

APPENDIX A
MITIGATION MONITORING AND REPORTING PROGRAM

ROCKLIN COMMONS MITIGATION MONITORING AND REPORTING PROGRAM (NOVEMBER 2009)

INTRODUCTION

In compliance with the State California Environmental Quality Act (CEQA) Guidelines § 15097 (a), when significant effects are identified in an EIR, the Lead Agency is required to adopt a program for reporting or monitoring mitigation measures that were adopted or made conditions of approval for the proposed project.

This Mitigation Monitoring and Reporting Program (MMRP) has been developed for the Rocklin Commons Project, consistent with the requirements of § 15097. The intent of the MMRP is to prescribe and enforce a means for properly and successfully implementing the mitigation measures identified within the Environmental Impact Report for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this MMRP shall be funded by the project applicant.

COMPLIANCE CHECKLIST

The intent of the MMRP is to ensure the effective implementation and enforcement of adopted mitigation measures and permit conditions. The MMRP is intended to be used by City staff and mitigation monitoring personnel to ensure compliance with mitigation measures during project implementation. Mitigation measures identified in this MMRP were developed in the Environmental Impact Report prepared for the proposed project.

The MMRP will provide for monitoring of construction activities as necessary and in-the-field identification and resolution of environmental concerns. Monitoring and documenting the implementation of mitigation measures will be coordinated by the City of Rocklin. The table attached to this report identifies the mitigation measure, the responsible agency for the monitoring action, and timing of the monitoring action. The applicant will be responsible for fully understanding and effectively implementing the mitigation measures contained within the MMRP. The City of Rocklin will be responsible for ensuring compliance.

MITIGATION MONITORING PLAN

The following table indicates the mitigation measure number, the mitigation measure text, the monitoring agency, implementation schedule, and an area to record monitoring compliance.

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Mitigation Measure	Monitoring Agency	Implementation Schedule	Monitoring Compliance Record (Name/Date)
4.2 Air Quality			
<p>AQ-1: Short-Term Construction-Generated Criteria Air Pollutant and Precursor Emissions.</p> <p>In accordance with the PCAPCD, the applicant shall comply with all applicable rules and regulations in addition to implementation of the following recommended mitigation measures during construction of the proposed project.</p> <ul style="list-style-type: none"> • The applicant shall submit to the City Engineer and the PCAPCD and receive approval of a Construction Emission / Dust Control Plan prior to groundbreaking. This plan must address how the project meets the minimum requirements of sections 300 and 400 of Rule 228-Fugitive Dust. • The applicant shall suspend all grading operations when fugitive dust emissions exceed District Rule 228-Fugitive Dust limitations. • Fugitive dust emissions shall not exceed 40% opacity and not go beyond the property boundary at any time. If lime or other drying agents are utilized to dry out wet grading areas, the project applicant shall ensure such agents are controlled as to not to exceed District Rule 228-Fugitive Dust limitations. • The project applicant shall ensure that construction equipment exhaust emissions shall not exceed Rule 202-Visible Emission limitations. • The project applicant shall ensure compliance with all of PCAPCD's dust minimization requirements. • Water shall be applied to control fugitive dust, as needed, to prevent impacts offsite. Operational water 	<p>Community Development Department and Placer County Air Pollution Control District (PCAPCD)</p>	<p>Submit necessary plans to PCAPCD prior to groundbreaking and implement the remaining measures during construction.</p>	

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<p>trucks shall be onsite to control fugitive dust. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site.</p> <ul style="list-style-type: none"> • PCAPCD-approved chemical soil stabilizers, vegetative mats, or other appropriate best management practices, in accordance with manufacturers' specifications, shall be applied to all-inactive construction areas (previously graded areas which remain inactive for 96 hours). • Soil binders shall be spread on unpaved roads and employee/equipment parking areas, and streets shall be washed (e.g., wet broom) if silt is carried over to adjacent public thoroughfares. • Open burning of any kind shall be prohibited. • Idling time shall be minimized to five minutes or less for all diesel-fueled equipment. • CARB-certified diesel fuel shall be used for all diesel-powered equipment. • The project applicant, or the prime contractor, shall submit to the District a comprehensive inventory (i.e., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used an aggregate of 40 or more hours for the construction project prior to groundbreaking. The project applicant shall provide the District with the anticipated construction timeline including start date, name, and phone number of the project manager and onsite foreman prior to groundbreaking. The project applicant shall provide a plan for approval by the District demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles 			

