project, but mitigation will be required for the removal of 108 of those healthy trees with "fair" to "excellent" ratings pursuant to the Oak Tree Preservation Guidelines.

<u>Special-Status Species Regulations Overview</u>

Federal and State endangered species legislation gives special status to several plant and animal species known to occur in the vicinity of the project site. In addition, State resource agencies and professional organizations, whose lists are recognized by agencies when reviewing environmental documents, have identified as sensitive some species occurring in the vicinity of the project site. Such species are referred to collectively as "special-status species" and include: plants and animals listed, proposed for listing, or candidates for listing as threatened or

FIGURE 4.4-1 HABITAT MAP

endangered under the Federal Endangered Species Act (FESA) or the California Endangered Species Act (CESA), animals listed as "fully protected" under the California Fish and Wildlife Code, and animals designated as "Species of Special Concern" by the California Department of Fish and Wildlife (CDFW).

The CDFW has also produced three lists (amphibians and reptiles, birds and mammals) of "species of special concern" that serve as "watch lists". Species on these lists either are of limited distribution or the extent of their habitats has been reduced substantially, such that threat to their populations may be imminent. Thus, their populations should be monitored. In addition, species of special concern may receive special attention during environmental review.

For purposes of this report, special-status species also include those occurring on List 1B or 2 maintained by the California Native Plant Society.

Special-Status Species Reports

Dudek biologists queried the California Natural Diversity Database (CNDDB) for a list of special-status plant and animal species known to occur in the region. The following United States Geological Service (USGS) quadrangles were included in the query: Gold Hill, Auburn, Lincoln, Roseville, Rocklin, Pilot Hill, Citrus Heights, Clarksville and Folsom. In addition Dudek biologists reviewed lists of special status species in Placer County maintained by the United States Fish and Wildlife Service (USFWS) and the California Native Plant Society (CNPS).

Field Assessments

Field assessments were conducted in November 2013; the entire site was surveyed and observations about plants, animals and habitat characteristics were recorded. In spring of 2015, Dudek biologists conducted a general site survey to confirm that conditions had not changed since 2013. Dudek biologists also conducted western pond turtle and nesting bird surveys in August 2015. As noted in Chapter 1.0 Introduction and Scope of EIR, the author of the biological resources assessment was provided a copy of the NOP comments related to the concerns associated with a perimeter fence present at the project site and submitted a brief letter in response (Appendix F). In summary, the letter indicated the following: 1) the site's biological surveys were repeatedly conducted over time prior to the fence being erected and the portion of the property that was fenced was not considered an important wildlife corridor and the fence does not impact a movement corridor; 2) the important movement corridor is the intermittent tributary of Secret Ravine (although interrupted by Sierra College Boulevard) which is not fenced and is actually closer to an existing single family housing development than the proposed project, and 3) all other biological resources comments/questions included in the Citizen's Voice Organization letter were specifically addressed in the technical biological resources assessments prepared by North Fork Associates and Dudek in 2005, 2013 and 2015.

Potentially Occurring Special-Status Species

The CNDDB search resulted in the identification of eighteen (18) special-status animal species and eleven (11) special-status plant species known to occur in the lower elevations of Placer County. Additionally, USFWS lists seven (7) animals and six (6) plants that are federally protected in the vicinity of the project site. Of these, suitable habitat exists for six (6) animal

species and four (4) plant species. These are described in Table 4.4-1 and discussed further below. Four (4) additional species were added to this table that were not identified on CNDDB or USFWS lists, but have the potential to occur on the project site due to the availability of suitable habitat.

Special-status plant and animal species known to occur in the area but are dependent on specialized emergent wetland habitat types, vernal pools and lakes that do not occur on or near the project site, or have range boundaries that occur outside the project site were eliminated from further investigation. These included: Stebbin's morning glory (*Calystegia stebbinsii*), pine hill ceanothus (*Ceanothus roderickii*), El Dorado bedstraw (*Galium californicum ssp. Sierra*). Tahoe yellow cress (*Rorippa subumbellata*), Layne's ragwort (*Senecio layneae*), Sacramento orcutt grass (*Orcuttia viscida*), dwarf downingia (*Downingia pusilla*), Boggs Lake hedge-hyssop (*Gratiola heterosepala*), legenere (*Legenere limosa*), pincushion navarretia (*Navarretia myersii ssp. Myersii*), stinkbells (*Fritillaria agrestis*), Sanford's arrowhead (*Saggitaria sanfordii*), vernal pool adrenid bee (*Andrena subpasta*), Conservancy fairy shrimp (*Branchinecta conservatio*), vernal pool tadpole shrimp (*Lepidurus packardi*), California linderiella (*Linderiella occidentalis*), Ricksecker's water scavenger beetle (*Hydrochara ricksecker*i), Lahontan cutthroat trout (*Oncorhynchus clarkia henshawi*), California tiger salamander (*Ambystoma californiense*), giant gartersnake (*Thamnophis gigas*), great blue heron (*Ardea Herodias*), grasshopper sparrow (*Ammodramus savannarum*), song sparrow ("Modesto" population, *Melospiza melodia*), California black rail (*Laterallus jamaicensis coturniculus*), burrowing owl (*Athene cunicularia*), Swainson's hawk (*Buteo swainsoni*) and osprey (*Pandion haliaetus*).

TABLE 4.4-1
SPECIAL-STATUS SPECIES WITH POTENTIAL TO OCCUR IN THE PROJECT REGION

SPECIES	FEDERAL	STATE	CNPS	HABITAT	POTENTIAL FOR OCCURRENCE
PLANTS					
Big-scale balsamroot *(Balsamorhiza macrolepis var. macrolepis*)	-	-	List 1.B	Valley grassland, foothill woodland	Moderate. Suitable habitat exists for this species.
Hispid bird's-beak (*Chloropyron molle ssp. hispidum*)	-	-	List 1.B	Valley grassland, wetland-riparian	Low. Marginal habitat exists for this species.
Ahart's dwarf rush (*Juncus leiospermus var. ahartii*)	-	-	List 1.B	Valley grassland, freshwater wetland, wetland-riparian	Low. Marginal habitat exists for this species.
Red Bluff dwarf rush (*Juncus leiospermus var. leiospermus*)	-	-	List 1.B	Valley grassland, wetland-riparian	Low. Marginal habitat exists for this species.
AMPHIBIANS					
Western spadefoot (*Spea hammondi*)	-	CSC	-	Pools and stockponds (breeding)	Low. Seasonal fluctuations in rainfall could provide breeding habitat on-site.
REPTILES					
Western pond turtle (*Emys marmorata*)	-	CSC	-	Permanent water basking sites, uplands for nesting	Moderate. Suitable aquatic and upland habitat exists along stream.
INSECTS					
Valley elderberry longhorn beetle (*Desmocerus californicus dimorphis*)	FT	-	-	Elderberry shrubs	Low. No elderberry shrubs occur on-site. Few shrubs occur just outside project boundary.

TABLE 4.4-1
SPECIAL-STATUS SPECIES WITH POTENTIAL TO OCCUR IN THE PROJECT REGION

SPECIES	FEDERAL	STATE	CNPS	HABITAT	POTENTIAL FOR OCCURRENCE
BIRDS					
Cooper's hawk (*Accipiter cooperii*)	-	SWL	-	Open woodland, riparian deciduous	Moderate. Suitable nesting and foraging habitat exists.
Sharp-shinned hawk (*Accipiter striatus*)	-	SWL	-	Woodland forest	Moderate. Suitable nesting and foraging habitat exists.
White-tailed kite (*Elanus leucurus*)	-	SFP	-	Valley grassland	Low. Semi-suitable foraging habitat exists north of the site and nesting habitat exists on-site.
Tri-colored blackbird (*Agelaius tricolor*)	-	CSC	-	Marshes, agricultural land, riparian	Low. Suitable nesting habitat occurs in blackberry patches.
Purple martin (*Progne subis*)	-	CSC	-	Open areas, urban	Moderate. Suitable nesting habitat occurs on-site and foraging habitat occurs just north of the site.
FISH					
Central valley steelhead (*Oncorhynchus mykiss irideus*)	FT	-	-	Creeks and streams, tributaries to Sacramento delta	Low. No documented occurrences of spawning in Secret Ravine, although there is the potential to stray into the tributary on-site during periods of high flow.
Chinook salmon-central valley fall-run (*Oncorhynchus tshawytscha*)	-	CSC	-	Creeks and streams, tributaries to Sacramento delta	Low. No documented occurrences of spawning in Secret Ravine, although there is the potential to stray into the tributary on-site during periods of high flow.

NOTES/KEY:
Federal: FT = federally threatened species
State: CSC = California species of special concern; SWL = California state watch list; SFP = California fully protected
CNPS: 1.B = plants rare, threatened or endangered in California and elsewhere.

Special-Status Plant Species

The study conducted by Dudek determined that one special-status plant species has a moderate potential to occur on the project site, the Big-scale balsam-root. This species is discussed further below:

Big-scale balsam-root (*Balsamorhiza macrolepis* var. *macrolepis*) is an herbaceous perennial member of the sunflower family (*Asteraceae*). It has no state or federal status, but is on the

CNPS List 1B. This species has large yellow flowering heads and leaves that arise from the ground. It differs, in part, from other balsam-roots by having coarsely serrated leaves. Big-scale balsam-root grows in open woodlands and grasslands at widely scattered locations in northern California, and will tolerate serpentine soil. It blooms from March to June.

Survey Results

No special-status plant species were observed during Dudek field surveys. Remnant leaves from Big-scale balsam-root would have been evident during the survey, even in November and December. Although chances are minimal that the site supports any rare plants, the timing of Dudek's field surveys makes the survey inconclusive.

Special-Status Wildlife Species

The study conducted by Dudek determined that four special-status wildlife species have a moderate potential to occur on the project site, the Western pond turtle, the Cooper's hawk, the Sharp-shinned hawk, and the Purple martin. These four species are discussed further below:

Western pond turtle (*Emys marmorata*) is in the family *Emydidae*, which includes box and water turtles. It is a California species of special concern. The western pond turtle is found in generally quiet waters in a wide variety of habitats including ponds, marshes, lakes, streams, irrigation ditches and vernal pools. Aquatic habitats with adequate vegetative cover and exposed basking sites are utilized. They are omnivorous generalists and opportunistic predators, eating small insects, aquatic invertebrates, fish, frogs, snakes, birds and mammals. The pond turtle is secretive and prefers habitats with large areas for cover (logs, algae, vegetation) and basking (logs, boulders). Mating occurs in April and May, after which females build nests along wetland margins or in adjacent uplands. Hatchlings emerge approximately 12 weeks after oviposition (October and November). Population decline is due to habitat loss and alteration, fragmentation, little or no recruitment, introduction of alien species (e.g., bullfrog) and commercial harvest.

Cooper's hawk (*Accipiter cooperii*) is a member of the family *Accipitridae*, which includes hawks, kites, harriers and eagles. It is on the California state watch list and is protected under the Migratory Bird Treaty Act. The Cooper's hawk, once considered a common bird throughout California, has declined throughout its range as a breeding bird. Cooper's hawk prefers areas with dense stands of live oaks, riparian deciduous forests or other forested areas near water. They nest in crotches of deciduous trees 20-50 feet above ground, with the nest being a stick platform lined with bark. Cooper's hawk breeds from March through August with peak activity between May and July. Courtship behavior is not well documented but appears to involve flights with both birds soaring on thermals and end with a slow speed chase of the female by the male. Cooper's hawks are mostly lie-in-wait hunters, perching inconspicuously in trees waiting for an opportunity to feed. On occasion they also hunt by flying over woodlands or along fence rows to surprise potential prey. Birds are the primary prey, but small mammals and lizards are also taken. Habitat destruction, mainly in the lowland riparian areas, is the principal threat to breeding Cooper's hawks.

Sharp-shinned hawk (*Accipiter striatus*) is the smallest hawk in North America and is a member of the family *Accipitridae*, which includes hawks, kites, harriers and eagles. It is on the

California state watch list and is protected under the Migratory Bird Treaty Act. Sharp-shinned hawk occurs in a wide range of woodland and forest types, both dominated by conifers and by various types of broad-leaved trees, especially oaks. These birds surprise and capture their prey from cover or while flying quickly through dense vegetation. The majority of their prey is comprised of small birds but they will also take lizards, small rodents, frogs and snakes on rare occasion. Sharp-shinned hawks construct a stick nest in a large conifer or dense group of deciduous trees and usually lay a clutch of 4-6 eggs.

Purple martin (*Progne subis*) is classified under the order *Passeriformes*, which includes perching birds. Further classification places the purple martin in the swallows and martins family (*Hirundinidae*). It has no federal designation but is a CDFW Species of Concern. The purple martin nests from April to August, with peak activity in June. Pairs nest colonially or singly, depending on nest site availability. Nest building usually does not begin until several weeks after a pair bond has formed. Nests are built out of twigs and stems of herbaceous plants, leaves and mud. The diet of the purple martin is composed almost entirely of flying insects. Occasionally, the purple martin forages on the ground for ants and other insects. Usually the purple martin feeds solitarily and does not attempt to feed when air temperature is below about 50 degrees Fahrenheit. In the western United States, the purple martin nests in old woodpecker cavities, mostly in patches of tall sycamores, pines and other large trees in or near oak woodlands or within open coniferous forests. The western populations of the purple martin nest solitarily in natural or woodpecker-made cavities in trees.

Survey Results

No special-status wildlife species were observed during November surveys. However, the site has suitable nesting habitat for some special-status wildlife, including the following:

Western pond turtle. The unnamed tributary located on the southwesterly side of the project site has suitable habitat for pond turtles, especially upstream from Sierra College Boulevard. The floodplain of the creek also has suitable basking sites for this species. Surveys for pond turtles should be conducted before construction begins. If any turtles are observed during surveys, minimization of disturbance to turtles is recommended by avoiding work in areas where turtles are present. No turtles were observed during August 2015 surveys.

Cooper's hawk and other raptors. Although no active nests were observed during surveys since they were outside of the nesting season, habitat for nesting raptors exists on-site. Pre-construction surveys for nesting raptors should be completed if construction is to begin during the nesting season (February through September), and guidance from a qualified biologist and possibly the California Department of Fish and Wildlife should be obtained if any active nests are located. An inactive nest was observed on the project site in June and August, 2015.

Valley elderberry longhorn beetle. Although no elderberry shrubs were identified on the project site, two shrubs do occur within 100 feet of the property boundary near the intermittent stream in the southwestern portion of the property. The City of Rocklin was required to informally consult with the United States Fish and Wildlife Service (USFWS) regarding avoidance of impacts during their 2010 Sierra College Boulevard road widening project and made sure to stay more than 100 feet away utilizing exclusion fencing. The proposed project includes work in this portion of the property consisting of the construction of

a pedestrian sidewalk, curb and gutter improvements along Sierra College Boulevard, but such work is more than 100 feet away from the two elderberry shrubs.

Waters of the United States and On-Site Streams

Waters of the United States were delineated on November 30, 2004 by North Fork Associates which showed approximately 0.03 acres that meet the definition of waters of the United States. Subsequently, Dudek checked the on-site conditions on November 25, 2013 to confirm this original delineation is still accurate and on-site conditions have not noticeably changed. A portion of this acreage is the unnamed tributary to Secret Ravine. The remainder consists of a seasonal wetland swale in what is otherwise an upland swale, and a wetland swale. There are no vernal pools on the project site. The wetland delineation was originally submitted in 2005 as the Sierra College Plaza commercial development project and the proposed 0.03 acre of fill in wetlands and waters was verified pursuant to Nationwide Permit (NWP) 39 by the U.S. Army Corps of Engineers (ACOE) on January 17, 2008. However, due to unforeseen economic circumstances the property owner defaulted on the project and the City of Rocklin submitted a revised plan that only included widening of Sierra College Boulevard and 0.01 acre of impact to open water and adjacent riparian habitat. The City of Rocklin received authorization for this project change in a letter from the ACOE dated December 1, 2009, paid for the resulting mitigation to the National Fish and Wildlife Foundation Sacramento District Wetlands Conservation Fund, and completed the road widening project.

On January 25, 2016 the ACOE issued a letter to the developer of the proposed Sierra Gateway Apartments project indicating that the proposed project will result in the permanent loss of 0.02 acres of wetlands and that activities in waters of the United States are authorized by NWP 29 (with the authorization conditioned on water quality certification under Section 401 of the Clean Water Act being issued or waived).

On September 17, 2015 the developer of the proposed Sierra Gateway Apartments project (Permittee) notified the California Department of Fish and Wildlife (CDFW) that they intend to complete the Sierra Gateway Apartments project and the CDFW determined that the project could substantially affect existing fish or wildlife resources. Accordingly, the CDFW issued a Streambed Alteration Agreement Notification Number 1600-2015-0213-R2 (Agreement) that will be entered into between the Permittee and the CDFW. The Agreement includes measures identified by the CDFW to protect existing fish and wildlife resources and formalizes that the Permittee agrees to complete the project in accordance with the Agreement.

Regulatory Context

Federal

The federal Endangered Species Act (FESA) protects fish and wildlife species that have been identified by the USFWS and/or the National Oceanic and Atmospheric Administration National Marine Fisheries Service (NOAA Fisheries) as endangered or threatened. It also protects the habitats in which they live. Endangered refers to species, subspecies, or distinct population segments that are in danger of extinction throughout all or a significant portion of their range, while threatened applies to species, subspecies, or distinct population segments that are likely to become endangered in the near future.

USFWS and NOAA Fisheries administer the FESA. In general, NOAA Fisheries is responsible for protection of ESA-listed marine species and anadromous fish, while other listed species come under USFWS jurisdiction. Key provisions of the FESA are summarized below under the section that implements them.

Section 10

Section 10 of the ESA provides a means for nonfederal entities (states, local agencies, and private parties) that are not permitted or funded by a federal agency to receive authorization to disturb, displace, or kill (i.e., take) threatened and endangered species. It allows USFWS and/or NOAA Fisheries to issue an incidental take permit authorizing take resulting from otherwise legal activities, as long as the take would not jeopardize the continued existence of the species. Section 10 requires the applicant to prepare a Habitat Conservation Plan (HCP) addressing project impacts and proposing mitigation measures to compensate for those impacts. The HCP is subject to USFWS and/or NOAA Fisheries review and must be approved by the reviewing agency or agencies before the proposed project can be initiated. Because the issuance of the incidental take permit is a federal action, USFWS and/or NOAA Fisheries must also comply with the requirements of ESA Section 7 and the National Environmental Policy Act.

Section 7

Section 7 of the FESA applies to the management of federal lands as well as other federal actions, such as federal approval of private activities through the issuance of federal permits, licenses, funding, or other actions that may affect listed species. Section 7 directs all federal agencies to use their existing authorities to conserve threatened and endangered species and, in consultation with USFWS, to ensure that their actions do not jeopardize listed species or destroy or adversely modify critical habitat. Critical habitat is defined as specific areas that are essential to the conservation of federally listed species.

Migratory Bird Treaty Act (MBTA)

The MBTA enacts the provisions of treaties between the United States, Great Britain, Mexico, Japan, and the Soviet Union and authorizes the U.S. Secretary of the Interior to protect and regulate the taking of migratory birds. It establishes seasons and bag limits for hunted species and protects migratory birds, their occupied nests, and their eggs. Most actions that result in a taking or in permanent or temporary possession of a protected species constitute violations of the MBTA. Examples of permitted actions that do not violate the MBTA are the possession of a hunting license to pursue specific game birds, legitimate research activities, display in zoological gardens, bird banding, and other similar activities. USFWS is responsible for overseeing compliance with the MBTA, and the U.S. Department of Agriculture's Animal Damage Control Officer makes recommendations on related animal protection issues.

Clean Water Act (33 USC 1251 et seq.)

The federal Clean Water Act (CWA) was enacted as an amendment to the federal Water Pollution Control Act of 1972, which outlined the basic structure for regulating discharges of pollutants to waters of the United States. The CWA serves as the primary federal law protecting the quality of the nation's surface waters, including lakes, rivers, and coastal

wetlands. The following discussion gives background information as relevant to biological resources.

Section 404

The objective of the CWA is to restore and maintain the chemical, physical, and biological integrity of the nation's waters. Specific sections of the act control the discharge of pollutants and wastes into aquatic and marine environments. Section 404 (b)(1) of the CWA, as amended in 1977, requires that the U.S. Army Corps of Engineers (USACE) evaluate the impact of the discharge of dredged or fill materials into the waters of the United States. Subpart A, Section 230.1(c) of Section 404 (b)(1) guidelines states the following: "Fundamental to these guidelines is the precept that dredged or fill materials should not be discharged into the aquatic ecosystem, unless it can be demonstrated that such a discharge would not have an unacceptable adverse impact either individually or in combination with known and/or probable impacts of other activities affecting ecosystems of concern."

Compliance with CWA Section 404 requires compliance with several other environmental laws and regulations. USACE cannot issue an individual permit or verify the use of a general nationwide permit until the requirements of NEPA, ESA, and the National Historic Preservation Act (NHPA) have been met. In addition, USACE cannot issue or verify any permit until a water quality certification or a waiver of certification has been issued pursuant to CWA Section 401.

Section 401

Under CWA Section 401, applicants for a federal license or permit to conduct activities which may result in the discharge of a pollutant into waters of the United States must obtain certification from the state in which the discharge would originate or, if appropriate, from the interstate water pollution control agency with jurisdiction over affected waters at the point where the discharge would originate. Therefore, all projects that have a federal component and may affect state water quality (including projects that require federal agency approval, such as issuance of a Section 404 permit) must also comply with CWA Section 401.

Executive Order 13112 – Invasive Species

This executive order directs all federal agencies to refrain from authorizing, funding, or carrying out actions or projects that may spread invasive species. The order further directs federal agencies to prevent the introduction of invasive species, control and monitor existing invasive species populations, restore native species to invaded ecosystems, research and develop prevention and control methods for invasive species, and promote public education on invasive species. As part of the proposed action, USFWS and USACE would issue permits and therefore would be responsible for ensuring that the proposed action complies with Executive Order 13112 and does not contribute to the spread of invasive species.

The Fish and Wildlife Coordination Act of 1958 (16 USC 661 et seq.)

The Fish and Wildlife Coordination Act (FWCA) requires that whenever any body of water is proposed or authorized to be impounded, diverted or otherwise controlled or modified, the lead federal agency must consult with USFWS, the state agency responsible for fish and wildlife management, and the National Marine Fisheries Service. Section 662(b) of the act requires the lead federal agency to consider the recommendations of USFWS and other agencies. The

recommendations may include proposed measures to mitigate or compensate for potential damages to wildlife and fisheries associated with a modification of a waterway.

Executive Order 11990 Protection of Wetlands (42 FR 26961, 25 May 1977)

Executive Order 11990 requires federal agencies to provide leadership and take action to minimize destruction, loss or degradation of wetlands, and to preserve and enhance the natural qualities of these lands. Federal agencies are required to avoid undertaking or providing support for new construction located in wetlands unless (1) no practicable alternative exists; and (2) all practical measures have been taken to minimize harm to wetlands.

State

California Endangered Species Act

The California Endangered Species Act (CESA) protects wildlife and plants listed as endangered or threatened under the act by the California Fish and Wildlife Commission. The California Department of Fish and Wildlife (CDFW) administers the CESA. The CESA prohibits all persons from taking species that are state listed as threatened or endangered except under certain circumstances. The CESA definition of "take" is any action or attempt to "hunt, pursue, catch, capture, or kill." Section 2081 of the Fish and Wildlife Code provides a means by which agencies or individuals may obtain authorization for incidental take of state-listed species, except for certain species designated as "fully protected" under the California Fish and Wildlife Code (see California Fish and Wildlife below). Take must be incidental to, not the purpose of, an otherwise lawful activity. Requirements for a Section 2081 permit are similar to those used in the ESA Section 7 process, including identification of impacts on listed species, development of mitigation measures that minimize and fully mitigate impacts, development of a monitoring plan, and assurance of funding to implement mitigation and monitoring.

California Fish and Wildlife Code

Fully Protected Species

Certain species are considered fully protected, meaning that the code explicitly prohibits all take of individuals of these species except for take permitted for scientific research. Section 5050 lists fully protected amphibians and reptiles, Section 5515 lists fully protected fish, Section 3511 lists fully protected birds, and Section 4700 lists fully protected mammals.

It is possible for a species to be protected under the California Fish and Wildlife Code, but not fully protected. For instance, mountain lion (*Puma concolor*) is protected under Section 4800 et seq., but is not a fully protected species.

Protection of Birds and their Nests

Eggs and nests of all birds are protected under Section 3503 of the California Fish and Wildlife Code, nesting birds (including raptors and passerines) under Sections 3503.5 and 3513, and birds of prey under Section 3503.5. Migratory non-game birds are protected under Section 3800 and other specified birds under Section 3505.

Stream and Lake Protection

CDFW has jurisdictional authority over streams and lakes and the wetland resources associated with these aquatic systems under California Fish and Wildlife Code Sections 1600 et seq. through administration of lake or streambed alteration agreements. Such agreements are not a permit, but rather a mutual accord between CDFW and the project proponent. California Fish and Wildlife Code Section 1600 et seq. was repealed and replaced in October of 2003 with the new Section 1600–1616 that took effect on January 1, 2004 (Senate Bill No. 418 Sher). Under the new code, CDFW has the authority to regulate work that will "substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river lake or stream." CDFW enters into a streambed alteration agreement with the project proponent and can impose conditions in the agreement to minimize and mitigate impacts to fish and wildlife resources. Because CDFW includes under its jurisdiction streamside habitats that may not qualify as wetlands under the federal CWA definition, CDFW jurisdiction may be broader than USACE jurisdiction.

State and local public agencies are subject to Section 1602 of the Fish and Wildlife Code, which governs construction activities that will substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake designated by CDFW. Under Section 1602, a discretionary Stream Alteration Agreement permit from CDFW must be issued by CDFW to the project developer prior to the initiation of construction activities within lands under CDFW jurisdiction. As a general rule, this requirement applies to any work undertaken within the 100-year floodplain of a stream or river containing fish or wildlife resources.

Porter-Cologne Water Quality Control Act of 1966 (California Water Code Sec. 13000 et seq.; CCR Title 23, Chapter 3, Subchapter 15)

Porter-Cologne is the primary state regulation that addresses water quality. The requirements of the act are implemented by the State Water Resources Control Board (SWRCB) at the state level and at the local level by the Regional Water Quality Control Board (RWCQB). The RWQCB carries out planning, permitting, and enforcement activities related to water quality in California. The act provides for waste discharge requirements and a permitting system for discharges to land or water. Certification is required by the RWQCB for activities that can affect water quality.

Local

City of Rocklin Oak Tree Preservation Ordinance

The City of Rocklin has recognized the value of native trees through the adoption of the City of Rocklin Oak Tree Preservation Ordinance, Chapter 17.77 of the City of Rocklin Municipal Code. The ordinance contains policy language which is explicitly written to protect native oaks. These policies regulate both the removal of protected trees and the encroachment of construction activities into the protected zones of these trees. 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. The Oak Tree Preservation Guidelines were adopted as required by

Section 17.77.100 of the Rocklin Municipal Code, as part of the Oak Tree Preservation Ordinance.

The Guidelines apply to all oak trees located wholly or partially within the City. Protected trees include any oak tree native to the Rocklin area with a trunk diameter at breast height (TDBH) of six inches or greater. The diameter of multi-trunked trees shall be the TDBH of the largest trunk only. Heritage oaks are defined as oaks native to the Rocklin area having a TDBH of 24 inches or greater. The City of Rocklin Oak Tree Preservation Guidelines (2006) defines Heritage Oaks for the purpose of increasing awareness that this is a special tree that should be preserved whenever possible and for application of a greater tree replacement requirement. Heritage oaks deserve special consideration, and their proposed removal should be scrutinized carefully.

Prior to removal of any native oak tree, the property owner must submit an application to the City of Rocklin for an Oak Tree Removal Permit. The application will provide the species, size and condition of the tree(s) proposed for removal, and will include a site plan indicating the location of the tree(s) proposed for removal and the proximity of the tree(s) to structures or other manmade improvements. Additionally, if deteriorating health of the tree is a factor for removal, the applicant may be required to provide a certified arborist report on the health of the tree(s). Any replacement tree which dies within five years of being planted must be replaced on a one-to-one basis. Mitigation for the removal of healthy oak trees will be required, and can either be by tree replacement or by payment into the City of Rocklin Oak Tree Preservation Fund.

Impacts and Mitigation Measures

Standards of Significance

A biological resources impact is considered significant if implementation of the proposed project would result in any of the following:

1) 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 CDFG or USFWS.

2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by CDFG or USFWS.

3) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal) through direct removal, filling, hydrological interruption, or other means.

4) 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.

5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

6) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Methodology

The following analysis is based on database queries, review of soils and geology maps and aerial photographs of the project area, review of publications to provide information on life history, habitat requirements, distribution and conservation status of regionally occurring species, review of lists of special-status species occurring in Placer County and field assessments (biological surveys, wetland delineations and tree surveys) made by professional biologists and arborists, as described above.

