



MEMORANDUM

DATE: November 6, 2017

TO: Planning Commissioners

FROM: Dara Dungworth, Senior Planner
Bret Finning, Planning Services Manager
Marc Mondell, Economic & Community Development Director

RE: Blue Memo # 2
November 7, 2017 Planning Commission Agenda Packet
Agenda Item # 7, Sierra Gateway Apartments
Public Correspondence

Subsequent to the distribution of the agenda packet for the November 7, 2017 Planning Commission meeting and Blue Memo # 1 of November 3, 2017, public correspondence for the Sierra Gateway Apartments project was received. The compiled letters are provided as Attachment 1 to this Blue Memo.

The Citizens for Tree Preservation letter references a video of the Quarry Park area. A copy of this video is available at this [DropBox link: Quarry Park Video](#).

Attachment 1 – Public Correspondence

ATTACHMENT 1
PUBLIC CORRESPONDENCE

cc
To: Rocklin City Planning Commissioners, City of Rocklin

11/1/17

From: Citizens for Tree Preservation

Re: Oak Tree Preservation

Dear Commissioners:

Citizens for Tree Preservation (CTP) was formed in 2006 to give citizens a voice to speak out against the destruction of native, foothill landscape due to increased residential and commercial development within the city limits of Rocklin.

In spite of City of Rocklin goals for oak protections, thousands of native oak trees have been clear-cut without regard for their preservation or without attempting to find a BALANCE that would meet the needs of the developer AND citizens who value our foothill landscape for its beauty, health benefits, wildlife habitat and respite from a world of digital screens and noise.

The California Environmental Quality Act. (CEQA) requires governmental agencies at all levels to consider qualitative factors as well as economic factors and to consider the alternatives to proposed actions affecting the environment.

As early as 1972, the Supreme Court found that "aesthetic and environmental well-being, like economic well-being, are important ingredients of the quality of life in our society..."

And, Rocklin's Urban Forest Plan calls for "conservation of existing tree resources" and Rocklin's "Oak Tree Preservation Ordinance" states that "oak woodlands constitute a valuable natural resource within the City" with a goal to "address the decline of oak woodlands due to urbanization through a considered attempt to BALANCE against the social benefits of private property ownership and development".

The key to smart development is "BALANCE". This 10 acre parcel was re-zoned 2013 to "high-density residential" with a minimum of 20 units per acre! That's where the mistake was made. We understand that Rocklin is attempting to "infill" its undeveloped parcels and also reach its state-mandated RHNA goals, but, we also understand that the 195 units in the proposed Sierra Gateway Apartments will contain NO low-income or affordable units. The more appropriate zoning would have been to require a maximum of 20 units per acre, which could have allowed for flexibility in the number of units and saved some of the nearly 400 mature oak trees that are slated to be clear-cut, not to mention the severe grading that is required on this beautiful rolling parcel. Again, BALANCE is the key to smart growth!



Rocklin has the tools in place to protect it's natural resources when developing it's vacant lands. Current Rocklin laws offer flexibiity in planning and design review vs. strict zoning. The use of Design Review and General Development Plans allow for "creative and innovative design by allowing flexibility in development standards".

The biological devastation to this 10-acre parcel incude "...significant impacts to air quality, biological resources, cultural resources, noise and transportation/traffic...".

As a neighbor from Loomis, it's important to say that Nature's ecological systems are continuous and connected - regardless of invisible lines on the ground. To think that Rocklin is an isolated island is to wear blinders to the fact that we live in a shared environment.

Years of efforts and countless meetings have produced at least 5 citizen groups who oppose this project in it's current form. Citizens for Tree Preservation, Citizens Voice, Rescue Rocklin, Hidden Creek Home Owners Assoc. and El Don Neighborhood Association are alarmed at the way the City of Rocklin operates with narrow City objectives to generate revenue and profits for the developer but, at a huge cost to the local environment.

Developer's mitigation fees can not compensate surrounding neighborhoods for the loss of a beautiful oak woodland with 75-125 year old mature trees. Negative impacts are felt in the form of increased traffic, increased pollution from light, noise and emissions and can result in lower property values and, possibly, inability to sell.

Environmental justice calls for you to look at the larger picture because what happens in Rocklin, doesn't stay in Rocklin!