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<p>to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project-wide fleet-average 20 percent NO_x reduction and 45 percent particulate reduction compared to the most recent CARB fleet average. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. Contractors can access the Sacramento Metropolitan Air Quality Management District's web site to determine if their off-road fleet meets the requirements listed in this measure. http://www.airquality.org/ceqa/index.shtml#construction. The contractor can provide the calculation spreadsheets to the District in electronic format for review and project compliance.</p>			
<p>AQ-2: Long-Term Operational (Regional) Criteria Air Pollutant and Precursor Emissions. The City shall require that emission control measures be incorporated into project design and operation. Such measures may include, but are not limited to, the following items:</p> <ul style="list-style-type: none"> • The project applicant shall provide transit enhancing infrastructure that includes transit shelters, benches, street lighting, route signs and displays, and/or bus turnouts/bulbs, where determined to be feasible in consultation with City staff and Placer County Transit Agency staff. • The project applicant shall provide bicycle enhancing infrastructure that includes secure bicycle parking. • Only electric equipment shall be used for project 	<p>Community Development Department, PCAPCD and Placer County Transit Agency</p>	<p>The design components shall be identified prior to approval of Improvement Plans and/or issuance of building permits. The operational measures shall be implemented during site operations.</p>	

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<p>landscaping maintenance and the project applicant shall provide on-site electrical charging stations sufficient to re-charge that equipment.</p> <ul style="list-style-type: none"> • The project applicant shall increase wall and attic insulation at least 5% beyond Title 24 requirements that are in effect at the time of approval of project design review. • The project applicant shall use energy efficient windows (double pane and/or Low-E). • The project applicant shall use Energy Star compliant highly reflective roofing materials and at least 3% cool paving (high albedo pavement). • The project will plant trees in the project parking lots that are expected to provide 50% tree coverage in parking areas within 10 years as described in CAPCOA mitigation measure T-14 – Parking Area Tree Cover. • The project applicant shall use programmable thermostats for all heating and cooling systems. • The project applicant shall use awnings or other shading mechanisms for most windows and walkways per plan. • The project applicant shall utilize day lighting systems such as skylights, light shelves, interior transom windows in all buildings over 25,000 square feet. • Both major tenants shall use natural gas, propane, or electricity in powering its material handling equipment (forklifts) • Only natural gas back-up generators shall be installed. 			

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<ul style="list-style-type: none"> • All truck loading and unloading docks shall be equipped with one 110/208 volt power outlet for every two dock doors. Diesel trucks shall be prohibited from idling for more than 5 minutes and shall be required to connect to the 110/208 volt power outlet to run any auxiliary equipment. • Signage shall be posted in the receiving areas and the parking lot to prohibit idling for more than five minutes. • HVAC units shall exceed Title 24 Energy Efficiency Standards that are in effect at the time of approval of project design review by at least 12 percent. • The project applicant shall provide access to areas appropriate for electric vehicle charging on the project site, with signage adequately identifying such areas. • The project applicant, where determined to be feasible in consultation with City staff prior to the issuance of building permits, shall incorporate measures such as: use of solar, low-emissions or central water heaters, orientation of buildings to take advantage of solar heating and natural cooling, use of passive solar designs and/or installation of photovoltaic cells. • Parking lot design shall include clearly marked pedestrian pathways between transit facilities and building entrances included in the design. • The project applicant shall require that all diesel engines be shut off when not in use for longer than 5 minutes on the premises to reduce idling emissions. • The project applicant shall pay a fee to be determined by the Placer County Air Pollution Control District under its Offsite Mitigation Fee Program which is equal to 			

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<p>\$14,300 per ton of the project's net (taking into consideration the project's emissions reducing features and mitigation measures) contribution to pollutants which exceeds the cumulative threshold of 10 pounds per day; such fee shall not exceed the PCAPCD's preliminary fee estimate of \$204,633. The fee shall be satisfied by receipt of separate payments made at the time of each building permit issuance in an amount proportional to the building square footage authorized at the time. Prior to building permit issuance, the City, in consultation with the Placer County Air Pollution Control District, may opt to reduce the amount of fees owing in the event that the project applicant can demonstrate to the City's satisfaction that the tenant or tenants of the buildings at issue will implement energy conservation or other emission reducing measures, beyond those already contemplated by this measure, other mitigation measures, or project features assumed in the EIR, that will reduce the project's contribution to pollutants by an amount equivalent or greater than the amount that would have been achieved by the fees to be reduced.</p>			
4.3 Biological Resources			
<p>BIO-1: Loss of Wetlands On February 20, 2008, the project applicant secured authorization for the fill of approximately 0.481 acres of jurisdictional waters of the United States (Nationwide Permit No. 39). Prior to commencing any construction activities associated with the proposed project, the project applicant shall comply with all of the general and regional terms and conditions of the Nationwide Permit set forth in 33 CFR Part 330.</p> <p>To avoid adverse impacts to waters of the United States,</p>	Community Development Department	Prior to the commencement of construction activities. Temporary construction fencing around the wetlands shall remain in place for the duration of construction.	