Project Impacts and Mitigation Measures

Impact 4.4-1 Substantial Adverse Effect on Special-Status Species.

Implementation of the proposed project would have impacts on biological resources as the site is converted from a vacant site to a developed site, which could affect candidate, sensitive or special status species. Therefore, this would be a **potentially significant impact**.

Explanation and Analysis

Based on the findings of the biological resource surveys discussed above, although special-status plant or wildlife species were not observed during surveys, there is still the potential for the occurrence of one special-status plant species (Big-scale balsam root) and several special-status wildlife species (Western pond turtle, Cooper's hawk, Sharp-shinned hawk, purple martin and other raptors and migratory birds) on the project site.

Impacts to species that are not considered to be special-status species that may occur on the project site, such as black-tailed deer, raccoons, skunks and common birds, etc., will also occur as the project site is converted from a vacant site to a developed site and the majority of the project site's habitat is converted from annual grassland and oak woodland to an urban setting consisting of structures and ornamental landscaping. However, because such species are not considered to be special-status species and are thus not afforded protection by federal, state or local legislation, impacts to those species are not considered to be significant.

Impacts to all biological resources (including species that are not considered to be special-status species) were considered in the City of Rocklin General Plan EIR. 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, including the development of the proposed project site. 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.

Mitigation Measures

To address the potentially significant impact to one special-status plant species (Big-scale balsam root), the following mitigation measure is being applied to the project and shall be incorporated as notes on the grading and/or improvement plans:

Mitigation Measure 4.4-1 (a): A pre-construction botanical survey for Big-scale balsamroot shall be conducted by a qualified botanist during the appropriate blooming period (March to June) to determine presence of absence of this species on the project site. If no Big-scale balsam root is found, no further mitigation is required. If the species is found, the botanist shall establish an approximately 10-foot buffer around the individuals and the project should avoid impacts to the plants. If avoidance is not feasible, a plan should be developed prior to the commencement of construction activities that includes measures for preserving and enhancing existing populations, creating off-site populations through seed collection or transplantation, and/or restoring or creating suitable habitat to achieve no net loss of occupied habitat or individuals. The plan should also include monitoring and reporting requirements for populations to be preserved on the project site or protected or enhanced off site. The plan shall be approved by the California Department of Fish and Wildlife (CDFW).

To address the potentially significant impact to the western pond turtle, the following mitigation measure is being applied to the project and shall be incorporated as notes on the grading and/or improvement plans:

Mitigation Measure 4.4-1 (b): A pre-construction survey for western pond turtle shall be conducted by a qualified biologist within 14 days prior to start of any grading or construction activities to determine presence of absence of this species on the project site. If no western pond turtles are found, no further mitigation is required so long as construction commences within 14 days of the preconstruction survey and, once construction begins, it does not halt for more than 14 days. If western pond turtles are found, the biologist shall relocate the species to suitable habitat away from the construction zone to similar habitat outside of the construction footprint, but within the project area.

To address the potentially significant impacts to Cooper's hawk, Sharp-shinned hawk, purple martin and other nesting raptors and migratory birds, the following mitigation measure is being applied to the project and shall be incorporated as notes on the grading and/or improvement plans:

Mitigation Measure 4.4-1 (c): The applicant/developer shall attempt to time the removal of potential nesting habitat for raptors and migratory birds to avoid the nesting season (February 1 – August 31).

If vegetation removal and/or project grading or construction activities occur during the nesting season for raptors and migratory birds (February 1-August 31), the applicant/developer shall hire a qualified biologist approved by the City to conduct pre-construction surveys no more than 14 days prior to initiation of development activities. The survey shall cover all areas of suitable nesting habitat within 500 feet of project activity and shall be valid for one construction season. Documentation of the survey shall be provided to the City and if the survey results are negative, no further mitigation is required and necessary tree removal may proceed. If there is a break in construction activity of more than 14 days, then subsequent surveys shall be conducted.

If the survey results are positive (active nests are found), impacts shall be avoided by the establishment of appropriate buffers. The biologist shall consult with the California Department of Fish and Wildlife (CDFW) and the City to determine the size of an appropriate buffer area (CDFW guidelines recommend implementation of 500-foot buffers). Monitoring of the nest by a qualified biologist may be required if the activity has the potential to adversely affect an active nest.

If construction activities are scheduled to occur during the non-breeding season (September-January), a survey is not required and no further studies are necessary.

Level of Significance After Mitigation:

Implementation of **Mitigation Measures 4.4-1 (a), (b) and (c)** would ensure that impacts to special-status plant and animal species that have the potential to occur on the project site would be reduced below a level of significance. Therefore, the impact would be **less than significant**.

Impact 4.4-2 Substantial Adverse Effect on Riparian Habitat and/or Federally Protected Wetlands.

Implementation of the proposed project would have impacts on biological resources as the site is converted from a vacant site to a developed site, which could affect riparian habitat and federally protected wetlands. Therefore, this would be a **potentially significant impact**.

Explanation and Analysis

Based on the findings of the biological resource surveys and wetland delineations discussed above, the proposed project site includes some areas of riparian habitat and 0.02 acres of wetlands. The development of the proposed project will result in the loss of some riparian habitat and the permanent loss of 0.02 acres of wetlands. As discussed above, impacts to these resources are regulated by the California Department of Fish and Wildlife Code and the Clean Water Act, respectively, and require permitting by the California Department of Fish and Wildlife, the U.S. Army Corps of Engineers and the Regional Water Quality Control Board, as well as potential consultation with the United States Fish and Wildlife Service.

Mitigation Measures:

To address the potentially significant impact to riparian habitat and federally protected wetlands, the following mitigation measure is being applied to the project and should be incorporated as notes on the grading and/or improvement plans and shall be incorporated as notes on the grading and/or improvement plans:

Mitigation Measure 4.4-2: Prior to any grading or construction activities, the appropriate Section 404 permit will need to be acquired for any project-related impacts to waters of the U.S. Any waters of the U.S. that would be lost or disturbed should be replaced or rehabilitated on a "no-net-loss" basis in accordance with the Corps' mitigation guidelines. Habitat restoration, rehabilitation, and/or replacement should be at a location and by methods agreeable to the Corps of Engineers. In association with the Section 404 permit and prior to the issuance of improvement plans, a Section 401 water quality certification from the Regional Water Quality Control Board shall be obtained. All terms and conditions of said permits shall be complied with.

If it is determined through consultation efforts between the U.S. Corps of Engineers and the U.S. Fish and Wildlife Service (USFWS) that a Biological Opinion is required, the applicant shall obtain one and all terms and conditions of the Biological Opinion shall be complied with.

For potential impacts to riparian habitat, the project shall obtain a Section 1600 Streambed Alteration Agreement (SAA) from the California Department of Fish and Wildlife and all terms and conditions of the SAA shall be complied with.

Prior to any grading or construction activities, the applicant shall submit documentation to the City of Rocklin that they have obtained an Army Corps of Engineers Section 404 permit, a Regional Water Quality Control Board Section 401 water quality certification, a California Department of Fish and Wildlife Section 1600 Streambed Alteration Agreement, and if applicable, a United States Fish and Wildlife Service Biological Opinion. The applicant shall also demonstrate to the City of Rocklin that they have implemented habitat restoration, rehabilitation, and/or replacement as stipulated in their Section 404 permit. The applicant shall also demonstrate to the City of Rocklin how they have complied with the terms and conditions of the Section 404 permit, the Section 401 water quality certification, the Section 1600 Streambed Alteration Agreement, and if applicable, the Biological Opinion.

Level of Significance After Mitigation:

Implementation of Mitigation Measure 4.4-2 would ensure that impacts to riparian habitat and federally protected wetlands that occur on the project site would be reduced below a level of significance. Therefore, the impact would be **less than significant**.

Impact 4.4-3 Interfere Substantially with Fish or Wildlife Movement, with Wildlife Corridors, or Impede the Use of Native Wildlife Nursery Sites.

As further explained below, implementation of the proposed project would not have significant impacts on biological resources as the site is converted from a vacant site to a developed site, which could interfere 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. Therefore, this would be a **less than significant impact**.

Explanation and Analysis

The surrounding area is mostly developed in an urban fashion, including retail commercial development to the west and residential development to the west, east and south of the project site. The project site is also bound on the west by Sierra College Boulevard and on the north by Rocklin Road.

The project site is used by native resident wildlife species but not by any migratory wildlife species (in the sense of wildlife species migrating significant distances between winter and summer habitat areas). The southern edge of the "panhandle" portion of the project site is adjacent to an existing open space preserve area that contains a ponded area and an intermittent tributary of Secret Ravine. This open space preserve area was established with the subdivision that is located to the south of the intermittent tributary through the application of City policies that require areas like these to be set aside from development activities. Such open space areas provide habitat, cover, water and food source and movement corridor opportunities for use by wildlife species. Because development by the Sierra Gateway Apartments project is not proposed in the "panhandle" portion of the project site (other than roadway frontage and drainage improvements adjacent to Sierra College Boulevard), that portion of the project site as well as the adjacent open space preserve area to the south can continue to function as wildlife habitat and allow for wildlife movement.

The loss of the wildlife habitat that exists on the project site was considered in the City of Rocklin General Plan EIR. 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, including the development of the proposed project site. 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. Therefore, the proposed project would not interfere substantially with wildlife movement or wildlife corridors and there would be a **less than significant impact**.

The Dudek Biological Resource Assessment report noted that the intermittent tributary of Secret Ravine that occurs in the "panhandle" portion of the project site has a low potential occurrence for central valley steelhead and Chinook salmon-central valley fall-run, the two special status fish species that were identified as having the potential to occur in the project

region. There are likely other fish species that occupy the intermittent tributary of Secret Ravine. Because development by the Sierra Gateway Apartments project is not proposed in the "panhandle" portion of the project site (other than roadway frontage and drainage improvements adjacent to Sierra College Boulevard, which will have no significant impacts to the tributary or biological resources), that portion of the project site and the intermittent tributary of Secret Ravine as well as the adjacent open space preserve area to the south can continue to function as fish species habitat and allow for fish species movement. Therefore, the proposed project would not interfere substantially with fish movement or fish movement corridors and there would be a **less than significant impact**.

There are no native wildlife nursery sites on the project site or in the immediate vicinity; therefore the proposed project is not anticipated to interfere or impede the use of native wildlife nursery sites and there would be a **less than significant impact**.

Mitigation Measures:

None required.

Impact 4.4-4 Conflict with Local Policies or Ordinances Protecting Biological Resources, such as a Tree Preservation Policy or Ordinance.

Implementation of the proposed project would have impacts on biological resources as the site is converted from a vacant site to a developed site, which could result in the removal of oak trees that are regulated by the City of Rocklin Oak Tree Preservation Ordinance. Therefore, this would be a **potentially significant impact**.

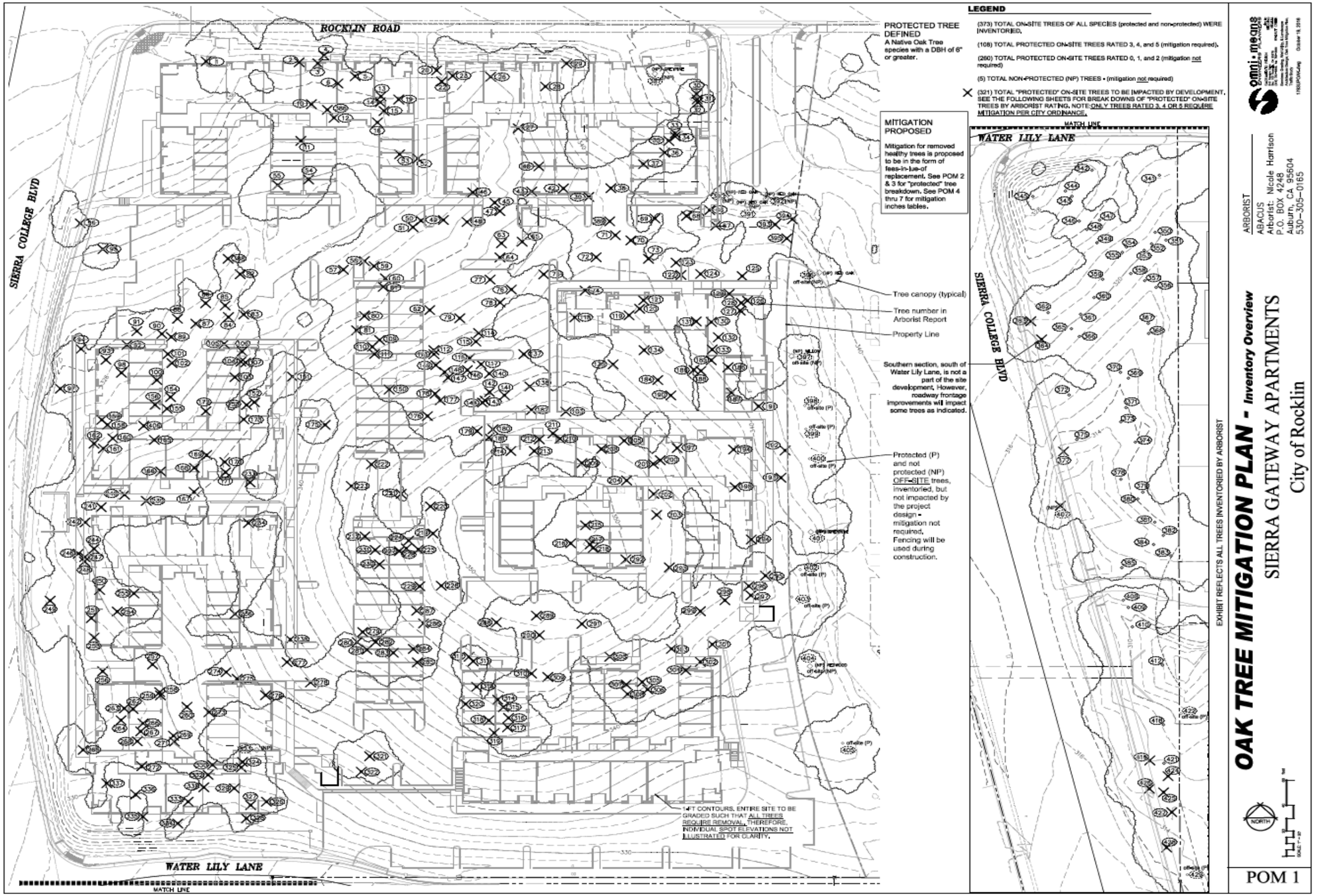
Explanation and Analysis

The firm of Abacus, a Sacramento area consulting firm with recognized expertise in arboriculture, prepared an arborist report for the Sierra College Apartments project. Their report, dated October 19, 2016 is included as Appendix G to this Draft EIR. Per the arborist report, the project area includes 385 total trees, of which 368 are oak trees within the boundaries of the project that qualify as "protected trees" by the standards of the City of Rocklin Oak Tree Preservation Guidelines. Composition of the 368 oak trees includes 309 interior live oaks, 53 blue oaks, 5 valley oaks and 1 oracle oak. Of the 368 oak trees, 5 are rated 0 (dead), 133 are rated 1 (dangerous/non-correctable), 122 are rated 2 (poor), 107 are rated 3 (fair) or 4 (good), and 1 is rated 5 (excellent). As explained further below, the project proposes to remove 320 of the 368 protected trees. (See Figure 4.4-2 Oak Tree Removal)

As discussed above, the City of Rocklin has recognized the value of native trees through the adoption of the City of Rocklin Oak Tree Preservation Ordinance, Chapter 17.77 of the City of Rocklin Municipal Code. The ordinance contains policies which regulate both the removal of protected trees and the encroachment of construction activities into the protected zones of these trees. 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.

Prior to removal of any native oak tree, the property owner must submit an application to the City of Rocklin for an Oak Tree Removal Permit. The application will provide the species, size and condition of the tree(s) proposed for removal, and include a site plan indicating the

FIGURE 4.4-2 OAK TREE REMOVAL



location of the tree(s) proposed for removal and the proximity of the tree(s) to structures or other manmade improvements. Additionally, if deteriorating health or the tree is a factor for removal, the applicant may be required to provide a certified arborist report on the health of the tree(s). Mitigation for the removal of healthy oak trees (those rated 3, 4 or 5 in the arborist report) will be required, and can either be by tree replacement or by payment into the City of Rocklin Oak Tree Preservation Fund.

Of the 368 total "protected" oak trees on the project site, the proposed project will remove 321 of the oak trees as a result of the grading that is necessary to accommodate structures, access, handicap accessibility, drainage, sewer and other infrastructure requirements. Mitigation for the removal of the 108 healthy oak trees rated 3, 4, and 5 will be required pursuant to the Ordinance. Mitigation will not be required for the remaining 260 trees that are rated 0, 1, or 2, as the arborist's report has identified them as being poor quality (i.e. diseased) or as dead or dying.

The "panhandle" portion of the project site will require some oak tree removal due to roadway frontage and drainage improvements adjacent to Sierra College Boulevard, but otherwise 47 oak trees will be preserved in this area of the project site (of the 47 trees to be preserved, 1 is rated 0 (dead), 21 are rated 1 (dangerous/not correctable), 10 are rated 2 (poor) and 15 are rated 3 (fair) or 4 (good)). It should be noted that the previously approved Sierra College Center project located on this project site also included the removal of the majority of the oak trees, with the exception of the oak trees in the "panhandle" portion of the site and 4 oak trees located on the eastern edge of the project site that were included in a parking landscape area (those 4 oak trees are now scheduled for removal with the proposed project due to structures and hardscape being proposed in that area).

Mitigation Measures

To address the potentially significant impact of conflicting with local policies or ordinances protecting biological resources (i.e., the City of Rocklin Oak Tree Preservation Ordinance), the following mitigation measure is being applied to the project:

Mitigation Measure 4.4-4: Prior to the issuance of improvement plans or grading permits, the applicant shall:

1) Clearly indicate on the construction documents that oak trees not scheduled for removal will be protected from construction activities in compliance with the pertinent sections of the City of Rocklin Oak Tree Preservation Ordinance.

2) Mitigate for the removal of oak trees on the project site consistent with the requirements of the City's Oak Tree Preservation Ordinance (Rocklin Municipal Code Section 17.77.080.B). The required mitigation shall be calculated using the formula provided in the Oak Tree Preservation Ordinance and to that end the project arborist shall provide the following information:

- The total number of surveyed oak trees;
- The total number of oak trees to be removed;

- The total number of oak trees to be removed that are to be removed because they are sick or dying, and
- The total, in inches, of the trunk diameters at breast height (TDBH) of all surveyed oak trees on the site in each of these categories.

3) The protection of oak trees not scheduled for removal shall comply with the pertinent sections of the City's Oak Tree Protection Guidelines.

Level of Significance After Mitigation:

Implementation of Mitigation Measure 4.4-4 would ensure that impacts to oak trees regulated by the City of Rocklin Oak Tree Preservation Ordinance would be reduced below a level of significance. Therefore, the impact would be **less than significant**.

Impact 4.4-5 Conflict with the Provisions of an Adopted Habitat Conservation Plan, Natural Community Conservation Plan, or Other Approved, Local, Regional or State Habitat Conservation Plan.

Implementation of the proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, this would be a **less than significant impact**.

Explanation and Analysis

The project site is not within a Habitat Conservation Plan or Natural Community Conservation Plan area, nor is it within a local, regional, or state habitat conservation plan area. Therefore the proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan or other approved local, regional or state habitat conservation plan, and the impact would be **less than significant**.

Mitigation Measures

None required.

Cumulative Impacts

The cumulative context for biological resources impacts would be both the City of Rocklin and the surrounding area of western Placer County. This cumulative setting condition includes proposed and approved projects, planned development under the City of Rocklin General Plan, and planned and proposed uses in the region.

Impact 4.4-6 Construction of the Proposed Project, in Conjunction with Other Development in the City of Rocklin and Western Placer County, Could Contribute to the Loss of Native Plant Communities, Wildlife Habitat Values, Special-Status Species and Wetland Resources in the Region.

Implementation of the proposed project and continued development in the City of Rocklin and in the region could directly and indirectly affect biological resources as a result of the

development of natural areas that contain wildlife habitats and plant communities. Therefore, this would be a **potentially significant impact**.

Explanation and Analysis:

The proposed project would contribute incrementally to the cumulative loss of native plant communities, wildlife habitat values, special-status species and their potential habitat, and wetland resources. Growth and urbanization of the City of Rocklin, as well as growth and urbanization in western Placer County, cumulatively contribute to the loss of these resources. Construction and operation of the proposed project would degrade and/or destroy some of the project site's biological resources, which would contribute to the cumulative loss of biological resources in the region.

Cumulative impacts to biological resources were analyzed in the City of Rocklin General Plan EIR. The General Plan EIR noted that the cumulative setting condition includes proposed and approved projects, planned development under the proposed General Plan Update, and planned and proposed land uses in the region, as well as consideration of development patterns on communities in western Placer County, the Central Valley and the Sierra foothills. 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, including the development of the proposed project site. It was recognized that continued development in the City and in the region could directly and indirectly affect biological resources, and the development of natural areas could cause loss of wildlife habitats or plant communities. The implementation of the proposed General Plan Update would contribute incrementally to the cumulative loss of native plant communities, wildlife habitat values, special-status species and their potential habitat and wetland resources in the western Placer County region, and the growth and urbanization of the City of Rocklin and other communities in western Placer County cumulatively contribute to the loss of these resources. The proposed General Plan Update and its associated project components, along with other development in the region, would result in adverse impacts on special-status species, biologically sensitive habitat, native oak trees, heritage trees and oak woodland, and jurisdictional features (wetlands and waters of the U.S.)(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. Implementation of these policies would ensure that impacts to special-status species are mitigated by requiring replacement of habitat lost as well as maintenance of special-status species viability. However, complete offset of the habitat loss in the City cannot be ensured in every circumstance. The City specifically noted that balancing the needs of the City may result in some modification of existing undeveloped land and natural resources.

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. Aside from the application of General Plan goals and policies

addressing impacts to biological resources, no other mitigation measures are available to fully mitigate impacts to biological resources given the extent and location of proposed development, and significant cumulative biological resources impacts will occur as a result of development under the General Plan and in western Placer County. The General Plan EIR further recognized that these impacts cannot be reduced to a less than significant level and that buildout of the Rocklin General Plan and western Placer County will contribute to cumulative impacts to sensitive biological communities, cumulative impacts to the loss of native oak and heritage trees and cumulative impacts to the loss of oak woodland habitat. 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.

Future surrounding development, as well as the development of the proposed project, would impact biological resources as vacant land is converted to developed uses. These biological resources impacts were considered and analyzed at a programmatic level in the General Plan EIR and are considered to contribute to the significant cumulative impacts to biological resources discussed above. Future development within the City of Rocklin would be required to comply with the City's goals, policies and ordinances to mitigate impacts to biological resources. The site-specific significant impacts to biological resources as a result of the proposed Sierra Gateway Apartments project identified above can all be reduced to a less than significant level through the application of the identified mitigation measures (Impacts 4.4-1, 4.4-2 and 4.4-4) or are not considered to be significant impacts(Impacts 4.4-3 and 4.4-5). Because the above analysis has concluded that the proposed project will not result in any significant impacts due to the application of the identified mitigation measures and the proposed project will not result in any significant biological resources impacts more severe than those disclosed in the General Plan EIR, the City finds pursuant to CEQA Guidelines section 15168, subdivision (c) (4) that the cumulative environmental effects of the proposed Sierra Gateway Apartments project were covered in the program EIR. The City also finds pursuant to CEQA Guidelines section 15183 (j) that cumulative impacts to biological resources, including the contribution to those cumulative impacts as a result of the proposed project, were adequately discussed in the General Plan EIR and further analysis of that cumulative impact is excluded from this Draft EIR. Therefore, with the application of the previously identified mitigation measures the impact would be considered **less than cumulatively considerable** and **less than significant**.

Mitigation Measures:

To address the potentially significant biological resources impacts as a result of the project site being converted from a vacant site to a developed site, the following mitigation measures are being applied to the project:

Mitigation Measure 4.4-6:

Implement Mitigation Measures 4.4-1 (a), (b) and (c), Mitigation Measure 4.4-2 and Mitigation Measure 4.4-4.

Level of Significance After Mitigation:

Implementation of **Mitigation Measures 4.4-1 (a), (b) and (c), Mitigation Measure 4.4-2 and Mitigation Measure 4.4-4** would ensure that the biological resources impacts associated with the proposed project would not result in any significant impact nor in an increase in the severity of significant biological resources impacts disclosed in the General Plan EIR. Therefore, the impact would be considered **less than cumulatively considerable** and **less than significant**.

4.5 TRANSPORTATION/TRAFFIC

Return to TOC

4.5 TRANSPORTATION/TRAFFIC

Introduction

This section analyzes the potential transportation/traffic impacts associated with the operation of the proposed project and identifies feasible mitigation measures where appropriate. This section also provides information on the existing and future local roadway networks and levels of service, including the potential effects associated with increases in traffic volumes as a result of the proposed project, as well as alternative transportation modes, including transit services, pedestrian and bicycle facilities. The analysis included in this section was developed from information contained in the Sierra Gateway Apartments Transportation Impact Analysis Report dated March 2017 ("Traffic Report"), prepared by Omni-Means Ltd., included as Appendix L, which is incorporated by reference, along with supplemental analysis (also included in Appendix L) requested by the City.

There were several comments received during the NOP public comment period regarding transportation/traffic. The comments expressed concern about the inclusion of new traffic counts on local roadways, the potential for increased automobile, bicycle and pedestrian hazards and accidents due to increased traffic, project access, requests for traffic comparisons to similar locations, requests for the inclusion of Caltrans facilities in the traffic analysis, consideration of other planned developments and cumulative impacts, and effects related to school traffic. Comments received regarding the NOP are included in Appendix B of this Draft EIR and have been addressed in Chapter 1.0 Introduction and Scope of EIR and the below impact analysis.

This section relies upon a variety of data sources and/or publicly available information to support the technical analysis, as itemized below:

- City of Rocklin, General Plan (October 2012), Circulation Element (e.g., Policy C-10) (available on-line at www.rocklin.ca.us).
- City of Rocklin, General Plan, Environmental Impact Report (August, 2012) (available on-line at www.rocklin.ca.us).
- Caltrans Guide for the Preparation of Traffic Impact Studies (Dec. 2002)
- Interstate 80 and Capital City Freeway Corridor System Management Plan, Caltrans District 3 (May 2009)
- Placer County Transportation Planning Agency (http://pctpa.net/bikeway-planning/)
- Placer County Transit Agency (http://www.placer.ca.gov/Departments/Works/Transit/PCT)
- Statewide Integrated Traffic Records System (January 2010 to December 2014)
- Transportation Research Board, "Interim Materials on Highway Capacity – Circular 212," 1980
- Transportation Research Board, "Highway Capacity Manual" (5th edition 2010)
- Trip Generation Manual, Institute of Transportation Engineers (9th edition 2012)

The software programs utilized to quantify traffic operations throughout the network of study intersections is Traffix 8.0 R1 (Dowling Associates), Synchro Version 9 (Trafficware), HCS 2010 software by McTrans and Sim-Traffic software. Technical analysis parameters are summarized in Table 4 of the Traffic Report.

ENVIRONMENTAL SETTING

Project Location and Setting

The 10.2 +/- gross acre project site is located at the southeast corner of the intersection of Rocklin Road and Sierra College Boulevard. The project site is bounded by Rocklin Road to the north, existing multi-family residential development to the east, an existing single-family residential subdivision to the south, and Sierra College Boulevard and an existing retail commercial center to the west. Figure 4.5-1 shows the project location and vicinity map. The proposed project includes the development of 195 apartment units with primary access to the project being provided from Rocklin Road as a shared driveway with the existing multi-family residential development to the east, and to accommodate increased traffic of the combined access the current access design will be widened to provide two entry and two exit lanes. The project will also have an exit only driveway to the south onto Water Lily Lane. The Water Lily Lane driveway also will serve as an emergency access. The proposed project also includes the construction of a northbound right turn pocket on Sierra College Boulevard to Rocklin Road.

FIGURE 4.5-1 PROJECT LOCATION AND VICINITY MAP

Existing Roadway Setting

Roadways that currently provide primary traffic circulation within and through the immediate vicinity of the project site are depicted on Figure 4.5-1 and are as follows:

Interstate 80 (I-80)

I-80 is a high capacity major interstate freeway facility that traverses the study area generally in the southwest-northeast direction connecting major urban centers within and beyond the state of California. I-80 serves as a major home-to-work commuter route in the Davis-Sacramento-Auburn area, and is the major connector for Bay Area-Lake Tahoe-Reno recreation traffic. I-80 enters the City of Rocklin at the State Route 65 interchange and continues northeast where it exits the Rocklin city limits at the Brace Road overpass. I-80 through the Rocklin area is a six-lane freeway with two interchanges providing access to and from the Rocklin area.