We hope that Rocklin's Planning Commission will seek a BALANCE in assessing this project and find value in the arguments made by us and all the others who oppose this "bad fit" project. SAVE OUR OAKS!

Irene and Roger Smith
Citizens for Tree Preservation
n2nvr2008@gmail.com

p.s We would like you to take the time to view the attached flash drive video showing the Quarry Park massacre when all the oak trees were clear cut to make way for an Adventure Park and Fire House. This is give you a vision of the way the 10 acres will look after the chainsaws are done!

Quote: ***"We abuse land because we regard it as a commodity belonging to us. When we see it as a community to which we belong, we may begin to use it with love and respect."*** Aldo Leopold

916-630-4962

cc: From Producer of video - "Quarry Park Graveyard"

----- Forwarded message -----

From: **Tamra Sayad** <tamrasayadhrmanager@gmail.com>

Date: Tue, Sep 12, 2017 at 11:52 AM

Subject: Fwd: Protecting the few heritage oaks remaining - Quarry Park District

To: marc.mondell@rocklin.ca.gov, bret.finning@rocklin.ca.us, scott.yuill@rocklin.ca.us, ken.broadway@rocklin.ca.us

Hello Mr. Mondell, (Bret Finning, Scott Yuill, Ken Broadway)

Re: Rocklin Adventures at Quarry Park and Fire Station #1/U2017-0001 - Oak trees not properly protected from construction activities

Please note that there are oak trees that are not scheduled for removal that are not being properly protected from current and on-going construction activities in compliance with the pertinent section of the City of Rocklin Oak Tree Preservation Ordinance or the recommended directions as listed in the Arborist report. See attached documents and pictures. Additional pictures will be sent in a separate email due to the size of the attachments.

How can the city be so negligent in the lack of protection of our treasured oak trees? Does it make sense to pile so many tons of boulders next to two of the few remaining heritage oaks? The city has removed 85 protected oak trees in what was once a beautiful open space of oak woodlands - and now the city is failing to meet the basic requirements of the few that remain standing.

Please advise when the proper fencing will be placed three feet outside the dripline of the tree (see Oak Tree Preservation Guidelines and Arborist report) and also when the correction notice issued to rectify the violation .

Thank you,

Tamra Sayad

916-630-4962

From: [Sue Hoppe](#)
To: [Carl Sloan](#); [Pierre Martinez](#); [Brian Whitmore](#); [Gregg McKenzie](#); [Michele Vass](#); [Dara Dungworth](#); [Barbara Ivanusich](#)
Subject: Sierra Gateway apartment Project
Date: Monday, November 06, 2017 11:29:37 AM

Dear Planning Commissioners,

The Hidden Creek at Sierra College Home Owners Association (HOA) and its Residents strongly oppose the Sierra Gateway Apartment (SGA) project. Its an incompatible project for all of the following reasons:

- Unsightly 45 foot "Net-Effect" height of buildings as viewed from Water Lily Ln, Daffodil Court and Lavender Circle (buildings #5, #9)
- at least 15+ years for 'privacy' trees to mature
- Lot coverage of over 60% is not in compliance with Ordinance 993
- Decrease in our property values due to unsightly towering structures
- Egress traffic congestion on Water Lily Lane
- Developer's failure to communicate with HOA, Board, Association Management
- Destruction of Oak Woodland
- New night time headlight impact
- Increased flood potential due to shared storm drains, due to the excessive amount of pavement in their Project. Waters will flow toward Water Lily Lane homes.

Even after 2 rejections by the City Planning Commission and a citizen lawsuit, The Developer of this project has failed to contact our HOA Board of Directors or Association Management in good-faith to discuss their plans...and has returned with the same 'bad fit project. Furthermore, the Developer is proposing an egress onto our private HOA maintained street (Water Lily Ln), which will have drastic impacts to our only exit.

While a landowner should have a right to build on their property, the Development needs to be considerate of their surrounding neighbors, comply with all zoning/rezone ordinances, comply with ALL Design Review Criteria, and must be a 'good fit' for all of the Community. We ask the Planning Commission not to approve the Design Review Permit, the Oak Tree Removal Permit and the Final EIR due to its non-compliance with City Ordinance, Design Review Criteria and inadiquacies to mitigate substantial impacts to both the project site and surrounding areas. We believe a reduced footprint project would be a better fit for the neighborhood and community.