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<p>and to achieve a goal of no net loss of wetlands functions and values, the project's Nationwide Permit 39, Special Condition 1, states that mitigation for the loss of 0.479 acre of seasonal wetland and 0.002 acre of open water, will be purchased through the Corps' In-lieu fee fund (National Fish and Wildlife Foundation Sacramento District Wetlands Conservation Fund) at a 1:1 ratio.</p> <p>In addition, the project applicant shall obtain water quality certification pursuant to Section 401 of the Clean Water Act for the project. Any measures required as part of the issuance of water quality certification shall be implemented.</p>			
<p>BIO-3: Loss of Native Oak and Heritage Trees. Prior to any grading or construction activity, the project applicant shall prepare, subject to approval by the City's Community Development Director, an oak tree mitigation plan that provides over time for no net loss of mature, healthy oak trees, and which incorporates the following mitigation measures.</p> <p>3.a. To the maximum extent feasible, the applicant shall preserve and protect all native oak trees which can be incorporated into the project site design. The protection of oak trees not scheduled for removal must comply with pertinent sections of the City Of Rocklin Oak Tree Preservation Ordinance.</p> <p>3.b. To the maximum extent feasible, the applicant will transplant native oaks with a high probability of survival to suitable areas on site for incorporation into the project landscaping plan. It is estimated that 10 of the oaks trees slated for removal are suitable for transplanting.</p> <p>3.c. As part of the Project's landscape plan and</p>	<p>Community Development Department</p>	<p>Obtain a tree permit prior to the initiation of site grading or construction activities. Make payments into the Tree preservation Fund, if necessary, prior to the issuance of building permits.</p>	

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<p>consistent with the final project site plan approved by the City, the applicant will plant and maintain approximately 704 new trees inclusive of all proposed species, and specifically including approximately 30 trees which are oak species.</p> <p>3.d. To further mitigate for the loss of native and heritage oak trees and oak woodland habitat, the applicant shall pay a fee to be deposited into the existing City of Rocklin Tree Preservation Fund. Payments shall be calculated using the following formula:</p> <p>Step 1: Trunk Diameter at Breast Height (TDBH) of all Surveyed Trees on the Site X 20% = Discount Diameter</p> <p>Step 2: TDBH of all Surveyed Trees on the Site to be Removed – Discount Diameter = Total Number Inches of TDBH of Replacement Trees Required</p> <p>Step 3: The applicant shall pay a fee of \$48 per inch of TDBH of Replacement Trees Required. Such payments shall be made prior to the issuance of building permits, with review and approval by the Community Development Director.</p>			
<p>BIO-4: Loss of Oak Woodland Habitat. Implement Mitigation Measures BIO-3a through 3d.</p>	<p>Community Development Department</p>	<p>Obtain a tree permit prior to the initiation of site grading or construction activities. Make payments into the Tree preservation fund, if necessary, prior to the issuance of building permits.</p>	

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<p>BIO-10: Disturbance of Raptors and Migratory Birds.</p> <p>a. Removal of nesting habitat for raptors and migratory birds shall be timed to avoid nesting season.</p> <p>b. If vegetation removal and/or project construction occurs during the nesting season for raptors and migratory birds, preconstruction surveys shall be conducted by a qualified biologist approved by the City. The surveys shall cover all areas of suitable nesting habitat within 500 feet of the project activity and shall be conducted within 14 days prior to commencement of project activity. The surveys shall be valid for one construction season. If no active nests are found, no further mitigation shall be required.</p> <p>c. If active nests are found, impacts shall be avoided by establishment of appropriate buffers. No project activity shall commence within the buffer area until a qualified biologist confirms that the nest is no longer active. DFG guidelines recommend implementation of 500-foot buffers, but the size of the buffer may be adjusted if a qualified biologist determines through consultation with CDFG and/or USFWS that construction activity would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist may be required if the activity has potential to adversely affect the nest.</p>	<p>Community Development Department, and the California Department of Fish and Game (CDFG) and U.S. Fish and Wildlife Service (USFWS), if necessary</p>	<p>Surveys shall be conducted no more than 14 days prior to the commencement of construction activities. Nest monitoring shall be conducted, if determined necessary, during construction activities.</p>	
4.4 Hydrology/Water Quality			
<p>WQ-2: Potential for Short-Term Construction-Related Water Quality Degradation</p> <ul style="list-style-type: none"> The project applicant shall demonstrate compliance, through its erosion control plan and SWPPP, with all requirements of the City's Stormwater Runoff Pollution 	<p>Community Development Department and the Central Valley Regional Water Quality Control Board (RWQCB)</p>	<p>Prior to the issuance of grading permits. The construction BMPs shall be implemented during construction activities.</p>	