Rocklin Road

Rocklin Road is an east-west roadway that is classified within the City of Rocklin General Plan Circulation Element as a principal arterial between Pacific Street and Sierra College Boulevard, carrying large volumes of through traffic. From Pacific Street to Sierra College Boulevard, Rocklin Road is a four-lane roadway with a two-way left turn lane. East of Sierra College Boulevard it traverses as a two-lane roadway entering the Town of Loomis. Rocklin Road has one of the two interchanges with I-80 within the City of Rocklin.

Sierra College Boulevard

Sierra College Boulevard is predominantly a north-south four- to six-lane roadway that is classified within the City of Rocklin General Plan Circulation Element as a principal arterial, carrying large volumes of through traffic in the eastern portion of the planning area. It connects the City of Rocklin to the City of Roseville in the south and the Town of Loomis in the north. Sierra College Boulevard begins in the south at the Placer County/Sacramento County line as the northward extension of Hazel Avenue, continuing north through (or along the border of) different sections of unincorporated Placer County and the incorporated cities of Roseville and Rocklin, and the Town of Loomis, ending eventually at State Route 193 near the City of Lincoln. Sierra College Boulevard is the second of two interchanges with I-80 within the City of Rocklin.

Rocklin Manor Drive

Rocklin Manor Drive is a two-lane semi-circular private driveway that provides primary access to Rocklin Road from the existing multi-family residential development immediately east of the proposed project site. Rocklin Manor Drive forms a stub south of its western intersection with Rocklin Road, and is the anticipated primary future access to the proposed project.

Water Lily Lane

Water Lily Lane is a two-lane east-west local street that provides primary access to Sierra College Boulevard from 47 single family residences immediately south of the proposed project site. Water Lily Lane is not a through street.

Truck Routes

The California Department of Transportation (Caltrans) designates truck routes which are to be included in the National Network for Service Transportation Assistance Act (STAA) designation. In addition, the City of Rocklin has an adopted truck route system, the purpose of which is to manage truck traffic within the City to minimize congestion and undesirable noise. In the vicinity of the proposed project, Sierra College Boulevard between Taylor Road/Pacific Street and the Sierra College Boulevard/I-80 interchange is a designated STAA route and Sierra College Boulevard from Taylor Road/Pacific Street to the Roseville city limits is a designated truck route.

Alternative Transportation Facilities

Bicycle Facilities

The Placer County Transportation Planning Agency (PCTPA) coordinates planning efforts for local jurisdictions in Placer County to provide a safe and efficient regional system of bicycle routes for commuter, school and recreational use. Within the City of Rocklin, PCTPA identifies existing bikeway facilities, relying upon definitions in the State of California Street and Highways Code as follows:

- Class I bikeways provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with cross-flows by motorists minimized (also called a bike path or trail).

- Class II bikeways provide a restricted right-of-way designated for exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross-flows by pedestrians and motorists permitted (also called a bike lane).

- Class III bikeways provide a right-of-way designated by signs or permanent markings and shared with pedestrians or motorists (also called a bike route).

In the vicinity of the proposed project, Class II bike lanes currently exist along Sierra College Boulevard and Rocklin Road.

Pedestrian Facilities

In the vicinity of the proposed project, Rocklin Road currently has sidewalks along the southern portion of the roadway from Sierra College Boulevard east to the Rocklin City limits and sidewalks along both sides of the roadway west of Sierra College Boulevard. Sierra College Boulevard currently has sidewalks along the western portion of the roadway from Rocklin Road south to the Rocklin City limits and sidewalks intermittently on the eastern portion of the

roadway from the Rocklin Road south to the Rocklin City limits. Water Lily Lane has sidewalks along both sides of the roadway until the terminus.

Transit Services

The City of Rocklin is served by the Placer County Transit Agency (PCTA) for regional and inter-regional public transit. In the vicinity of the proposed project, there are several transit routes:

- Lincoln Sierra College Route is a bus service that serves from Lincoln on 3rd & F Streets to Sierra Community College in Rocklin, six days a week. The bus stops nearest the proposed project site are on Rocklin Road by Sierra Community College.

- Auburn to Light Rail Route is a bus service that serves from Auburn Station/Nevada Street to the Light Rail Station at Watt Avenue/I-80, six days a week. The bus stops nearest the proposed project site area on Rocklin Road by Sierra Community College.

- Taylor Road Shuttle Route is a bus service that serves from Auburn Station/Nevada Street to Sierra Community College in Rocklin, six days a week. The bus stops nearest the proposed project site are on Rocklin Road by Sierra Community College.

REGULATORY CONTEXT

Federal Regulations

There are no applicable federal regulations pertaining to transportation that apply to the proposed project.

State Regulations

Caltrans published a "Guide for the Preparation of Traffic Impact Studies" (December 2012), which states the following: "Caltrans endeavors to maintain a target Level of Service (LOS) at the transition between LOS "C" and LOS "D" on State highway facilities, however, Caltrans acknowledges that this may not be always feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS."

According to the Interstate 80 and Capital City Freeway Corridor System Management Plan (Caltrans District 3, May 2009), Caltrans has identified LOS "F" as the route concept LOS for I-80 mainline and ramp analysis within the study area. However, LOS "E" conditions are desired when feasible.

Local

City of Rocklin General Plan

The City of Rocklin General Plan (October 2012) Circulation Element includes LOS Policy C-10, as follows:

A. 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.

B. 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.

C. 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.

City of Rocklin Capital Improvement Program and Traffic Impact Mitigation Fee Program

The City also collects fees for improvements to City roadways and intersections and highway interchange and ramp intersection improvements through its Capital Improvement Program (CIP) and Traffic Impact Mitigation (TIM) fee program. The City conditions projects to contribute their fair share cost of circulation improvements via the existing citywide TIM fee program that is applied as a uniformly applied development policy and standard. The TIM fee is one of the various methods that the City of Rocklin uses for financing improvements identified in the CIP. The CIP, which is overseen by the City's Engineering Division, is updated periodically to assure that growth in the city and surrounding jurisdictions does not degrade the level of service on the city's (and to some degree the state's) roadways.

The roadway improvements that are identified in the CIP in response to anticipated development and population growth are consistent with the City's Circulation Element. The TIM fee program collects funds from new development in the city to finance a portion of the roadway improvements that result from traffic generated by new development. Fees are calculated on a citywide basis, differentiated by type of development in relationship to their relative traffic impacts. The intent of the fee is to provide an equitable means of ensuring that future development contributes its fair share of roadway improvements, so that the City's General Plan Circulation Element goals and policies, and quality of life can be maintained.

South Placer Regional Transportation Authority

The South Placer Regional Transportation Authority (SPRTA) was formed through the establishment of a joint powers authority including the cities of Rocklin, Roseville and Lincoln, Placer County and the Placer County Transportation and Planning Agency in January 2002. SPRTA was formed for the implementation of fees to fund specialized regional transportation projects including planning, design, administration, environmental compliance, and construction costs. Regional transportation projects included in the SPRTA include Douglas Boulevard/Interstate 80 Interchange, Placer Parkway, Lincoln Bypass, Sierra College Boulevard Widening, State Route 65 Widening, Rocklin Road/Interstate 80 Interchange, Auburn Folsom Boulevard Widening, and Transit Projects. Similar to other members of SPRTA, the City of Rocklin has adopted a SPRTA fee for all development, and the proposed project would be subject to payment of such a fee.

Highway 65 Interchange Improvement Fee

The cities of Rocklin and Roseville and Placer County have established the "Bizz Johnson" Highway Interchange Joint Powers Authority that has adopted an interchange traffic fee to be levied on all new development within Rocklin, Roseville and affected portions of Placer County. The purpose of the fee is to finance four interchanges on State Route 65 to reduce the impact of increased traffic from local development; the proposed project would be subject to payment of such a fee.

IMPACTS AND MITIGATION MEASURES

Standards of Significance

A transportation impact is considered significant if implementation of the proposed project would result in any of the following:

1) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

2) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.

3) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

4) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

5) Result in inadequate emergency access.

6) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. (Source: CEQA Guidelines, *Appendix G, Environmental Checklist Form*, section XVI. TRANSPORTATION/TRAFFIC; 2016.)

To measure whether transportation facilities operate acceptably or are significantly impacted by the addition of project generated traffic, the following standards of significance establish the level of service thresholds for acceptable/tolerable operations of transportation facilities, as well as the policies regarding what triggers a significant impact.

Intersections

Intersections analyzed in the traffic study are under the jurisdiction of two public agencies: the City of Rocklin and Caltrans. Impacts to the roadway system are considered significant if the traffic generated by the proposed project would cause any study location LOS operations to deteriorate past the identified LOS thresholds or if any of the following criteria are met:

> Cause intersection operations to deteriorate to levels below the LOS C threshold (based on General Plan Policy C-10). If an intersection already operates below the LOS standard, an impact is considered significant if the proposed project would cause intersection operations to deteriorate by volume-to-capacity increases of at least 0.05, or average delay increases of at least 5 seconds for highway ramp intersections and unsignalized intersections.

Based on the City's significance threshold identified above, if an intersection is already operating at an unsatisfactory level of service, an increase of 5 percent (addition of 0.05) to the v/c ratio would be considered a measurable worsening of the intersection operations and therefore would constitute a significant project impact. If an unsignalized intersection is already operating at unsatisfactory LOS, then the addition of more than 5 percent of the total traffic at the intersection would be considered a significant project impact. The City has determined, based on the expert opinions of the City's traffic consultants and the City's traffic engineering staff that a 5 percent threshold is appropriate in determining that a measurable adverse change has occurred to an intersection. This threshold applies even where project traffic will be added to existing or projected conditions that are already unacceptable or are projected to be unacceptable under cumulative conditions without the project. To mitigate a significant impact at an intersection over the LOS threshold, the project's direct incremental impact must be mitigated.

The City does not subscribe to the notion that, where existing conditions or projected cumulative conditions are already bad or will be bad even without the project, any additional traffic from the project represents a significant impact or cumulatively considerable contribution to a significant cumulative impact. The City's rejection of this notion reflects the nature of traffic impacts, compared with other categories of environmental impact, which often involve public health or ecological concerns. Worsened congestion might cause irritation or inconvenience to people, but not any adverse effects on public health or ecosystems. Thus, while the addition of relatively small amounts of air pollution in a polluted air basin might

worsen the adverse health effects of air pollution, no similar health effects result from additional congestion. Similarly, while the loss of relatively small amounts of the habitat of an endangered or threatened species might cause ecological consequences of note, worsened congestion has no such consequences to biological resources. In fact, "mitigation" for traffic impacts often has its own adverse consequences on biological resources (i.e., road widening often removes habitat areas). In short, the City does not believe that a "one car" threshold of significance for impacts on already-congested transportation facilities is either practical or desirable from a policy standpoint. Nor is such an approach mandated by CEQA or CEQA case law. While the 0.05 threshold, by allowing small amounts of traffic without triggering additional mitigation, might require drivers to endure minor additional delays during peak periods, this purely human inconvenience is not, in the City's view, a "significant effect on the environment."

Freeway Facilities

Impacts to freeway facilities are considered significant if the traffic generated by the project would cause the level of service on the mainline or ramp intersections with the mainline to exceed the Caltrans identified desired route concept of LOS E for I-80 within the study area.

Transit

Impacts to transit facilities are considered significant if traffic generated by the project or the project itself would conflict with adopted policies, plans or programs regarding public transit, or otherwise decrease the performance of such facilities.

Pedestrian and Bikeway

Impacts to pedestrian circulation are considered significant if traffic generated by the project or the project itself would conflict with adopted policies, plans or programs regarding pedestrian and bikeway movement, or otherwise decrease the performance of such facilities.

Level of Service (LOS) Thresholds

Consistent with the City of Rocklin (General Plan Policy C-10) and Caltrans policies (Interstate 80 and Capital City Freeway Corridor System Management Plan), this analysis will consider LOS "C" as the standard acceptable threshold for all City of Rocklin signalized and unsignalized intersections and LOS "E" for all freeway mainline segments and all ramp intersections with the freeway mainline.

Table 4.5-1 presents the intersection, freeway segment, jurisdiction and LOS threshold for each of the study intersections. As reflected in the table, the City applies its LOS "C" policy at the intersections of City streets and the termini of freeway ramps even though these intersections are under Caltrans jurisdiction.

TABLE 4.5-1 LEVEL OF SERVICE (LOS) THRESHOLD AND JURISDICTION			
#	INTERSECTION/FREEWAY SEGMENT	JURISDICTION	LOS
1	Sierra College Boulevard/Rocklin Road	City of Rocklin	C
2	Sierra College Boulevard/Water Lily Lane	City of Rocklin	C
3	Rocklin Road/Rocklin Manor Drive (west entrance)	City of Rocklin	C
4	Rocklin Road/I-80 WB Ramps	Caltrans	C
5	Rocklin Road/I-80 EB Ramps	Caltrans	C
6	Sierra College Boulevard/I-80 WB Ramps	Caltrans	C
7	Sierra College Boulevard/I-80 EB Ramps	Caltrans	C
8	I-80 Mainline EB and WB South of Rocklin Road	Caltrans	E
9	I-80/Rocklin Road EB and WB On and Off Ramp Intersections with the Mainline	Caltrans	E
10	I-80 Mainline EB and WB North and South of Sierra College Boulevard	Caltrans	E
11	I-80/Sierra College Boulevard EB and WB On and Off Ramp Intersections with the Mainline	Caltrans	E

Methodology

Overview

The Traffic Report includes a description of the existing transportation setting, including AM and PM peak hour traffic operations at study intersections. Study intersections were selected in consultation with City of Rocklin staff and took into considerations comments submitted in response to the NOP and at the scoping meeting. The Traffic Report identifies potential impacts to local intersections for AM and PM peak hour traffic operations.

The Traffic Report also includes analysis and discussion of the following:

- Approved and reasonably foreseeable projects within the City of Rocklin, along with quantification of trip generation and distribution associated with those projects and their combined impacts on existing AM and PM peak hour intersection operations.

- Quantification of the trip generation and trip distribution associated with the proposed project and the resulting impacts on existing AM and PM peak hour intersection operations.

- The proposed Cumulative (Year 2030) peak hour operations with and without the development of the proposed project.

- Potential improvements that are needed to mitigate project impacts and eliminate level of service deficiencies that are reasonably anticipated to be caused by the proposed project.

Impact Analysis Conditions

The following transportation impact conditions were analyzed and are included in this discussion:

1. Existing Conditions (Baseline Condition)
2. Existing Plus Project, Water Lily Lane Emergency Access Conditions
3. Existing Plus Project with Outbound Access from Water Lily Lane Conditions
4. Short Term No Project (Existing + Approved Projects) Conditions
5. Short Term Plus Project, Water Lily Lane Emergency Access (Existing + Approved Projects + Project) Conditions
6. Short Term Plus Project with Outbound Access from Water Lily Lane Conditions
7. Year 2030 (Cumulative) No Project Conditions
8. Year 2030 (Cumulative) Plus Project, Water Lily Lane Emergency Access Conditions
9. Year 2030 (Cumulative) Plus Project with Outbound Access from Water Lily Lane Conditions

The methodologies used to develop traffic volumes for the above traffic conditions are described in greater detail in the subsequent relevant sections. Following analysis of each condition, a description of identified project impacts is presented.

Study Intersections and Freeway Segments

The following list of study intersections were identified in coordination with City of Rocklin staff for analysis during weekday AM and PM peak hour conditions:

1. Sierra College Boulevard/Rocklin Road
2. Sierra College Boulevard/Water Lily Lane
3. Rocklin Road/Rocklin Manor Drive (west entrance, proposed project access)
4. Rocklin Road/I-80 Westbound (WB) Ramps
5. Rocklin Road/I-80 Eastbound (EB) Ramps
6. Sierra College Boulevard/I-80 WB Ramps
7. Sierra College Boulevard/I-80 EB Ramps

The following list of freeway mainline segments and merge/diverge segments (mainline intersections with on- and off-ramps) were identified in coordination with City of Rocklin and Caltrans staff for analysis during AM and PM peak hour conditions:

1. I-80 EB south of Rocklin Road
2. I-80 EB Off Ramp at Rocklin Road
3. I-80 EB On Ramp at Rocklin Road
4. I-80 WB Off Ramp at Rocklin Road
5. I-80 WB On Ramp at Rocklin Road
6. I-80 WB south of Rocklin Road
7. I-80 EB south of Sierra College Boulevard
8. I-80 EB Off Ramp at Sierra College Boulevard
9. I-80 EB Loop On Ramp at Sierra College Boulevard
10. I-80 EB On Ramp at Sierra College Boulevard

11. I-80 EB North of Sierra College Boulevard
12. I-80 WB North of Sierra College Boulevard
13. I-80 WB Off Ramp at Sierra College Boulevard
14. I-80 WB Loop On Ramp at Sierra College Boulevard
15. I-80 WB On Ramp at Sierra College Boulevard
16. I-80 WB South of Sierra College Boulevard

Traffic Volume Data

Ramp traffic volumes were obtained from the existing intersection counts at the intersections of Rocklin Road and I-80 WB ramps, Rocklin Road and I-80 EB ramps, Sierra College Boulevard and I-80 WB ramps and Sierra College Boulevard and I-80 EB ramps. Mainline traffic volumes were obtained from the 2014 published Caltrans data for I-80 mainline segments.

Existing traffic counts for intersections were collected on multiple days at the above study intersections during both AM and PM peak hours. Existing AM and PM peak hour turning movement counts at the Sierra College Boulevard/Rocklin Road intersection and the Rocklin Road/I-80 and Sierra College Boulevard/I-80 interchanges were collected in October 2015 and in May 2016, respectively, when local schools were in session.

AM peak hour is defined as the one-hour of peak traffic flow (which is the highest total volume count over four consecutive 15-minute count periods) counted between 7:00 AM and 9:00 AM on a typical weekday. The PM peak hour is defined as the one-hour of peak traffic flow counted between 4:00 PM and 6:00 PM on a typical weekday.

All Existing AM and PM traffic volumes at the study intersections identified above are included in the Appendix to the Traffic Report, Appendix L to this EIR.

Level of Service (LOS) Methodologies

The evaluation of traffic volumes on the roadway network provides an understanding of the general nature of travel conditions. However, traffic volumes alone do not indicate the quality of service provided by the street facilities or the ability of the street network to carry additional traffic. To accomplish this, the concept of "LOS" has been developed.

Levels of service (LOS) describe roadway-operating conditions. LOS is a qualitative measure of the effect of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs. Levels of service are designated "A" through "F" from best to worst, which cover the entire range of traffic operations that might occur. LOS A through E generally represent traffic volumes at less than roadway capacity, while LOS F represents over capacity and/or forced conditions.

The traffic flow and capacity of a roadway system is principally controlled by the capacity of its signalized intersections. In Rocklin, as well as other jurisdictions in Placer County, intersection operations have traditionally been evaluated using the Transportation Research Board Circular 212 critical movement method. This methodology determines the LOS by comparing the volume-to-capacity (v/c) ratio of critical intersection movements to the thresholds shown in

Table 4.5-2. The table also displays the LOS thresholds (in average delay per vehicle) for the Highway Capacity Manual (HCM 2000) operations method, which is used for all unsignalized intersections and for signalized intersections at state highway interchanges. The table shows that the delay thresholds (in seconds) differ between signalized and unsignalized intersections.

Intersection LOS has been calculated for all City of Rocklin signalized study intersections using Circular 212 Planning methodology. LOS at signalized ramp terminals at Rocklin Road and Sierra College Boulevard have been calculated using methods documented in the Transportation Research Board (TRB) Publication *Highway Capacity Manual, Fifth Edition, 2010 (HCM 2010)*. LOS at all unsignalized intersections has been determined using HCM 2010 methodology. For two-way stop-controlled (TWSC) intersections, the "worst-case" movement delays and LOS is reported, computed based on HCM 2010. Table 4.5-2 presents the LOS definitions for different types of intersection controls.

TABLE 4.5-2
INTERSECTION LEVEL OF SERVICE (LOS) DESCRIPTIONS

Level of Service	Description[1]	Signalized Intersections		Unsignalized Intersections (Average Delay per Vehicle)
		Circular 212 (Volume-to-Capacity Ratio)	HCM 2000 (Average Delay per Vehicle)	
A	Represents free flow. Individual users are virtually unaffected by others in the traffic stream.	≤ 0.600	≤ 10.0 sec/veh	≤ 10.0 sec/veh
B	Stable flow, but the presence of other users in the traffic stream begins to be noticeable.	0.61–0.70	10.1–20.0 sec/veh	10.1–15.0 sec/veh
C	Stable flow, but the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.	0.71–0.80	20.1–35.0 sec/veh	15.1–25.0 sec/veh
D	Represents high-density, but stable flow.	0.81–0.90	35.1–55.0 sec/veh	25.1–35.0 sec/veh
E	Represents operating conditions at or near the capacity level.	0.91-1.00	55.1–80.0 sec/veh	35.1–50.0 sec/veh
F	Represents forced or breakdown flow.	>1.00	> 80 sec/veh	>50 sec/veh

Source: Highway Capacity Manual – Special Report 209 (Transportation Research Board, 1994) and Interim Materials on Highway Capacity - Circular 212 (Transportation Research Board, 1980)
Note: 1. Average conditions over the course of the peak hour.

Intersection and ramp LOS have been calculated for all control types using the methods documented in the Transportation Research Board publication *Highway Capacity Manual 2010*.

Freeway mainline and ramp merge/diverge LOS is calculated using HCS 2010 software by McTrans. LOS has been calculated on a density basis in passenger cars per mile per lane (pc/mi/ln). Table 4.5-3 presents the LOS thresholds for mainline and ramp segments in the study area.

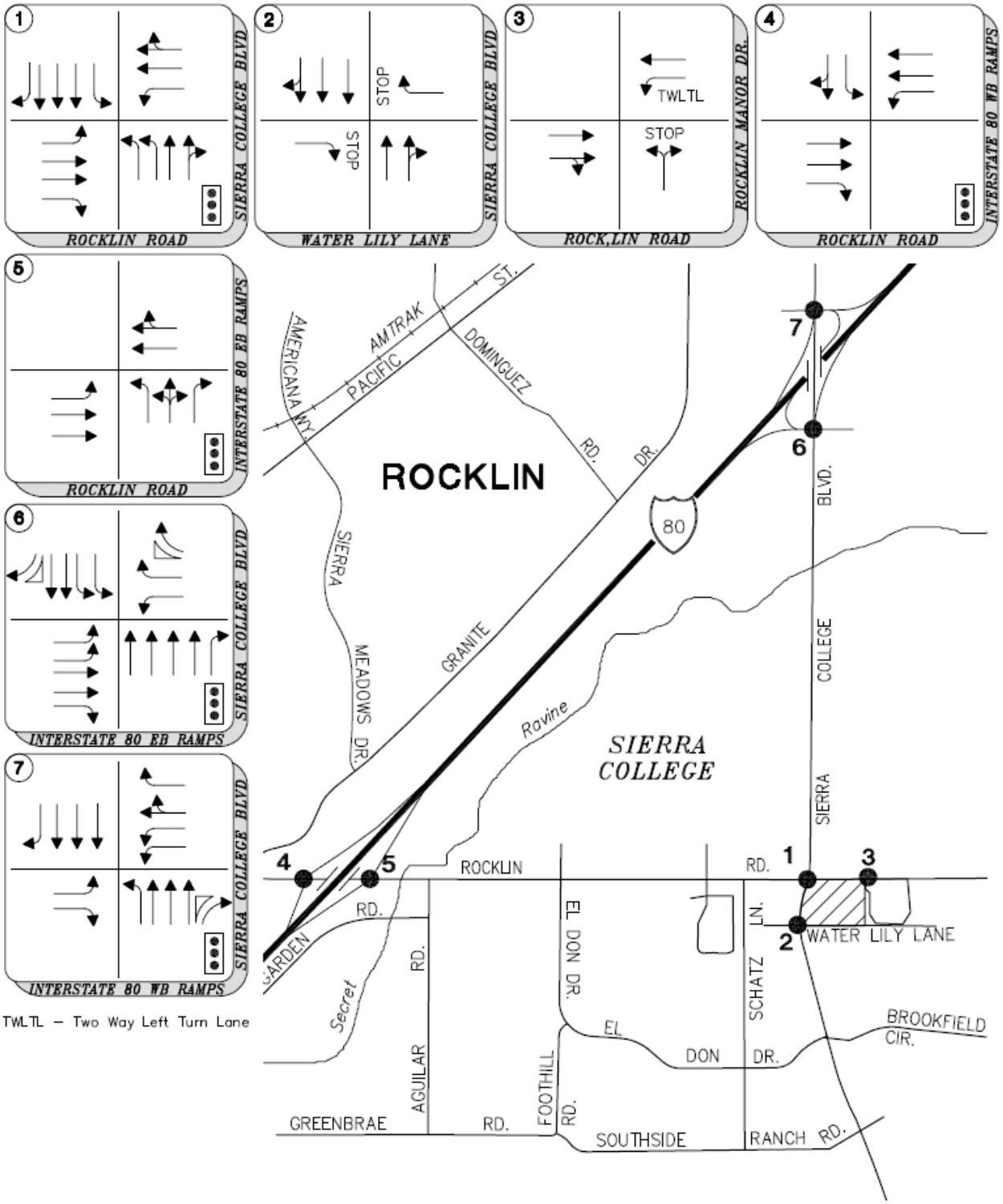
TABLE 4.5-3
LEVEL OF SERVICE (LOS) CRITERIA FOR FREEWAY MAINLINE AND RAMP SEGMENTS

BASIC FREEEWAY SEGMENTS		RAMP MERGE AND DIVERGE AREAS	
LOS	**DENSITY (pc/mi/ln)**	**LOS**	**DENSITY (pc/mi/ln)**
A	0-11	A	<10
B	>11-18	B	>10-20
C	>18-26	C	>20-28
D	>26-35	D	>28-35
E	>35-45	E	>35
F	>45	F	Demand exceeds capacity

Existing Conditions

Existing conditions analysis establishes the baseline traffic conditions. Existing conditions is the analysis condition in which current operations are quantified at the study intersections. Figure 4.5-2 presents the Existing intersection turning lane geometrics and traffic control for all study intersections.

FIGURE 4.5-2 EXISTING LANE GEOMETRICS AND CONTROL



Intersection Operations

For the existing conditions analysis, no project-generated trips are added to the existing volumes at study intersection locations. This condition analyzes the existing transportation setting at the study locations that have been previously identified under the existing roadway geometry, and quantifies the operations of study intersections based on delay, volume/capacity ratio (V/C), and LOS as defined in the Level of Service Methodologies discussion above.

Existing traffic operations have been quantified for the weekday AM and PM peak hour on the existing transportation system. Table 4.5-4 presents the results of the intersection LOS analysis for both the AM and PM peak hours.

TABLE 4.5-4
EXISTING INTERSECTION LEVELS OF SERVICE (LOS)

Intersection	Control Type[1, 2]	Target LOS	AM PEAK HOUR		PM PEAK HOUR	
			Delay or Volume/Capacity	LOS	Delay or Volume/Capacity	LOS
Sierra College Boulevard/Rocklin Road	Signal	C	0.64	B	0.78	C
Sierra College Boulevard/Water Lily Lane	Two Way Stop	C	14.0	B	14.3	B
Rocklin Road/Rocklin Manor Drive (west)	Two Way Stop	C	13.3	B	12.9	B
Rocklin Road and I-80 WB Ramps	Signal	C	16.6	B	37.9	**D**
Rocklin Road and I-80 EB Ramps	Signal	C	26.9	C	39.9	**D**
Sierra College Boulevard and I-80 EB Ramps	Signal	C	18.8	B	29.2	C
Sierra College Boulevard and I-80 WB Ramps	Signal	C	22.7	C	27.3	C

Notes:
1. Delay based on worst minor street approach for Two Way Stop Control intersections, average of all approaches for signalized intersections.
2. Unsignalized and Sierra College Boulevard interchange intersections analyzed using HCM 2000 methodologies instead of Circular 212. Rocklin Road interchange intersections analyzed using Sim-Traffic.
BOLD = exceedance of LOS target.

As presented in Table 4.5-4, all study intersections with the exception of Rocklin Road/I-80 WB and EB Ramps in the PM peak hour operate at an acceptable LOS.

The City of Rocklin is currently working with Caltrans to coordinate the Rocklin Road/I-80 Ramp signals with the Rocklin Road/Aguilar Road signal in an effort to improve traffic flow conditions at these locations, but the resultant LOS has not yet been determined. In addition, the City is evaluating other improvement options that would have to be coordinated with Caltrans to provide LOS C or better conditions at the Rocklin Road/I-80 WB and EB ramp intersections.

As discussed later in this chapter under Impact 4.5-8, the City and Caltrans are still in the planning stages of evaluating identified alternatives for the ultimate solution to the identified LOS exceedances at the Rocklin Road/I-80 EB and WB ramp. The City anticipates reaching agreement with Caltrans and developing and implementing specific improvements to mitigate future cumulative traffic impacts at these intersections. But, until such agreement is reached and plans are adopted, this EIR will conservatively identify this future cumulative impact as significant and unavoidable, for the reasons further discussed below.