Regards,

Sue Hoppe

Vice President

Hidden Creek Association Board

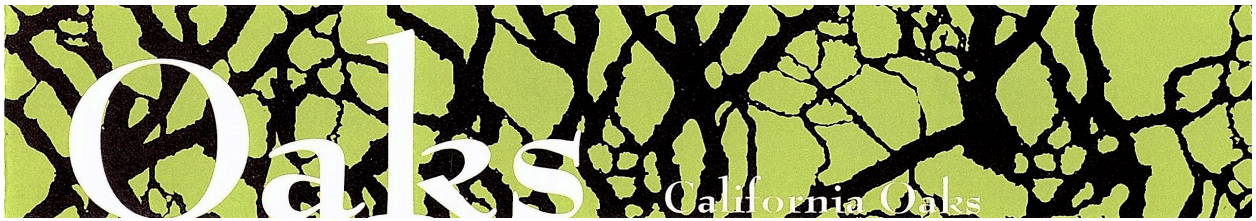
Dara Dungworth and Barbara Ivanusich : Would you please add this letter to the public record?

Thank you,

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Sue Hoppe
Senior Care Consultant
Life Options for Seniors
Phone: 916.225.4337
Fax: 916.630.9311

This communication contains information from Life Options for Seniors that may be confidential. Except for personal use by the intended recipient, or as expressly authorized by the sender any person who receives this information is prohibited from disclosing, copying, distributing and or using it.



November 6, 2017

David Mohlenbrok
Environmental Services Manager
Public Services Department
4081 Alvis Court
Rocklin, CA 95677

Transmitted via email: David.Molenbrok@rocklin.ca.us

RE: Sierra Gateway Apartments Design Review (DR2015-0018), Oak Tree Preservation Plan Permit (TRE2016-0001), Final Environmental Impact Report (Sch # 2016032068)

Dear Mr. Mohlenbrok:

The California Oaks program of California Wildlife Foundation is dedicated to preserving and perpetuating California's oak woodlands and wildlife habitats. We are concerned that serious deficiencies of the Draft Environmental Impact Report (DEIR) remain in the Final Environmental Impact Report (FEIR) for the proposed Sierra Gateway Apartment development. This letter addresses the responses to our June 8, 2017 letter and it also raises a further deficiency in the environmental documentation: the greenhouse gas (GHG) omission impacts of the proposed oak removal are not adequately addressed.

The California Oaks letter dated June 8, 2017 referenced the Placer County Oak Woodland Management Plan's discussion of valley oak woodlands, valley foothill riparian, and blue oak woodlands because the county's plan is an expression of the value the county places on its oak resources. We understand that the City of Rocklin is incorporated and has tree protections that are articulated in the city's Oak Tree Preservation Guidelines and the Planning for the Future document. Those documents also reflect an understanding of the importance of oak woodlands. The guidelines state on page 1:

The goal of these Guidelines is to address the decline of oak woodlands due to urbanization through a considered attempt to balance the benefit of preservation, and the cost thereof, against the social benefits of private property ownership and development. To reach this goal, these Guidelines implement a comprehensive design review process for new development, offer incentives for oak tree preservation, and provide feasible alternatives and options to removal where practical.

We also refer you to page 6 of the guidelines: "It is the City's objective to work with all applicants in pursuit of the preservation of as many oak trees as possible."

It is very concerning that the environmental documentation for the proposed project has concluded that only 108 of the site's oak trees are subject to mitigation requirements. Our June 8th

letter questioned the assessment that so many of the site's trees are in a condition that renders them not subject to mitigation. The response to our letter did not address this point. It simply states "As such, based on the conditions noted on the project's arborist report...and as summarized in Impact 4.4-4, it is correctly noted that only 108 oak trees are subject to the mitigation requirements described in the Oak Tree Preservation Guidelines." To gain perspective on the arborist's assessment we recently asked a resident of Rocklin who stated, "...most of the trees on this parcel appear healthy to me."