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<p>Control Ordinance (Title 8, Chapter 8.30 of the City Code) and the Grading and Erosion and Sedimentation Control Ordinance (Title 15, Chapter 15.28 of the City Code), which regulate stormwater and prohibit non-stormwater discharges except where regulated by an NPDES permit. This includes preparing erosion, sediment, and pollution control plans for the entire construction site. The project's grading plans shall be approved by the City of Rocklin, Engineering Division prior to the initiation of site grading activities. The project applicant shall implement measures including the use of soil stabilizers, fiber rolls, inlet filters, and gravel bags to prevent pollutants from being carried off-site in stormwater generated on the project site. These measures shall be designed to accommodate stormwater discharges associated with proposed measures that would be implemented to control on-site dust generation (e.g., wheel washing, active watering).</p> <ul style="list-style-type: none"> As required under the NPDES stormwater permit for general construction activity, the project applicant shall prepare and submit the appropriate Notice of Intent and prepare the SWPPP and the erosion control plan for pollution prevention and control prior to initiating site construction activities. The SWPPP shall identify and specify the use of erosion sediment control BMPs, means of waste disposal, implementation of approved local plans, non-stormwater management controls, and inspection and maintenance responsibilities. The SWPPP shall also specify the pollutants that are likely to be used during construction and that could be present in stormwater drainage and non-stormwater discharges. A sampling and monitoring program shall be included in the SWPPP that meets the requirements of SWRCB Order 			

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<p>99-08-DWQ to ensure the BMPs are effective.</p> <ul style="list-style-type: none"> Construction techniques shall be identified that would reduce the potential runoff and the SWPPP shall identify the erosion and sedimentation control measures to be implemented. The SWPPP shall also specify spill prevention and contingency measures, identify the types of materials used for equipment operation, and identify measures to prevent or clean up spills of hazardous materials used for equipment operation and hazardous waste. Emergency procedures for responding to spills shall also be identified. BMPs identified in the SWPPP shall be used in subsequent site development activities. The SWPPP shall identify personnel training requirements and procedures that would be used to ensure that workers are aware of permit requirements and proper installation and performance inspection methods for BMPs specified in the SWPPP. The SWPPP shall also identify the appropriate personnel responsible for supervisory duties related to implementation of the SWPPP. All construction contractors shall retain a copy of the approved SWPPP on the construction site. Any dewatering necessary during construction shall be carried out in accordance with the General Order for Dewatering, which allows discharges of water from construction sites provided either that the discharges are four months or less in duration or that the average dry-weather discharge does not exceed 0.25 million gallons per day. 			
<p>WQ-3: Potential Long-Term Degradation of Water Quality</p> <ul style="list-style-type: none"> Before issuance of a grading permit for the site, the project applicant shall submit a Notice of Intent to 	<p>Community Development Department and Department of Public Works and the Central Valley Regional Water</p>	<p>The Notice of Intent shall be submitted prior to the issuance of grading permits. The stormwater runoff BMPs shall be identified prior to approval of</p>	

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<p>comply with the NPDES General Permit for Construction Related Activities and shall comply with all of the permit requirements in order to minimize storm water discharges associated with site operations. In addition, the project applicant shall prepare a SWPPP and implement Best Management Practices designed to minimize sedimentation and release of products used during site operations.</p> <ul style="list-style-type: none"> • Before approval of the project improvement plans, the project applicant shall submit the final BMP design for each of the five sub watershed areas to the City of Rocklin. The submittal shall include the final detention basin design and detention water quality design along with supporting calculations. The BMP design shall conform to the requirements of the City’s Stormwater Runoff Pollution Control Ordinance (Title 8, Chapter 8.30 of the City Code) and the Grading and Erosion and Sedimentation Control Ordinance (Title 15, Chapter 15.28 of the City Code), which regulate stormwater and prohibit non-stormwater discharges except where regulated by an NPDES permit. The BMPs shall be reviewed for adequacy by the City of Rocklin, Engineering Division prior to approval of the onsite improvement plans for the site to ensure that they will effectively remove pollutants from the site’s stormwater runoff. Long-term functionality of the stormwater quality BMPs shall be provided for through a maintenance and inspection program. Prior to issuance of the first occupancy permit, the applicant shall submit to the city of Rocklin Department of Public Works a Maintenance and Monitoring Plan for all stormwater BMPs. The Maintenance and Monitoring Plan shall 1) identify a schedule for the inspection and maintenance of each 	<p>Quality Control Board (RWQCB)</p>	<p>final project design. The Maintenance and Monitoring Plan shall be submitted prior to issuance of the first occupancy permit. The operational BMPs shall be implemented during site operations.</p>	