Freeway Mainline and Ramp Operations

Table 4.5-5 presents a summary of the existing ramp merge, ramp diverge and freeway mainline operations.

TABLE 4.5-5
EXISTING FREEWAY MAINLINE AND RAMP SEGMENTS
LEVELS OF SERVICE (LOS)

Interchange Location	Target LOS	Segment Type	# of Lanes	AM Peak Hour			PM Peak Hour		
				Volume	Density (pc/mi/ln)	LOS	Volume	Density (PC/mi/ln)	LOS
I-80 at Rocklin Road									
I-80 EB South of Rocklin Road	E	Freeway	3	4,013	23.4	C	5,027	31.0	D
I-80 EB Off Ramp	E	Diverge	1	1,432	23.0	C	1,028	28.1	D
I-80 EB On Ramp	E	Merge	1	211	18.3	B	260	26.0	C
I-80 WB Off Ramp	E	Diverge	1	282	28.6	D	340	25.7	C
I-80 WB On Ramp	E	Merge	1	776	26.7	C	1,170	25.9	C
I-80 WB South of Rocklin Road	E	Freeway	3	4,503	26.8	D	4,266	25.1	C
I-80 at Sierra College Boulevard									
I-80 EB South of Sierra College Boulevard	E	Freeway	3	2,792	16.3	B	4,259	25.1	C
I-80 EB Off Ramp	E	Diverge	1	539	22.5	C	575	30.4	D
I-80 EB On Ramp (Loop)	E	Merge	1	183	14.0	B	343	22.7	C
E-80 EB On Ramp	E	Merge	1	403	17.4	B	748	28.3	D
I-80 EB North of Sierra College Boulevard	E	Freeway	3	2,839	16.5	B	4,775	28.9	D
I-80 WB North of Sierra College Boulevard	E	Freeway	3	4,456	26.4	D	3,544	20.6	C
I-80 WB Off Ramp	E	Diverge	1	879	27.7	C	724	22.5	C
I-80 WB On Ramp (Loop)	E	Merge	1	111	21.0	C	234	17.8	B
I-80 WB On Ramp	E	Merge	1	321	23.5	C	382	20.2	C
I-80 WB South of Sierra College Boulevard	E	Freeway	3	4,009	23.4	C	3,436	20.0	C

As presented in Table 4.5-5, all freeway mainline segments and ramps are currently operating at an acceptable LOS.

Historical Collision Data

Historical collision data, as reported by the Rocklin Police Department and other agencies for a five-year interval (January 2010 to December 2014), was obtained from the Statewide Integrated Traffic Records System (SWITRS). Table 4.5-6 provides the summary of the type of collision that occurred during the time period at the study intersections closest to the project site.

TABLE 4.5-6
HISTORICAL COLLISION DATA AT STUDY INTERSECTIONS

#	Intersection	Fatal	Injury (Severe)	Injury (Other Visible)	Injury Complaint	Property Damage Only
1	Sierra College Boulevard/Rocklin Road	0	0	1	8	9
2	Sierra College Boulevard/Water Lily Lane	0	0	0	0	0
3	Rocklin Road/Rocklin Manor Drive (West)	0	0	0	0	0
TOTAL		0	0	1	8	9

As presented in Table 4.5-6, there have been no fatalities during the five-year study period, and no accidents with severe injuries. The only accidents have occurred at the Sierra College Boulevard/Rocklin Road intersection, and of the 18 accidents over a five-year period, one accident had a visible injury, eight accidents had complaints of pain, and nine accidents had property damage only. For the five years included in this data, there have been less than four vehicle accidents per year.

As noted above, the proposed project will have access at two points: Sierra College Boulevard/Water Lily Lane and Rocklin Road/Rocklin Manor Drive (West). There have been no accidents reported at either intersection during the five-year study period.

Project Trip Generation and Distribution

Trip generation was developed using the Institute of Transportation Engineers ("ITE") *Trip Manual*, 9th edition (2012). Table 4.5-7 provides a summary of the land use, quantities (number of units), ITE land use code, and trip generation rates for AM and PM peak hours for the proposed project.

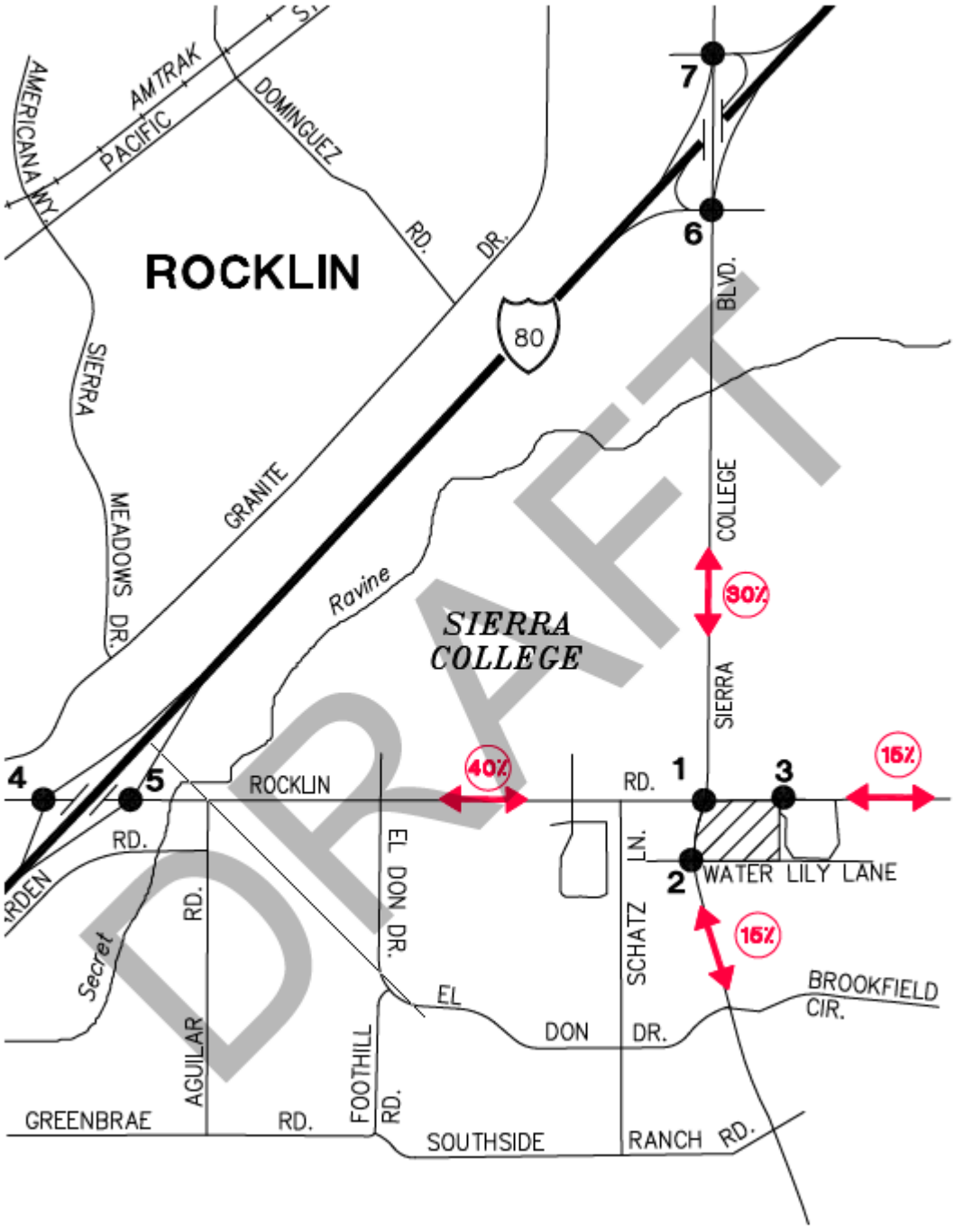
TABLE 4.5-7
PROJECT TRIP GENERATION

Land Use Category (ITE Code)	Unit[1]	Daily Trip Rate/Unit[2]	AM Peak Hour Trip Rate/Unit			PM Peak Hour Trip Rate/Unit		
			Total	In %	Out %	Total	In %	Out %
Apartment (220)	DU	6.69	0.51	20 %	80 %	0.64	65 %	35 %
Project Name	**Quantity (Units)**	**Daily Trips**	**AM Peak Hour Trips**			**PM Peak Hour Trips**		
			Total	**In**	**Out**	**Total**	**In**	**Out**
Sierra Gateway Apartments	195	1,305	99	20	79	125	81	44

Notes: 1. DU = dwelling unit.
2. Trip rates based on ITE Trip Generation Manual 9th edition average rates when equations are not mentioned.

As presented in Table 4.5-7, the proposed project is estimated to generate an additional 1,305 daily trips, 99 AM peak hour and 125 PM peak hour trips. Of the 99 AM peak hour trips, 20 trips will be inbound and 79 trips will be outbound. Of the 125 PM peak hour trips, 81 trips will be inbound and 44 trips will be outbound. Trip distribution patterns were estimated based on the existing traffic count data, geographical location of the project site, area demographics, and locations of other likely destinations. Figure 4.5-3 shows the distribution of these AM/PM peak hour trips, both north/south and east/west.

FIGURE 4.5-3 PROJECT TRIP DISTRIBUTION



Existing Plus Project, Water Lily Lane Emergency Access Condition

The Existing Plus Project condition is the analysis condition in which impacts associated with the proposed project are investigated and compared to the Existing conditions. This condition assumes primary access to the proposed project will be from Rocklin Road via Rocklin Manor Drive, only, with Water Lily Lane providing only emergency access to Sierra College Boulevard.

Intersection Operations

The Existing Plus Project condition was simulated by superimposing traffic generated by the proposed project onto existing intersection volumes. The resulting Existing Plus Project intersection traffic volumes are included in the Appendix to the Traffic Report (Appendix L to this Draft EIR). Table 4.5-8 presents a summary of the Existing Plus Project, Water Lily Lane Emergency Access peak hour intersection LOS:

TABLE 4.5-8
EXISTING PLUS PROJECT, WATER LILY LANE EMERGENCY ACCESS
INTERSECTION LEVELS OF SERVICE (LOS)

#	Intersection	Control Type [1,2]	Target LOS	AM Peak Hour			PM Peak Hour		
				Delay or V/C	LOS	Impact?	Delay or V/C	LOS	Impact?
1	Sierra College Boulevard/Rocklin Road	Signal	C	0.66	B	-	0.78	C	-
2	Sierra College Boulevard/Water Lily Lane	Two-Way Stop	C	14.9	B	-	14.8	B	-
3	Rocklin Road/Rocklin Manor Drive (West)	Two-Way Stop	C	15.9	C	-	14.2	B	-
4	Rocklin Road and I-80 WB Ramps	Signal	C	17.4	B	-	40.1	**D**	No
5	Rocklin Road and I-80 EB Ramps	Signal	C	27.2	C	-	40.8	**D**	No
6	Sierra College Boulevard and I-80 EB Ramps	Signal	C	20.1	C	-	31.5	C	-
7	Sierra College Boulevard and I-80 WB Ramps	Signal	C	22.7	C	-	28.7	C	-

Notes: 1. Delay based on worst minor street approach for two-way stop controlled intersections, average of all approaches for all-way stop and signalized intersections.
2. Unsignalized and Sierra College Boulevard interchange intersections analyzed using HCM methodologies instead of Circular 212. Rocklin Road interchange intersections analyzed using Sim-Traffic.
Bold text indicates exceedance of LOS standard.

As presented in Table 4.5-8, the intersections of Rocklin Road/I-80 EB Ramps and Rocklin Road/I-80 WB Ramps are projected to operate at an unacceptable LOS in the PM peak hour. As noted in Table 4.5-4, these two intersections presently operate at an unacceptable LOS in the PM Peak hour.

Although the Existing Plus Project adds to an unacceptable LOS at the intersection of these two roads on freeway ramps, the impact is considered less than significant because the increase in delay due to the proposed project is less than five seconds at a signalized intersection that operates at an unacceptable LOS in the "no project" condition (Table 4.5-4).

As presented in Table 4.5-8, all other study intersections are projected to continue to operate at an acceptable LOS in both the AM and PM peak hours.

Freeway Mainline and Ramp Operations

The Existing Plus Project condition was simulated by superimposing traffic generated by the proposed project onto existing freeway mainline and ramp volumes. The resulting Existing Plus Project freeway mainline and ramp traffic volumes are included in the Appendix to the Traffic Report (Appendix L to this Draft EIR). Table 4.5-9 presents a summary of the Existing Plus Project freeway mainline and ramp LOS:

TABLE 4.5-9
EXISTING PLUS PROJECT FREEWAY MAINLINE AND RAMP LEVELS OF SERVICE (LOS)

Interchange Location	Target LOS	Segment Type	# of Lanes	AM Peak Hour			PM Peak Hour		
				Volume	Density (pc/mi/ln)	LOS	Volume	Density (PC/mi/ln)	LOS
I-80 at Rocklin Road									
I-80 EB South of Rocklin Road	E	Freeway	3	4,017	23.5	C	5,041	31.1	D
I-80 EB Off Ramp	E	Diverge	1	1,435	23.0	C	1,040	28.2	D
I-80 EB On Ramp	E	Merge	1	213	18.3	B	261	26.1	C
I-80 WB Off Ramp	E	Diverge	1	283	28.6	D	342	25.7	C
I-80 WB On Ramp	E	Merge	1	789	26.8	C	1,177	26.0	C
I-80 WB South of Rocklin Road	E	Freeway	3	4,518	26.9	D	4,274	25.2	C
I-80 at Sierra College Boulevard									
I-80 EB South of Sierra College Boulevard	E	Freeway	3	2,795	16.3	B	4,262	25.1	C
I-80 EB Off Ramp	E	Diverge	1	540	22.6	C	577	30.4	D
I-80 EB On Ramp (Loop)	E	Merge	1	183	14.0	B	343	22.7	C
E-80 EB On Ramp	E	Merge	1	414	17.5	B	754	28.3	D
I-80 EB North of Sierra College Boulevard	E	Freeway	3	2,852	16.6	B	4,782	28.9	D
I-80 WB North of Sierra College Boulevard	E	Freeway	3	4,460	26.5	D	3,557	20.7	C
I-80 WB Off Ramp	E	Diverge	1	882	27.5	C	735	22.6	C
I-80 WB On Ramp (Loop)	E	Merge	1	113	20.9	C	235	17.9	B
I-80 WB On Ramp	E	Merge	1	321	23.2	C	382	20.3	C
I-80 WB South of Sierra College Boulevard	E	Freeway	3	4,012	23.4	C	3,439	20.0	C

As presented in Table 4.5-9, all mainline segments and ramps are projected to continue to operate at an acceptable LOS under the Existing Plus Project conditions.

Existing Plus Project, Outbound Access from Water Lily Lane Condition

This condition includes outbound access from Water Lily Lane to provide a second point of outbound egress to Sierra College Boulevard for the proposed project. As with Existing Plus Project, Water Lily Lane Emergency Access, this condition analyzes traffic impacts associated with the proposed project in comparison to the Existing conditions.

Intersection Operations

The Existing Plus Project, Outbound Access from Water Lily Lane condition was simulated by superimposing traffic generated by the proposed project onto Existing intersection volumes. The 15% of the outbound project traffic heading eastbound on Rocklin Road is not expected to use the Water Lily Lane access due to the circuitous nature of the trip (head west on Water Lily Lane to northbound Sierra College Boulevard then eastbound Rocklin Road). The outbound trips on Water Lily Lane account for approximately 42% of the remaining 85% of outbound project traffic. This translates to 28 AM and 15 PM peak hour outbound project trips on Water Lily Lane.

The resulting traffic volumes for Existing Plus Project, Outbound Access from Water Lily Lane are included in Appendix X to the Traffic Report (Appendix L to this Draft EIR). Table 4.5-10 provides a summary of the traffic volume peak hour intersection LOS.

TABLE 4.5-10
EXISTING PLUS PROJECT, OUTBOUND ACCESS FROM WATER LILY LANE INTERSECTION LEVELS OF SERVICE (LOS)

#	Intersection	Control Type [1,2]	Target LOS	AM Peak Hour			PM Peak Hour		
				Delay or V/C	LOS	Impact?	Delay or V/C	LOS	Impact?
1	Sierra College Boulevard/Rocklin Road	Signal	C	0.66	B	-	0.78	C	-
2	Sierra College Boulevard/Water Lily Lane	Two-Way Stop	C	14.9	B	-	14.8	B	-
3	Rocklin Road/Rocklin Manor Drive (West)	Two-Way Stop	C	15.9	C	-	14.2	B	-
4	Rocklin Road and I-80 WB Ramps	Signal	C	17.4	B	-	40.1	**D**	No
5	Rocklin Road and I-80 EB Ramps	Signal	C	27.2	C	-	40.8	**D**	No
6	Sierra College Boulevard and I-80 EB Ramps	Signal	C	20.1	C	-	31.5	C	-
7	Sierra College Boulevard and I-80 WB Ramps	Signal	C	22.7	C	-	28.7	C	-

Notes: 1. Delay based on worst minor street approach for two-way stop controlled intersections, average of all approaches for all-way stop and signalized intersections.
2. Unsignalized and Sierra College Boulevard interchange intersections analyzed using HCM methodologies instead of Circular 212. Rocklin Road interchange intersections analyzed using Sim-Traffic.
Bold text indicates exceedance of LOS standard.

As presented in Table 4.5-10, the intersections of Rocklin Road/I-80 EB Ramps and Rocklin Road/I-80 WB Ramps are projected to operate at an unacceptable LOS in the PM peak hour. As noted in Table 4.5-4, these two intersections presently operate at an unacceptable LOS in the PM Peak hour.

Although the Existing Plus Project, Outbound Access to Water Lily Lane adds to an unacceptable LOS at the intersection of these two freeway ramps, the impact is considered less than significant because the increase in delay due to the proposed project is less than five seconds at a signalized intersection that operates at an unacceptable LOS in the "no project" condition (Table 4.5-4).

As presented in Table 4.5-10, all other study intersections are projected to continue to operate at an acceptable LOS in both the AM and PM peak hours.

Freeway Mainline and Ramp Operations

For freeway mainline and ramp operations the Existing Plus Project condition is the same regardless of whether Water Lily Lane is included as emergency access only or as outbound access. The resulting Existing Plus Project intersection traffic volumes are included in the Appendix to the Traffic Report (Appendix L to this Draft EIR). Table 4.5-9 above presents a summary of the Existing Plus Project freeway mainline and ramp LOS. As presented in Table 4.5-9, all mainline segments and ramps are projected to continue to operate at an acceptable LOS under the Existing Plus Project conditions.

Short Term Condition

The Short Term Condition is the analysis condition in which project trips generated by reasonably foreseeable development and imminent roadway and intersection improvements are accounted for in the LOS quantifications. No roadway or intersection improvements have been assumed for the Short Term No Project condition. The proposed project's obligation to create a right turn pocket from northbound Sierra College Boulevard to eastbound Rocklin Road is the only roadway and intersection improvement assumed in the Short Term Plus Project condition.

Reasonably Foreseeable Projects

The City of Rocklin has provided a list of projects within the vicinity of the proposed project that have been approved for construction, or for which a Notice of Preparation has been issued, which makes the project "reasonably foreseeable" under CEQA. Vehicle trips for the "reasonably foreseeable project" list were calculated based on appropriate trip generation rates from the ITE Trip Generation Manual (9^{th} Ed. 2012). Table 4.5-11 provides the list of projects considered, unit quantities, ITE land use code, and trip generation rates for AM and PM peak hours.

TABLE 4.5-11 APPROVED-PENDING PROJECT TRIPS								
Land Use Category (ITE Code)	**Unit[1]**	**Daily Trip Rate/Unit[2]**	**AM Peak Hour Trip Rate/Unit**			**PM Peak Hour Trip Rate/Unit**		
			Total	**In %**	**Out %**	**Total**	**In %**	**Out %**
Single Family Detached Housing (210)	DU	9.52	0.75	25 %	75 %	1.00	63 %	27 %
Shopping Center (820)	KSF	42.70	0.96	62 %	38 %	3,71	48 %	52 %
Project Name	**Quantity (Units/ KSF)**	**Daily Trips**	**AM Peak Hour Trips**			**PM Peak Hour Trips**		
			Total	**In**	**Out**	**Total**	**In**	**Out**
Croftwood Unit 1 (210)	156	1,581	119	30	89	141	89	52
Rocklin 60 Residential (210)	179	1,794	135	34	101	162	102	60
Rocklin Meadows (210)	27	315	29	8	21	27	17	10
Granite Bluff (210)	78	836	64	17	47	78	49	29
Rocklin Commons (820)	252	12,380	274	170	104	1,113	535	578
Rocklin Crossings (820)	322	14,508	318	198	120	1,310	629	681
Center at Secret Ravine (820)	24	2,657	65	41	24	228	110	118
Net New Project Trips		**34,071**	**1,003**	**498**	**505**	**3,058**	**1,531**	**1,527**
Notes: 1. KSF = 1,000 square feet, DU = dwelling unit 2. Trip rates based on ITE Trip Generation Manual 9th edition average rates when equations are not mentioned.								

Of the projects identified in Table 4.5-11, four are partially occupied: Croftwood Unit 1, Center at Secret Ravine, Rocklin Commons, and Rocklin Crossings. Traffic counts performed for the "Existing" project condition would include these occupied units, resulting in an overstatement of additional trips in Table 4.5-11 for these projects. This data has been included to reflect a more conservative analysis.

Trip Distribution for Reasonably Foreseeable Projects

Trip distribution patterns were estimated for the reasonably foreseeable projects based upon existing traffic flow patterns, geographical location of that project site and area demographics.

- 40% trips using 1-80 southwest of Sierra College Boulevard interchange
- 10% trips using 1-80 northeast of Sierra College Boulevard interchange
- 20% trips using Sierra College Boulevard north of 1-80 interchange
- 6% trips using Sierra College Boulevard south of Rocklin Road
- 10% trips using Rocklin Road west of Sierra College Boulevard
- 4% trips using Rocklin Road east of Sierra College Boulevard

- 3% trips using Granite Drive west of Sierra College Boulevard
- 6% trips circulating internally between approved projects

Intersection Operations

The Short Term No Project condition was simulated by superimposing new trips generated by the reasonable foreseeable projects over Existing condition base traffic volumes at the study intersections. The resulting Short Term No Project peak hour intersection traffic volumes are provided in the Appendix to the Traffic Report (Appendix L to this Draft EIR). The Short Term No Project intersection operations were quantified using lane geometries and controls for the Short Term condition (same as Existing condition). Table 4.5-12 provides a summary of the Short Term No Project peak hour intersection LOS.

TABLE 4.5-12
SHORT TERM NO PROJECT INTERSECTION LEVELS OF SERVICE (LOS)

#	Intersection	Control Type [1,2]	Target LOS	AM Peak Hour			PM Peak Hour		
				Delay or V/C	LOS	Impact?	Delay or V/C	LOS	Impact?
1	Sierra College Boulevard/Rocklin Road	Signal	C	0.69	B	-	0.89	**D**	-
2	Sierra College Boulevard/Water Lily Lane	Two-Way Stop	C	14.7	B	-	15.9	C	-
3	Rocklin Road/Rocklin Manor Drive (West)	Two-Way Stop	C	15.6	C	-	14.6	B	-
4	Rocklin Road and I-80 WB Ramps	Signal	C	18.1	B	-	42.7	**D**	-
5	Rocklin Road and I-80 EB Ramps	Signal	C	27.2	C	-	65.5	**E**	-
6	Sierra College Boulevard and I-80 EB Ramps	Signal	C	21.5	C	-	34.2	C	-
7	Sierra College Boulevard and I-80 WB Ramps	Signal	C	25.1	C	-	31.4	C	-

Notes: 1. Delay based on worst minor street approach for two-way stop controlled intersections, average of all approaches for all-way stop and signalized intersections.
2. Unsignalized and Sierra College Boulevard interchange intersections analyzed using HCM methodologies instead of Circular 212. Rocklin Road interchange intersections analyzed using Sim-Traffic.
Bold text indicates exceedance of LOS standard.

As presented in Table 4.5-12, three intersections are projected to operate at an unacceptable LOS in the PM peak hour: Sierra College Boulevard/Rocklin Road, Rocklin Road/I-80 WB Ramps, and Rocklin Road/I-80 EB ramps.

As presented in Table 4.5-12, all other study intersections are projected to operate at an acceptable LOS in both the AM and PM peak hours.

Freeway Mainline and Ramp Operations

Table 4.5-13 provides a summary of the Short Term No Project ramp merge, ramp diverge, and freeway mainline operations.

TABLE 4.5-13
SHORT TERM NO PROJECT FREEWAY MAINLINE AND RAMP LEVELS OF SERVICE (LOS)

Interchange Location	Target LOS	Segment Type	# of Lanes	AM Peak Hour			PM Peak Hour		
				Volume	Density (pc/mi/ln)	LOS	Volume	Density (PC/mi/ln)	LOS
I-80 at Rocklin Road									
I-80 EB South of Rocklin Road	E	Freeway	3	4,161	24.4	C	5,005	30.8	D
I-80 EB Off Ramp	E	Diverge	1	1,498	23.9	C	1,082	28.1	D
I-80 EB On Ramp	E	Merge	1	221	18.8	B	282	25.8	C
I-80 WB Off Ramp	E	Diverge	1	291	28.8	D	363	26.1	C
I-80 WB On Ramp	E	Merge	1	830	27.2	C	1,203	26.4	C
I-80 WB South of Rocklin Road	E	Freeway	3	4,585	27.4	D	4,344	25.6	C
I-80 at Sierra College Boulevard									
I-80 EB South of Sierra College Boulevard	E	Freeway	3	2,884	16.8	B	4,205	24.7	C
I-80 EB Off Ramp	E	Diverge	1	680	23.4	C	615	30.2	D
I-80 EB On Ramp (Loop)	E	Merge	1	185	13.7	B	345	22.2	C
E-80 EB On Ramp	E	Merge	1	450	17.5	B	840	28.5	D
I-80 EB North of Sierra College Boulevard	E	Freeway	3	2,839	16.5	B	4,775	28.9	D
I-80 WB North of Sierra College Boulevard	E	Freeway	3	4,456	26.4	D	3,544	20.6	C
I-80 WB Off Ramp	E	Diverge	1	900	27.7	C	745	22.5	C
I-80 WB On Ramp (Loop)	E	Merge	1	150	21.2	C	295	18.2	B
I-80 WB On Ramp	E	Merge	1	340	23.7	C	410	20.7	C
I-80 WB South of Sierra College Boulevard	E	Freeway	3	4,046	23.7	C	3,504	20.4	C

As presented in Table 4.5-13, all mainline segments and ramps are projected to operate at an acceptable LOS under the Short Term No Project conditions.

Short Term Plus Project, Water Lily Lane Emergency Access Condition

The Short Term Plus Project, Water Lily Lane Emergency Access condition is the analysis condition in which traffic impacts associated with the proposed project are evaluated in comparison to the Short Term No Project condition. This condition assumes that project access is provided to Rocklin Road via Rocklin Manor Drive, with emergency access only on Water Lily Lane. With construction of the proposed project, a northbound right turn pocket is analyzed as a project improvement at the intersection of Sierra College Boulevard/Rocklin Road.

Intersection Operations

Short Term Plus Project, Water Lily Lane Emergency Access AM and PM intersection traffic operations were quantified by superimposing traffic generated by the proposed project onto Short Term No Project conditions. Table 4.5-14 provides a summary of the Short Term Plus Project, Water Lily Lane Emergency Access peak hour intersection LOS:

TABLE 4.5-14
SHORT TERM PLUS PROJECT, WATER LILY LANE EMERGENCY ACCESS INTERSECTION LEVELS OF SERVICE (LOS)

#	Intersection	Control Type [1,2]	Target LOS	AM Peak Hour			PM Peak Hour		
				Delay or V/C	LOS	Impact?	Delay or V/C	LOS	Impact?
1	Sierra College Boulevard/Rocklin Road	Signal	C	0.71	B	-	0.89	**D**	No
2	Sierra College Boulevard/Water Lily Lane	Two-Way Stop	C	14.8	B	-	16.1	C	-
3	Rocklin Road/Rocklin Manor Drive (West)	Two-Way Stop	C	17.8	C	-	16.1	C	-
4	Rocklin Road and I-80 WB Ramps	Signal	C	18.8	B	-	43.7	**D**	No
5	Rocklin Road and I-80 EB Ramps	Signal	C	28.5	C	-	66.3	**E**	No
6	Sierra College Boulevard and I-80 EB Ramps	Signal	C	23.3	C	-	34.5	C	-
7	Sierra College Boulevard and I-80 WB Ramps	Signal	C	25.1	C	-	31.9	C	-

Notes: 1. Delay based on worst minor street approach for two-way stop controlled intersections, average of all approaches for all-way stop and signalized intersections; 2. Unsignalized and Sierra College Boulevard interchange intersections analyzed using HCM methodologies instead of Circular 212. Rocklin Road interchange intersections analyzed using Sim-Traffic.
Bold text indicates exceedance of LOS standard.