Mitigation: Our letter sent in June stated: *It is disconcerting that the DEIR has no detail about mitigation other than a statement that it will be "consistent with the requirements of the City's Oak Tree Preservation Ordinance (Rocklin Municipal Code Section 17.77.080.B)." We offer that the proposed project has generated sufficient concern that the DEIR should provide adequate information about the proposed mitigation measures.*

The Final Environmental Impact Report (FEIR)'s response to our comment references the Draft EIR's Mitigation Measure 4.4-4. However the measure simply states that it will comply with the city's requirements:

MM 4.4-4 (BIOLOGICAL RESOURCES) - Prior to the issuance of improvement plans or grading permits, the applicant shall:

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

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

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

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

Prior to any grading or construction activity, the applicant/developer shall prepare, subject to approval by the City's Community Development Director, an oak tree mitigation plan which incorporates the steps noted in the mitigation measure, including payment of necessary fees into the City's Oak Tree Mitigation Fund.

California Environmental Quality Act (CEQA) applies to oak removal impacts on Greenhouse Gas (GHG) omissions: Net present value of greenhouse gas emissions forms the foundation of the state's greenhouse reduction objectives, as well as the California Forest

Protocol preservation standards. Every ton of CO₂ released into the atmosphere by oak woodland conversion—alongside the loss of the woodland’s role in carbon sequestration—represents a measurable potential adverse environmental effect, which is covered by the California Environmental Quality Act (CEQA). California’s climate change legislation requires the analysis and mitigation of greenhouse gas emissions associated with all proposed oak woodland conversions. Thus the environmental documentation needs to assess the GHG impacts associated with the removal of all trees and other vegetation that is threatened by the proposed Sierra Gateway Apartment complex. The language in the environmental documentation is deficient. We cite two sections below that are striking in that they provide no data upon which the determination was made.

We reviewed the DEIR and read on pages 4.1-3 and 4.1-4 that:

Greenhouse Gas Emissions – *Construction and operation of the proposed project will generate greenhouse gas emissions. The CalEEMod software modeling program was used by the firm of De Novo Planning Group to estimate the proposed project’s short- term construction related and long-term operational greenhouse gas emissions and identify potentially significant impacts; the air quality and greenhouse gas analysis is included in the Draft EIR as Appendix E. Compliance with the mitigation measures incorporated into the General Plan goals and policies would reduce impacts related to GHG emissions to a less-than-significant level; therefore this issue will not be discussed in the EIR.*

A proper analysis would first explain what the GHG impacts of the project would be. Nothing in the environmental documentation indicates that the analysis properly accounted for the carbon sequestered in the vegetation and soils associated with oaks and other vegetation on the property. Instead, a county de Minimis standard is simply invoked with no discussion of how that metric is met. Secondly, a proper analysis would explain how GHG emissions would be reduced to a less-than-significant level. Appendix E of the DEIR states on page 3-19 that carbon sequestration losses were analyzed yet fails to present these data:

Long-Term Operational GHG Emissions: *The long-term operational GHG emissions estimate for the proposed project incorporates the project’s potential area source and vehicle emissions, and emissions associated with utility and water usage, and wastewater and solid waste generation. The modeling reflects a loss of carbon sequestration from the loss of existing trees and vegetation; however, it does not reflect any benefits of carbon sequestration from the installation of new landscaping. Not including the carbon sequestration benefits of new landscaping results in a slight overestimate of the total carbon emissions of the proposed Project.*

Biomass and soil emissions associated with land-use change are carbon dioxide (CO₂), methane (CH₄) and nitrous oxide (N₂O). Based on AB 32, Executive Order S-3-05, Forest Project Protocol and CEQA greenhouse gas criterion, there are four GHG emission questions the conversion of forestland must answer:

1. How much potential CO₂ sequestration over the next 100 years will be lost as a result of project impacts to live trees three inches or greater in diameter at breast height?
2. How much CO₂, CH₄ and N₂O will be released if the live trees, standing dead trees, downed-woody debris and other vegetation are burned or are otherwise dispersed? For example, if the biomass is burned, CO₂, CH₄ and N₂O are emitted. How much of each gas depends on biomass

moisture content and the method of combustion. If not burned, the quantity of GHG emissions is dependent on how the biomass is reduced.

3. How much CO₂, CH₄ and N₂O will be released due to soil emissions associated with forestland earth-moving activities?

4. How will project forestland GHG emissions be proportionally mitigated in the context of effectively meeting California's 2020/2050 GHG reduction goals, AB 32 forestry sector no net loss/stretch targets and over a 100- year measurement period?