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BMP, 2) identify methods and materials for maintenance of each BMP, 3) and include provisions for the repair or replacement of BMPs.			
4.6 Noise			
<p>NOI-2: Construction Blasting Noise If blasting activities are to occur in conjunction with the improvements, the contractor shall conduct the blasting activities in compliance with state and local regulations. The contractor shall obtain a blasting permit from the City of Rocklin prior to commencing any on-site blasting activities. The permit application shall include a description of the work to be accomplished and a statement of the necessity for blasting as opposed to other methods considered including avoidance of hard rock areas and safety measures to be implemented such as blast blankets. The contractor shall coordinate any blasting activities with Police and Fire Departments to insure proper site access and traffic control, and public notification including media, nearby residents and businesses, as determined appropriate by the Rocklin Police and Fire Departments. Blasting specifications and plans shall include a schedule that outlines the time frame in which blasting will occur in order to limit noise and traffic inconvenience.</p>	Community Development Department, and Police and Fire Departments	Obtain a blasting permit prior to initiating blasting activities and comply with the terms of the permit during construction activities.	
4.7 Transportation and Circulation			
<p>TC-1: Rocklin Road/Granite Drive. The project applicant shall be responsible for converting the existing southbound right turn lane (Granite Drive) to a free right turn, by restriping the departure lane (west leg) along Rocklin Road to accommodate the receiving pocket for the right turning vehicles. In addition, the project applicants shall stripe a median island which will separate the turning traffic (southbound right along Granite Drive) from the through traffic (westbound</p>	Community Development Department	Prior to the issuance of building occupancy permits.	

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<p>through along Rocklin Road) and restripe a portion of Rocklin Road (west leg) to accommodate two 12 foot through lanes in each direction, a 12 foot median lane, one 4 foot bike lane in each direction and an acceleration lane (in the westbound direction) for vehicles turning right (from southbound Granite Drive) onto Rocklin Road. Based on the current posted speed limit (35 mph) along Rocklin Road a 250 foot acceleration lane and a 250 foot transition is required which can be accommodated within the existing pavement along Rocklin Road.</p>			
<p>TC-2: Improvements to Sierra College Boulevard/Taylor Road (Loomis). The project applicant shall be responsible for adding a westbound left-turn lane (resulting in dual left-turn lanes). The dual westbound left-turn lanes can be accommodated within the existing right-of-way by restriping the exclusive westbound through lane to a left-turn lane and by restriping the exclusive right-turn lane to a combined through/right-turn lane.</p> <p>In order to implement this measure, the project applicant shall attempt, in good faith, to enter into an agreement with the Town of Loomis by which the applicant either shall be responsible for constructing the improvements at issue or shall provide to the Town of Loomis with funding in an amount equal to the agreed upon estimated cost of the improvements.</p>	<p>Community Development Department and Town of Loomis Public Works Director/Town Engineer</p>	<p>Prior to the issuance of building occupancy permits.</p>	
<p>TC-3: Sierra College Boulevard/Brace Road (Loomis). The project applicant shall be responsible for adding a second through lane on Sierra College Boulevard in both the northbound and southbound directions for 300 feet from the intersection with Brace Road plus taper lanes in both the northbound and southbound directions for an</p>	<p>Community Development Department and Town of Loomis Public Works Director/Town Engineer</p>	<p>Prior to the issuance of building occupancy permits.</p>	

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<p>additional 300 feet.</p> <p>In order to implement this measure, the project applicant shall attempt, in good faith, to enter into an agreement with the Town of Loomis by which the applicant either shall be responsible for constructing the improvements at issue or shall provide to the Town of Loomis with funding in an amount equal to the agreed upon estimated cost of the improvements.</p>			
<p>TC-4: Sierra College Boulevard/Granite Drive. The project applicant shall be responsible for adding a second through lane on Sierra College Boulevard in both the northbound and southbound directions for 300 feet from the intersection with Granite Drive plus taper lanes in both the northbound and southbound direction for an additional 300 feet. A portion of the northbound taper lane to be constructed is in the Town of Loomis.</p> <p>For the portion of the improvements required to be implemented within the Town of Loomis, the project applicant shall attempt, in good faith, to enter into an agreement with the Town of Loomis by which the applicant either shall be responsible for constructing the improvements at issue or shall provide to the Town of Loomis with funding in an amount equal to the agreed upon estimated cost of the improvements.</p>	Community Development Department	Prior to the issuance of building occupancy permits.	
<p>TC-5: Sierra College Boulevard/Rocklin Road. The project applicant shall be responsible for the construction of an additional northbound left-turn lane (resulting in dual left-turn lanes) and shall be responsible for the Project's fair share of construction of an exclusive southbound right-turn lane at this intersection which will mitigate the p.m. peak hour and Saturday midday peak hour. The project applicant shall pay its Traffic Impact</p>	Community Development Department	Prior to the issuance of building permits.	