As presented in Table 4.5-14, three intersections are projected to operate at unacceptable LOS in the PM peak hour condition of the Short Term Plus Project conditions:

- Sierra College Boulevard and Rocklin Road
- Rocklin Road and I-80 WB ramps
- Rocklin Road and I-80 EB ramps

Although the Short Term Plus Project, Water Lily Lane Emergency Access adds to an unacceptable LOS at the intersection of Sierra College Boulevard and Rocklin Road, the impact is considered less than significant because the V/C increase due to the project is less than 0.05 at a signalized intersection that operates at an unacceptable LOS in the "no project" condition (Table 4.5-12).

The General Plan EIR forecasted LOS E conditions at the intersection of Sierra College Boulevard/Rocklin Road in the Cumulative conditions. (See Table 4.4-28 on page 4.4-68 of the General Plan EIR) The discussion on page 4.4-76 of the General Plan EIR identifies a mitigation

measure (modify the intersection to include a free eastbound right turn lane from Rocklin Road onto Sierra College Boulevard to improve intersection operations to LOS B (V/C = 0.698)) that would result in acceptable LOS operations at this intersection; this mitigation measure was previously adopted as a part of the General Plan EIR.

The intersections of Rocklin Road/I-80 EB Ramps and Rocklin Road/I-80 WB Ramps are projected to operate at an unacceptable LOS in the PM peak hour. As noted in Tables 4.5-4 and 4.5-12, these two intersections operate at an unacceptable LOS in the PM Peak hour under Existing Conditions and in the Short Term No Project Condition, respectively.

The proposed project does not create a significant impact at the intersection of Rocklin Road/I-80 WB Ramps or at the intersection of Rocklin Road/I-80 EB Ramps as the increase in delay due to the proposed project is less than five seconds at a signalized intersection that operates at an unacceptable LOS in the "no project" condition (Table 4.5-12).

A potential improvement to bring the Rocklin Road/I-80 EB Ramps intersection to an acceptable LOS C in the PM peak hour would be the construction of an eastbound free-right turn lane. This measure is identified here for informational purposes and for future consideration by the City. Since the Project does not cause this impact, this measure is not a responsibility of the Project.

A potential improvement to bring the Rocklin Road/I-80 WB Ramp intersection to an acceptable LOS C in the PM peak hour would be to convert the eastbound and westbound approaches to split phasing. This measure is identified here for informational purposes and for future consideration by the City. Since the Project does not cause this impact, this measure is not a responsibility of the Project.

As presented in Table 4.5-14, all other study intersections are projected to operate at an acceptable LOS in both the AM and PM peak hours.

Freeway Mainline and Ramp Operations

Table 4.5-15provides a summary of the Short Term Plus Project ramp merge, ramp diverge and freeway mainline operations.

TABLE 4.5-15
SHORT TERM PLUS PROJECT FREEWAY MAINLINE AND RAMP LEVELS OF SERVICE (LOS)

Interchange Location	Target LOS	Segment Type	# of Lanes	AM Peak Hour			PM Peak Hour		
				Volume	Density (pc/mi/ln)	LOS	Volume	Density (PC/mi/ln)	LOS
I-80 at Rocklin Road									
I-80 EB South of Rocklin Road	E	Freeway	3	4,102	24.0	C	5,019	30.9	D
I-80 EB Off Ramp	E	Diverge	1	1,501	23.6	C	1,074	28.2	D
I-80 EB On Ramp	E	Merge	1	223	18.5	B	283	25.8	C
I-80 WB Off Ramp	E	Diverge	1	292	28.8	D	365	26.1	C
I-80 WB On Ramp	E	Merge	1	842	27.3	C	1,210	26.4	C
I-80 WB South of Rocklin Road	E	Freeway	3	4,599	27.5	D	4,352	25.7	C
I-80 at Sierra College Boulevard									
I-80 EB South of Sierra College Boulevard	E	Freeway	3	2,824	16.4	B	4,208	24.7	C
I-80 EB Off Ramp	E	Diverge	1	681	23.1	C	617	30.2	D
I-80 EB On Ramp (Loop)	E	Merge	1	185	13.4	B	345	22.3	C
E-80 EB On Ramp	E	Merge	1	524	17.8	B	846	28.5	D
I-80 EB North of Sierra College Boulevard	E	Freeway	3	2,852	16.6	B	4,872	29.7	D
I-80 WB North of Sierra College Boulevard	E	Freeway	3	4,460	26.5	D	3,557	20.7	C
I-80 WB Off Ramp	E	Diverge	1	903	27.7	C	756	22.6	C
I-80 WB On Ramp (Loop)	E	Merge	1	152	21.3	C	296	18.2	B
I-80 WB On Ramp	E	Merge	1	340	23.7	C	410	20.7	C
I-80 WB South of Sierra College Boulevard	E	Freeway	3	4,049	23.7	C	3,504	20.4	C

As presented in Table 4.5-15, all mainline segments and ramps are projected to operate at an acceptable LOS under Short Term Plus Project conditions.

Short Term Plus Project, Outbound Access from Water Lily Lane Condition

The Short Term Plus Project, Outbound Access from Water Lily Lane condition allows outbound access from the Project to Sierra College Boulevard via Water Lily Lane and evaluates the proposed project impacts in comparison to the Short Term No Project condition. With construction of the proposed project, a northbound right turn pocket is analyzed as a project improvement at the intersection of Sierra College Boulevard/Rocklin Road.

Intersection Operations

The Short Term Plus Project, Outbound Access from Water Lily Lane scenario was simulated by superimposing traffic generated by the proposed project onto Short Term No Project intersection volumes. This condition includes the outbound access from the project site to Water Lily Lane. The 15% outbound project traffic headed on eastbound Rocklin Road is not expected to use the Water Lily Lane access due to the circuitous nature of the trip (head west on Water Lily Lane to northbound Sierra College then eastbound Rocklin Road). The outbound trips on Water Lily Lane account for approximately 42% of the remaining 85% of outbound project traffic. This translates to 28 AM and 15 PM peak hour outbound project trips on Water Lily Lane.

The resulting traffic volumes for Short Term Plus Project, Outbound Access from Water Lily Lane are included in Appendix X to the Traffic Report (Appendix L to this Draft EIR). Table 4.5-16 provides a summary of the traffic volume peak hour intersection LOS.

TABLE 4.5-16
SHORT TERM PLUS PROJECT, OUTBOUND ACCESS FROM WATER LILY LANE INTERSECTION LEVELS OF SERVICE (LOS)

#	Intersection	Control Type [1,2]	Target LOS	AM Peak Hour			PM Peak Hour		
				Delay or V/C	LOS	Impact?	Delay or V/C	LOS	Impact?
1	Sierra College Boulevard/Rocklin Road	Signal	C	0.71	C	-	0.92	**E**	No
2	Sierra College Boulevard/Water Lily Lane	Two-Way Stop	C	15.6	C	-	16.7	C	-
3	Rocklin Road/Rocklin Manor Drive (West)	Two-Way Stop	C	16.9	C	-	15.3	C	-
4	Rocklin Road and I-80 WB Ramps	Signal	C	18.8	B	-	43.7	**D**	No
5	Rocklin Road and I-80 EB Ramps	Signal	C	28.5	C	-	66.3	**E**	No
6	Sierra College Boulevard and I-80 EB Ramps	Signal	C	23.3	C	-	34.5	C	-
7	Sierra College Boulevard and I-80 WB Ramps	Signal	C	25.1	C	-	31.9	C	-

Notes: 1. Delay based on worst minor street approach for two-way stop controlled intersections, average of all approaches for all-way stop and signalized intersections.
2. Unsignalized and Sierra College Boulevard interchange intersections analyzed using HCM methodologies instead of Circular 212. Rocklin Road interchange intersections analyzed using Sim-Traffic.
Bold text indicates exceedance of LOS standard.

As presented in Table 4.5-16, the following study intersections are projected to operate at an unacceptable LOS for the PM peak hour of the Short Term Plus Project, Outbound Access from Water Lily Lane condition:

- Sierra College Boulevard and Rocklin Road
- Rocklin Road and I-80 WB ramps
- Rocklin Road and I-80 EB ramps

Although the Short Term Plus Project adds to an unacceptable LOS at the intersection of Sierra College Boulevard and Rocklin Road, the impact is considered less than significant because the V/C increase due to the project is less than 0.05 at a signalized intersection that operates at unacceptable LOS in the "no project" condition (Table 4.5-12).

The General Plan EIR forecasted LOS E conditions at the intersection of Sierra College Boulevard/Rocklin Road in the Cumulative conditions. (See Table 4.4-28 on page 4.4-68 of the

General Plan EIR) The discussion on page 4.4-76 of the General Plan EIR identifies a mitigation measure (modify the intersection to include a free eastbound right turn lane from Rocklin Road onto Sierra College Boulevard to improve intersection operations to LOS B (V/C = 0.698)) that would result in acceptable LOS operations at this intersection; this mitigation measure was previously adopted as a part of the General Plan EIR.

As presented in Table 4.5-16, the intersections of Sierra College Boulevard and Rocklin Road, Rocklin Road/I-80 EB Ramps, and Rocklin Road/I-80 WB Ramps are projected to operate at an unacceptable LOS in the PM peak hour. As noted in Tables 4.54 and 4.5-12, these two intersections operate at an unacceptable LOS in the PM Peak under Existing Conditions and in the Short Term No Project Condition, respectively.

The proposed project does not create a significant impact at the intersection of Rocklin Road/I-80 WB Ramps or at the intersection of Rocklin Road/I-80 EB Ramps as the increase in delay due to the proposed project is less than five seconds at a signalized intersection that operates at an unacceptable LOS in the "no project" condition (Table 4.5-12). The addition of project traffic is projected to extend the vehicle queues by one or two vehicles and is not considered to be significant at the Rocklin Road interchange intersections.

A potential improvement to bring the Rocklin Road/I-80 EB Ramps intersection to an acceptable LOS C in the PM peak hour would be the construction of an eastbound free-right turn lane. This measure is identified here for informational purposes and for future consideration by the City. Since the Project does not cause this impact, this measure is not a responsibility of the Project.

A potential improvement to bring the Rocklin Road/I-80 WB Ramp intersection to an acceptable LOS C in the PM peak hour would be to convert the eastbound and westbound approaches to split phasing. This measure is identified here for informational purposes and for future consideration by the City. Since the Project does not cause this impact, this measure is not a responsibility of the Project.

As presented in Table 4.5-16, all other study intersections are projected to operate at an acceptable LOS in both the AM and PM peak hours.

Freeway Mainline and Ramp Operations

For freeway mainline and ramp operations the Existing Plus Project condition is the same regardless of whether Water Lily Lane is included as emergency access only or as outbound access. The resulting Existing Plus Project intersection traffic volumes are included in the Appendix to the Traffic Report (Appendix L to this Draft EIR). Table 4.5-15 above presents a summary of the Short Term Plus Project freeway mainline and ramp LOS. As presented in Table 4.5-15, all mainline segments and ramps are projected to operate at an acceptable LOS under Short Term Plus Project conditions in both the AM and PM peak hours.

Cumulative (Year 2030) Condition

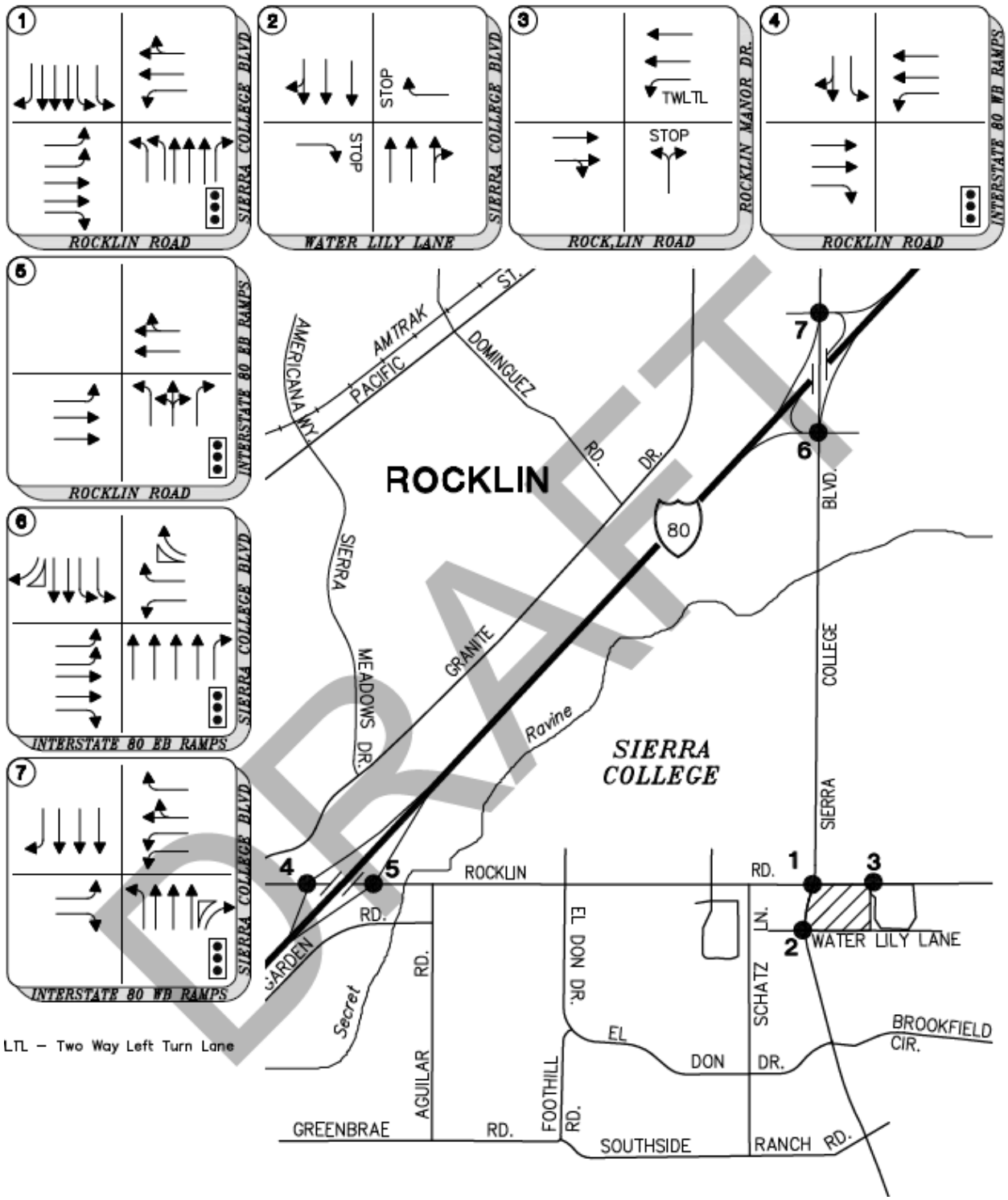
This Cumulative condition is the condition approximately fifteen years in the future. The Traffic Report for the Cumulative condition corresponds to the build-out condition of the City of

Rocklin and resulting growth in population and traffic volumes. The build-out uses are consistent with the land uses assumed in the City of Rocklin General Plan. The Cumulative year analysis in this report is assumed to be the year 2030. Additionally, Cumulative (Year 2030) conditions assume construction of transportation infrastructure improvements consistent with the City's General Plan Circulation Element, specifically those programmed improvements identified below that are included in the City's Capital Improvement Program.

Planned/Programmed Improvements

Figure 4.5-4 shows the lane geometrics and control for the Cumulative (Year 2030) conditions.

FIGURE 4.5-4, CUMULATIVE LANE GEOMETRICS AND CONTROL



Rocklin Road Widening

The City of Rocklin General Plan Circulation Element (October 2012) calls for Rocklin Road to be widened to four lanes and maintain the existing two-way left turn lane from the Loomis Town limits to east of Sierra College Boulevard. The General Plan also states that Rocklin Road will be widened to six lanes from east of Sierra College Boulevard to the I-80 interchange and from the I-80 interchange to west of Granite Drive.

Sierra College Boulevard Widening

The Circulation Element of the General Plan calls for Sierra College Boulevard to be widened to accommodate six lanes between Roseville City limits and Taylor Road/Pacific Street by 2025.

Rocklin Road/Sierra College Boulevard Intersection Modifications

Based on discussions with the City and consistent with the traffic analysis performed for the General Plan Environmental Impact Report, the following lane geometrics are assumed to be in place at the Rocklin Road/Sierra College Boulevard intersection under Cumulative (Year 2030) conditions:

- Eastbound approach – one free right lane
- Northbound approach – one additional through lane. One additional receiving lane will also need to be added on southbound approach.

Other Study Intersection Modifications

All other study intersections that fall on Sierra College Boulevard will have three through lanes for northbound and southbound movements.

Cumulative (Year 2030) No Project Condition

The Cumulative (Year 2030) No Project condition analyzes traffic operations assuming buildout of the City's General Plan without the proposed project. The traffic volumes were developed using the City of Rocklin Travel Demand Model, which is nested within the larger Placer County Travel Demand Model ("Placer County TDM"). The Placer County TDM not only includes Placer County, but also the Sacramento region. Therefore, the model captures the inter-regional travel demand and its impact within the City of Rocklin. The resulting Cumulative (Year 2030) No Project traffic volumes are presented in an Appendix to the Traffic Report (Appendix L to this Draft EIR).

Intersection Operations

Table 4.5-17 provides a summary of the Cumulative (Year 2030) No Project peak hour intersection LOS.

TABLE 4.5-17
CUMULATIVE (YEAR 2030) NO PROJECT INTERSECTION LEVELS OF SERVICE (LOS)

#	Intersection	Control Type [1,2]	Target LOS	AM Peak Hour			PM Peak Hour		
				Delay or V/C	LOS	Impact?	Delay or V/C	LOS	Impact?
1	Sierra College Boulevard/Rocklin Road	Signal	C	0.92	**E**	-	0.92	**E**	-
2	Sierra College Boulevard/Water Lily Lane	Two-Way Stop	C	18.6	C	-	17.4	C	-
3	Rocklin Road/Rocklin Manor Drive (West)	Two-Way Stop	C	14.1	B	-	16.5	C	-
4	Rocklin Road and I-80 WB Ramps	Signal	C	41.3	**D**	-	70.5	**E**	-
5	Rocklin Road and I-80 EB Ramps	Signal	C	66.8	**E**	-	102.7	**F**	-
6	Sierra College Boulevard and I-80 EB Ramps	Signal	C	77.4	**E**	-	30.7	C	-
7	Sierra College Boulevard and I-80 WB Ramps	Signal	C	39.4	**D**	-	31.7	C	-

Notes: 1. Delay based on worst minor street approach for two-way stop controlled intersections, average of all approaches for all-way stop and signalized intersections.
2. Unsignalized and Sierra College Boulevard interchange intersections analyzed using HCM methodologies instead of Circular 212. Rocklin Road interchange intersections analyzed using Sim-Traffic.
Bold text indicates exceedance of LOS standard.

As presented in Table 4.5-17, five intersections are projected to operate at an unacceptable LOS:

- Sierra College Boulevard/Rocklin Road – AM and PM peak hours
- Rocklin Road/Interstate 80 WB Ramps – AM and PM peak hours
- Rocklin Road/Interstate 80 EB Ramps – AM and PM peak hours
- Sierra College Boulevard/Interstate 80 EB Ramps – AM peak hour
- Sierra College Boulevard/Interstate 80 WB Ramps – AM peak hour

As presented in Table 4.5-17, all other intersections in the Cumulative (Year 2030) No Project condition will operate at an acceptable LOS.

Freeway Mainline and Ramp Operations

Table 4.5-18 provides a summary of the Cumulative (Year 2030) No Project ramp merge, diverge and freeway mainline operations.

TABLE 4.5-18
CUMULATIVE (YEAR 2030) NO PROJECT FREEWAY MAINLINE AND RAMP LEVELS OF SERVICE (LOS)

Interchange Location	Target LOS	Segment Type	# of Lanes	AM Peak Hour			PM Peak Hour		
				Volume	Density (pc/mi/ln)	LOS	Volume	Density (PC/mi/ln)	LOS
I-80 at Rocklin Road									
I-80 EB South of Rocklin Road	E	Freeway	3	5,516	35.8	E	6,033	42.4	E
I-80 EB Off Ramp	E	Diverge	1	1,810	30.6	D	1,195	31.2	D
I-80 EB On Ramp	E	Merge	1	355	25.3	C	640	33.3	D
I-80 WB Off Ramp	E	Diverge	1	635	35.8	E	535	33.1	D
I-80 WB On Ramp	E	Merge	1	970	33.8	D	1,375	33.9	D
I-80 WB South of Rocklin Road	E	Freeway	3	5,755	38.6	E	5,684	37.8	E
I-80 at Sierra College Boulevard									
I-80 EB South of Sierra College Boulevard	E	Freeway	3	4,061	23.8	C	5,478	35.4	E
I-80 EB Off Ramp	E	Diverge	1	1,650	32.1	C	780	36.3	E
I-80 EB On Ramp (Loop)	E	Merge	1	195	14.9	B	350	28.2	D
E-80 EB On Ramp	E	Merge	1	560	19.4	B	875	34.6	D
I-80 EB North of Sierra College Boulevard	E	Freeway	3	3,166	18.4	C	5,923	40.8	E
I-80 WB North of Sierra College Boulevard	E	Freeway	3	6,070	42.9	E	4,999	30.8	D
I-80 WB Off Ramp	E	Diverge	1	1,485	35.6	E	970	30.1	D
I-80 WB On Ramp (Loop)	E	Merge	1	150	27.3	C	305	24.8	C
I-80 WB On Ramp	E	Merge	1	685	31.6	D	510	28.0	C
I-80 WB South of Sierra College Boulevard	E	Freeway	3	5,420	34.8	D	4,844	29.4	D

As presented in Table 4.5-18, all mainline segments and ramps are projected to operate at an acceptable LOS under the Cumulative (Year 2030) No Project condition in both the AM and PM peak hours.

Cumulative (Year 2030) Plus Project, Water Lily Lane Emergency Access Condition

The Cumulative (Year 2030) Plus Project, Water Lily Lane Emergency Access is where traffic impacts associated with the proposed project are investigated in comparison to the Cumulative (Year 2030) No Project condition. This condition analyzes traffic operations assuming buildout of the City's General Plan, which anticipates development of the project site. This condition

assumes that the project access is provided to Rocklin Road only via Rocklin Manor Drive, with Water Lily Lane for emergency access only.

Intersection Operations

The traffic impacts from the Cumulative (Year 2030) Plus Project, Water Lily Lane Emergency Access were simulated by superimposing traffic generated by the proposed project onto Cumulative (Year 2030) No Project intersection volumes. The resulting Cumulative (Year 2030) Plus Project, Water Lily Lane Emergency Access intersection traffic volumes are included in the Appendix to the Traffic Report (Appendix L to this Draft EIR). Table 4.5-19 provides a summary of the Cumulative (Year 2030) Plus Project, Water Lily Lane Emergency Access peak hour intersection LOS.

TABLE 4.5-19
CUMULATIVE (YEAR 2030) PLUS PROJECT, WATER LILY LANE EMERGENCY ACCESS INTERSECTION LEVELS OF SERVICE (LOS)

#	Intersection	Control Type [1,2]	Target LOS	AM Peak Hour			PM Peak Hour		
				Delay or V/C	LOS	Impact?	Delay or V/C	LOS	Impact?
1	Sierra College Boulevard/Rocklin Road	Signal	C	0.93	**E**	No	0.93	**E**	No
2	Sierra College Boulevard/Water Lily Lane	Two-Way Stop	C	18.7	C	-	17.5	C	-
3	Rocklin Road/Rocklin Manor Drive (West)	Two-Way Stop	C	16.9	C	-	19.9	C	-
4	Rocklin Road and I-80 WB Ramps	Signal	C	42.4	**D**	No	82.5	**F**	Yes
5	Rocklin Road and I-80 EB Ramps	Signal	C	71.9	**E**	No	115.7	**F**	Yes
6	Sierra College Boulevard and I-80 EB Ramps	Signal	C	79.7	**E**	No	31.0	C	-
7	Sierra College Boulevard and I-80 WB Ramps	Signal	C	39.5	**D**	No	32.2	C	-

Notes: 1. Delay based on worst minor street approach for two-way stop controlled intersections, average of all approaches for all-way stop and signalized intersections.
2. Unsignalized and Sierra College Boulevard interchange intersections analyzed using HCM methodologies instead of Circular 212. Rocklin Road interchange intersections analyzed using Sim-Traffic.
Bold text indicates exceedance of LOS standard.

As presented in Table 4.5-19, five intersections are projected to operate at an unacceptable LOS:

- Sierra College Boulevard/Rocklin Road – AM and PM peak hours
- Rocklin Road/Interstate 80 WB Ramps – AM and PM peak hours
- Rocklin Road/Interstate 80 EB Ramps – AM and PM peak hours
- Sierra College Boulevard/Interstate 80 EB Ramps – AM peak hour
- Sierra College Boulevard/Interstate 80 WB Ramps – AM peak hour

As presented in Table 4.5-19, all other intersections are projected to operate at an acceptable LOS for the Cumulative (Year 2030) Plus Project, Water Lily Lane Emergency Access condition.

Sierra College Boulevard/Rocklin Road Intersection

Although the Cumulative (Year 2030) Plus Project, Water Lily Lane Emergency Access adds to an unacceptable LOS at the intersection of Sierra College Boulevard and Rocklin Road, the impact is considered less than significant because the V/C increase due to the project is less than 0.05 at a signalized intersection that operates at an unacceptable LOS in the "no project" condition (Table 4.5-17).

The General Plan EIR forecasted LOS E conditions at the intersection of Sierra College Boulevard/Rocklin Road in the Cumulative conditions. (See Table 4.4-28 on page 4.4-68 of the General Plan EIR) The discussion on page 4.4-76 of the General Plan EIR identifies a mitigation measure (modify the intersection to include a free eastbound right turn lane from Rocklin Road onto Sierra College Boulevard to improve intersection operations to LOS B (V/C = 0.698)) that would result in acceptable LOS operations at this intersection; this mitigation measure was previously adopted as a part of the General Plan EIR. In addition, the AM peak hour traffic analysis performed for this project evaluated whether the addition of a southbound free right turn lane will mitigate the AM peak hour to an acceptable LOS. The traffic analysis demonstrates that this is an effective mitigation measure. It should be noted that the General Plan EIR did not identify this mitigation measure because the AM peak hour was not analyzed. This measure is identified here for informational purposes and for future consideration by the City. Since the Project does not cause this impact, this measure is not a responsibility of the Project.

Sierra College Boulevard/Interstate 80 EB Ramps Intersection

The proposed project does not create a significant impact at the intersection of Sierra College Boulevard/I-80 EB Ramps because the increase in delay due to the project is less than 5 seconds at a signalized intersection that operates at an unacceptable LOS in the "no project" condition (Table 4.5-17).

A potential improvement to bring the intersection to an acceptable LOS C in both the AM and PM peak hours would be the construction of an eastbound free-right turn lane. This measure is identified here for informational purposes and for future consideration by the City. Since the Project does not cause this impact, this measure is not a responsibility of the Project.

Sierra College Boulevard/Interstate 80 WB Ramps Intersection

The proposed project does not create a significant impact at the intersection of Sierra College Boulevard/I-80 WB Ramps because the increase in delay due to the project is less than 5 seconds at a signalized intersection that operates at an unacceptable LOS in the "no project" condition (Table 4.5-17).

A potential improvement to bring the intersection to an acceptable LOS C in both the AM and PM peak hours would be to convert the eastbound and westbound approaches to split phasing. This measure is identified here for informational purposes and for future consideration by the City. Since the Project does not cause this impact, this measure is not a responsibility of the Project.

Rocklin Road Interchange WB and EB Ramp Intersections

Under the Cumulative (Year 2030) Plus Project, Water Lily Lane Emergency Access condition, the increase in delay at the intersections of Rocklin Road/Interstate 80 WB and EB ramps is each more than five seconds at an intersection that operates at an unacceptable LOS in the Cumulative No Project condition in the PM peak hour (Table 4.5-17). This is considered to be a significant impact.

Ramp Operations

Table 4.5-20 provides a summary of the Cumulative (Year 2030) Plus Project ramp merge, ramp diverge and freeway mainline operations.

