

CHAPTER 2.0 EXECUTIVE SUMMARY

2.1 INTRODUCTION

This Executive Summary section is provided in accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15123. As stated in subdivision (a) of that provision, “[a]n EIR shall contain a brief summary of the proposed actions and its consequences. The language of the summary should be as clear and simple as reasonably practical.” State CEQA Guidelines Section 15123(b) states, “[t]he summary shall identify: (1) each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect; (2) areas of controversy known to the Lead Agency, including issues raised by agencies and the public; and (3) issues to be resolved including the choice among alternatives and whether or how to mitigate the significant effects.” Accordingly, this summary includes a brief synopsis of the proposed project and project alternatives, environmental impacts and mitigation, areas of known controversy, and issues to be resolved during environmental review. Table 2.3-1 (at the end of this section) presents the summary of potential environmental impacts, their level of significance without mitigation measures, the recommended mitigation measures, and the levels of significance following the implementation of mitigation measures. Table 8.3-1, found in Section 8.3 of this Draft EIR, discloses the extent to which each of the project alternatives (see section 2.5 and Chapter 6.0) would cause the same significant effects as the proposed project or would reduce the severity of such effects, and to what degree (i.e., whether the impacts would be significant and unavoidable or less than significant under the alternative).

2.2 PROJECT COMPONENTS

The Rocklin Commons project (proposed project) includes the construction of a regional shopping center on approximately 39.13 acres at the northwest quadrant of Interstate-80 and Sierra College Boulevard. The project site is proximate to Granite Drive on the north and west, and adjacent to Sierra College Boulevard on the east, and I-80 on the south. A variety of retail uses are proposed for the center, including major tenants, grocery stores, smaller retail tenants, and restaurants. Preliminary plans call for approximately 17 buildings totaling a maximum of 415,000 square feet with approximately 1,828 parking stalls.

A detailed description of the project components is included in Chapter 3, Project Description, of this document.

2.3 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Pursuant to State CEQA Guidelines Section 15382, a significant effect on the environment 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”. Chapter 4 of this Draft EIR describes in detail the

significant environmental impacts that would result from implementation of the proposed project. Chapter 5 provides a discussion of cumulative and growth-inducing impacts. As identified in more detail in Table 2.3-1, the proposed project could result in significant impacts to the following resource areas:

- Air Quality
- Biological Resources
- Energy
- Global Climate Change
- Hydrology/Water Quality
- Economic and Urban Decay
- Noise
- Transportation and Circulation
- Utilities – Sewer and Wastewater Treatment Facilities and Water Supply

2.4 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

Detailed mitigation measures have been identified throughout Chapter 4 and 5 of this report that are intended to mitigate project effects to the extent feasible. All of these mitigation measures are identified in Table 2.3-1. After implementation of the proposed mitigation measures, most of the adverse effects associated with the proposed project would be reduced to a *less-than-significant* level. However, some impacts would remain *significant and unavoidable* following the implementation of identified mitigation measures. These impacts include the following:

- **Short-Term Construction-Generated Criteria Air Pollutant and Precursor Emissions.** Based on the modeling conducted, project construction would result in worst-case maximum unmitigated daily emissions of approximately 182 lb/day of ROG, 53 lb/day of NO_x, 199 lb/day of PM₁₀, and 56 lb/day of CO. Daily unmitigated construction-generated emissions would not exceed PCAPCD's significance thresholds of 82 lb/day for NO_x or 550 lb/day for CO. However, unmitigated construction-generated emissions of ROG and PM₁₀ would exceed PCAPCD's significance threshold of 82 lb/day. Thus, ROG and PM₁₀ emissions could violate an air quality standard or contribute substantially to an existing or projected air quality violation, especially considering Placer County's nonattainment status. As a result, this impact is considered *significant and unavoidable*.
- **Contribution to Long-Term Operational (Regional) Criteria Air Pollutants.** Based on the modeling conducted, project operations would result in worst-case maximum unmitigated daily emissions of approximately 91.58 lb/day of ROG, 121.10 lb/day of NO_x, 133.40 lb/day of PM₁₀, and 849.28 lb/day of CO. Daily unmitigated operational emissions would exceed Placer County Air Pollution Control District's (PCAPCD) significance thresholds of 82 lb/day for ROG, NO_x, and PM₁₀, or 550 lb/day for CO during the winter and NO_x, PM₁₀, and CO during the summer periods. In addition, because PCAPCD's significance thresholds approximately correlate with reductions from heavy-duty vehicles and land use project emission reduction requirements in the

SIP, project implementation would also be anticipated to conflict with current air quality planning efforts. As a result, this impact is considered *significant and unavoidable*. This conclusion is consistent with the 1991 City of Rocklin General Plan EIR, which concluded that mobile-source emissions associated with General Plan buildout would result in significant and unavoidable regional air quality impacts.

- **Loss of Native Oak and Heritage Trees:** Implementation of the proposed project would result in the removal of the majority of the native oak trees on the site, including 9 heritage trees and other mature, healthy oak trees. This impact can be mitigated to a less than significant level over the long-term through the relocation or replanting of lost trees but would be *significant and unavoidable in the short-term* because the removed trees would not be immediately replaced with mature oak trees.
- **Loss of Oak Woodland Habitat:** Implementation of the proposed project would result in the removal of the majority of the native oak trees on the site. This impact would be considered **potentially significant** due to the specific characteristics of the oak woodland habitat on the proposed project site. This impact can be mitigated to a less than significant level over the long-term through the relocation or replanting of lost trees but would be *significant and unavoidable in the short-term* because the removed trees would not be immediately replaced with mature oak trees.
- **Contribution to Operational Transportation LOS Deficiency.** For the baseline plus project scenario, several intersections will be directly impacted by the project. The projected baseline and baseline plus project LOS for study area intersections and roadway segments are further described in Section 4.7.3 of the Transportation and Circulation chapter of this EIR. Because the Town of Loomis and Placer County control or partially control what occurs at the impacted intersections, and because the City is uncertain as to whether the Town or the County would be willing to cooperate with regard to construction of the contemplated improvements within a reasonable period of time, the City conservatively concludes that, at the time of action by its City Council on the proposed project, the impact would be treated as *significant and unavoidable*. Should Loomis or Placer County cooperate with the City and project applicant to ensure construction of the contemplated improvements within a reasonable period of time, the impacts would be successfully mitigated to a less than significant level. The following intersections are considered significant and unavoidable without the cooperation of the Town of Loomis and Placer County:
 - **Sierra College Boulevard/Taylor Road (Loomis).** The addition of project-related traffic to baseline traffic volumes would degrade traffic operations at the already-deficient Sierra College Boulevard/Taylor Road (Loomis) intersection, which is operating at LOS D during the a.m. peak hour and LOS F during the p.m. peak hour in the existing plus approved projects (baseline) condition. This intersection already operates unacceptably and the project's contribution would be greater than 5 percent, in the a.m. and p.m. peak hour and the project also degrades the LOS at this intersection from LOS C to LOS D during the Saturday peak hour.
 - **Sierra College Boulevard/Brace Road (Loomis).** The addition of project-related traffic to baseline traffic volumes would degrade traffic operations at the Sierra College Boulevard/Brace Road (Loomis) intersection from an already deficient LOS D during the p.m. peak hour to LOS F and from an acceptable LOS A during the Saturday peak hour to LOS D.