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<p>fees (including applicable SPRTA fees) as mandated as the Project's fair share contributions to the construction of the Sierra College Boulevard Widening Project, consistent with the City's CIP.</p>			
<p>TC-6: Horseshoe Bar Road/Taylor Road (Loomis). The project applicant shall be responsible for the creation (restriping) of an additional northbound right-turn lane from Taylor Road to Horseshoe Bar Road within the Town of Loomis.</p> <p>In order to implement this measure, the project applicant shall attempt, in good faith, to enter into an agreement with the Town of Loomis by which the applicant either shall be responsible for constructing the improvements at issue or shall provide to the Town of Loomis with funding in an amount equal to the agreed upon estimated cost of the improvements.</p>	<p>Community Development Department and Town of Loomis Public Works Director/Town Engineer</p>	<p>Prior to the issuance of building occupancy permits.</p>	
<p>TC-7: Make Fair Share Contributions to Improvements on Sierra College Boulevard. The project applicant shall be responsible for the Project's fair share of the cost of the physical improvements necessary to reduce the severity of the Project's significant transportation-related impacts to the southbound direction of this segment, including the construction of an additional (second) through lane in both the northbound and southbound directions on Sierra College Boulevard.</p> <p>The project applicant shall pay its Traffic Impact fees (including applicable SPRTA fees) as mandated as the Project's fair share contributions to the construction of the Sierra College Boulevard Widening Project, consistent with the City's CIP.</p>	<p>Community Development Department</p>	<p>Prior to the issuance of building permits.</p>	
6.0 Cumulative			
CI-1: Cumulative Regional Air Quality Emissions.	See Mitigation Measures	See Mitigation Measures AQ-1	

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Implement Mitigation Measures AQ-1 and AQ-2	AQ-1 and AQ-2 above	and AQ-2 above	
CI-2: Cumulative Biological Resource Impacts. Implement of BIO-1, BIO-3, BIO-4, and BIO 10.	See Mitigation Measures BIO-1, BIO-3, BIO-4 and BIO-10 above	See Mitigation Measures BIO-1, BIO-3, BIO-4 and BIO-10 above	
<p>GCC-1: Cumulative Contribution to Climate Change. A. The City shall require that measures (regulatory or applicant implemented) be incorporated into project design and operation that the Placer County Air Pollution Control District determines will reduce the project's CO₂ equivalent emissions as quantified in this DEIR, by at least 15 percent in conjunction with the project's features. Such measures shall include, but are not limited to, the mitigation measures identified in Section 4.2, Air Quality, in order to reduce GHG emissions as follows:</p> <p>AQ-1: Short-Term Construction-Generated Criteria Air Pollutant and Precursor Emissions.</p> <p>In accordance with the PCAPCD, the applicant shall comply with all applicable rules and regulations in addition to implementation of the following recommended mitigation measures during construction of the proposed project.</p> <ul style="list-style-type: none"> • The applicant shall submit to the City Engineer and the PCAPCD and receive approval of a Construction Emission / Dust Control Plan prior to groundbreaking. This plan must address how the project meets the minimum requirements of sections 300 and 400 of Rule 228-Fugitive Dust. • The applicant shall suspend all grading operations when fugitive dust emissions exceed District Rule 228- 	Placer County Air Pollution Control District (PCAPCD) and the Community Development Department	AQ-1 - Submit necessary plans to PCAPCD prior to groundbreaking and implement the remaining measures during construction. AQ-2 and GCC-1- The design components shall be identified prior to approval of Improvement Plans and/or issuance of building permits. The operational measures shall be implemented during site operations.	

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<p>Fugitive Dust limitations.</p> <ul style="list-style-type: none"> • Fugitive dust emissions shall not exceed 40% opacity and not go beyond the property boundary at any time. If lime or other drying agents are utilized to dry out wet grading areas, the project applicant shall ensure such agents are controlled as to not exceed District Rule 228-Fugitive Dust limitations. • The project applicant shall ensure that construction equipment exhaust emissions shall not exceed Rule 202-Visible Emission limitations. • The project applicant shall ensure compliance with all of PCAPCD's dust minimization requirements. • Water shall be applied to control fugitive dust, as needed, to prevent impacts offsite. Operational water trucks shall be onsite to control fugitive dust. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site. • PCAPCD-approved chemical soil stabilizers, vegetative mats, or other appropriate best management practices, in accordance with manufacturers' specifications, shall be applied to all-inactive construction areas (previously graded areas which remain inactive for 96 hours). • Soil binders shall be spread on unpaved roads and employee/equipment parking areas, and streets shall be washed (e.g., wet broom) if silt is carried over to adjacent public thoroughfares. • Open burning of any kind shall be prohibited. • Idling time shall be minimized to five minutes or less 			

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<p>for all diesel-fueled equipment.</p> <ul style="list-style-type: none"> • CARB-certified diesel fuel shall be used for all diesel-powered equipment. • The project applicant, or the prime contractor, shall submit to the District a comprehensive inventory (i.e., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used an aggregate of 40 or more hours for the construction project prior to groundbreaking. The project applicant shall provide the District with the anticipated construction timeline including start date, name, and phone number of the project manager and onsite foreman prior to groundbreaking. The project applicant shall provide a plan for approval by the District demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project-wide fleet-average 20 percent NO_x reduction and 45 percent particulate reduction compared to the most recent CARB fleet average. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. Contractors can access the Sacramento Metropolitan Air Quality Management District's web site to determine if their off-road fleet meets the requirements listed in this measure. http://www.airquality.org/ceqa/index.shtml#construction. The contractor can provide the calculation spreadsheets to the District in electronic format for review and project compliance. <p>AQ-2: Long-Term Operational (Regional) Criteria Air</p>			