TABLE 4.5-20
CUMULATIVE (YEAR 2030) PLUS PROJECT FREEWAY MAINLINE AND RAMP LEVELS OF SERVICE (LOS)

Interchange Location	Target LOS	Segment Type	# of Lanes	AM Peak Hour			PM Peak Hour		
				Volume	Density (pc/mi/ln)	LOS	Volume	Density (PC/mi/ln)	LOS
I-80 at Rocklin Road									
I-80 EB South of Rocklin Road	E	Freeway	3	5,439	35.0	D	5,479	28.0	C
I-80 EB Off Ramp	E	Diverge	1	1,813	30.3	D	646	33.3	D
I-80 EB On Ramp	E	Merge	1	362	24.9	C	641	33.3	D
I-80 WB Off Ramp	E	Diverge	1	636	35.8	E	537	33.0	D
I-80 WB On Ramp	E	Merge	1	982	33.9	D	1,382	33.9	D
I-80 WB South of Rocklin Road	E	Freeway	3	5,765	38.8	E	5,679	37.7	E
I-80 at Sierra College Boulevard									
I-80 EB South of Sierra College Boulevard	E	Freeway	3	3,988	23.3	C	5,474	35.4	E
I-80 EB Off Ramp	E	Diverge	1	1,651	31.7	D	782	36.3	E
I-80 EB On Ramp (Loop)	E	Merge	1	195	14.5	B	350	28.1	D
E-80 EB On Ramp	E	Merge	1	634	19.6	B	881	34.6	D
I-80 EB North of Sierra College Boulevard	E	Freeway	3	3,166	18.4	C	5,923	40.8	E
I-80 WB North of Sierra College Boulevard	E	Freeway	3	6,070	42.9	E	4,999	30.8	D
I-80 WB Off Ramp	E	Diverge	1	1,488	35.6	E	981	30.1	D
I-80 WB On Ramp (Loop)	E	Merge	1	152	26.6	C	306	24.8	C
I-80 WB On Ramp	E	Merge	1	685	31.6	D	510	28.0	C
I-80 WB South of Sierra College Boulevard	E	Freeway	3	5,419	34.8	D	4,834	29.3	D

As presented in Table 4.5-20, all mainline segments and ramps are projected to operate at an acceptable LOS under the Cumulative (Year 2030) Plus Project condition.

Cumulative (Year 2030) Plus Project, Outbound Access From Water Lily Lane Condition

The Cumulative (Year 2030) Plus Project, Outbound Access from Water Lily Lane condition allows outbound access from the Project to Sierra College Boulevard via Water Lily Lane and evaluates the proposed project impacts in comparison to the Cumulative (Year 2030) No Project condition.

Intersection Operations

The Cumulative (Year 2030) Plus Project, Outbound Access from Water Lily Lane condition was simulated by superimposing traffic generated by the proposed project onto Cumulative (Year 2030) No Project intersection volumes.

This condition includes the outbound access from the project site to Water Lily Lane. The 15% outbound project traffic heading on eastbound Rocklin Road is not expected to use Water Lily Lane access due to the circuitous nature of the trip (head west on Water Lily Lane to northbound Sierra College Boulevard then eastbound Rocklin Road). The outbound trips on Water Lily Lane account for approximately 42% of the remaining 85% of outbound project traffic. This translates to 28 AM and 15 PM peak hour outbound project trips on Water Lily Lane.

The traffic impacts from the Cumulative (Year 2030) Plus Project, Outbound Access from Water Lily Lane, were simulated by superimposing traffic generated by the proposed project onto Cumulative (Year 2030) No Project intersection volumes. The resulting Cumulative (Year 2030) Plus Project, Outbound Access from Water Lily Lane intersection traffic volumes are included in the Appendix to the Traffic Report (Appendix L to this Draft EIR). Table 4.5-21 provides a summary of the Cumulative (Year 2030) Plus Project peak hour intersection LOS.

TABLE 4.5-21
CUMULATIVE (YEAR 2030) PLUS PROJECT, OUTBOUND ACCESS FROM WATER LILY LANE INTERSECTION LEVELS OF SERVICE (LOS)

#	Intersection	Control Type [1,2]	Target LOS	AM Peak Hour			PM Peak Hour		
				Delay or V/C	LOS	Impact?	Delay or V/C	LOS	Impact?
1	Sierra College Boulevard/Rocklin Road	Signal	C	0.93	**E**	No	0.93	**E**	No
2	Sierra College Boulevard/Water Lily Lane	Two-Way Stop	C	18.7	C	-	17.5	C	-
3	Rocklin Road/Rocklin Manor Drive (West)	Two-Way Stop	C	16.9	C	-	19.9	C	-
4	Rocklin Road and I-80 WB Ramps	Signal	C	42.4	**D**	No	82.5	**F**	Yes
5	Rocklin Road and I-80 EB Ramps	Signal	C	71.9	**E**	No	115.7	**F**	Yes
6	Sierra College Boulevard and I-80 EB Ramps	Signal	C	79.7	**E**	No	31.0	C	-
7	Sierra College Boulevard and I-80 WB Ramps	Signal	C	39.5	**D**	No	32.2	C	-

Notes: 1. Delay based on worst minor street approach for two-way stop controlled intersections, average of all approaches for all-way stop and signalized intersections.
2. Unsignalized and Sierra College Boulevard interchange intersections analyzed using HCM methodologies instead of Circular 212. Rocklin Road interchange intersections analyzed using Sim-Traffic.
Bold text indicates exceedance of LOS standard.

As presented in Table 4.5-21, five intersections are projected to operate at an unacceptable LOS.

- Sierra College Boulevard/Rocklin Road – AM and PM peak hours
- Rocklin Road/Interstate 80 WB Ramps – AM and PM peak hours
- Rocklin Road/Interstate 80 EB Ramps – AM and PM peak
- Sierra College Boulevard/Interstate 80 EB Ramps – AM peak hour
- Sierra College Boulevard/Interstate 80 WB Ramps – AM peak hour

All other intersections are projected to operate at an acceptable LOS for the Cumulative (Year 2030) Plus Project, Outbound Access from Water Lily Lane condition.

Sierra College Boulevard/Rocklin Road Intersection

Although the Cumulative (Year 2030) Plus Project adds to an unacceptable LOS at the intersection of Sierra College Boulevard and Rocklin Road, the impact is considered less than significant because the V/C increase due to the project is less than 0.05 at a signalized intersection that operates at unacceptable LOS in the "no project" condition (Table 4.5-17).

The General Plan EIR forecasted LOS E conditions at the intersection of Sierra College Boulevard/Rocklin Road in the Cumulative conditions. (See Table 4.4-28 on page 4.4-68 of the General Plan EIR) The discussion on page 4.4-76 of the General Plan EIR identifies a mitigation measure (modify the intersection to include a free eastbound right turn lane from Rocklin Road onto Sierra College Boulevard to improve intersection operations to LOS B (V/C = 0.698)) that would result in acceptable LOS operations at this intersection; this mitigation measure was previously adopted as a part of the General Plan EIR. In addition, the AM peak hour traffic analysis performed for this project evaluated whether the addition of a southbound free right turn lane will mitigate the AM peak hour to an acceptable LOS. The traffic analysis demonstrates that this is an effective mitigation measure. It should be noted that the General Plan EIR did not identify this mitigation measure because the AM peak hour was not analyzed. This measure is identified here for informational purposes and for future consideration by the City. Since the Project does not cause this impact, this measure is not a responsibility of the Project.

Sierra College Boulevard/Interstate 80 EB Ramps Intersection

The proposed project does not create a significant impact at the intersection of Sierra College Boulevard/I-80 EB Ramps because the increase in delay due to the project is less than 5 seconds at a signalized intersection that operates at an unacceptable LOS in the "no project" condition (Table 4.5-17).

A potential improvement to bring the intersection to an acceptable LOS C in both the AM and PM peak hours would be the construction of an eastbound free-right turn lane. This measure is identified here for informational purposes and for future consideration by the City. Since the Project does not cause this impact, this measure is not a responsibility of the Project.

Sierra College Boulevard/Interstate 80 WB Ramps Intersection

The proposed project does not create a significant impact at the intersection of Sierra College Boulevard/I-80 WB Ramps because the increase in delay due to the project is less than 5 seconds at a signalized intersection that operates at an unacceptable LOS in the "no project" condition (Table 4.5-17).

A potential improvement to bring the intersection to an acceptable LOS C in both the AM and PM peak hours would be to convert the eastbound and westbound approaches to split phasing. This measure is identified here for informational purposes and for future consideration by the City. Since the Project does not cause this impact, this measure is not a responsibility of the Project.

Rocklin Road/Interstate 80 WB and EB Ramp Intersections

Under the Cumulative (Year 2030) Plus Project, Outbound Access from Water Lily Lane condition, the increase in delay at the intersections of Rocklin Road/Interstate 80 WB and EB ramps is each more than five seconds at an intersection that operates at an unacceptable LOS in the Cumulative (No Project) condition in the PM peak hour (Table 4.5-17). This is considered to be a significant impact.

Freeway Mainline and Ramp Operations

For freeway mainline and ramp operations the Cumulative (Year 2030) Plus Project condition is the same regardless of whether Water Lily Lane is included as emergency access only or as outbound access. The resulting Cumulative (Year 2030) Plus Project intersection traffic volumes are included in the Appendix to the Traffic Report (Appendix L to this Draft EIR). Table 4.5-20 above presents a summary of the Existing Plus Project freeway mainline and ramp LOS. As presented in Table 4.5-20, all mainline segments and ramps are projected to operate at an acceptable LOS under Cumulative (Year 2030) Plus Project conditions.

Project Site Access – Focused Analysis

Access to the proposed project would be provided via one driveway via the existing westernmost driveway at Rocklin Manor Drive shared with the residential development on the east along Rocklin Road. Table 4.5-22 shows the projected traffic volumes, delays, LOS and queue lengths for existing, Short Term and Cumulative conditions, with and without the project. The queue lengths were determined assuming 25 feet per vehicle. The vehicles using the project site access are predominantly associated with the proposed project. As presented in Table 4.5-23, the northbound site access at Rocklin Road and Rocklin Manor Drive will have acceptable LOS and queue lengths during the AM and PM peak periods under the Existing Plus Project, Short Term Plus Project, and Cumulative Plus Project for both the Water Lily Lane Emergency Access and Outbound Access to Water Lily Lane access conditions.

TABLE 4.5-22
PROJECT SITE ACCESS SUMMARY TABLE

Rocklin Road at Rocklin Manor Drive/Project Access	AM Peak Hour						PM Peak Hour					
	NB Approach Volume (vph)	Delay (sec/veh)	LOS	Queue Length (ft)	Available Storage	Is Queue within Storage	NB Approach Volume (vph)	Delay (sec/veh)	LOS	Queue Length (ft)	Available Storage	Is Queue within Storage
Existing Conditions	23	13.3	B	25	100	Yes	15	12.9	B	25	100	Yes
Existing Plus Project Conditions	103	16.8	C	25	100	Yes	60	14.4	B	25	100	Yes
Existing Plus Project with Outbound Access to Water Lily Lane Conditions	75	15.9	C	25	100	Yes	44	14.2	B	25	100	Yes
Short Term No Project Conditions	23	15.6	C	25	100	Yes	15	14.6	B	25	100	Yes
Short Term Plus Project Conditions	103	17.8	C	25	100	Yes	60	16.1	C	25	100	Yes
Short Term Plus Project with Outbound Access to Water Lily Lane Conditions	75	16.9	C	25	100	Yes	44	16.5	C	25	100	Yes
Cumulative No Project Conditions	50	14.1	B	25	100	Yes	40	16.5	C	25	100	Yes
Cumulative Plus Project Conditions	130	16.9	C	50	100	Yes	85	19.9	C	25	100	Yes
Cumulative Plus Project with Outbound Access to Water Lily Lane Conditions	102	15.6	C	50	100	Yes	69	18.6	C	25	100	Yes

Notes: 25 ft. assumed vehicle length for stacking and queues; vph = vehicles per hour

Project Impacts and Mitigation Measures

Impact 4.5-1 Conflict with an Applicable Plan, Ordinance or Policy Establishing Measures of Effectiveness for the Performance of the Circulation System – Existing Plus Project Condition

As further explained below, implementation of the proposed project would not have significant transportation/traffic impacts as an undeveloped site becomes developed and automobile trips are generated. Therefore, this would be a **less than significant impact.**

Explanation and Analysis

As presented in Table 4.5-8 (Existing Plus Project, Water Lily Lane Emergency Access Intersection Levels of Service), the intersections of Rocklin Road/I-80 EB Ramps and Rocklin Road/I-80 WB Ramps are projected to operate at an unacceptable LOS in the PM peak hour based on the City of Rocklin LOS standards.

Although the Existing Plus Project, Water Lily Lane Emergency Access condition adds to an unacceptable LOS at the intersection of these two freeway ramps, the impact is considered less than significant because the increase in delay due to the proposed project is less than five seconds at a signalized intersection that operates at an unacceptable LOS in the "no project" condition (WB Ramp: 40.1 – 37.9 = 2.2 seconds and EB Ramp: 40.8 – 39.9 = 0.9 seconds).

As presented in Table 4.5-8, all other study intersections are projected to continue to operate at an acceptable LOS in both the AM and PM peak hours.

As presented in Table 4.5-9 (Existing Plus Project Freeway Mainline and Ramp Levels of Service), all freeway mainline segments and ramps are projected to continue to operate at an acceptable LOS based on Caltrans LOS standards.

As presented in Table 4.5-10 (Existing Plus Project, Outbound Access from Water Lily Lane Intersection Levels of Service), the intersections of Rocklin Road/I-80 EB Ramps and Rocklin Road/I-80 WB Ramps are projected to operate at an unacceptable LOS in the PM peak hour based on the City of Rocklin LOS standards.

Although the Existing Plus Project, Outbound Access from Water Lily Lane condition adds to an unacceptable LOS at the intersection of these two freeway ramps, the impact is considered less than significant because the increase in delay due to the proposed project is less than five seconds at a signalized intersection that operates at an unacceptable LOS in the "no project" condition (WB Ramp: 40.1 – 37.9 = 2.2 seconds and EB Ramp: 40.8 – 39.9 = 0.9 seconds).

As presented in Table 4.5-10, all other study intersections are projected to continue to operate at an acceptable LOS in both the AM and PM peak hours.

Therefore, because the traffic generated by the proposed project would not cause any study location LOS operations to deteriorate past the identified LOS thresholds, there would be a **less than significant impact**.

Mitigation Measures:

None required.

Although no mitigation measures are required, the proposed project would be subject to the payment of applicable Traffic Impact Mitigation (TIM) fees, South Placer Regional Transportation Authority (SPRTA) fees and Highway 65 Interchange Improvement fees as applicable on a fair share basis.

Impact 4.5-2 Conflict with an Applicable Plan, Ordinance or Policy Establishing Measures of Effectiveness for the Performance of the Circulation System – Short Term Plus Project Condition

As further explained below, implementation of the proposed project would not have significant transportation/traffic impacts as an undeveloped site becomes developed and automobile trips are generated. Therefore, this would be a **less than significant impact.**

Explanation and Analysis

As presented in Table 4.5-14 (Short Term Plus Project, Water Lily Lane Emergency Access Intersection Levels of Service), the intersections of Rocklin Road/I-80 EB Ramps and Rocklin Road/I-80 WB Ramps are projected to operate at an unacceptable LOS in the PM peak hour based on the City of Rocklin LOS standards. As noted in Tables 4.5-4 and 4.5-12, these two intersections operate at an unacceptable LOS in the PM peak hour under Existing Conditions and in the Short Term No Project Condition.

Although the Short Term Plus Project, Water Lily Lane Emergency Access condition adds to an unacceptable LOS at the intersection of these two freeway ramps, the impact is considered less than significant because the increase in delay due to the proposed project is less than five seconds at a signalized intersection that operates at an unacceptable LOS in the "no project" condition (WB Ramp: 43.7 – 42.7 = 1 second and EB Ramp: 66.3 - 65.5 = 0.8 second).

As presented in Table 4.5-14 (Short Term Plus Project, Water Lily Lane Emergency Access Intersection Levels of Service, the intersection of Sierra College Boulevard/Rocklin Road is projected to operate at an unacceptable LOS in the PM peak hour based on the City of Rocklin LOS standards.

Although the Short Term Plus Project, Water Lily Lane Emergency Access condition adds to an unacceptable LOS at the Sierra College Boulevard/Rocklin Road intersection, the impact is considered less than significant because the increase in delay due to the proposed project is less than five percent (0.05 V/C) at a signalized intersection that operates at an unacceptable LOS in the "no project" condition (0.89 – 0.89 = 0.0 change in V/C).

As presented in Table 4.5-14, all other study intersections are projected to continue to operate at an acceptable LOS in both the AM and PM peak hours.

As presented in Table 4.5-15 (Short Term Plus Project Freeway Mainline and Ramp Levels of Service), all freeway mainline segments and ramps are projected to continue to operate at an acceptable LOS based on Caltrans LOS standards.

As presented in Table 4.5-16 (Short Term Plus Project, Outbound Access from Water Lily Lane Intersection Levels of Service), the intersections of Rocklin Road/I-80 EB Ramps and Rocklin Road/I-80 WB Ramps are projected to operate at an unacceptable LOS in the PM peak hour based on the City of Rocklin LOS standards. As noted in Tables 4.5-4 and 4.5-12, these two intersections operate at an unacceptable LOS in the PM peak hour under Existing Conditions and in the Short Term No Project Condition.

Although the Short Term Plus Project, Outbound Access from Water Lily Lane condition adds to an unacceptable LOS at the intersection of these two freeway ramps, the impact is considered less than significant because the increase in delay due to the proposed project is less than five seconds at a signalized intersection that operates at an unacceptable LOS in the "no project" condition (WB Ramp: 43.7 – 42.7 = 1 second and EB Ramp: 66.3 - 65.5 = 0.8 second).

As presented in Table 4.5-16 (Short Term Plus Project, Outbound Access from Water Lily Lane Intersection Levels of Service, the intersection of Sierra College Boulevard/Rocklin Road is projected to operate at an unacceptable LOS in the PM peak hour based on the City of Rocklin LOS standards.

Although the Short Term Plus Project, Outbound Access from Water Lily Lane condition adds to an unacceptable LOS at the Sierra College Boulevard/Rocklin Road intersection, the impact is considered less than significant because the increase in delay due to the proposed project is less than five percent (0.05 V/C) at a signalized intersection that operates at an unacceptable LOS in the "no project" condition (0.92 – 0.89 = 0.03 change in V/C).

As presented in Table 4.5-16, all other study intersections are projected to continue to operate at an acceptable LOS in both the AM and PM peak hours.

Therefore, because the traffic generated by the proposed project would not cause any study location LOS operations to deteriorate past the identified LOS thresholds, there would be a **less than significant impact**.

Mitigation Measures:

None required.

Although no mitigation measures are required, the proposed project would be subject to the payment of applicable Traffic Impact Mitigation (TIM) fees, South Placer Regional Transportation Authority (SPRTA) fees and Highway 65 Interchange Improvement fees as applicable on a fair share basis.

Impact 4.5-3 Conflict with an Applicable Congestion Management Program Established by a County Congestion Management Agency

Implementation of the proposed project would not conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. Therefore, this would be a **less than significant impact.**

Explanation and Analysis

The City of Rocklin does not have an applicable congestion management program that has been established by a county congestion management agency for designated roads or highways.

Therefore because there is no conflict with an applicable congestion management program, there would be a **less than significant impact**.

Mitigation Measures:

None required.

Impact 4.5-4 Change in Air Traffic Patterns

Implementation of the proposed project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. Therefore, this would be a **less than significant impact**

Explanation and Analysis

The proposed project is not anticipated to have any impacts on air traffic because it is not located near an airport or within a flight path. In addition, the proposed project will not result in a change in location of planned development that results in substantial safety risks.

Therefore, because there is no change in air traffic patterns, there would be a **less than significant impact**.

Mitigation Measures:

None required.

Impact 4.5-5 Substantially Increase Hazards Due to a Design Feature

Implementation of the proposed project would not result in a substantial increase in hazards due to a design feature (e.g., sharp curves or dangerous intersections or incompatible uses (e.g., farm equipment). Therefore, this would be a **less than significant impact**

Explanation and Analysis

Per the Historical Collision Data discussed above and represented in Table 4.5-6, there have been less than four vehicle accidents at the study intersections closest to the project site per year for the five years included in the collected data, and there have been no accidents reported at either project access point intersection (Sierra College Boulevard/Water Lily Lane and Rocklin Road/Rocklin Manor Drive (west)) during the five-year study period.

Per the Project Site Access – Focused Analysis discussion above, the proposed project's site access at Rocklin Road and Rocklin Manor Drive will have acceptable level of service (LOS) and adequate queue lengths during the AM and PM peak periods under the Existing Plus Project, Short Term Plus Project, and Cumulative Plus Project for both the Water Lily Lane Emergency Access and Outbound Access to Water Lily Lane access conditions. The addition of project traffic at the ingress point of Rocklin Road and Rocklin Manor Drive is not anticipated to result in an increase of hazards nor is it anticipated to exacerbate what are historically low levels of accidents at the study intersections closest to the project site.

In addition, the proposed project is evaluated by the City Engineer to assess such items as hazards due to a design feature or incompatible use, and no such conditions were found.

Therefore, because recent accident data demonstrates a low level of accidents at the study intersections closest to the project site, an analysis has shown that the project's site access at Rocklin Road and Rocklin Manor Drive will have acceptable level of service and adequate queue lengths and the proposed project has been reviewed by the City Engineer, there would be a **less than significant impact**.

Mitigation Measures:

None required.

Impact 4.5-6 Result in Inadequate Emergency Access

Implementation of the proposed project would not result in inadequate emergency access. Therefore, this would be a **less than significant impact**

Explanation and Analysis

Per the Project Site Access – Focused Analysis discussion above, the proposed project's site access at Rocklin Road and Rocklin Manor Drive will have acceptable level of service (LOS) and adequate queue lengths during the AM and PM peak periods under the Existing Plus Project, Short Term Plus Project, and Cumulative Plus Project for both the Water Lily Lane Emergency Access and Outbound Access to Water Lily Lane access conditions.

In addition, the proposed project is evaluated by representatives of the City of Rocklin's Fire and Police Departments to ensure that adequate emergency access is provided.

Therefore, because an analysis has shown that the project's site access at Rocklin Road and Rocklin Manor Drive will have acceptable level of service and adequate queue lengths and the

proposed project has been reviewed by representatives of the Fire and Police Departments, there would be a **less than significant impact**.

Mitigation Measures:

None required.

Impact 4.5-7 Conflict with Adopted Policies, Plans or Programs Regarding Public Transit, Bicycle or Pedestrian Facilities

Implementation of the proposed project would not conflict with adopted policies, plans or programs regarding public transit, bicycle or other pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Therefore, this would be a **less than significant impact**

Explanation and Analysis

The City of Rocklin is served by the Placer County Transit Agency for regional and inter-regional transportation and in the proximity of the project there are existing bus stops located along Rocklin Road by Sierra Community College. Some project residents may take advantage of the regular and nearby Placer County Transit Agency bus service and Amtrak Capital Corridor trains that are already available in Rocklin. Because the number of additional riders created by this project would not be anticipated to be appreciable, the project's impact is not significant and no additional improvements are needed.

In the vicinity of the proposed project, Class II bike lanes currently exist along Sierra College Boulevard and Rocklin Road. The project may generate bicyclists who elect to use that form of transportation to reach area schools and retail or social destinations. While cycling may be choice of some residents, due to the limited size of the project (i.e., 195 units) the number of cyclists associated with this project is not anticipated to create an appreciable safety impact on the streets that provide access to the project. Those residents who may choose to ride to and from the site would be expected to make use of designated bike lanes and would safely share the right of way with other vehicular traffic on their paths of travel, primarily Rocklin Road and Sierra College Boulevard. Because adequate facilities are available and the project does not interfere with any planned bicycle facilities, the project's impact to bicycle facilities is not significant and no additional improvements are needed.

In the vicinity of the proposed project, Rocklin Road currently has sidewalks along the southern portion of the roadway from Sierra College Boulevard east to the Rocklin City limits and sidewalks along both sides of the roadway west of Sierra College Boulevard. Sierra College Boulevard currently has sidewalks along the western portion of the roadway from Rocklin Road south to the Rocklin City limits and sidewalks intermittently on the eastern portion of the roadway from the Rocklin Road south to the Rocklin City limits. Water Lily Lane has sidewalks along both sides of the roadway until the terminus.

Some of the project's residents may elect to walk to and from the site to attractions within a reasonable distance of the site, including Sierra Community College and commercial uses along

Rocklin Road. The project will install and/or maintain existing frontage improvements along Sierra College Boulevard and Rocklin Road. Because sidewalks already exist to connect the project with possible attractions and will be provided with the project, and because the project does not interfere with any planned pedestrian facilities, the project's impact to pedestrian facilities is not significant and no additional improvements are needed.

In addition, the proposed project is evaluated by City staff to assess potential conflicts with adopted policies, plans or programs regarding public transit, bicycle and pedestrian facilities and to determine whether proposed projects would decrease the performance or safety of such facilities.

Therefore, because the project will not conflict with the existing public transit, bicycle and pedestrian facilities in the project area and an evaluation of the proposed project by City staff did not identify potential conflicts with public transit, bicycle and pedestrian facilities, there would be a **less than significant impact**.

Mitigation Measures:

None required.

Cumulative Impacts

The cumulative context for transportation/traffic impacts would be the City of Rocklin and the surrounding areas of western Placer County. This cumulative setting condition includes proposed and approved projects, planned development under the City of Rocklin General Plan and other jurisdiction's General Plans (i.e., Placer County, Town of Loomis, City of Roseville and City of Lincoln), and planned and proposed uses in the region.

Impact 4.5-8 Conflict with an Applicable Plan, Ordinance or Policy Establishing Measures of Effectiveness for the Performance of the Circulation System – Cumulative Plus Project Condition

Implementation of the proposed project and continued development in the City of Rocklin and in the region could affect transportation/traffic as result of the development of undeveloped areas and the generation of additional automobile trips on roadways. Therefore, this would be a **potentially significant impact.**

Explanation and Analysis

As presented in Table 4.5-19 (Cumulative (Year 2030) Plus Project, Water Lily Lane Emergency Access Intersection Levels of Service) and Table 4.5-21 (Cumulative (Year 2030) Plus Project, Outbound Access from Water Lily Lane), five intersections are projected to operate at an unacceptable LOS based on the City of Rocklin LOS standards:

- Sierra College Boulevard/Rocklin Road – AM and PM peak hours
- Sierra College Boulevard/Interstate 80 EB Ramps – AM peak hour
- Sierra College Boulevard/Interstate 80 WB Ramps – AM peak hour

- Rocklin Road/Interstate 80 WB Ramps – AM and PM peak hours
- Rocklin Road/Interstate 80 EB Ramps – AM and PM peak hours

Sierra College Boulevard/Rocklin Road Intersection

Although the Cumulative (Year 2030) Plus Project, Water Lily Lane Emergency Access and Cumulative (Year 2030) Plus Project, Outbound Access from Water Lily Lane conditions add to an unacceptable LOS at the intersection of Sierra College Boulevard and Rocklin Road, the impact is considered less than significant because the V/C increase due to the project is less than 0.05 at a signalized intersection that operates at an unacceptable LOS in the "no project" condition (AM Peak Hour: 0.93 – 0.92 = 0.01 change in V/C; PM Peak Hour: 0.93 – 0.92 = 0.01 change in V/C).

The General Plan EIR forecasted LOS E conditions at the intersection of Sierra College Boulevard/Rocklin Road in the Cumulative conditions. (See Table 4.4-28 on page 4.4-68 of the General Plan EIR) The discussion on page 4.4-76 of the General Plan EIR identifies a mitigation measure (modify the intersection to include a free eastbound right turn lane from Rocklin Road onto Sierra College Boulevard to improve intersection operations to LOS B (V/C = 0.698)) that would result in acceptable LOS operations at this intersection; this mitigation measure was previously adopted as a part of the General Plan EIR. In addition, the AM peak hour traffic analysis performed for this project evaluated whether the addition of a southbound free right turn lane will mitigate the AM peak hour to an acceptable LOS. The traffic analysis demonstrates that this is an effective mitigation measure. It should be noted that the General Plan EIR did not identify this mitigation measure because the AM peak hour was not analyzed. This measure is identified here for informational purposes and for future consideration by the City. Since the Project does not cause this impact, this measure is not a responsibility of the Project.

Sierra College Boulevard/Interstate 80 EB Ramps Intersection

Under the Cumulative (Year 2030) Plus Project, Water Lily Lane Emergency Access and Cumulative (Year 2030) Plus Project, Outbound Access from Water Lily Lane conditions, the proposed project does not create a significant impact at the intersection of Sierra College Boulevard/I-80 EB Ramps in the AM peak hour because the increase in delay due to the project is less than 5 seconds at a signalized intersection that operates at an unacceptable LOS in the "no project" condition (79.7 – 77.4 = 2.3 seconds).

A potential improvement to bring the intersection to an acceptable LOS C in both the AM and PM peak hours would be the construction of an eastbound free-right turn lane. This measure is identified here for informational purposes and for future consideration by the City. Since the Project does not cause this impact, this measure is not a responsibility of the Project.