Contrary to CEQA scientific and factual requirements, the FEIR has not adequately analyzed and mitigated the significant forestland conversion GHG emissions associated with the proposed Sierra Gateway Apartment project.

It is abundantly clear that the developer is attempting to do as little as possible to advance the values the county and city place on the oak resources that stand to be negatively impacted by the project. We hope the City of Rocklin upholds the public trust by requesting more detail on the mitigation plan and a more complete GHG analysis.

Thank you for your consideration.

Sincerely,



Janet Cobb, Executive Officer
California Wildlife Foundation/California Oaks

From: [Carl Sloan](#)
To: ["Denise Gaddis"](#)
Cc: [Pierre Martinez](#); [Brian Whitmore](#); [Michele Vass](#); [Gregg McKenzie](#); [Terry Stemple](#); [Dara Dungworth](#); [David Mohlenbrok](#); [Bret Finning](#)
Subject: RE: Sierra Gateway Apartments
Date: Monday, November 06, 2017 12:00:25 PM

Hello Denise,

I have received your email and have reviewed it. I am forwarding it to City staff for inclusion in the project record. Thank you for your participation in this process.

Carl Sloan

From: Denise Gaddis [<mailto:denise@wavecable.com>]
Sent: Saturday, November 4, 2017 12:33 PM
To: Carl Sloan <Carl.Sloan@rocklin.ca.us>; Pierre Martinez <Pierre.Martinez@rocklin.ca.us>; Brian Whitmore <Brian.Whitmore@rocklin.ca.us>; Michele Vass <Michele.Vass@rocklin.ca.us>; Gregg McKenzie <Gregg.McKenzie@rocklin.ca.us>
Subject: FW: Sierra Gateway Apartments

Hello again,

I am writing again for two reasons.

First I would like to ask for confirmation that you received my email. I have not heard back from any members of the commission.

Secondly in my original email I conservatively calculated that the Sierra Gateway Apartment project along with other pending developments in the area would generate a Total Net New Vehicle Trips of 51,948. I neglected to also add in the additional 10,086 vehicle trips that will be generated by the projected 8,200 increase in Sierra College Rocklin Campus students as recently identified in the College's 2017 Facilities Master Plan Update. This would bring the **Total Net New Vehicle Trips to over 62,000** in the Sierra College Blvd/Rocklin Road area. I have attached an updated list.

Thank you,
Denise Gaddis

From: Denise Gaddis [<mailto:denise@wavecable.com>]
Sent: Thursday, November 02, 2017 1:01 AM
To: 'Carl.sloan@rocklin.ca.us' <Carl.sloan@rocklin.ca.us>; 'Pierre.martinez@rocklin.ca.us' <Pierre.martinez@rocklin.ca.us>; 'Brian.whitmore@rocklin.ca.us' <Brian.whitmore@rocklin.ca.us>; 'Michele.Vass@rocklin.ca.us' <Michele.Vass@rocklin.ca.us>; 'Gregg.mckenzie@rocklin.ca.us'

<Gregg.mckenzie@rocklin.ca.us>

Subject: Sierra Gateway Apartments

To: City of Rocklin Planning Commissioners

My name is Denise Gaddis and I live off Freeman Circle and El Don Drive very near to the proposed 3-story, 195-unit "Sierra Gateway Apartments" at the S/E intersection of Rocklin Road and Sierra College Blvd. I drive through this intersection on almost a daily basis. I also regularly drive on SC Blvd. and Rocklin Road as these are egress & ingress points to my home on Freeman Circle. I have lived in this neighborhood for 22 years.

I would like to provide some comments on this project, objections to items in the Final EIR and address this projects violations to the City of Rocklin's Municipal Code as well as the City's General Plan Goals and Policies.

I can appreciate that my email is long but I would greatly appreciate you taking the time to read my information as I will not be afforded the time to present this to you at the public hearing on

November 7th when you will make your decision on the project. Believe me I could have gone on and on but tried to limit my concerns to a few areas (Aesthetics and Traffic-Circulation). I am also providing a copy of this email in an attached Word format and respectfully request my email (or Word doc) be included in the record.