- **Sierra College Boulevard/Granite Drive.** The addition of project-related traffic to baseline traffic volumes would degrade traffic operations at the already deficient Sierra College Boulevard/Granite Drive intersection, which is operating at a LOS of F during the p.m. peak and LOS E during the Saturday peak hours in the existing plus approved projects (baseline) condition. This intersection already operates unacceptably and the project's contribution would be greater than 5 percent.
- **Horseshoe Bar Road/Taylor Road (Loomis).** The addition of project-related traffic to baseline traffic volumes would degrade traffic operations at the already-deficient Horseshoe Bar Road/Taylor Road (Loomis) intersection which is operating at LOS E with a volume to capacity ratio of 0.956 during the p.m. peak hour in the existing plus approved projects (baseline) condition. The intersection will operate at LOS F with a v/c ratio of 1.008 after the addition of project traffic.
- **Contribution to Long-Term Operational Transportation LOS Deficiency.** For both the 2025 with and without Dominguez Road scenarios, several intersections and roadways will be impacted by the project on a cumulative basis. The projected 2025 LOS for study area intersections and roadway segments are further described in Section 5.1.2 of the Cumulative Impacts chapter of this EIR. Because the Town of Loomis and Placer County control what occurs at their intersections and roadway segments, and because the City is uncertain as to whether the Town or the County would be willing to cooperate with regard to construction of the contemplated improvements within a reasonable period of time, the City conservatively concludes that, at the time of action by its City Council on the proposed project, the impact would be treated as *significant and unavoidable*. Should Loomis or Placer County cooperate with the City and project applicant to ensure construction of the contemplated improvements within a reasonable period of time, the impacts would be successfully mitigated to a less than significant level. The following intersections are considered significant and unavoidable without the cooperation of the Town of Loomis and Placer County:
 - **Sierra College Boulevard/Taylor Road (Loomis) without Dominguez Road.** The addition of project-related traffic to baseline 2025 No project traffic volumes would degrade traffic operations at the already-deficient Sierra College Boulevard/Taylor Road (Loomis) intersection, which is operating at LOS E during the p.m. peak hour in 2025 no project Without Dominguez Road scenario.
 - **Horseshoe Bar Road/Taylor Road (Loomis) without Dominguez Road.** The addition of project-related traffic to baseline 2025 No project traffic volumes would degrade traffic operations at the already-deficient Horseshoe Bar Road/Taylor Road (Loomis) intersection which is operating at LOS E with a volume to capacity ratio of 0.975 during the p.m. peak hour and from an acceptable LOS C during the Saturday peak hour to LOS D in the 2025 without Dominguez with project condition.
 - **Barton Road/Rocklin Road (Loomis) without Dominguez Road.** The addition of project-related traffic to baseline 2025 No project traffic volumes would degrade traffic operations at the already-deficient Barton Road/Rocklin Road (Loomis) intersection, which is operating at LOS E during the a.m. peak hour and from an acceptable LOS C during the p.m. peak hour to LOS D in the 2025 without Dominguez with project condition.
 - **Sierra College Boulevard/English Colony Way (Placer County) without Dominguez Road.** The addition of project-related traffic to baseline 2025 No project traffic volumes

- would degrade traffic operations at the already-deficient Sierra College Boulevard/English Colony Way (Placer County) intersection, which is operating at LOS F during the p.m. peak hour and LOS E during the Saturday peak hour in the 2025 without Dominguez Road with project scenario. This intersection already operates unacceptably and the project's contribution would be greater than 5 percent.
- **Sierra College Boulevard/Taylor Road (Loomis) with Dominguez Road.** The addition of project-related traffic to baseline 2025 No project traffic volumes would degrade traffic operations at the already-deficient Sierra College Boulevard/Taylor Road (Loomis) intersection, which is operating at LOS E during the p.m. peak hour in 2025 no project With Dominguez Road scenario. This intersection already operates unacceptably and the project's contribution would be greater than 5 percent.
 - **Horseshoe Bar Road/Taylor Road (Loomis) with Dominguez Road.** The addition of project-related traffic to baseline 2025 No project traffic volumes traffic volumes would degrade traffic operations at the already-deficient Horseshoe Bar Road/Taylor Road (Loomis) intersection which is operating at LOS E with a volume to capacity ratio of 0.968 during the p.m. peak hour D in the 2025 with Dominguez with project condition. This intersection already operates unacceptably and the project's contribution would be greater than 5 percent.
 - **Barton Road/Rocklin Road (Loomis) with Dominguez Road.** The addition of project-related traffic to baseline 2025 No project traffic volumes would degrade traffic operations at the already deficient Barton Road/Rocklin Road (Loomis) intersection, which is operating at LOS F during the a.m. peak hour and from an acceptable LOS C during the p.m. and Saturday peak hour to LOS D in the 2025 with Dominguez with project condition.
 - **Sierra College Boulevard/English Colony Way (Placer County) with Dominguez Road.** The addition of project-related traffic to baseline 2025 No project traffic volumes would degrade traffic operations at the already-deficient Sierra College Boulevard/English Colony Way (Placer County) intersection, which is operating at LOS F during the p.m. peak hour and LOS E during the Saturday peak hour in the 2025 with Dominguez Road with project scenario. This intersection already operates unacceptably and the project's contribution would be greater than 5 percent.
 - **Improvements Required by the Mitigation Measure for Sierra College Boulevard between Dominguez Road and Rocklin Road.** The southbound through lane contemplated by the Measure would require pavement widening within the existing right of way with potential slope easement from the adjacent property owners. The impacts of these improvements to Sierra College Boulevard between Dominguez Road and Rocklin Road have been analyzed in the Draft EIR for the Sierra College Boulevard Widening Project, certified by the City of Rocklin in May of 2009. As a result of the relationship of the proposed project with the Sierra College Boulevard Widening Project, the environmental document prepared for the widening project serves as reference for this DEIR and is, therefore, incorporated by reference. The Sierra College Boulevard Widening Project EIR document is available for review at the City of Rocklin, Community Development Department, 3970 Rocklin Road, Rocklin, California 95677; phone (916) 625-5160. The document is referred to as follows:
 - LSA Associates, Inc. Draft Sierra College Boulevard Widening Project Environmental Impact Report, October, 2008. SCH# 2006122030. Certified by the City of Rocklin on May 12, 2009.

The Draft EIR for the Sierra College Boulevard Widening Project notes that potentially significant impacts were identified in the following areas: Geophysical Resources, Air Quality, Water Quality, Biological Resources, Noise and Cultural Resources. Mitigation measures were added to reduce these potential effects to a less than significant level. Only one unavoidable adverse impact, short-term removal of oak trees, was identified as part of the proposed project, necessitating a Statement of Overriding Considerations prior to approval of the Sierra College Boulevard Widening Project. As the implementation of the Mitigation Measure would include improvements that, as analyzed in the EIR for the Sierra College Boulevard Widening Project, would contribute to short-term significant effects associated with the removal of oak trees, this measure, and thus the Rocklin Commons project, would cause a *significant and unavoidable* short-term effect on oak trees.

- **Improvements Required by the Mitigation Measure for Sierra College Boulevard/Brace Road (Loomis).** The lane additions and lane tapers required for the Mitigation Measure would require pavement widening within the existing road right of way with potential slope easements from adjacent property owners.

The impacts of these improvements to the intersection of Sierra College Boulevard and Brace Road have been analyzed in the EIR for the Sierra College Boulevard Widening Project, prepared by the City of Rocklin, October 2008, which has been incorporated by reference. The Draft EIR notes that potentially significant impacts were identified in the following areas Geophysical Resources, Air Quality, Water Quality, Biological Resources, Noise and Cultural Resources. Mitigation measures were added to reduce these potential effects to a less than significant level. Only one unavoidable adverse impact, short-term removal of oak trees, was identified as part of the proposed project, necessitating a Statement of Overriding Considerations prior to approval of the Sierra College Boulevard Widening Project. As the implementation of the Mitigation Measure 3 would include improvements that, as analyzed in the EIR for the Sierra College Boulevard Widening Project, would contribute to short-term significant effects associated with the removal of oak trees, this measure, and thus the Rocklin Commons project, would cause a *significant and unavoidable* short-term effect on oak trees.