Sierra College Boulevard/Interstate 80 WB Ramps Intersection

Under the Cumulative (Year 2030) Plus Project, Water Lily Lane Emergency Access and Cumulative (Year 2030) Plus Project, Outbound Access from Water Lily Lane conditions, the

proposed project does not create a significant impact at the intersection of Sierra College Boulevard/I-80 WB Ramps because the increase in delay due to the project is less than 5 seconds at a signalized intersection that operates at an unacceptable LOS in the "no project" condition (39.5 – 39.4 = 0.1 second).

A potential improvement to bring the intersection to an acceptable LOS C in both the AM and PM peak hours would be to convert the eastbound and westbound approaches to split phasing. This measure is identified here for informational purposes and for future consideration by the City. Since the Project does not cause this impact, this measure is not a responsibility of the Project.

Rocklin Road/Interstate 80 WB and EB Ramp Intersections

Under the Cumulative (Year 2030) Plus Project, Water Lily Lane Emergency Access and Cumulative (Year 2030) Outbound Access from Water Lily Lane conditions, the increase in delay at the intersections of Rocklin Road/Interstate 80 WB and EB ramps is each more than five seconds at an intersection that operates at an unacceptable LOS in the Cumulative No Project condition in the PM peak hour (WB Ramp: 82.5 – 70.5 = 12 seconds; EB Ramp: 115.7 – 102.7 = 13 seconds). This is considered to be a significant impact.

As presented in Table 4.5-20 (Cumulative (Year 2030) Plus Project Freeway Mainline and Ramp Levels of Service), all freeway mainline segments and ramps are projected to operate at an acceptable LOS based on Caltrans LOS standards.

Under the Cumulative (Year 2030) Plus Project, Water Lily Lane Emergency Access and Outbound Access from Water Lily Lane conditions, the increase in delay at the intersections of Rocklin Road/Interstate 80 WB and EB ramps is each more than five seconds at an intersection that operates at an unacceptable LOS in the Cumulative No Project condition in the PM peak hour (WB Ramp: 82.5 – 70.5 = 12 seconds; EB Ramp: 115.7 – 102.7 = 13 seconds). Therefore, the impact would be considered **cumulatively considerable** and **significant and unavoidable**.

Mitigation Measures:

The proposed project will be subject to the payment of applicable Traffic Impact Mitigation (TIM) fees, South Placer Regional Transportation Authority (SPRTA) fees and Highway 65 Interchange Improvement fees as applicable on a fair share basis; however, payment of these fees alone will not fund the necessary improvements that are needed to remedy the anticipated cumulative unacceptable levels of service at the Rocklin Road/I-80 interchange.

While the City has policies and traffic impact fees currently in place that are expected to help reduce impacts to freeway ramp intersections, the City does not have the complete jurisdiction or authority, would not be the sole source of funding and does not have the capability to fund implementation of any of the identified alternative improvements to the highway ramp intersections. Since mitigation of this impact is outside of the City's control, the impact is considered to be **significant and unavoidable**.

Mitigation for this project under the Cumulative condition is also not feasible in light of the following considerations: (1) the Rocklin Road/Interstate 80 EB and WB Ramp intersections will operate at an unacceptable LOS in both the AM and PM peak hours regardless of whether the proposed project is approved (see Table 4.5-18, Cumulative (Year 2030) No Project Intersection Levels of Service), (2) the proposed project only contributes a small percentage (an increase of 32 vehicles and 12 seconds of delay at the WB Ramp intersection with Rocklin Road during the PM peak hour and an increase of 44 vehicles and 13 seconds of delay at the EB Ramp intersection with Rocklin Road during the PM peak hour) to the cumulative impact, (3) the intersection is outside of the control of the City, and (4) the decision and planning of whether and how to improve the future operation of this intersection depends on future discussions and agreements between the City and Caltrans.

The General Plan EIR also forecasted unacceptable LOS conditions at the Rocklin Road/I-80 interchange intersections in the cumulative conditions. (See Table 4.4-30 on page 4.4-86 of the General Plan EIR). The determination of the Sierra Gateway Apartment project's cumulative significant impact to the Rocklin Road/I-80 interchange as a significant and unavoidable impact is consistent with the findings of the General Plan EIR. The following is quoted from the General Plan EIR (pages 4.4-87 and 4.4-88):

> "As discussed in the Regulatory Framework subsection above, the City provides funding for highway facility improvements in the southern portion of Placer County through collection of traffic impact fees under SPRTA and the Highway 65 Interchange Improvement Fee. However, the City does not have the authority to independently implement improvements to state/interstate highways and highway ramp intersections. The City recognizes the need for local development to contribute to highway facility improvements. Beyond the SPRTA and Highway 65 Interchange Improvement fees noted above, the City also collects fees for improvements to highway interchange and ramp intersection improvements through its Capital Improvement Program (CIP) and Traffic Impact Mitigation (TIM) fee program. The City conditions projects to contribute their fair share cost of circulation improvements via the existing citywide TIM fee program that is applied as a uniformly applied development policy and standard. The TIM fee is one of the various methods that the City of Rocklin uses for financing improvements identified in the CIP. The CIP, which is overseen by the City's Engineering Division, is updated periodically to assure that growth in the city and surrounding jurisdictions does not degrade the level of service on the city's (and to some degree the state's) roadways.
>
> The roadway improvements that are identified in the CIP in response to anticipated development and population growth are consistent with the City's Circulation Element. The TIM fee program collects funds from new development in the city to finance a portion of the roadway improvements that result from traffic generated by new development. Fees are calculated on a citywide basis, differentiated by type of development in relationship to their relative traffic impacts. The intent of the fee is to provide an equitable means of ensuring that future development contributes its

fair share of roadway improvements, so that the City's General Plan circulation policies and quality of life can be maintained.

The City's decision to include highway interchange and ramp intersections in its CIP is consistent with the Caltrans policy that has encouraged local and private funding of state highway improvements for the last 20 years (Caltrans 2004, pg. 9-1.1). Caltrans notes that projects constructed on the state highway system that are sponsored by a city, county, local transportation authority, local transit agency, or private entity generally use local or private funding. Thus, the City's CIP, SPRTA, and Highway 65 Interchange Improvement fee programs are consistent with the Caltrans policy, which encourages local agencies to develop and implement local funding programs that supplement federal and state funding programs to meet their current and future transportation needs.

The City's decision to include highway interchange and ramp intersections in its CIP is also consistent with the Caltrans policy that compels the local or private entities sponsoring state highway system projects to be responsible for the construction contract administration when such projects are financed with local and private funds. (Caltrans 2004). Moreover, cooperation with local agencies in identifying and implementing mitigation is a general Caltrans policy and a responsibility for the Caltrans Deputy District Directors of Planning. The Caltrans Deputy Directive Number Dd-25-R1 "Local Development-Intergovernmental Review" (June 2005) notes that the Deputy District Directors of Planning must: (1) ensure potential significant impacts to state highway facilities are fully identified, evaluated and articulated and that reasonable measures that avoid or adequately mitigate identified potential impacts are recommended consistent with state planning priorities; and (2) work with local jurisdictions to identify mitigation measures that adequately address development impacts. Caltrans has previously cooperated with local agencies in Placer County to construct a number of highway improvement projects funded largely by developer impact fees. For instance, the recently completed Sierra College Boulevard at I-80 interchange reconstruction project was advanced in its timing due to the City of Rocklin's work with Caltrans, the California Transportation Commission, the Placer County Transportation and Planning Agency (PCTPA), and local developers in putting together a creative financing plan. The City advanced $5 million and worked with local developers to have them advance $20 million in order to build the project sooner than Caltrans had scheduled delivery of the project. As another example, Caltrans cooperated with PCTPA and the City of Roseville to construct the $35 million Douglas/I-80 interchange improvement project, where over $24 million of the cost was funded from development-paid traffic impact mitigation fees collected by the City of Roseville; only about $11 million came from federal and state highway monies."

Rocklin Road Interchange Improvement Alternatives

The City of Rocklin worked with Caltrans to develop a Project Study Report-Project Development Support (PSR-PDS) to request approval for a locally funded project and to proceed to Project Approval and Environmental Document Phase (August 24, 2012). This report identified several technically feasible alternatives for mitigating future, cumulative traffic impacts at the Rocklin Road/I-80 interchange so that it will operate at acceptable levels of service. These potential alternatives are discussed below. Implementation of any of these alternatives would mitigate the significant and cumulative impact of the Project, and the City anticipates reaching agreement with Caltrans to implement one of them. However, until such agreement is in place and formal plans are adopted, this EIR is conservatively treating the impact as significant and unavoidable. It would not be feasible to require this Project to itself mitigate this cumulative impact given its comparatively small contribution to this impact and for the other reasons discussed above.

- Alternative 1 – Flyover (Westbound Rocklin Road to Westbound Interstate 80)

  This alternative consists of a flyover structure from westbound Rocklin Road to Interstate 80. This would alleviate traffic congestion on westbound Rocklin Road and at the intersection of Rocklin Road/I-80 WB Ramps. This alternative would require additional right of way and modification of existing roadways, bridges and ramps. This alternative would provide LOS C or better conditions at the intersection of Rocklin Road/I-80 WB Ramps and the intersection of Rocklin Road/I-80 EB Ramps.

- Alternative 2 – Roundabouts on Rocklin Road

  This alternative would consist of multi-lane roundabouts at the intersections of Rocklin Road/I-80 WB Ramps, Rocklin Road/I-80 EB Ramps, and Rocklin Road/Aguilar Road. Roundabouts would allow uninterrupted flow of traffic and reduced queuing along Rocklin Road while providing access to freeway ramps. This alternative would require additional right of way, ramp widening, lengthening, and metering, and a shared-use path along Rocklin Road underneath the interstate. This alternative would provide LOS B at the intersection of Rocklin Road/I-80 WB Ramps and LOS B at the intersection of Rocklin Road/I-80 EB Ramps.

- Alternative 3 – Replacement Diamond

  This alternative would consist of a replacement diamond for the undercrossing at I-80. This alternative would require additional right of way, lengthening of the freeway structure for additional lanes, and modification to the I-80 WB and EB Ramps. The mainline would be raised approximately one foot to meet current standard vertical clearance for the Rocklin Road undercrossing. This alternative would provide LOS C or better conditions at the intersections of Rocklin Road/I-80 WB Ramps and Rocklin Road/I-80 EB Ramps.

CHAPTER 5

STATUTORILY REQUIRED SECTIONS

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5.0 STATUTORILY REQUIRED SECTIONS

Introduction

CEQA requires an EIR to address specific categories of impacts that would result from the proposed project: growth-inducing, cumulative, significant irreversible, significant and unavoidable, and energy. This chapter analyzes impacts related to the Sierra Gateway Apartments project for these statutorily required categories.

5.1 GROWTH-INDUCING IMPACTS

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5.1 GROWTH-INDUCING IMPACTS

Per CEQA Guidelines section 15126.2(d), an EIR must discuss the ways in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Also, the EIR must discuss the characteristics of the project that could encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. Growth can be induced in a number of ways, including through the elimination of obstacles to growth, through the stimulation of economic activity within the region, or through the establishment of policies or other precedents that directly or indirectly encourage additional growth. The purpose of this section is to evaluate the potential growth-inducing effects resulting from the implementation of the proposed project.

In general, a project may foster spatial, economic or population growth in a geographic area if the project removes an impediment to growth (e.g., the establishment of an essential public service, the provision of a new access to an area; a change in zoning or general plan amendment approval); or economic expansion or growth occurs in an area in response to the project (e.g., changes in revenue base, employment expansion, etc.). These circumstances are further described below:

Elimination of Obstacles to Growth: this refers to the extent to which a proposed project removes infrastructure limitations or provides infrastructure capacity, or removes regulatory constraints that could result in growth unforeseen at the time of project approval. The elimination of either physical or regulatory obstacles to growth is considered to be a growth-inducing effect. A physical obstacle to growth typically involves the lack of public service infrastructure. The extension of public service infrastructure, including roadways, water mains, and sewer lines, into areas that would not currently be provided with these services would be expected to support new development. Similarly, the elimination or change to a regulatory obstacle, including existing growth and development policies, could result in new growth.

The proposed project site would be developed on a vacant site in an area near the eastern edge of the Rocklin city limits. While the proposed project will require connections to public service infrastructure such as water, sewer and drainage, there are no physical constraints to growth currently existing in the vicinity of the project site because these utilities are already located in the project vicinity. The proposed project does not include an extension of these or other public services into areas that are not currently provided with such services.

Implementation of the proposed project would not result in the elimination of growth obstacles. The storm drainage system for the proposed project would not add capacity to existing off-site infrastructure for additional projects. The project's sewer flows would be directed to existing sewer infrastructure but would not add capacity to the existing system for additional projects. Improvements to off-site storm drainage and wastewater systems may be made regardless of whether the proposed project is developed, but are not required to serve the proposed project. The proposed project would not require an enlargement of capacity for

the existing water conveyance infrastructure in the area, so the project would not encourage growth by bringing additional water conveyance capacity to the area.

The proposed project would rely upon the existing regional and local roadway system to provide circulation access to the project site. Other than minor changes to accommodate construction of the project at the site and construction of a right turn pocket lane on northbound Sierra College Boulevard at Rocklin Road, no offsite roadway improvements would be constructed, nor would the project expand the capacity of the circulation system in the project vicinity.

The proposed project requires design review and oak tree preservation plan entitlements from the City of Rocklin, but it does not include the elimination or modification to a regulatory obstacle, including existing growth and development policies, that could result in new growth.

The surrounding area does contain some vacant, undeveloped properties but these properties have long been identified for urban development and while the proposed project may indirectly stimulate economic growth as a result of creating a new population base for retail and professional services, the proposed project would not result in the removal of infrastructure limitations or regulatory constraints that could result in growth unforeseen at the time of project approval.

As of January 2015, the population of Rocklin was 60,252. The proposed project includes the construction of a 195-unit apartment complex which will provide housing opportunities. Although the project site was analyzed for Retail Commercial uses in the General Plan EIR, the addition of 195 apartment units is not considered to induce substantial population growth because it is located in an area that has already been planned for urban uses and furthermore, the addition of 195 apartment units into a City that is projected to have approximately 29,283 dwelling units at the buildout of the General Plan does not represent a significant addition.

Economic Effects: this refers to the extent to which a proposed project could cause increased activity in the local or regional economy. Economic effects can include such effects as a "multiplier effect". A "multiplier" is an economic term used to describe interrelationships among various sectors of the economy. The multiplier effect provides a quantitative description of the direct employment effect of a project, as well as indirect and induced employment growth. The multiplier effect acknowledges that the onsite employment and population growth of each project is not the complete picture of growth caused by the project.

The CEQA Guidelines do not distinguish between planned and unplanned growth for purposes of considering whether a project would foster additional growth. Therefore, for purposes of this Draft EIR, to reach the conclusion that a project is growth-inducing as defined by CEQA, the EIR must find that it would foster (i.e., promote, encourage, allow) additional growth in economic activity, population, or housing, regardless of whether the growth is already approved by and consistent with local plans. The conclusion does not determine that induced growth is beneficial or detrimental, consistent with CEQA Guidelines section 15126.2(d).

If the analysis conducted for the EIR results in a determination that a project is growth-inducing, the next question is whether that growth may cause adverse effects on the environment. Environmental effects resulting from induced growth (i.e., growth-induced effects) fit the CEQA definition of "indirect" effects in Section 15358(a)(2) of the CEQA Guidelines. These indirect or secondary effects of growth may result in significant environmental impacts. CEQA does not require that an EIR speculate unduly about the precise location and site-specific characteristics of significant, indirect effects caused by induced growth, but a good-faith effort is required to disclose what is feasible to assess. Potential secondary effects of growth could include consequences – such as conversion of open space to developed uses, increased demand on community and public services and infrastructure, increased traffic and noise, degradation of air and water quality, or degradation or loss of plant and animal habitat – that are a result of growth fostered by the project.

The decision to allow those projects that result from induced growth is the subject of separate discretionary processes by the lead agency responsible for considering such projects. Because the decision to allow growth is subject to separate discretionary decision making, and such decision making is itself subject to CEQA, the analysis of growth-inducing effects is not intended to determine site-specific environmental impacts and specific mitigation for the potentially induced growth. Rather, the discussion is intended to disclose the potential for environmental effects to occur more generally, such that decision makers are aware that additional environmental effects are a possibility if growth-inducing projects are approved. The decision of whether impacts do occur, their extent, and the ability to mitigate them is appropriately left to consideration by the agency responsible for approving such projects at such times as complete applications for development are submitted.

The proposed project would generate employment growth, both temporary and long-term as a result of the short-term construction and long-term management and maintenance needs of the project. In addition to the employment growth generated by the construction of the project, additional local employment could be generated by the above-noted "multiplier effect". The multiplier effect tends to be greater in regions with large diverse economies due to a decrease in the requirement to import goods and services from outside the region, as compared to the effects of spending in smaller economies where goods and services must be imported from elsewhere.

Two different types of additional employment are tracked through the multiplier effect, indirect and induced employment. Indirect employment includes those additional jobs that are generated through the expenditure patterns of residents and direct employment associated with the project. For example, future residents of the proposed project would spend money in the local economy, and the expenditure of that money would result in additional jobs. Indirect jobs tend to be in relatively close proximity to the places of employment and residence.

Induced employment follows the economic effect of employment beyond the expenditures of the employees within the proposed project area to include jobs created by the stream of goods and services necessary to support businesses within the proposed project area. For example, when a manufacturer buys products or sells products, the employment associated with those

inputs or outputs are considered induced employment. Taking the example a step further, when an employee from a project goes out to lunch, the person who serves the project employee lunch holds a job that was indirectly caused by the proposed project. When the server then goes out and spends money in the economy, the jobs generated by this third-tier effect are considered induced.

The multiplier effect also considers the secondary effect of employee expenditures. Thus, it includes the economic effect of the dollars spent by those employees who support the residents and employees of the project.

It is anticipated that the proposed project will result in the direct employment of two persons at the project site, and on-site manager and a maintenance person. In addition to the increase in direct employment at the site and its associated economic impacts, the residents of the project will spend money in the local economy, and the expenditure of that money will contribute to indirect employment. However, the impact on indirect employment will be relatively minimal due to the small magnitude of the proposed project.

Environmental Effects of Induced Growth

The growth induced directly and indirectly by the proposed project would contribute to a number of environmental impacts in the City of Rocklin, as well as the greater regional area, including: traffic congestion; air quality deterioration, and increased demand for housing. These impacts would be less than significant.

While economic and employment growth is an intended consequence of the proposed project, growth induced directly and indirectly by the proposed project could also affect the greater regional area. Potential effects caused by induced growth in the region could include: increased traffic congestion; air quality deterioration, loss of habitat and associated flora and fauna, increased demand on public utilities and services, such as fire and police protection, water, wastewater, solid waste, energy and natural gas, and increased demand for housing. These impacts would be less than significant.

5.2 CUMULATIVE IMPACTS

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5.2 CUMULATIVE IMPACTS

CEQA Guidelines section 15130 requires that an EIR contain an assessment of the cumulative impacts that could be associated with a proposed project. This assessment involves examining project-related effects on the environment in the context of similar effects that have been caused by past or existing projects, and the anticipated future effects of future projects. Although project-related impacts may be individually minor, the cumulative effect of these impacts, in combination with the impacts of other projects, could be significant under CEQA and must be addressed. Where a lead agency concludes that the cumulative effects of a project, taken together with the impacts of past, present and probable future impacts, are significant, the lead agency then must determine whether the proposed project's incremental contribution to such a significant cumulative impact is "cumulatively considerable" (and thus significant in and of itself).

CEQA Guidelines section 15130 requires the analysis of impacts due to cumulative development that would occur independent of, but during the same time frame as, the project under consideration, or in the foreseeable future. By requiring an evaluation of cumulative impacts, CEQA attempts to minimize the potential that large-scale environmental impacts would be ignored due to the project-by-project nature of project-level analyses contained in EIRs.

The proposed Sierra Gateway Apartments project, in conjunction with development in the vicinity of the project site and within the region, would contribute to cumulative environmental impacts. Cumulative impacts were analyzed in each of the technical chapters of this Draft EIR (Chapters 4.2 through 4.5). The geographic scope of the cumulative analysis varies by technical area. For example, traffic and traffic-related air emissions and noise analyses assumed development that is planned for and/or anticipated in the region, because each jurisdiction within the region contributes to traffic on local and regional roadways, and air quality impacts were evaluated against conditions in the Sacramento Valley Air Basin. The cumulative analysis in each technical section evaluated the proposed project's contribution the cumulative scenario and one cumulatively considerable impact was identified (Transportation/Traffic). The cumulative analyses are summarized below.

Aesthetics

As indicated in Impact 4.2-2, the proposed project, within context of development in the area immediately surrounding the project site, future surrounding development as well as development of the proposed project would incrementally result in a change in the visual character and quality of the area through the conversion of vacant or partially developed land to developed uses. Through land use entitlement and other review processes, future development is anticipated to be well designed and consistent and compatible with adjacent developments in the larger project vicinity. Development patterns would include landscaping and setbacks that would help screen future development from adjacent land uses and provide a transition space from existing developed land uses. Therefore, the impact would be considered less than cumulatively considerable and less than significant.

Air Quality

As indicated in Impact 4.3-5, the proposed project, within the context of development in the region, would incrementally result in a net increase of criteria air pollutants (ROG and NOx) for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors). It was determined that the proposed project's operational related emissions would be below the Placer County Air Pollution Control District's cumulative thresholds of significance for ROG and NOx. Implementation of mitigation measure MM4.3-2 (a) and 4.3-2 (b) would ensure that the operational activities associated with the proposed project would not 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 air quality standard. Therefore the impact would be considered less than cumulatively considerable and less than significant.

Biological Resources

As indicated in Impact 4.4-6, the proposed project, within context of development in the City of Rocklin and the surrounding area of western Placer County, would incrementally impact biological resources by contributing to the loss of native plant communities, wildlife habitat values, special-status species and their potential habitat, and wetland resources. These biological resources impacts were considered and analyzed at a programmatic level in the General Plan EIR and are considered to contribute to the significant cumulative impacts to biological resources discussed above. Future development within the City of Rocklin would be required to comply with the City's goals, policies and ordinances to mitigate impacts to biological resources. The site-specific significant impacts to biological resources as a result of the proposed Sierra Gateway Apartments project identified above can all be reduced to a less than significant level through the application of the identified mitigation measures (Impacts 4.4-1, 4.4-2 and 4.4-4) or are not considered to be significant impacts(Impacts 4.4-3 and 4.4-5).

Because the biological resources analysis has concluded that the proposed project will not result in any significant impacts due to the application of the identified mitigation measures and the proposed project will not result in any significant biological resources impacts more severe than those disclosed in the General Plan EIR, the City finds pursuant to CEQA Guidelines section 15168, subdivision (c) (4) that the cumulative environmental effects of the proposed Sierra Gateway Apartments project were covered in the program EIR. The City also finds pursuant to CEQA Guidelines section 15183 (j) that cumulative impacts to biological resources, including the contribution to those cumulative impacts as a result of the proposed project, were adequately discussed in the General Plan EIR and further analysis of that cumulative impact is excluded from this Draft EIR. Therefore, with the application of the previously identified mitigation measures the impact would be considered less than cumulatively considerable and less than significant.

Transportation/Traffic

As indicated in Impact 4.5-8, the proposed project, within the context of development in the City of Rocklin and the surrounding areas of western Placer County, would result in a cumulatively considerable and significant and unavoidable impact to the Rocklin Road/Interstate 80 WB and EB ramp intersections. Under the Cumulative (Year 2030) Plus Project, Water Lily Lane Emergency Access and Outbound Access from Water Lily Lane conditions, the increase in delay at the intersections of Rocklin Road/Interstate 80 WB and EB ramps is each more than five seconds at an intersection that operates at an unacceptable LOS in the Cumulative No Project condition in the PM peak hour (WB Ramp: 82.5 – 70.5 = 12 seconds; EB Ramp: 115.7 – 102.7 = 13 seconds). Therefore, cumulative impact to the Rocklin Road/Interstate 80 WB and EB Ramp intersections would be considered cumulatively considerable and significant and unavoidable.

5.3 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL EFFECTS

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5.3 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL EFFECTS

CEQA Guidelines section 15126.2(c) mandate that an EIR address any significant irreversible environmental changes, which would be involved if the proposed project is implemented. Specifically, section 15126.29(c) states:

> Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible, since a larger commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts, and particular secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

Generally, a project would result in significant irreversible environmental changes if:

- 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;
- 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 a wasteful use of energy).

The Sierra Gateway Apartments project would likely result in or contribute to the following irreversible environmental changes:

- Conversion of existing undeveloped land to high density residential uses.
- Conversion of existing habitat and irreversible loss of wildlife and wildlife habitat.
- Increased ambient noise associated with an increase in traffic.
- Degradation of air quality associated with project construction and operation.
- Irreversible commitment of municipal resources to the provision of services and operations of infrastructure for future urban development.
- Irreversible consumption of goods and services associated with the future residential population.

- Irreversible consumption of energy and natural resources associated with the construction and operation of the project, as well as by the future residential population.

- Possible demand for, and use of, goods, services and resources for this project to the exclusion of projects in other locations.

Development of the proposed project would result in the dedication of the project site to residential development, thereby precluding other conflicting uses for the lifespan of the project. Restoration of the project site to pre-development conditions would not be feasible given the degree of disturbance, the urbanization of the site, and the level of capital investment.

CEQA Guidelines also require a discussion of the potential for irreversible environmental damage caused by an accident associated with the proposed project. While the project could result in the use, transport, storage and disposal of hazardous materials during construction and operation, as described in the Initial Study, Section VIII. "Hazards and Hazardous Materials", all activities will comply with applicable federal, state and local laws and regulations related to hazardous materials, which significantly reduces the likelihood and severity of accidents that could result in irreversible environmental damage.

Implementation of the proposed project would result in the long-term commitment of resources to development of the site into a high density residential apartment complex. The most notable significant irreversible impacts are a reduction in the natural vegetation for wildlife communities; increased generation of pollutants, and the commitment of non-renewable and/or slowly renewable natural and energy resources, such as lumber and other forest products, mineral resources, and water resources during construction activities. Operations associated with future uses would also consume natural gas and electrical energy. These irreversible impacts are, as of yet, unavoidable consequences of urban growth.

5.4 SIGNIFICANT AND UNAVOIDABLE IMPACTS

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5.4 SIGNIFICANT AND UNAVOIDABLE IMPACTS

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. Such impacts would be considered unavoidable when it has been determined that either no mitigation, or only partial mitigation, is feasible. This section identifies significant impacts that could not be eliminated or reduced to a less than significant level by mitigation measures imposed by the City as lead agency. The City of Rocklin would make the final determination of the significance of impacts and of the feasibility of mitigation measures as part of its certification action. The environmental effects of the proposed project on various aspects of the environment are discussed in detail in Chapter 4, Environmental Setting, Impacts, and Mitigation Measures. The analysis concluded there would not be any project-specific significant and unavoidable impacts. However, the analysis did conclude that there would be one cumulative significant and unavoidable impacts of the Sierra Gateway Apartments project:

- Impact 4.5-8, Conflict with an Applicable Plan, Ordinance or Policy Establishing Measures of Effectiveness for the Performance of the Circulation System – Cumulative Plus Project Condition

  Under the Cumulative (Year 2030) Plus Project, Water Lily Lane Emergency Access and Outbound Access from Water Lily Lane conditions, the increase in delay at the intersections of Rocklin Road/Interstate 80 WB and EB ramps is each more than five seconds at an intersection that operates at an unacceptable LOS in the Cumulative No Project condition in the PM peak hour (WB Ramp: 82.5 – 70.5 = 12 seconds; EB Ramp: 115.7 – 102.7 = 13 seconds). Therefore, the cumulative impact to the Rocklin Road/Interstate 80 WB and EB Ramp intersections would be considered cumulatively considerable and significant and unavoidable.

5.5 ENERGY

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5.5 ENERGY

Appendix F of the State CEQA Guidelines requires 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]). According to Appendix F of the CEQA Guidelines, 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 is primarily a residential development, with 195 apartment units, and a 6,383 square foot clubhouse, which will include a leasing office, gym, and pool. The proposed project uses would not have a high or wasteful demand for energy. The amount of energy used at the residential uses within the project site would directly correlate to the number and size of residential units, the energy consumption of associated unit appliances, garage usage, and outdoor lighting, landscape maintenance, and other energy uses associated with project site activities. Other proposed project energy uses include fuel used by vehicle trips generated by the project during its construction and operation, and fuel used by off-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.2016.3.1 and the California Air Resource Board's EMFAC2014). It should be noted that many of the assumptions provided by CalEEMod are conservative relative to the proposed project. Therefore, this discussion provides conservative estimate of proposed project emissions.

ELECTRICITY AND NATURAL GAS

Electricity and natural gas used by the proposed project would be used for primarily for residential housing end uses. Additionally, the energy required to pump water and wastewater to and within the project site is included under electricity usage. Total annual unmitigated and mitigated electricity (kWh) and natural gas (kBTU) usage associated with the operation of the proposed Project are shown in Tables 5.5-1 and 5.5-2, below (as provided by CalEEMod). The proposed project incorporates feasible mitigation to reduce the proposed project's operational electricity and natural gas consumption (see Mitigation Measures 4.3-2 (a) and 4.3-2 (b)).