FINAL EIR

I have a number of objections to the Final EIR on the Sierra Gateway project that was drafted by City Staff not an independent Environmental Firm. I feel important environmental impacts were completely ignored. Too, too many to go into. I disagree with staff's interpretation that many of the "significant environmental impacts" were found to be "less than significant". I also find it objectionable that "For issues that were raised by multiple commenters, the City determined that the preparation of a master response would be appropriate." By doing this those who drafted the Final EIR left out **many, many** identified impacts in the Master Response noted by concerned parties who commented on the DEIR. One great example is the Master Response does not even mention the significant impacts of this development on the Loomis Union School District. Additionally, it does not mention the Writ of Mandate and Complaint for Injunctive Relief filed in Placer County Superior Court. It also does not even mention

In many responses to comments submitted, the writer of the Final EIR continual states...*"The comment does not affect the analysis or conclusions of the Draft EIR, is considered to be noted and will be forwarded to the decision-makers."* **I would like to know how all these comments that purportedly do not affect the DEIR have been forwarded to you "the decision makers".**

Additionally, I believe most of these comments that reportedly do not affect the DEIR should **not** be rejected in the decision making process. I read the Final EIR and the comments made and I found many to be extremely relevant.

2.3 MASTER RESPONSE

Aesthetics (pg. 14 of Final EIR.pdf)

I am very troubled that City staff failed to even mention the **primary** aesthetic environmental impact of allowing a **3-story structure** in our neighborhood. The area in question is predominantly one and two-story single family homes. There are also three 2-story apartment complexes in the vicinity of the proposed Sierra Gateway apartment site. With the minor exception of one building on the Sierra College main campus, there are **no** existing 3-story structures in our neighborhood. The local community feels that allowing a 3-story apartment complex would be extremely aesthetically unpleasant and not at all compatible with the existing surroundings.

Staff also fails to address the adverse aesthetical affects by changing a 10 acre oak tree forested property to a 3-story structure stripping the land of all trees and erecting a 3-story structure virtually sitting right on top of Rocklin Road and Sierra College Blvd. with 3 to 10 foot berms and concrete retaining walls. Additionally the project renderings show landscaping with growth in 15-20 years. So

for 15-20 years we have to live with unsightly asphalt and buildings?

These are a drastic change to our neighborhood. The proposed project **will** affect the visual character of the project area (my neighborhood). I'm the one who is going to have to drive by these unsightly buildings every day. Therefore my opinion on the aesthetic value should be considered.

The Draft EIR stated, "...**significant aesthetic impacts will occur as a result of development...**"

How can the City conclude in the DEIR that there are significant impacts then turn around and claim in the FEIR that there are less than significant impacts?

Based on my above statements and based on the below Municipal Code violations, I cannot agree with the City's Final EIR conclusion that the aesthetics impacts of this project would be considered less than significant.

CITY MUNICIPAL CODE VIOLATIONS

In addition, I believe this project fails to comply with the following sections of the City's Municipal Code as the project exceeds the maximum height allowed, exceeds allowed lot coverage and is not compatible with the purpose and intent of a planned development.

17.40.020 - Height regulations. (R-3 zone)

- A. The maximum height for principal buildings and structures shall be fifty feet.
- B. The maximum height for accessory buildings or structures shall be fourteen feet.

17.40.050 - Lot coverage. (R-3 zone)

The maximum lot coverage by all structures and buildings in the R-3 zone shall not exceed sixty percent of the lot area.

17.60.010 - Purpose and intent. (planned development "PD" zone)

B. The specific purposes of the planned development zone are to:

- 1. Promote and encourage cluster development on large sites to avoid sensitive areas of property;
- 3. Encourage the preservation of open space;

FINAL EIR - MASTER RESPONSE Continued

Transportation/Traffic (pg. 15 of Final EIR.pdf)

The FEIR states, "... the proposed project, within the context of development in the City of Rocklin and the surrounding areas of western Placer County, would result in a cumulatively considerable and significant and unavoidable impact to the Rocklin Road/Interstate 80 WB and EB ramp intersections.... Water Lily Lane Emergency Access and Outbound Access from Water Lily Lane conditions, the increase in delay at the intersections of Rocklin Road/Interstate 80 WB and EB ramps is each more than five seconds at an intersection that operates at an unacceptable LOS... **would be considered cumulatively considerable and significant and unavoidable.**"

Some alternatives/mitigations have been suggested; the widening of Rocklin Road to six lanes,

reconstructing the I-80/Rocklin Road interchange as well as the SC Blvd/Rocklin Rd. intersection. However, as stated in the FEIR **the City does not have the necessary funds to provide any of these traffic alternatives or to address the cumulative traffic impacts in this area.**

Clearly this 195-unit project producing over 1,300 daily vehicle trips will significantly impact my neighborhood with vehicle traffic diverting onto local residential streets as shortcuts. Most specifically El Don Drive. College students are already doing it.