- **Improvements Required by the Mitigation Measure for Sierra College Boulevard/Granite Drive.** The southbound through lane contemplated by the Mitigation Measure can be implemented with restriping of existing pavement only. The existing “right turn only” lane would be converted to a shared “through/right turn” lane and there is existing improvement on the south side of the intersection to accept the second through lane. The second northbound through lane can be implemented within existing pavement on the south side of the intersection. On the north side there is sufficient pavement for about 300 feet, however, there is not sufficient pavement for a transition from two lanes to one. This would require at least 300 feet of additional improvement. This would require pavement widening within the existing road right of way with potential slope easement from the adjacent property owner.

The impacts of these improvements to the intersection of Sierra College Boulevard and Granite Drive have been analyzed in the EIR for the Sierra College Boulevard Widening Project, prepared by the City of Rocklin, October 2008, which has been incorporated by reference. The Draft EIR notes that potentially significant impacts were identified in the following areas Geophysical Resources, Air Quality, Water Quality, Biological Resources, Noise and Cultural Resources. Mitigation measures were added to reduce these potential effects to a less than significant level. Only one unavoidable adverse impact, short-term removal of oak trees, was identified as part of

the proposed project, necessitating a Statement of Overriding Considerations prior to approval of the Sierra College Boulevard Widening Project. As the implementation of the Mitigation Measure would include improvements that, as analyzed in the EIR for the Sierra College Boulevard Widening Project, would contribute to short-term significant effects associated with the removal of oak trees, this measure, and thus the Rocklin Commons project, would cause a *significant and unavoidable* short-term effect on oak trees.

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

The impacts of these improvements to the intersection of Sierra College Boulevard and Rocklin Road have been analyzed in the EIR for the Sierra College Center Project, prepared by the City of Rocklin, September 2006, which has been incorporated by reference. As a result of the relationship of the proposed project with the Sierra College Center Project, the environmental document prepared for the Sierra College Center project serves as reference for this DEIR and is, therefore, incorporated by reference. The Sierra College Center Project EIR is available for review at the City of Rocklin, Community Development Department, 3970 Rocklin Road, Rocklin, California 95677; phone (916) 625-5160. The document is referenced as follows:

- Raney Planning and Management, Inc., Sierra College Center Draft Environmental Impact Report, September, 2006. SCH# 2006052130. Certified by the City of Rocklin on March 20, 2007.

The Draft EIR notes that potentially significant impacts were identified in the following areas: Biological Resources and Transportation and Circulation. Mitigation measures were added to reduce these potential effects to a less than significant level. Only one unavoidable adverse impact, short-term removal of oak trees, was identified as part of the proposed project, necessitating a Statement of Overriding Considerations prior to approval of the Sierra College Center Project. As the implementation of the Mitigation Measure would include improvements that, as analyzed in the EIR for the Sierra College Center Project, would contribute to short-term significant effects associated with the removal of oak trees, this measure, and thus the Rocklin Commons project, would cause a *significant and unavoidable* short-term effect on oak trees.

- **Cumulative Regional Air Quality Emissions.** The proposed project would increase criteria air pollutant and precursor emissions in the region for long-term operational conditions above significance thresholds. Because feasible mitigation measures are not available to reduce these emissions below the significance thresholds, this impact would be considered a **significant and unavoidable** impact.
- **Cumulative Biological Resource Impacts.** The City of Rocklin General Plan EIR concluded that implementation of general plan policies, the existing tree protection ordinances, and ongoing wetlands preservation practices, would not be adequate to reduce the loss of vegetation and wildlife habitat associated with cumulative development. Because the cumulative biological impacts of development are identified in the General Plan EIR as significant and unavoidable, and the project would contribute measurably to this change, the project's contribution to these biological resource impacts would be considered cumulatively considerable and thus *significant and unavoidable*.

2.5 SUMMARY OF PROJECT ALTERNATIVES

State CEQA Guidelines Section 15126.6, as amended, mandates that all EIRs include a comparative evaluation of the proposed project with alternatives to the project that are capable of attaining most of the project's basic objectives, but would avoid or substantially lessen any of the significant effects of the project. CEQA requires an evaluation of "range of reasonable" alternatives, including the "no project" alternative. Chapter 6, Alternatives, of this Draft EIR provides an analysis of the comparative impacts anticipated from four alternatives to the proposed project: 1) the No-Project Alternative, which assumes the development of the site consistent with its current land use and zoning designations; 2) the first Reduced Size Alternative would reduce the total square footage of commercial space by approximately 50% and would reduce the development footprint to approximately 20 acres; 3) the second Reduced Size Alternative would reduce the total square footage of commercial space by approximately 25% and would reduce the development footprint to approximately 30 acres; and 4) an offsite alternative within the City of Rocklin. One additional offsite alternative was also considered but was rejected from further analysis because it was determined to be infeasible. As noted in section 2.1, Table 8.3-1, found in Section 8.3 of this Draft EIR, discloses the extent to which each alternative would cause the same significant effects as the proposed project (as shown in Table 2.3-1 of this Chapter [2.0]) or would reduce the severity of such effects, and to what degree (i.e., whether the impacts would be significant and unavoidable or less than significant under the alternative).

2.6 AREAS OF CONTROVERSY, ISSUES RAISED, AND AREAS RESOLVED IN THE EIR

Section 15123 of the State CEQA Guidelines requires the summary section of a Draft EIR to identify areas of controversy known to the Lead Agency, including issues raised by agencies and public. The following provides a brief summary of the issues raised by agencies and the public in comment letters received on the Notice of Preparation.

- South Placer Municipal Utility District noted that the project was in its service area and that facilities would need to meet its specifications and that improvement plans will need to be submitted for its review and approval.
- California Central Valley Regional Water Quality Control Board did not agree that the best management practices proposed in the IS for hydrology and water quality met the maximum extent practicable (MEP) requirement in the City of Rocklin's MS4 permit or the SWMP in regard to low impact development strategies. Secondly, the agency did not agree that one detention basin would meet the MEP standard.
- The Department of California Highway Patrol noted that the proposed project would significantly impact its ability to provide traffic law enforcement services, unless additional staffing is allocated to patrol this project.
- South Placer Wastewater Authority (SPWA) requests that the CEQA document clearly depict the project boundaries as they relate to the 2005 Service Area Boundary (SAB) and should rely on the 1996 Master Plan and Master Plan EIR. For all parcels inside the SAB, flows should be analyzed to determine if they will exceed the allowance. For those parcels outside the allowance or outside the SAB, the CEQA document would need to identify issues relating to the

construction of wastewater collection and conveyance facilities, and treated wastewater discharges that could result in, or contribute to, exceeding currently permitted wastewater capacity and/or discharge limits.

- The United Auburn Indian Community stated that its members would like to be notified if an inadvertent discovery of prehistoric cultural resources or human burials is found during construction of the proposed project.

The comment letters received on the Notice of Preparation are included in Appendix A of this document. All of the substantive environmental issues raised in the Notice of Preparation comment letters have been addressed in this Draft EIR.

2.7 CITY APPROVAL PROCESS

The City, in its review of the proposed project, will consider the entire environmental assessment contained in this Draft EIR. Upon completion of the environmental review process, the City Council, as the City's ultimate decision-maker on the project, will have the option to certify that the Final EIR: (1) has been completed in compliance with CEQA; (2) was presented to the decision-making body of the lead agency and was reviewed and considered by the decision-making body prior to approving the project; and (3) reflects the lead agency's independent judgment and analysis (State CEQA Guidelines Section 15090). If the EIR is certified, the City Council will make a decision in a separate action whether the proposed project will be denied, approved, or conditionally approved.