TABLE 5.5-1 PROJECT OPERATIONAL NATURAL GAS AND ELECTRICITY USAGE (UNMITIGATED SCENARIO)		
EMISSIONS[(A)]	*NATURAL GAS (KBTU/YEAR)*	*ELECTRICITY (KWH/YEAR)*
Apartments Low Rise	3,172,290	942,133
Total	**3,172,290**	**942,133**
NOTE: [(A)] NUMBERS PROVIDED HERE MAY NOT ADD UP EXACTLY TO TOTAL DUE TO ROUNDING. SOURCE: CALEEMOD (V.2016.3.1)		

TABLE 5.5-2 PROJECT OPERATIONAL NATURAL GAS AND ELECTRICITY USAGE (MITIGATED SCENARIO)		
EMISSIONS[(A)]	*NATURAL GAS (KBTU/YEAR)*	*ELECTRICITY (KWH/YEAR)*
Apartments Low Rise	3,172,290	920,850
Total	**3,172,290**	**920,850**
NOTE: [(A)] NUMBERS PROVIDED HERE MAY NOT ADD UP EXACTLY TO TOTAL DUE TO ROUNDING. SOURCE: CALEEMOD (V.2016.3.1)		

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.

As shown in Tables 5.5-1 and 5.5-2, proposed project operational energy usage would be reduced with implementation of Mitigation Measures 4.3-2 (a) and 4.3-2 (b). Measures that would increase project energy efficiency include disallowing wood-burning fireplaces/hearths and requiring the installation of energy efficient appliances. As a conservative estimate, the proposed project's electricity requirements would be reduced by approximately 2.3% (electricity) with the incorporation of this mitigation.

ON-ROAD VEHICLES (OPERATION)

The proposed project would generate vehicle trips during its operational phase. According to the Traffic data provided for the proposed Project by Omni-Means, the proposed project would generate approximately 1,305 gross daily 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 proposed project location and urbanization level parameters De Novo (the author of the Air Quality-Greenhouse Gas Emissions Analysis) selected within CalEEMod (i.e. "Placer-Sacramento County" Air District and "Urban" urbanization level). These values are provided by the individual districts or use a default average for the state, depending on the location of the proposed Project (ENVIRON, 2013). Based on default factors provided by

CalEEMod, the weighted average distance per trip is assumed to be approximately 8.86 miles. Therefore, the proposed project would generate at total of approximately 11,567 average daily vehicle miles travelled (Average Daily VMT). Using fleet mix data provide by CalEEMod (v.2016.3.1), and Year 2019 gasoline and diesel MPG (miles per gallon) factors for individual vehicle classes as provided by EMFAC2014, De Novo derived weighted MPG factors of approximately 25.2 for gasoline and 12.6 for diesel. With this information, De Novo calculated that the unmitigated proposed project would generate vehicle trips that would use a total of approximately 427 gallons of gasoline and 66 gallons of diesel fuel per day, on average, or 155,781 gallons of gasoline and 23,919 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 per construction phase as provided by CalEEMod, and Year 2019 gasoline MPG factors provided by EMFAC2014. For the purposes of simplicity, it was assumed that all on-road worker vehicles generated by the construction phase of the project would use gasoline as a fuel source (as opposed to diesel fuel or alternative sources). Additionally, it was assumed that all on-road vendor trucks generated by the construction phase would use diesel fuel. Table 5.5-3, below, describes gasoline and diesel fuel used by on-road mobile sources during each phase of 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 D of the Air Quality-Greenhouse Gas Emissions Analysis study for detailed calculations of on-road mobile fuel generated during the project construction period.

TABLE 5.5-3
ON-ROAD MOBILE FUEL GENERATED BY PROJECT CONSTRUCTION ACTIVITIES – BY PHASE

Construction Phase	*# of Days*	*Total Daily Worker Trips*[(A)]	*Total Daily Vendor Trips*[(A)]	*Gallons of Gasoline Fuel*[(B)]	*Gallons of Diesel Fuel*[(B)]
Clear and Grub	10	18	-	77	-
Rough Grading	30	20	-	258	-
Finish Grading	30	20	-	258	-
Paving	20	33	-	284	-
Building Construction	300	140	21	18,048	6,666
Architectural Coating	300	28	-	3,610	-
Total	**690**	**259**	**21**	**22,535**	**6,666**

NOTE: [(A)] PROVIDED BY CALEEMOD. [(B)]SEE APPENDIX D FOR FURTHER DETAIL. NOTE: NUMBERS MAY NOT EXACTLY ADD UP DUE TO ROUNDING. SOURCE: CALEEMOD (V.2016.3.1); EMFAC2014.

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 that could 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 CO_2 emissions expected to be generated by the off-road mobile vehicles during the construction phase of the proposed Project (as provided by the CalEEMod output), and a CO_2 to diesel fuel conversion factor (provided by the U.S. Energy Information Administration), the proposed Project would use a maximum total of approximately 63,007.14 gallons of diesel fuel for off-road construction vehicles. Detailed calculations are provided in Appendix D of the Air Quality-Greenhouse Gas Emissions Analysis.

OTHER

Proposed project landscape maintenance activities would generally require the use fossil fuel (i.e. gasoline) energy. For example, lawn mowers require the use of fuel for power. As an approximation, it is estimated that gasoline-powered landscape care maintenance would occur 0.25 hours per week for each residential unit proposed. Given a total of 195 dwelling units, landscape maintenance would occur for 2,535 hours per year. With a conservative estimate of approximately 0.5 gallons of gasoline used per person-hour of landscape maintenance, the proposed project would require the use of approximately 1,267.5 gallons of gasoline per year to power landscape maintenance equipment for residential uses. The energy used to power landscape maintenance equipment would not differ substantially from the energy required for landscape maintenance for similar types of projects.

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. However, these sources of energy are not currently planned to be utilized by the proposed project.

CONCLUSION

The proposed project would use energy resources for the operation of project buildings (i.e., electricity and natural gas), for on-road vehicle trips (i.e. gasoline and diesel fuel) generated by the proposed project, and from off-road vehicles generated by and associated with the proposed project (i.e., 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 it 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. Based on this requirement, PG&E is expected to procure at least 33% of its electricity resources from renewable energy resources by 2020, and 50% by 2030. 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 incorporation of the mitigation measure described previously in this section would further reduce project energy. The proposed project would also be in compliance with the planning documents described previously within this section.

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 Project including construction, operations, maintenance, and/or removal. PG&E, the electricity and natural gas 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. Although improvements to City's pedestrian, bicycle, and public transit systems would provide further opportunities for alternative transit, the proposed project would be linked closely with existing networks that, in large part, are sufficient for most residents of the proposed project and the City of Rocklin as a whole. For these reasons, and others (as described previously), the proposed project would not be expected to cause an inefficient, wasteful, or unnecessary use of energy resources nor cause a significant impact on any of the thresholds as described by Appendix F of the *CEQA Guidelines*.

CHAPTER 6

ALTERNATIVES ANALYSIS

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6. ALTERNATIVES ANALYSIS

Introduction

The primary intent of the alternatives evaluation in an EIR, as stated in Section 15126.6(a) of the CEQA Guidelines, is to "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." Further, the Guidelines state that "the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly." (CEQA Guidelines section 15126.6(b)). The feasibility of an alternative may be determined based on a variety of factors including, but not limited to, site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and site accessibility and control (CEQA Guidelines section 15126.6(f)(1)).

CEQA provides the following additional guidelines for discussing alternatives to a proposed project:

- The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project but could avoid or substantially lessen one or more of the significant effects (CEQA Guidelines section 15126.6(c)).

- The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project (CEQA Guidelines section 15126.6(d)).

- The specific alternative of "no project" shall also be evaluated along with its impacts. The "no project" analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. …When the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the "no project" alternative will be the continuation of the existing plan, policy or operation into the future. … If the project is other than a land use or regulatory plan… the "no project" alternative is the circumstance under which the project does not proceed. … After defining the no project alternative using one of these approaches, the lead agency should proceed to analyze the impacts of the no project alternative by projecting what would reasonable by expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services (CEQA Guidelines section 15126.6(e)).

The significant environmental impacts of the proposed project that the alternatives will seek to eliminate or reduce were determined and are based upon the findings contained within each technical section evaluated in Chapter 4 of this Draft EIR.

CEQA requires an EIR to identify project alternatives and to indicate the manner in which a project's significant effects may be mitigated or avoided. However, it does not mandate that the EIR itself contain an analysis of the feasibility of the various project alternatives or mitigation measures that it identifies (Public Resources Code, sections 21002.1 (a) and 21100 (b). As the lead agency, the City of Rocklin bears the responsibility for the decisions that have to be made before the project can go forward. These decisions include but are not limited to the determinations of feasibility and whether the benefits of the project outweigh its significant effects on the environment (Public Resources Code section 21002.1 (b) and (c) and section 21082).

Project Objectives

The objectives of the proposed project are used to effectively evaluate the reasonableness and feasibility of each alternative. As presented in Chapter 3, Project Description, the applicant has proposed the Sierra Gateway Apartments project to achieve the following objectives:

- Provide a high-quality, financially viable residential apartment project that integrates and transitions into the surrounding land uses and would maximize housing opportunities by locating a higher density development with a significant number of units within walking and bicycling distance of Sierra College and nearby retail commercial uses, and within a short driving distance to the City's commercial centers at Sierra College Boulevard and Interstate 80;

- Increase Rocklin's housing supply in a manner that responds to market desires and in close proximity to existing transportation corridors and nearby public transportation to help promote walkable communities and reduce vehicle trips and traffic congestion, and that is consistent with General Plan land use and zoning designations, planning goals, objectives, and policies of the City of Rocklin;

- Provide housing opportunities consistent with the available sites for residential development that were identified in the City of Rocklin 2013-2021 Housing Element Update, consistent with Goal 2 to facilitate the provision of a range of housing types to meet the diverse needs of the community, and consistent with Policy 3.3 to facilitate the development of multi-family housing on vacant parcels designated for medium-high and high density residential uses

- Provide a well-designed project that is consistent with the Sacramento Area Council of Governments (SACOG) 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy, including its guiding principles, policies and strategies as they relate to smart land use, access and mobility, compact development and greenfield developments adjacent to the existing urban edge.

- Develop an apartment complex adjacent to an existing apartment complex that is already being operated by the project applicant to achieve certain economies of scale such as allowing for more efficient joint management of both complexes and providing additional amenities that can be offered to and enjoyed by tenants of the existing complex.

- Replace a long-standing undeveloped property with a market ready, economically productive use that maximizes opportunities to strengthen the tax base.

Selection of Alternatives

The requirement that an EIR evaluate alternatives to the proposed project or alternatives to the location of the proposed project is a broad one; the primary intent of the alternatives analysis is to disclose other ways that the objectives of the project could be attained while reducing the magnitude of, or avoiding, the environmental impacts of the proposed project. Alternatives that are included and evaluated in an EIR must be feasible alternatives. However, the Public Resources Code and the CEQA Guidelines direct that the EIR needs to "set forth only those alternatives necessary to permit a reasoned choice." The CEQA Guidelines provide definition for "a ranger of reasonable alternatives" and, thus, limit the number and type of alternatives that may need to be evaluated in a given EIR. According to the CEQA Guidelines section 151265.6(f), "The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determined could feasibly attain most of the basic objectives of the project."

First and foremost, alternatives in an EIR must be feasible. In the context of CEQA (Public Resources Code section 21061.1), "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."

Further, 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 plans or regulatory limitations, jurisdictional boundaries, and the ability of the proponent to attain site control (CEQA Guidelines section 15216.6 (f)(1). Finally, an EIR is not required to analyze alternatives when the effects of the alternative cannot be reasonably ascertained and whose implementation is remote and speculative (CEQA Guidelines section 15126.6(f)(3).

Alternatives Dismissed in this EIR

Off-Site Alternatives

This EIR does not analyze any off-site alternatives to the proposed project, based on consideration of all of the following factors: (1) an off-site alternative would not accomplish some of the basic project objectives, including the applicant's desire to build a high density residential project uniquely located adjacent to its existing apartment complex it is already

currently operating, thereby allowing it to achieve certain efficiencies and economies of scale in the joint operation of two adjacent apartment complexes; (2) the applicant lacks ownership or control of any alternative sites; (3) the project proposes development of the site specifically consistent with its current General Plan and zoning designations; (4) the applicant has a legal right to develop its property consistent with the existing zoning, and the scope of the City's discretion to prohibit the applicant from so developing the property is constrained under local and state law; (5) the project is located on a site at the intersection of two major arterials that the City has designated and planned for urban development for over 30 years; and (6) the City has identified the location of this site as being particularly well-suited for high density residential development, given its adjacency to the existing apartment complex and its proximity to Sierra College and to numerous existing and planned commercial developments. Some of these points are further discussed below.

When proposed residential development is consistent with existing land use and planning policies, CEQA does not require review of alternative project sites. The California Supreme Court has held that a city need not re-examine existing land use plans and policies in evaluating alternative project sites. (See *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 573.) Instead, when proposed development is consistent with existing plans and policies, CEQA requires that the EIR's alternatives analysis focus on environmentally superior alternatives for development of the site consistent those plans and policies.

Because the proposed project is a permitted use under the applicable zoning, the scope of the City's discretion under its own local laws is limited to design review and approval of an oak tree preservation permit. Furthermore, because the project to construct residential units is consistent with the existing zoning, state law expressly limits the ability of the City to deny the development or even to require a reduction in its density. For example, under Government Code section 65589.5(j), such a development may not be disapproved or conditioned on a reduction in density unless a city can find that the proposed project would have a specific, adverse impact on the public health or safety. While this EIR is nonetheless analyzing a reduced density alternative for the purpose of informing its environmental analysis, an off-site alternative would be particularly infeasible for the City to mandate under the limited scope of its current discretion, as such an alternative would effectively prohibit the applicant from developing its current property consistent with its existing zoning.

In any event, even if the City had the discretion to mandate an off-site alternative, the City would nonetheless reject such an alternative as being inconsistent with its land use planning for the project site. For over 30 years, since the site was first annexed to the City in 1985, the City's General Plan has designated the project site for urban development. The City previously approved a commercial and office development project on the site in 2007, for which the City prepared and certified the Sierra College Center Final Impact Report (State Clearinghouse No. 2006052130). That project was never constructed. On April 16, 2013, the City Council approved a General Plan Amendment to change the land use designation of the project site from Retail Commercial (RC) to High Density Residential (HDR), and a Rezone to change the zoning from Planned Development Commercial (PD-C) to Planned Development Residential, 20 units minimum per acre (PD-20). As discussed in the Project Description, the City approved these land use changes for several reasons, including: 1) the project site is adjacent to existing

multi-family residential development and the project was seen as an extension of the existing multi-family residentially designated land; 2) the site is at the intersection of two arterial roadways and has existing neighborhood commercial centers within walking distance as well as developing major commercial centers within a few miles, as well as recently designated Mixed Use property located to the north across Rocklin Road (allowing for commercial uses) that would all benefit by having additional residents (potential customers) located nearby; 3) the provision of additional housing opportunities for faculty, staff and/or students at the adjacent Sierra Community College; 4) to introduce more residential uses in this area of the City given the recent development of the Rocklin Crossings and Commons shopping centers in close proximity and to better accommodate the recent Mixed Use designation of property to the north across Rocklin Road which may also contain some commercial development, and 5) in recognition of the rights of a land owner to develop property that has long been designated for urban development.

As part of the NOP comments, a suggestion was made to consider an alternative to the proposed project that would involve a "land swap" with Sierra Community College for their land that is located to the north of Rocklin Road. As discussed in Chapter 1, Introduction and Scope of EIR, because of the College's desire to create student housing and to develop their property with long-term revenue possibilities, its plans for the College's property do not align with a "land swap" concept and therefore the project applicant does not have the ability to attain site control. Thus, such an alternative is not considered feasible.

Alternatives Considered in this EIR

For this EIR, the alternatives considered include the following:

- No Project Alternative;
- Reduced Intensity Alternative, and
- Reduced Building Footprint/Increased Height Alternative

No Project Alternative

The No Project Alternative would allow the project site to continue in its existing vacant state. Under this alternative, the City of Rocklin would not approve development of the proposed project. This non-development alternative is characterized primarily by the benefits of continued natural space on the proposed Sierra Gateway Apartments project site. However, it should be anticipated that the project site would ultimately be developed based on its long-standing designations in the City General Plan and zoning map for urban development and the presence of available infrastructure. The No Project Alternative would not meet any of the project objectives.

Aesthetics

The No Project Alternative would not impact the existing visual character or quality of the project site and its surroundings. Therefore, the No Project Alternative would result in fewer aesthetic impacts than the proposed Sierra Gateway Apartments project in the

near term, but not ultimately if the General Plan and zoning designations remain the same.

Air Quality

The No Project Alternative would not result in the generation of emissions associated with the proposed project's construction and operation. Therefore, the No Project Alternative would result in fewer impacts to air quality than the proposed Sierra Gateway Apartments project in the near term, but not ultimately if the General Plan and zoning designations remain the same.

Biological Resources

The No Project Alternative would not impact the project site's vegetation, including wetland, woodland and seasonal grassland habitat as well as wildlife habitat. Therefore, the No Project Alternative would result in fewer impacts to biological resources than the proposed Sierra Gateway Apartments project in the near term, but not ultimately if the General Plan and zoning designations remain the same.

Transportation/Traffic

The No Project Alternative would not result in the generation of automobile trips associated with the proposed project's construction and operation. Therefore, the No Project Alternative would result in fewer impacts to transportation/traffic than the proposed Sierra Gateway Apartments project in the near term, but not ultimately if the General Plan and zoning designations remain the same.

Reduced Intensity Alternative

The Reduced Intensity Alternative would remove one of the proposed buildings from the proposed project plan in an effort to reduce the intensity of buildings on the site and avoid impacting a cluster of trees that were determined by the project arborist to be in fair-good condition. Although one might think there are a multitude of ways in which such a reduction could be accomplished, when the location of healthy trees and grading realities were examined, the most effective scenario would be to remove building number 2, a 3-story building located adjacent to Rocklin Road and the existing Rocklin Manor apartment complex, from the proposed project plan. By eliminating this building, the total living space square footage for the proposed project would be reduced by 23,248 square feet, leaving a living space total square footage remaining of 171,485 square feet, and the total number of parking stalls for the proposed project would be reduced by 31 spaces, resulting in a parking stall total of 356 spaces. The total unit count would also be reduced by 25 units, leaving a total of 170 units. A site plan of the Reduced Intensity Alternative is provide in Figure 6-1.

Aesthetics

The Reduced Intensity Alternative would decrease the total number of residential buildings on the project site from eleven to ten and result in a reduction of 25 units. The elimination of a proposed 3-story residential structure would result in a lesser

change of the project site's visual character or quality and its surroundings. This change would be particularly evident as it relates to the view/look of the project site from the north along Rocklin Road where building number 2 would not be built resulting in an increased separation between the project's buildings along Rocklin Road and the adjacent Rocklin Manor apartment complex. Building number 2 is proposed to be located approximately 160 feet from the closest Rocklin Manor apartment building to the east; with the removal of building number 2, the distance between the closest Rocklin Manor apartment building to the east and building number 1 (the next closest building) would be approximately 360 feet. Therefore, the Reduced Intensity Alternative would result in a lesser change of the project site's visual character or quality and its surroundings than the proposed Sierra Gateway Apartments project.

Air Quality

The Reduced Intensity Alternative would decrease the total number of buildings on the project site from eleven to ten and result in a reduction of 25 units. The reduction of the number of site structures and units would result in approximately 167 fewer vehicle trips per day to and from the project site (25 units x 6.69 trips/unit per the ITE Traffic Manual trip generation rate per unit for apartments). This reduction in vehicle trips, together with fewer construction emissions and a reduction in project operational emissions from less natural gas combustion exhaust from water and space heating as a result of fewer units, would result in a lesser amount of overall emissions associated with the proposed project's construction and operation. Therefore, the Reduced

FIGURE 6-1, SITE PLAN FOR REDUCED INTENSITY ALTERNATIVE

Intensity Alternative would result in a lesser amount of overall air quality emissions than the proposed Sierra Gateway Apartments project.

Biological Resources

The Reduced Intensity Alternative would decrease the total number of buildings on the project site from eleven to ten and result in a reduction of 25 units. The reduction of the number of site structures would result in fewer impacts to woodland and seasonal grassland habitat as well as wildlife habitat when compared to the proposed Sierra Gateway Apartments project. The reduction in the number of site structures would minimally reduce the amount of impacts to different habitat types because while the area where building number 2 would not be built would have no to limited grading impacts, the rest of the development area would still require grading to accommodate the remaining site structures, parking, landscape, handicap accessibility, drainage, sewer and other infrastructure requirements. The area where building number 2 would not be built contains eighteen oak trees deemed by the project arborist to be in fair-good condition and it is likely that these oak trees could be preserved. However, one oak tree (rated as a 2 (poor) by the project arborist) at the Rocklin Manor apartment complex would require removal because the shared driveway for the proposed project would have to be shifted to the east to reduce the grading impact around the oak trees to be preserved. Therefore, the Reduced Intensity Alternative would result in fewer effects to biological resources than the proposed Sierra Gateway Apartments project.

Transportation/Traffic

The Reduced Intensity Alternative would decrease the total number of buildings on the project site from eleven to ten and result in a reduction of 25 units. The reduction of the number of site structures would decrease the number of projected daily automobile trips in the project area, as well as have a smaller contribution to traffic levels on nearby roadways and intersections. Specifically, the reduction of the number of building structures and units would result in approximately 167 fewer vehicle trips per day to and from the project site (25 units x 6.69 trips/unit per the ITE Traffic Manual trip generation rate per unit for apartments). Therefore, although roadway conditions will not be significantly lessened, the Reduced Intensity Alternative would result in a lesser contribution to traffic levels on nearby roadways and intersections than the proposed Sierra Gateway Apartments project but not reduce such impacts to a less than significant level (see Appendix L, February 27, 2017 Reduced Intensity Alternative memorandum from Omni Means).

Reduced Building Footprint/Increased Height Alternative

The Reduced Building Footprint/Increased Height Alternative would include approximately the same square footage and unit number as the proposed Sierra Gateway Apartments project development; however the buildings would contain an increased number of stories to result in an overall smaller development footprint. Although there are a multitude of ways in which such a reduction could be accomplished, one example would be to remove building numbers 3,

4 and 5, the three westernmost buildings located adjacent to Sierra College Boulevard, and apply their square footages to building numbers 1, 2 and 8, making those combined buildings five-six stories instead of three stories. The overall lot coverage for the buildings would be reduced; however the same number of parking spaces would be required. A site plan of the Reduced Footprint Alternative is provide in Figure 6-2.

Aesthetics

The Reduced Building Footprint/Increased Height Alternative would include approximately the same square footage and unit numbers as the proposed Sierra Gateway Apartments project development; however the buildings would contain an increased number of stories to result in an overall smaller development footprint. The reduction of the number of site structures could be considered beneficial from an aesthetics viewpoint particularly as it relates to the view/look of the project site from the Sierra College Boulevard where building numbers 3, 4 and 5 would not be built, resulting in an increased separation between the project's buildings and Sierra College Boulevard. Building numbers 3, 4 and 5 are located approximately 40, 60 and 40 feet, respectively, at their closest point from the eastern edge of Sierra College Boulevard; with the removal of building numbers 3, 4 and 5, the distance between the eastern edge of Sierra College Boulevard and building numbers 6a, 6b 7a and 7c (the next closest buildings in the central portion of the project site) would be approximately 205, 230, 240 and 230 feet, respectively, from their closest point from the eastern edge of Sierra College Boulevard. However, the increase in the height to five-six stories (which would be beyond the building height allowed by the project site's zoning regulations and would require a variance at the City's discretion) could more significantly affect the project site's visual character or quality of the project site and its surroundings. Therefore, the Reduced Building Footprint/Increased Height Alternative would result in a greater change of the project site's visual character or quality and its surroundings than the proposed Sierra Gateway Apartments project.

Air Quality

The Reduced Building Footprint/Increased Height Alternative would include approximately the same square footage and unit numbers as the proposed Sierra Gateway Apartments project development; however the buildings would contain an increased number of stories to result in an overall smaller development footprint. Therefore, the Reduced Building Footprint/Increased Height Alternative would mirror the amount of overall air quality emissions expected under the proposed Sierra Gateway Apartments project because the square footage and unit count would be the same under both projects**.**

Biological Resources

The Reduced Building Footprint/Increased Height Alternative would include approximately the same square footage and unit number as the proposed Sierra Gateway Apartments project development; however the buildings would contain an

FIGURE 6-2, SITE PLAN FOR REDUCED FOOTPRINT ALTERNATIVE

increased number of stories to result in an overall smaller development footprint. The reduction of the number of site structures would result in fewer impacts to woodland and seasonal grassland habitat as well as wildlife habitat when compared to the proposed Sierra Gateway Apartments project. The reduction in the number of site structures would reduce the amount of impacts to different habitat types because the area where building numbers 3, 4 and 5 would not be built would have no to limited grading impacts, although the rest of the development area would still require grading to accommodate the remaining site structures, parking, landscape, handicap accessibility, drainage, sewer and other infrastructure requirements. The area where building numbers 3, 4 and 5 would not be built contains fifty-seven oak trees deemed by the project arborist to be in various states of condition (i.e., dead, dangerous/non-correctable, poor and fair-good condition) and it is likely that these oak trees could be preserved, although the health of some of the trees may result in their ultimate demise despite not being impacted by grading. Therefore, the Reduced Building Footprint/Increased Height Alternative would result in fewer effects to biological resources than the proposed Sierra Gateway Apartments project.

Transportation/Traffic

The Reduced Building Footprint/Increased Height Alternative would include approximately the same square footage and unit number as the proposed Sierra Gateway Apartments project development; however the buildings would contain an increased number of stories to result in an overall smaller development footprint. Therefore, the Reduced Building Footprint/Increased Height Alternative would mirror the contribution to traffic levels on nearby roadways and intersections and the associated transportation/traffic impacts expected under the proposed Sierra Gateway Apartments project because the square footage/unit number and the associated number of daily vehicle trips generated by such an alternative would be approximately the same under both projects.

Environmentally Superior Alternative

In addition to the discussion and comparison of impacts of the alternatives to the proposed project, CEQA requires that an "environmentally superior" alternative be selected and the reasons for such selection disclosed. In general, the environmentally superior alternative is the alternative that would be expected to generate the least adverse impacts. CEQA requires that if the No Project Alternative is the environmentally superior alternative, an additional alternative that is environmentally superior must be identified.

It should also be noted that environmental considerations are one portion of the factors that must be considered by the public and the decision makers in deliberations on the proposed project and alternatives. Other factors of importance include urban design, economics, social factors, legal requirements and fiscal considerations.

The environmentally superior alternative must reduce the overall impact of the proposed project. The No Project Alternative would eliminate all of the projected environmental impacts

of the proposed project; however, CEQA does not allow the No Project Alternative to be identified as environmentally superior.

Of the alternatives analyzed, the Reduced Intensity Alternative provides the greatest reduction in the level of environmental effects while meeting most of the overall objectives of the project. The reduction in number of site structures and unit count would result in a lesser change of the project site's visual character or quality and its surroundings, a lesser amount of overall air quality emissions, fewer effects to biological resources and a lesser contribution to traffic levels on nearby roadways and intersections. While the Reduced Intensity Alternative does reduce the amount of square footage available for the proposed project site buildings, the Reduced Intensity Alternative would still generally meet most of the objectives of the proposed project to provide a residential apartment project in close proximity to retail commercial uses and educational facilities, as well as, the adjacent existing apartment complex with common ownership. Therefore, the Reduced Intensity Alternative is the Environmentally Superior Alternative.

CHAPTER 7

EIR AUTHORS/PERSONS CONSULTED

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7. EIR AUTHORS/PERSONS CONSULTED

CITY OF ROCKLIN

City of Rocklin Environmental Services Division

City of Rocklin City Attorney's Office

City of Rocklin Economic and Community Development Department

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DUDEK

John Spranza	Principal Ecologist
Kevin Derby	Senior Biologist
Jonathan Stong	Professional Engineer
Glenna McMahon	Professional Engineer'
Keith Blackmon	Geologist

OMNI-MEANS, LTD

Kamesh Vedula	Transportation Consultant
Scott Robertson	Associate and Landscape Architect

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Nicole Harrison	ISA Certified Arborist

PEAK & ASSOCIATES

Melinda Peak	Senior Historian/Archaeologist
Michael Lawson	Consulting Archaeologist

J.C. BRENNAN & ASSOCIATES, INC.

Jim Brennan	President and Acoustic Consultant

CHAPTER 8

REFERENCES

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8. REFERENCES

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APPENDICES

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