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Mitigation Measure	Monitoring Agency	Implementation Schedule	Monitoring Compliance Record (Name/Date)
<p>Pollutant and Precursor Emissions.</p> <p>AQ-2: Long-Term Operational (Regional) Criteria Air Pollutant and Precursor Emissions.</p> <p>The City shall require that emission control measures be incorporated into project design and operation. Such measures shall include, but are not limited to, the following items:</p> <ul style="list-style-type: none"> • The project applicant shall provide transit enhancing infrastructure that includes transit shelters, benches, street lighting, route signs and displays, and/or bus turnouts/bulbs, where determined to be feasible in consultation with City staff and Placer County Transit Agency staff. • The project applicant shall provide bicycle enhancing infrastructure that includes secure bicycle parking. • Only electric equipment shall be used for project landscaping maintenance and the project applicant shall provide on-site electrical charging stations sufficient to re-charge that equipment. • The project applicant shall increase wall and attic insulation at least 5% beyond Title 24 requirements that are in effect at the time approval of project design review. • The project applicant shall use energy efficient windows (double pane or Low-E). • The project applicant shall use Energy Star compliant highly reflective roofing materials and at least 3% cool paving (high albedo pavement). 			

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<ul style="list-style-type: none"> • The project will plant trees in the project parking lots that are expected to provide 50% tree coverage in parking areas within 10 years as described in CAPCOA mitigation measure T-14 – Parking Area Tree Cover. • The project applicant shall use programmable thermostats for all heating and cooling systems. • The project applicant shall use awnings or other shading mechanisms for most windows and walkways per plan. • The project applicant shall utilize day lighting systems such as skylights, light shelves, interior transom windows in all buildings over 25,000 square feet. • Both major tenants shall use natural gas, propane or electricity in powering its material handling equipment (forklifts). • Only natural gas back-up generators shall be installed. • All truck loading and unloading docks shall be equipped with one 110/208 volt power outlet for every two dock doors. Diesel trucks shall be prohibited from idling more than 5 minutes and must be required to connect to the 110/208 volt power to run auxiliary equipment. Signage shall be provided. • Signage shall be posted in the receiving areas and the parking lot to prohibit idling for more than five minutes. • HVAC units shall exceed Title 24 Energy Efficient Standards that are in effect at the time of approval of project design review by at least 12 percent. 			

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<ul style="list-style-type: none"> • The project applicant shall provide access to areas appropriate for electric vehicle charging on the project site, with signage adequately identifying such areas. • The project applicant, where determined to be feasible in consultation with City staff prior to the issuance of building permits, shall incorporate measures such as: use of solar, low-emissions, or central water heaters, orientation of buildings to take advantage of solar heating and natural cooling, use of passive solar designs, and/or installation of photovoltaic cells. • Parking lot design shall include clearly marked pedestrian pathways between transit facilities and building entrances included in the design. • The project applicant shall require that all diesel engines be shut off when not in use for longer than 5 minutes on the premises to reduce idling emissions. • The project applicant shall pay a fee to be determined by the Placer County Air Pollution Control District under its Offsite Mitigation Fee Program which is equal to \$14,300 per ton of the project's net (taking into consideration the project's emissions reducing features and mitigation measures) contribution to pollutants which exceeds the cumulative threshold of 10 pounds per day; such fee shall not exceed the PCAPCD's preliminary fee estimate of \$204,633. The fee shall be satisfied by receipt of separate payments made at the time of each building permit issuance in an amount proportional to the building square footage authorized at the time. Prior to building permit issuance, the City, in consultation with the Placer County Air Pollution Control District, may opt to reduce 			

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Mitigation Measure	Monitoring Agency	Implementation Schedule	Monitoring Compliance Record (Name/Date)
<p>the amount of fees owing in the event that the project applicant can demonstrate to the City’s satisfaction that the tenant or tenants of the buildings at issue will implement energy conservation or other emissions reducing measures, beyond those already contemplated by this measure, other mitigation measures, or project features assumed in the EIR, that will reduce the project’s contribution to pollutants by an amount equivalent to or greater than the amount that would have been achieved by the fees to be reduced.</p> <p>B. Furthermore, the City has determined that in addition to the mitigation measures and efforts described above, the following mitigation measures would be appropriate for the proposed project and shall be required with project implementation.</p> <p>1. All dock and delivery areas shall be posted with signs informing truck drivers of the California Air Resources Board regulations including the following:</p> <ul style="list-style-type: none"> ▪ Truck drivers shall turn off engines when not in use. ▪ All diesel delivery trucks servicing the project shall not idle more than five minutes, consistent with mitigation measure AQ-2. ▪ Restrict idling emissions by using auxiliary power units and electrification of the docking areas if provided by the operator. <p>2. Auxiliary power shall be provided for TRUs at all docking facilities to minimize emissions from these units while on the project site.</p>			