The City can approve or conditionally approve the proposed project, if it chooses, even if significant impacts are identified. When significant effects are identified and the lead agency wishes to approve or conditionally approve the project, Public Resources Code Section 21081(a) of CEQA requires that one of the three specific findings be made for each significant effect. The possible findings include the following:

- Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
- Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the findings. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- Specific economic, legal, social, technological, or other considerations, including provisions of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

The City Council, as the lead agency's decision-making body, must also adopt a "statement of overriding considerations," in accordance with CEQA Section 21081(b), if it chooses to approve the proposed project notwithstanding its unavoidable significant effects to the environment. The statement of overriding considerations is a statement by the decision makers acknowledging that significant unavoidable environmental impacts are acceptable when balanced against certain economic, legal, social, technological, or other benefits of the project.

Table 2.3-1 Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance with Mitigation
4.2 Air Quality			
<p>AQ-1: Short-Term Construction-Generated Criteria Air Pollutant and Precursor Emissions. The short-term construction-generated emissions of PM10 would exceed PCAPCD’s significance threshold of 82 lb/day. Mitigation measures would likely substantially lessen the level of emission, but would not reduce emissions to below the applicable thresholds. This impact would be considered significant and unavoidable.</p>	<p>SU</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-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 	<p>SU</p>

Table 2.3-1 Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance with Mitigation
		<p>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.</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. • CARBARB-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 	

Table 2.3-1 Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance with Mitigation
		<p>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 NOX reduction and 45 percent particulate reduction compared to the most recent CARBARB 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 proposed project would increase criteria air pollutant and precursor emissions in the region above significance thresholds. Because feasible mitigation measures are not available to reduce these emissions below the significance thresholds.</p>	<p>SU</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 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 	<p>SU</p>

Table 2.3-1 Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance with Mitigation
		<p>infrastructure that includes secure bicycle parking.</p> <ul style="list-style-type: none"> • The project applicant, where determined to be feasible in consultation with City staff, shall incorporate measures such as: provide electric maintenance equipment, use solar, low-emissions, or central water heaters, increase wall and attic insulation beyond Title 24 requirements, and orient buildings to take advantage of solar heating and natural cooling, use passive solar designs, energy efficient windows (double pane and/or Low-E), highly reflective roofing materials, cool paving (high albedo pavement) and parking lot tree shading above that required by code, install photovoltaic cells, programmable thermostats for all heating and cooling systems, awnings or other shading mechanisms for windows and walkways, utilize day lighting systems such as skylights, light shelves, interior transom windows. • Parking lot design shall include clearly marked pedestrian pathways between transit facilities and building entrances included in the design. • The project applicant shall require that all diesel engines be shut off when not in use for longer than 5 minutes on the premises to reduce idling emissions. 	
<p>AQ-3: Exposure of Sensitive Receptors to Toxic Air Contaminant Emissions. The construction of the proposed commercial uses has the potential to expose existing residents (in the residential neighborhood to the northeast of the project south of Brace Road) to elevated diesel PM emissions, which are categorized as a toxic air contaminant. However, these</p>	LTS	No mitigation measures are required for impacts considered less-than-significant.	LTS

Table 2.3-1 Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance with Mitigation
emissions would occur on short-term, temporary basis and the construction activities would not be atypical in comparison to a similar development project.			
AQ-4: The proposed project would increase mobile-source carbon monoxide emissions in the local area. However, this increase would not cause local mobile-source CO emissions to exceed applicable standards.	LTS	No mitigation measures are required for impacts considered less-than-significant.	LTS
AQ-5: The proposed project would introduce new odor sources into the area (e.g., trash receptacles). However, these odor sources would not be expected to adversely affect adjacent land uses.	LTS	No mitigation measures are required for impacts considered less-than-significant.	LTS
4.3 Biological Resources			
BIO-1: Loss of Wetlands: Implementation of the proposed project would result in the fill of jurisdictional waters of the United States, including wetlands.	PS	<p>BIO-1: Loss of Wetlands</p> <p>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, 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>	LTS

Table 2.3-1 Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance with Mitigation
		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.	
BIO-2: Disturbance of Common Plant and Wildlife Species: Implementation of the proposed project would result in the removal of common plant and wildlife species. These effects would not substantially reduce the habitat of any common species, cause a species to drop below self-sustaining levels, or threaten to eliminate a plant or animal community.	LTS	No mitigation measures are required for impacts considered less-than-significant.	LTS
BIO-3: Loss of Native Oak and Heritage Trees: Implementation of the proposed project would result in the removal of the majority of the native oak trees on the site, including 9 heritage trees and other mature, healthy oak trees. This impact can be mitigated to a less than significant level over the long-term through the relocation or replanting of lost trees but would be significant and unavoidable in the short-term because the removed trees would not be immediately replaced with mature oak trees.	PS	<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</p>	<p>Long Term – LTS</p> <p>Short Term - SU</p>

Table 2.3-1 Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance with Mitigation
		<p>for removal are suitable for transplanting.</p> <p>3.c. As part of the Project’s landscape plan and 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: Implementation of the proposed project would result in the removal of the majority of the native oak trees on the site. This impact would be considered potentially significant due to the specific characteristics of the oak woodland habitat on the</p>	<p>PS</p>	<p>Implement Mitigation Measures BIO-3a through 3d.</p>	<p>Long Term – LTS</p> <p>Short Term - SU</p>

Table 2.3-1 Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance with Mitigation
proposed project site. This impact can be mitigated to a less than significant level over the long-term through the relocation or replanting of lost trees but would be significant and unavoidable in the short-term because the removed trees would not be immediately replaced with mature oak trees.			
BIO-5: Disturbance or Removal of Special-Status Plant Species: Implementation of the proposed project would not result in the loss or disturbance of special-status plant species. This would be considered a less-than-significant impact.	LTS	No mitigation measures are required for impacts considered less-than-significant.	
BIO-6: Disturbance of Valley Elderberry Longhorn Beetle Habitat: Implementation of the proposed project would not be expected to adversely affect elderberry longhorn beetles due to the lack of elderberry shrubs onsite. Therefore, the projects' potential impacts on this species would be considered less-than-significant.	LTS	No mitigation measures are required for impacts considered less-than-significant.	LTS
BIO-7: Disturbance of California Red-Legged Frog Habitat: Implementation of the proposed project would not be expected to adversely affect California red-legged frog due to the lack of habitat on the site and distance to known populations. Therefore, the project's potential impacts on this species would be considered less-than-significant.	LTS	No mitigation measures are required for impacts considered less-than-significant.	LTS
BIO-8: Disturbance of Western Pond Turtle Habitat: Implementation of the proposed project would not be expected to adversely affect western pond turtle due to the marginal habitat on the site. Therefore, the project's potential impacts on this species would be considered	LTS	No mitigation measures are required for impacts considered less-than-significant.	LTS

Table 2.3-1 Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance with Mitigation
less-than-significant.			
<p>BIO-9: Disturbance of Burrowing Owl Habitat: Implementation of the proposed project would not be expected to adversely affect burrowing owls because it is rare to find them nesting in the foothills as far east as the project site and there are no documented records of burrowing owls within five miles of the project area. Therefore, the project's potential impacts on this species would be less-than-significant.</p>	LTS	No mitigation measures are required for impacts considered less-than-significant.	LTS
<p>BIO-10: Disturbance of Raptors and Migratory Birds: Loss of nests of special-status species would be considered potentially significant.</p>	PS	<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</p>	LTS

Table 2.3-1 Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance with Mitigation
		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.	
4.4 Hydrology/Water Quality			
<p>WQ-1: Increased Runoff and Potential for Localized or Downstream Flooding. Implementation of the proposed project would result in an increase in impervious surfaces on the project site, which would lead to an increase in stormwater runoff compared to existing conditions. The increased surface runoff could result in a greater potential for on- and off-site flooding. The proposed project includes a stormwater runoff collection and detention system pursuant to the guidelines set forth in the Stormwater Management Manual that would reduce the post-project peak flows to pre-project levels. This impact would be less than significant.</p>	LTS	No mitigation measures are required for impacts considered less than significant.	LTS
<p>WQ-2: Potential for Short-Term Construction-Related Water Quality Degradation. Implementation of the proposed project could cause short-term water quality degradation associated with construction activities. Construction activities (grading, excavation, etc.) could result in substantial stormwater discharges of suspended solids and other nonpoint source pollutants, which could drain to off-site areas, potentially suspending solids and other nonpoint source pollutants, which could drain to off-site areas, potentially degrading local surface water quality. Further, areas of exposed or</p>	PS	<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 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 	LTS