I have done extensive research over the past year on pending projects in this area (roughly within a one to two mile radius) and used them in my comments on the DEIR. **The FEIR fails to recognize these projects and include them in their cumulative traffic impacts as well as impact analysis on many other levels.**

The FEIR does not include the following projects in its impact analysis:

- 1) **Rocklin Station** (NOP concluded)
- 2) **Vista Oaks Subdivision & Highlands Parcel A** (approved project)
- 3) **Oak Vista Subdivision** (approved in June 2017)
- 4) **Secret Ravine Community** (application filed)
- 5) **Amazing Facts Church** (under construction)
- 6) **Rocklin Park Senior Living Facility** (application filed)
- 7) **Croftwood Unit #2** (application filed)
- 8) **Indian Creek Tentative Parcel Map** (application filed)
- 9) **Costco** at SC Blvd/Brace Rd.
- 10) **Sierra Villages** - approximately 400 SF lots, commercial and senior living facility across the street from Sierra Gateway

Please refer to project list attached. I conservatively estimated that these “other” pending projects which includes Sierra Gateway will produce **17,877 new “daily” vehicle trips** onto Rocklin Road and Sierra College Blvd. The FEIR in Table 4.5-11 indicates there will be **34,071 Net New Project Trips** (not including the previously noted projects). That brings the **Total Net New Vehicle Trips to 51,948.**

I would think this is such a significant impact that it simply cannot be ignored.

The FEIR uses the argument that the Sierra Gateway Apartments DEIR’s baseline condition for analysis was established as March 24, 2016, therefore they are not including the above noted projects to calculate impacts. On **May 28, 2017**, I provided my comments on DEIR to the City. I included these pending projects.

To not include them as part of the cumulative impacts of the Sierra Gateway project is objectionable.

The city will also try to use the argument that the General Plan EIR’s analysis has already taken some of these numbers into account. Much has changed since the GP EIR analysis was done. Many of the

above noted projects involved a rezone and general plan amendment therefore you cannot rely on this argument.

The above noted increased traffic numbers do not even include the increased Sierra College student traffic as student enrollment continues to increase on the Rocklin campus. The College is currently undergoing a Facilities Master Plan update and projects a 50% increase in students over the next 10 to 20 years.

Calling these traffic impacts “unavoidable” and implying this is somehow acceptable is NOT okay.

As another resident stated in his comments on the DEIR, “Previous court rulings have suggested that ignoring upcoming projects would be considered a fatal flaw.”

The City has no plan or “Controlled Zone” to address these cumulative and significant traffic impacts. This project should not be approved by the Planning Commission until the City of Rocklin comes up with a reasonable plan to address these extensive traffic impacts. The FEIR also does not address the impacts to emergency vehicle response times due to these significant traffic impacts. This project also violates General Plan Policies as outlined below.

CITY MUNICIPAL CODE

Title 10 – Vehicle and Traffic

Starting with Sections **10.08.020 - Traffic committee** implies the City’s Traffic Committee and City Council should have been consulted due to “*public convenience and safety*” requirements.

The city should establish a controlled zone prior to any project approvals.

10.28.090 - Public transit vehicles—Passenger-safety zones.

“...establish safety zones...advisable or necessary for the protection of pedestrians at places where public transit vehicles stop...” The project proponents fail to address the increased elementary and high school students generated by this project that will now require pick up by school buses. No “Safety Zone” or school bus shelter is proposed for this project.

This project should not be approved without first providing a safe and covered shelter area for school bus activities.

GENERAL PLAN GOALS AND POLICIES

CIRCULATION ELEMENT

Policies

C-7 Monitor traffic on City streets to determine improvements needed to maintain an acceptable

Level of Service.

C-15 Reduce the potential for the use of local residential streets as shortcuts for through traffic on streets that are not improved to full City standards.

C-24 Require landscaping and tree planting along major new streets, properties abutting highways/freeways and along existing streets as appropriate.

C-27 Design and phase construction of road improvements to minimize disruption to local residents and traffic, to the extent feasible.