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<p>3. Restroom sinks within individual buildings on the site shall use sensor-activated, low-flow faucets and low-flow toilets. The low-flow faucets, because they regulate flow, reduce water usage by 84 percent, while the sensors, which regulate the amount of time the faucets flow, save approximately 20 percent in water usage over similar, manually operated systems.</p> <p>4. The project applicant shall participate in an incentive program such as an HVAC replacement program, to reduce offsite emissions by a minimum of 66 tons of CO₂ per year. Through its participation in such an incentive program, the project shall receive a 0.3% CO₂ emission reduction credit for the project's relative CO₂ emissions per year. Under an HVAC replacement program, participation shall involve the contribution of fees in an amount equal to the incentives provided for the replacement of 100 air conditioning units. In the alternative, the applicant may choose to participate in an equivalent offsite emission reduction program which can achieve the same 66 ton reduction in offsite CO₂ emissions required by this mitigation measure.</p> <p>C. Prior to the issuance of building permits, the project applicant may satisfy its obligation to implement any of the above mitigation measures if the project applicant can demonstrate to the City and the PCAPCD that the tenant(s) for the building square footage authorized will implement other measure(s) that achieve an equal or greater percent reduction in the project's CO₂ equivalent emissions.</p>			
<p>GCC-2 Greenhouse Gas Emissions Any use incorporating refrigerant systems utilizing 200 pounds or more of refrigerant shall use a low-Global</p>	<p>Community Development Department and Placer County Air Pollution</p>	<p>Prior to the issuance of a building permit for a grocery store use.</p>	

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Warming Potential (GWP) refrigerant, or shall incorporate equivalent mitigation on a prorated square foot basis to offset the predicted GHG emissions of 1800 tonnes per year for a 60,000 square foot supermarket.	Control District		
CI-3: Addition of Project Related Traffic. Implement Mitigation Measure TC-1.	See Mitigation Measure TC-1 above	See Mitigation Measure TC-1 above	
CI-4: Sierra College Blvd./Taylor Road. Implement Mitigation Measure TC-2.	See Mitigation Measure TC-2 above	See Mitigation Measure TC-2 above	
CI-5: Horseshoe Bar Road/Taylor Road. Implement Mitigation Measure TC-6.	See Mitigation Measure TC-6 above	See Mitigation Measure TC-6 above	
CI-6: Barton Road/Rocklin Road The project applicant shall pay its fair share toward the signalization of this intersection. In order to implement this measure, the project applicant shall attempt, in good faith, to enter into an agreement with the Town of Loomis by which the applicant shall provide to the Town of Loomis with funding in an amount equal to the agreed upon estimated fair-share cost of the improvements.	Community Development Department and Town of Loomis Public Works Director/Town Engineer	Prior to the issuance of building occupancy permits.	
CI-7: Sierra College Blvd/English Colony Way. The project applicant shall pay its fair share toward the signalization of this intersection. In order to implement this measure, the project applicant shall attempt, in good faith, to enter into an agreement with the Placer County by which the applicant shall provide to the Placer County with funding in an amount equal to the agreed upon estimated fair-share cost of the improvements.	Community Development Department and Placer County Public Works	Prior to the issuance of building occupancy permits.	
CI-8: Addition of project related traffic to baseline 2025. Implement Mitigation Measure TC-1.	See Mitigation Measure TC-1 above	See Mitigation Measure TC-1 above	
CI-9: Sierra College Blvd./Taylor Road. Implement Mitigation Measure TC-2.	See Mitigation Measure TC-2 above	See Mitigation Measure TC-2 above	
CI-10: Sierra College Blvd./Dominguez Road. The project applicant shall be responsible for restriping	Community Development Department	Prior to the issuance of building occupancy permits	

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the currently proposed lane configuration at Dominguez Road to accommodate dual southbound left-turn lanes and two southbound through lanes at the time of its construction. This configuration can exist in the same right-of-way currently planned for this intersection.			
CI-11: Horseshoe Bar Road/Taylor Road. Implement Mitigation Measure TC-6.	See Mitigation Measure TC-6 above	See Mitigation Measure TC-6 above	
CI-12: Barton Road/Rocklin Road Implement Mitigation Measure CI-6.	See Mitigation Measure CI-6 above	See Mitigation Measure CI-6 above	
CI-13: Sierra College Boulevard/English Colony Way Implement Mitigation Measure CI-7	See Mitigation Measure CI-7 above	See Mitigation Measure CI-7 above	