Table 2.3-1 Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance with Mitigation
<p>stockpiled soils could be subject to sheet erosion during rain events. This impact would be considered potentially significant.</p>		<p>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 99-08-DWQ to ensure the BMPs are effective. • 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 	

Table 2.3-1 Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance with Mitigation
		<p>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.</p> <ul style="list-style-type: none"> 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 for Long-Term Degradation of Water Quality. The conversion of the site from vacant to commercial uses would introduce new stormwater pollutant sources. These pollutant sources would include oils and greases, petroleum hydrocarbons (gas and diesel fuels), nitrogen, phosphorus, and heavy metals. Pesticides, herbicides, and other landscape maintenance products typically used in landscape maintenance also could be present. These pollutants could adversely affect</p>	<p>PS</p>	<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 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 	<p>LTS</p>

Table 2.3-1 Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance with Mitigation
<p>the water quality of the site’s stormwater discharges. The potential water quality degradation associated with site operations would be considered potentially significant.</p>		<p>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 BMP, 2) identify methods and materials for maintenance of each BMP, 3) and include provisions for the repair or replacement of BMPs. 	
4.5 Energy			
<p>EN-1: Project implementation would increase energy demand during both construction and operation of the</p>	<p>LTS</p>	<p>No mitigation measures are required for impacts considered less than significant.</p>	<p>LTS</p>

Table 2.3-1 Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance with Mitigation
<p>proposed project. Construction and operation of the proposed buildings on the project site would be required to comply with the energy efficiency standards included in Title 24 and with air quality mitigation measures identified in mitigation measure AQ-2 that would effectively reduce the project's energy demands. Therefore, the project would not be expected to cause the inefficient, wasteful or unnecessary consumption of energy. This impact is considered less-than-significant.</p>			
4.6 Noise			
<p>NOI-1: Construction-Generated Temporary Increases in Ambient Noise Levels: Construction activities would result in temporary increases in ambient noise levels. However, the nearest sensitive receiver on the south side of Interstate 80 is approximately 850 feet from the project site and the nearest sensitive receiver on the north side of Interstate 80 is approximately 1,000 feet from the project site. Both sensitive receivers are not expected to be affected by project related construction noise levels. As such the impacts of the project related to construction-generated temporary increases in ambient noise levels are considered less-than-significant.</p>	LTS	<p>No mitigation measures are required for impacts considered less-than-significant.</p>	LTS
<p>NOI-2: Construction Blasting Noise: If construction activities include blasting, the intermittent noise levels could be considered excessive for adjacent land uses, if the blasting activities are unexpected. As a result, this impact is considered potentially significant.</p>	PS	<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</p>	LTS

Table 2.3-1 Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance with Mitigation
		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.	
NOI-3: Traffic-Generated Permanent Increases in Ambient Noise Levels: The proposed project would not result in a noticeable increase in traffic noise levels at off-site sensitive receptors. Therefore, this impact is considered less-than-significant.	LTS	No mitigation measures are required for impacts considered less-than-significant.	LTS
NOI-4: Exposure of Sensitive Receptors to Excessive Stationary- or Area-Source Noise Levels: The truck deliveries, HVAC equipment, trash pickup, and parking sweeping associated with the proposed project would not generate noise that exceeds the most restrictive daytime and nighttime noise level criteria utilized by the City of Rocklin and as such is less-than-significant.	LTS	No mitigation measures are required for impacts considered less-than-significant.	LTS
NOI-5: Exposure of Sensitive Uses to Vibration Levels: The vibration levels generated by the proposed construction activities would not expose persons to excessive vibration levels and the project's operations would not generate any vibration sources. Therefore, this impact is considered less-than-significant.	LTS	No mitigation measures are required for impacts considered less-than-significant.	LTS

Table 2.3-1 Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance with Mitigation
<p>NOI-6: Land Use compatibility with On-Site Noise Levels: The project would not result in exposure of sensitive land uses to noise levels in excess of the applicable land-use compatibility noise standards. In addition, the project site is not located near an airport and would not expose people to excessive aircraft-generated noise. Therefore, land use compatibility impacts associated with on-site noise levels would be less-than-significant. noise levels would be less-than-significant.</p>	LTS	No mitigation measures are required for impacts considered less-than-significant.	LTS
4.7 Transportation and Circulation			
<p>TC-1: The addition of project-related traffic to baseline traffic volumes would degrade traffic operations at the already-deficient intersection, which is operating at LOS E during the p.m. peak hour in the existing plus approved projects (baseline) condition. Because this intersection already operates unacceptably and the project's contribution would be greater than 5 percent, this impact would be considered potentially significant.</p>	PS	<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 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>	LTS
<p>TC-2: Sierra College Boulevard/Taylor Road (Loomis). The addition of project-related traffic to baseline traffic</p>	PS	<p>TC-2: Improvements to Sierra College Boulevard/Taylor Road (Loomis).</p>	SU

Table 2.3-1 Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance with Mitigation
<p>volumes would degrade traffic operations at the already-deficient Sierra College Boulevard/Taylor Road (Loomis) intersection, which is operating at LOS D during the a.m. peak hour and LOS F during the p.m. peak hour in the existing plus approved projects (baseline) condition. Because this intersection already operates unacceptably and the project's contribution would be greater than 5 percent, in the a.m. and p.m. peak hour and the project also degrades the LOS at this intersection from LOS C to LOS D during the Saturday peak hour, the project's impacts on this intersection would be considered potentially significant.</p>		<p>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>TC-3: Sierra College Boulevard/Brace Road (Loomis). The addition of project-related traffic to baseline traffic volumes would degrade traffic operations at the Sierra College Boulevard/Brace Road (Loomis) intersection from an already deficient LOS D during the p.m. peak hour to LOS F and from an acceptable LOS A during the Saturday peak hour to LOS D. Therefore, the project's impacts on this intersection would be considered potentially significant.</p>	PS	<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 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>	SU
<p>TC-4: Sierra College Boulevard/Granite Drive. The addition of project-related traffic to baseline traffic volumes would degrade traffic operations at the already deficient Sierra College Boulevard/Granite Drive</p>	PS	<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</p>	SU

Table 2.3-1 Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance with Mitigation
<p>intersection, which is operating at a LOS of F during the p.m. peak and LOS E during the Saturday peak hours in the existing plus approved projects (baseline) condition. Because this intersection already operates unacceptably and the project's contribution would be greater than 5 percent, this impact would be considered potentially significant.</p>		<p>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>	
<p>TC-5: Sierra College Boulevard/Rocklin Road. The addition of project-related traffic to baseline traffic volumes would degrade traffic operations at the already-deficient Sierra College Boulevard/Rocklin Road intersection, which is operating at LOS F during the p.m. and Saturday peak hours in the existing plus approved projects (baseline) condition. Because this intersection already operates unacceptably and the project's contribution would be greater than 5 percent, this impact would be considered potentially significant.</p>	PS	<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 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>	LTS
<p>TC-6: Horseshoe Bar Road/Taylor Road (Loomis). The addition of project-related traffic to baseline traffic volumes would degrade traffic operations at the already-deficient Horseshoe Bar Road/Taylor Road (Loomis) intersection which is operating at LOS E with a volume to capacity ratio of 0.956 during the p.m. peak hour in the existing plus approved projects (baseline) condition. The</p>	PS	<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</p>	SU

Table 2.3-1 Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance with Mitigation
<p>intersection will operate at LOS F with a v/c ratio of 1.008 after the addition of project traffic. Because this intersection already operates unacceptably and the project's contribution would be greater than 5 percent, this impact would be considered potentially significant.</p>		<p>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-7: Roadway Segments Exceedance of LOS Threshold. The proposed project would cause the roadway segment of southbound Sierra College Boulevard between Dominguez Road to exceed the LOS based on the peak hour directional volume to capacity ratio. Therefore, the project's impact on this roadway segment would be considered potentially significant.</p>	<p>PS</p>	<p>TC-7: Make Fair Share Contributions to Improvements on Sierra 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>LTS</p>
<p>TC-8: Freeway Mainlines. Freeway Mainlines. The freeway mainlines would operate unacceptably in the p.m. peak hour during the baseline scenario prior to the addition of project traffic. The addition of project traffic in the baseline scenario, however, would not increase traffic volumes by more than 5 percent. Therefore, the project's impacts on the freeway mainlines would be considered less- than-significant.</p>	<p>LTS</p>	<p>No mitigation is necessary for impacts considered less-than-significant.</p>	<p>LTS</p>
<p>TC-9: Improvements Required by Mitigation Measure TC-1 Sierra College Boulevard between Dominguez Road and Rocklin Road. The southbound through lane</p>	<p>SU</p>	<p>The Sierra College Boulevard Widening Project EIR includes mitigation which will reduce the short-term significant effects associated with the removal of oak trees as a result of</p>	<p>SU</p>

Table 2.3-1 Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance with Mitigation
<p>contemplated by Measure TC-1 would require pavement widening within the existing right of way with potential slope easement from the adjacent property owners. The impacts of these improvements to Sierra College Boulevard between Dominguez Road and Rocklin Road have been analyzed in the Draft EIR for the Sierra College Boulevard Widening Project, certified by the City of Rocklin in May of 2009. As a result of the relationship of the proposed project with the Sierra College Boulevard Widening Project, the environmental document prepared for the widening project serves as reference for this DEIR and is, therefore, incorporated by reference. The Sierra College Boulevard Widening Project EIR document is available for review at the City of Rocklin, Community Development Department, 3970 Rocklin Road, Rocklin, California 95677; phone (916) 625-5160. The document is referred to as follows: LSA Associates, Inc. Draft Sierra College Boulevard Widening Project Environmental Impact Report, October, 2008. SCH# 2006122030. Certified by the City of Rocklin on May 12, 2009. The Draft EIR for the Sierra College Boulevard Widening Project notes that potentially significant impacts were identified in the following areas: Geophysical Resources, Air Quality, Water Quality, Biological Resources, Noise and Cultural Resources. Mitigation measures were added to reduce these potential effects to a less than significant level. Only one unavoidable adverse impact, short-term removal of oak trees, was identified as part of the proposed project, necessitating a Statement of Overriding Considerations</p>		<p>constructing the improvements contemplated by Mitigation Measure TC-1, but not to a less than significant level. No feasible mitigation is available to reduce the short-term significant impact associated with the removal of oak trees under Mitigation Measure TC-1 to a less than significant level.</p>	

Table 2.3-1 Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance with Mitigation
<p>prior to approval of the Sierra College Boulevard Widening Project. As the implementation of Mitigation Measure TC-1 would include improvements that, as analyzed in the EIR for the Sierra College Boulevard Widening Project, would contribute to short-term significant effects associated with the removal of oak trees, this measure, and thus the Rocklin Commons project, would cause a significant and unavoidable short-term effect on oak trees.</p>			
<p>TC-10: Improvements Required by Mitigation Measure All required improvements set forth in Mitigation Measure TC-1 may be accomplished within the limits of existing paved surfaces. The intersection will require the conversion of the southbound approach (Granite Drive) from 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. It is anticipated that all potential deleterious environmental effects to natural or cultural resources would have already been experienced (and presumably mitigated) with the construction of the existing intersection and no new significant impacts would result from the identified intersection restriping plan. Any impacts associated with the improvements called for under Mitigation Measure TC-1 would be less-than-significant.</p>	LTS	No mitigation is necessary for impacts considered less-than-significant.	LTS
<p>TC-11: Improvements Required by Mitigation Measure TC-2 Sierra College Boulevard/Taylor Road (Loomis). All required improvements set forth in Mitigation Measure TC-2 may be accomplished within the limits of</p>	LTS	No mitigation is necessary for impacts considered less-than-significant.	LTS

Table 2.3-1 Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance with Mitigation
<p>existing paved surfaces. In the westbound direction there is enough width available to accommodate the second left turn lane. No physical widening is required for these improvements. It is anticipated that all potential deleterious environmental effects to natural or cultural resources would have already been experienced (and presumably mitigated) with the construction of the existing intersection and no new significant impacts would result from the identified intersection restriping plan. Any impacts associated with the improvements called for under Mitigation Measure TC-2 would be less-than-significant.</p>			
<p>TC-12: Improvements Required by Mitigation Measure TC-3 Sierra College Boulevard/Brace Road (Loomis). The lane additions and lane tapers required for Mitigation Measure TC-3 would require pavement widening within the existing road right of way with potential slope easements from adjacent property owners. The impacts of these improvements to the intersection of Sierra College Boulevard and Brace Road have been analyzed in the EIR for the Sierra College Boulevard Widening Project, prepared by the City of Rocklin, October 2008, which has been incorporated by reference. The Draft EIR notes that potentially significant impacts were identified in the following areas Geophysical Resources, Air Quality, Water Quality, Biological Resources, Noise and Cultural Resources. Mitigation measures were added to reduce these potential effects to a less than significant level. Only one unavoidable adverse impact, short-term removal of oak trees, was identified as part of the proposed project,</p>	<p>SU</p>	<p>The Sierra College Boulevard Widening Project EIR includes mitigation which will reduce the short-term significant effects associated with the removal of oak trees as a result of constructing the improvements contemplated by Mitigation Measure TC-3, but not to a less than significant level. No feasible mitigation is available to reduce the short-term significant impact associated with the removal of oak trees under Mitigation Measure TC-3 to a less than significant level.</p>	<p>SU</p>

Table 2.3-1 Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance with Mitigation
<p>necessitating a Statement of Overriding Considerations prior to approval of the Sierra College Boulevard Widening Project. As the implementation of Mitigation Measure TC-3 would include improvements that, as analyzed in the EIR for the Sierra College Boulevard Widening Project, would contribute to short-term significant effects associated with the removal of oak trees, this measure, and thus the Rocklin Commons project, would cause a significant and unavoidable short-term effect on oak trees.</p>			
<p>TC-13: Improvements Required by Mitigation Measure TC-4 Sierra College Boulevard/Granite Drive. The southbound through lane contemplated by Mitigation Measure TC-4 can be implemented with restriping of existing pavement only. The existing “right turn only” lane would be converted to a shared “through/right turn” lane and there is existing improvement on the south side of the intersection to accept the second through lane. The second northbound through lane can be implemented within existing pavement on the south side of the intersection. On the north side there is sufficient pavement for about 300 feet, however, there is not sufficient pavement for a transition from two lanes to one. This would require at least 300 feet of additional improvement. This would require pavement widening within the existing road right of way with potential slope easement from the adjacent property owner. The impacts of these improvements to the intersection of Sierra College Boulevard and Granite Drive have been analyzed in the EIR for the Sierra College Boulevard Widening</p>	<p>SU</p>	<p>The Sierra College Boulevard Widening Project EIR includes mitigation which will reduce the short-term significant effects associated with the removal of oak trees as a result of constructing the improvements contemplated by Mitigation Measure TC-4, but not to a less than significant level. No feasible mitigation is available to reduce the short-term significant impact associated with the removal of oak trees under Mitigation Measure TC-4 to a less than significant level.</p>	<p>SU</p>

Table 2.3-1 Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance with Mitigation
<p>Project, prepared by the City of Rocklin, October 2008, which has been incorporated by reference. The Draft EIR notes that potentially significant impacts were identified in the following areas Geophysical Resources, Air Quality, Water Quality, Biological Resources, Noise and Cultural Resources. Mitigation measures were added to reduce these potential effects to a less than significant level. Only one unavoidable adverse impact, short-term removal of oak trees, was identified as part of the proposed project, necessitating a Statement of Overriding Considerations prior to approval of the Sierra College Boulevard Widening Project. As the implementation of Mitigation Measure TC-4 would include improvements that, as analyzed in the EIR for the Sierra College Boulevard Widening Project, would contribute to short-term significant effects associated with the removal of oak trees, this measure, and thus the Rocklin Commons project, would cause a significant and unavoidable short-term effect on oak trees.</p>			
<p>TC-14: Improvements Required by Mitigation Measure TC-5 Sierra College Boulevard/Rocklin Road. Mitigation Measure TC-5 requires the applicant to contribute fees to be used to build an additional northbound left-turn lane and an additional southbound right-turn lane at the intersection of Sierra College Boulevard and Rocklin Road. The additional lanes would require widening of the existing pavement. The impacts of these improvements to the intersection of Sierra College Boulevard and Rocklin Road have been analyzed in the EIR for the Sierra College Center Project, prepared by the City of Rocklin,</p>	SU	<p>The Sierra College Center Project EIR includes mitigation which will reduce the short-term significant effects associated with the removal of oak trees as a result of constructing the improvements contemplated by Mitigation Measure TC-5, but not to a less than significant level. No feasible mitigation is available to reduce the short-term significant impact associated with the removal of oak trees under Mitigation Measure TC-5 to a less than significant level.</p>	SU

Table 2.3-1 Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance with Mitigation
<p>September 2006, which has been incorporated by reference. As a result of the relationship of the proposed project with the Sierra College Center Project, the environmental document prepared for the Sierra College Center project serves as reference for this DEIR and is, therefore, incorporated by reference. The Sierra College Center Project EIR is available for review at the City of Rocklin, Community Development Department, 3970 Rocklin Road, Rocklin, California 95677; phone (916) 625-5160. The document is referenced as follows:</p> <p style="padding-left: 40px;">Raney Planning and Management, Inc., Sierra College Center Draft Environmental Impact Report, September, 2006. SCH# 2006052130. Certified by the City of Rocklin on March 20, 2007.</p> <p>The Draft EIR notes that potentially significant impacts were identified in the following areas: Biological Resources and Transportation and Circulation. Mitigation measures were added to reduce these potential effects to a less than significant level. Only one unavoidable adverse impact, short-term removal of oak trees, was identified as part of the proposed project, necessitating a Statement of Overriding Considerations prior to approval of the Sierra College Center Project. As the implementation of Mitigation Measure TC-5 would include improvements that, as analyzed in the EIR for the Sierra College Center Project, would contribute to short-term significant effects associated with the removal of oak trees, this measure, and thus the Rocklin Commons project, would cause a significant and unavoidable short-term effect on oak trees.</p>			

Table 2.3-1 Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance with Mitigation
<p>TC-15: Improvements Required by Mitigation Measure TC-6 Horseshoe Bar Road/Taylor Road (Loomis). All required improvements set forth in Mitigation Measure TC-6 may be accomplished within the limits of existing paved surfaces or within the existing improvements. On Taylor Road northbound there is a 27 foot curb lane that accommodates a through lane and some on-street parking. Approaching Horseshoe Bar Road the parking could be restricted for 100 feet before the intersection and a “Right Turn Only” lane striped. These improvements can all be constructed within the existing right-of-way. No physical widening is required for these improvements. Parking for two to three vehicles will have to be removed. The loss of these two to three parking spaces can be offset by the availability of offsite parking at the existing public parking lot for the train station which is in the proximity of these existing parking spaces along Taylor Road. It is anticipated that all potential deleterious environmental effects to natural or cultural resources would have already been experienced (and presumably mitigated) with the construction of the existing intersection and no new significant impacts would result from the identified intersection restriping plan. Any impacts associated with the improvements called for under Mitigation Measure TC-6 would be less-than-significant.</p>	LTS	No mitigation is necessary for impacts considered less-than-significant.	LTS
4.8 Utilities –Sewer and Wastewater Facilities			
<p>UT-1: Existing and proposed wastewater conveyance facilities have adequate capacity to meet proposed project</p>	LTS	No mitigation is necessary for impacts considered less-than-significant.	LTS

Table 2.3-1 Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance with Mitigation
demand therefore the impacts would remain less-than-significant.			
UT-2: Existing and proposed water supply facilities have adequate capacity to meet proposed project demand, therefore the impacts to water supply from implementation of the proposed project would be less-than-significant..	LTS	No mitigation is necessary for impacts considered less-than-significant.	LTS
5.0 Economic and Urban Decay			
UED-1: Urban Decay: Implementation of the proposed project would result in some diverted sales and some closures of primary market area stores may occur. However, these diverted sales and possible closures are unlikely to result in urban decay. This would be considered a less-than-significant impact.	LTS	No mitigation is necessary for impacts considered less-than-significant.	LTS
6.0 Cumulative			
CI-1: Cumulative Regional Air Quality Emissions. The proposed project would increase criteria air pollutant and precursor emissions in the region for long-term operational conditions above significance thresholds. Because feasible mitigation measures are not available to reduce these emissions below the significance thresholds, this impact would be considered a significant and unavoidable impact.	PS	CI-1: Implement Mitigation Measures AQ-1 and AQ-2	SU
CI-2: Cumulative Biological Resource Impacts. The project would contribute to the cumulative loss of biological resources in the region. This would be considered a significant and unavoidable impact.	PS	CI-2: Cumulative Biological Resource Impacts. Implement the mitigation measures identified in Section 4.3, Biological Resources.	SU

Table 2.3-1 Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance with Mitigation
<p>GCC-1: Cumulative Contribution to Climate Change Impacts. The proposed project would generate GHG emissions during project construction and operation. The vast majority of GHG emissions associated with the project are attributable to the combustion of fossil fuels, primarily through the use of motor vehicles, but also from indirect sources (i.e., electricity-generating power plants). Implementation of City policies and mitigation measures would reduce GHG emissions from construction and operation of the project. The City has determined that through the implementation of these existing regulations, mitigation measures, and compliance with City policies and ordinances, the proposed project would either not be subject to or be in substantial compliance with the early emission reduction strategies contained in the California Climate Action Team’s (CAT’s) Report to the Governor and Executive Order S-3-05 and the recommendations from OPR.. Therefore, the City considers the project’s climate change impacts to be less than cumulatively considerable, and therefore, less than significant.</p>	<p>LTS</p>	<p>The project applicant shall implement 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-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 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. 	<p>LTS</p>

Table 2.3-1 Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance with Mitigation
		<ul style="list-style-type: none"> • 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 for all diesel-fueled equipment. • CARBARB-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 	

Table 2.3-1 Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance with Mitigation
		<p>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 NOX reduction and 45 percent particulate reduction compared to the most recent CARBARB 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.</p> <p>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.</p> <p>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 	

Table 2.3-1 Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance with Mitigation
		<p>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.</p> <ul style="list-style-type: none"> • The project applicant shall provide bicycle enhancing infrastructure that includes secure bicycle parking. • The project applicant, where determined to be feasible in consultation with City staff, shall incorporate measures such as: provide electric maintenance equipment, use solar, low-emissions, or central water heaters, increase wall and attic insulation beyond Title 24 requirements, and orient buildings to take advantage of solar heating and natural cooling, use passive solar designs, energy efficient windows (double pane and/or Low-E), highly reflective roofing materials, cool paving (high albedo pavement) and parking lot tree shading above that required by code, install photovoltaic cells, programmable thermostats for all heating and cooling systems, awnings or other shading mechanisms for windows and walkways, utilize day lighting systems such as skylights, light shelves, interior transom windows. • Parking lot design shall include clearly marked pedestrian pathways between transit facilities and building entrances included in the design. • The project applicant shall require that all diesel engines be shut off when not in use for longer than 5 minutes on the premises to reduce idling emissions. <p>Furthermore, the City has determined that in addition to the mitigation measures and efforts described above, the following</p>	

Table 2.3-1 Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance with Mitigation
		<p>mitigation measures would be appropriate for the proposed project and shall be required with project implementation.</p> <ol style="list-style-type: none"> 1. All dock and delivery areas shall be posted with signs informing truck drivers of the California Air Resources Board regulations including the following: <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. 2. Auxiliary power shall be provided for TRUs, as feasible, at all docking facilities to minimize emissions from these units while on the project site. 3. Restroom sinks within individual buildings on the site shall use sensor-activated, low-flow faucets. 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>Given the significant adverse environmental effects linked to GCC induced by GHGs, the cumulative emission of GHGs is considered a significant cumulative global impact. The challenge in assessing the significance of an individual project's contribution to global GHG emissions and associated global climate change impacts, however, is to determine whether an individual project's GHG emissions result in a cumulatively</p>	

Table 2.3-1 Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance with Mitigation
		considerable incremental contribution to a significant cumulative impact. Operation-related activities would result in Rocklin Commons generating emissions of greenhouse gases (GHGs). However, the overall percentage contribution of project GHG emissions is minimal, when combined with other significant development projects in the City of Rocklin and the greater Placer County region.	
CI-3: The addition of project-related traffic to baseline 2025 No project traffic volumes would degrade traffic operations at the already-deficient intersection, which is operating at LOS E during the p.m. peak hour in the 2025 no project Without Dominguez Road scenario. Because this intersection already operates unacceptably and the project's contribution would be greater than 5 percent, this impact would be considered potentially significant.	PS	Implement Mitigation Measure TC-1.	LTS
CI-4: Sierra College Boulevard/Taylor Road (Loomis) without Dominguez Road. The addition of project-related traffic to baseline 2025 No project traffic volumes would degrade traffic operations at the already-deficient Sierra College Boulevard/Taylor Road (Loomis) intersection, which is operating at LOS E during the p.m. peak hour in 2025 no project Without Dominguez Road scenario. Because this intersection already operates unacceptably and the project's contribution would be greater than 5 percent, this impact would be considered potentially significant.	PS	Implement Mitigation Measure TC-2.	SU
CI-5: Horseshoe Bar Road/Taylor Road (Loomis) without Dominguez Road. The addition of project-related traffic to baseline 2025 No project traffic volumes would degrade	PS	Implement Mitigation Measure TC-6.	SU

Table 2.3-1 Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance with Mitigation
<p>traffic operations at the already-deficient Horseshoe Bar Road/Taylor Road (Loomis) intersection which is operating at LOS E with a volume to capacity ratio of 0.975 during the p.m. peak hour and from an acceptable LOS C during the Saturday peak hour to LOS D in the 2025 without Dominguez with project condition. Therefore, the project's impacts on this intersection would be considered potentially significant.</p>			
<p>CI-6: Barton Road/Rocklin Road (Loomis) without Dominguez Road. The addition of project-related traffic to baseline 2025 No project traffic volumes would degrade traffic operations at the already-deficient Barton Road/Rocklin Road (Loomis) intersection, which is operating at LOS E during the a.m. peak hour and from an acceptable LOS C during the p.m. peak hour to LOS D in the 2025 without Dominguez with project condition. Therefore, the project's impacts on this intersection would be considered potentially significant.</p>	PS	<p>CI-6: 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.</p>	SU
<p>CI-7: Sierra College Boulevard/English Colony Way (Placer County) without Dominguez Road. The addition of project-related traffic to baseline 2025 No project traffic volumes would degrade traffic operations at the already-deficient Sierra College Boulevard/English Colony Way (Placer County) intersection, which is operating at LOS F during the p.m. peak hour and LOS E during the Saturday peak hour in the 2025 without Dominguez Road with project scenario. Because this intersection already operates unacceptably and the project's contribution would be greater than 5 percent, this impact would be considered potentially significant.</p>	PS	<p>CI-7: 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.</p>	SU

Table 2.3-1 Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance with Mitigation
<p>CI-8: The addition of project-related traffic to baseline 2025 No project traffic volumes would degrade traffic operations at the already-deficient intersection, which is operating at LOS F during the p.m. peak hour in the 2025 no project With Dominguez Road scenario. Because this intersection already operates unacceptably and the project's contribution would be greater than 5 percent, this impact would be considered potentially significant.</p>	PS	Implement Mitigation Measure TC-1.	LTS
<p>CI-9: Sierra College Boulevard/Taylor Road (Loomis) with Dominguez Road. The addition of project-related traffic to baseline 2025 No project traffic volumes would degrade traffic operations at the already-deficient Sierra College Boulevard/Taylor Road (Loomis) intersection, which is operating at LOS E during the p.m. peak hour in 2025 no project With Dominguez Road scenario. Because this intersection already operates unacceptably and the project's contribution would be greater than 5 percent, this impact would be considered potentially significant.</p>	PS	Implement Mitigation Measure TC-2.	SU
<p>CI-10: Sierra College Boulevard/Dominguez Road with Dominguez Road. The addition of project-related traffic to baseline 2025 No project traffic volumes would degrade traffic operations at intersection, which is operating at LOS D during the Saturday peak hour to LOS E in the 2025 with Dominguez with project condition. Therefore, the project's impacts on this intersection would be considered potentially significant.</p>	PS	CI-10: The project applicant shall be responsible for restriping 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.	LTS
<p>CI-11: Horseshoe Bar Road/Taylor Road (Loomis) with Dominguez Road. The addition of project-related traffic to baseline 2025 No project traffic volumes traffic</p>	PS	Implement Mitigation Measure TC-6.	SU

Table 2.3-1 Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance with Mitigation
<p>volumes would degrade traffic operations at the already-deficient Horseshoe Bar Road/Taylor Road (Loomis) intersection which is operating at LOS E with a volume to capacity ratio of 0.968 during the p.m. peak hour in the 2025 with Dominguez with project condition. Because this intersection already operates unacceptably and the project's contribution would be greater than 5 percent, this impact would be considered potentially significant.</p>			
<p>CI-12: Barton Road/Rocklin Road (Loomis) with Dominguez Road. The addition of project-related traffic to baseline 2025 No project traffic volumes would degrade traffic operations at the already-deficient Barton Road/Rocklin Road (Loomis) intersection, which is operating at LOS F during the a.m. peak hour and from an acceptable LOS C during the p.m. and Saturday peak hour to LOS D in the 2025 with Dominguez with project condition. Therefore, the project's impacts on this intersection would be considered potentially significant.</p>	PS	CI-12: Implement Mitigation Measure CI-6.	SU
<p>CI-13: Sierra College Boulevard/English Colony Way (Placer County) with Dominguez Road. The addition of project-related traffic to baseline 2025 No project traffic volumes would degrade traffic operations at the already-deficient Sierra College Boulevard/English Colony Way (Placer County) intersection, which is operating at LOS F during the p.m. peak hour and LOS E during the Saturday peak hour in the 2025 with Dominguez Road with project scenario. Because this intersection already operates unacceptably and the project's contribution would be greater than 5 percent, this impact would be considered potentially significant.</p>	PS	No mitigation is necessary for impacts considered less	SU

Table 2.3-1 Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance with Mitigation
CI-14: Freeway Mainlines. The freeway mainlines would operate acceptably during the cumulative scenario with the addition of project traffic. Therefore, the project's cumulative impacts on the freeway mainlines would be considered less- than-significant.	LTS	No mitigation is necessary for impacts considered less	LTS

Source: LSA Associates, Inc. 2009

Notes:

PS-Potentially significant

S – Significant

LTS – Less than significant

SU – Significant and Unavoidable