C-34 Provide for the extension of Dominguez Road over I-80 as a future improvement to relieve the Sierra College Boulevard/I-80 and Rocklin Road/I-80 interchanges and create access to the southeast quadrant of the Sierra College Boulevard/I-80 interchange.

C-35 Increase traffic capacity at Rocklin Road and I-80, as traffic conditions require, by widening, overcrossings, or other design features, to allow for more efficient traffic movement and pedestrian and bike facilities.

Sincerely,

Denise Gaddis
5521 Freeman Circle
Rocklin, CA 95677
916-532-9927
denise@wavecable.com

Sierra College Blvd. Corridor New & Pending Developments (11 Projects)

(Includes developments on East side of I-80 off Rocklin Road)

17,877 Daily Vehicle Trips Generated onto Sierra College Blvd. & Nearby Streets

Plus Sierra College Student increases generating 10,086 vehicle trips = 27,963 vehicles

October 2017

Institute of Transportation Engineers (ITE)

Vehicle Trip Calculations Used for Average Weekday

Commercial: 35 vehicle trips per 1,000 sq. ft.

- Fast Food w/o Drive Thru: 716 vehicle trips per 1,000 sq. ft.
- Fast Food with Drive Thru: 496.12 vehicle trips per 1,000 sq. ft.

Shopping Center: 42.70 vehicle trips per 1,000 sq.ft.

Discount Club: 41.80 vehicle trips per 1,000 sq. ft.

Single Family: 9.52 vehicle trips per Dwelling Unit

Apartment: 6.69 vehicle trips per unit

Church: 9.11 vehicle trips per 1,000 sq. ft.

Senior Adult Housing: 3.44 vehicle trips per Dwelling Unit

Assisted Living: 2.66 vehicle trips per Bed

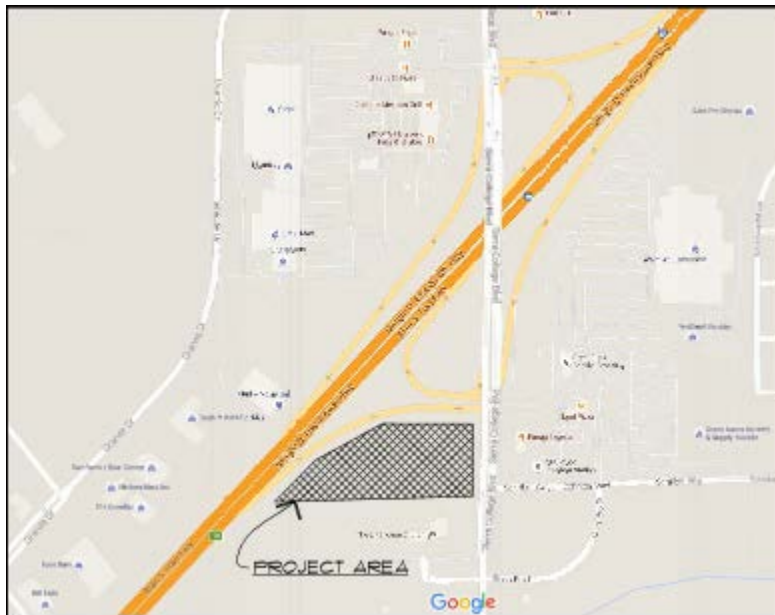
Medical Dental Office: 36.13 vehicle trips per 1,000 sq. ft.

Office Park: 11.42 vehicle trips per 1,000 sq. ft.

Junior/Community College: 1.23 per student

1. Rocklin Station – Commercial Development

- **Application filed, NOP Completed**
- <http://www.rocklin.ca.us/post/rocklin-station>
- Southwest corner of I-80 off-ramp and Sierra College Boulevard.
- Commercial center including an automotive service use, retail space, and **restaurant spaces, some with drive-through** window service (includes “Habit Burger”, “Chick-Fil-A”, “Del Taco”, Les Schwab Tires Auto Service Center and more.
- 5.8 acres
- 24,997 sq.ft. total
- **875 daily vehicle trips generated onto Sierra College Blvd.*** (25 x 35 vehicle trips per 1,000 sq. ft. = 875)
***did not include higher vehicle trip rates for fast food restaurants**



2. Sierra Gateway Apartments – Residential Development

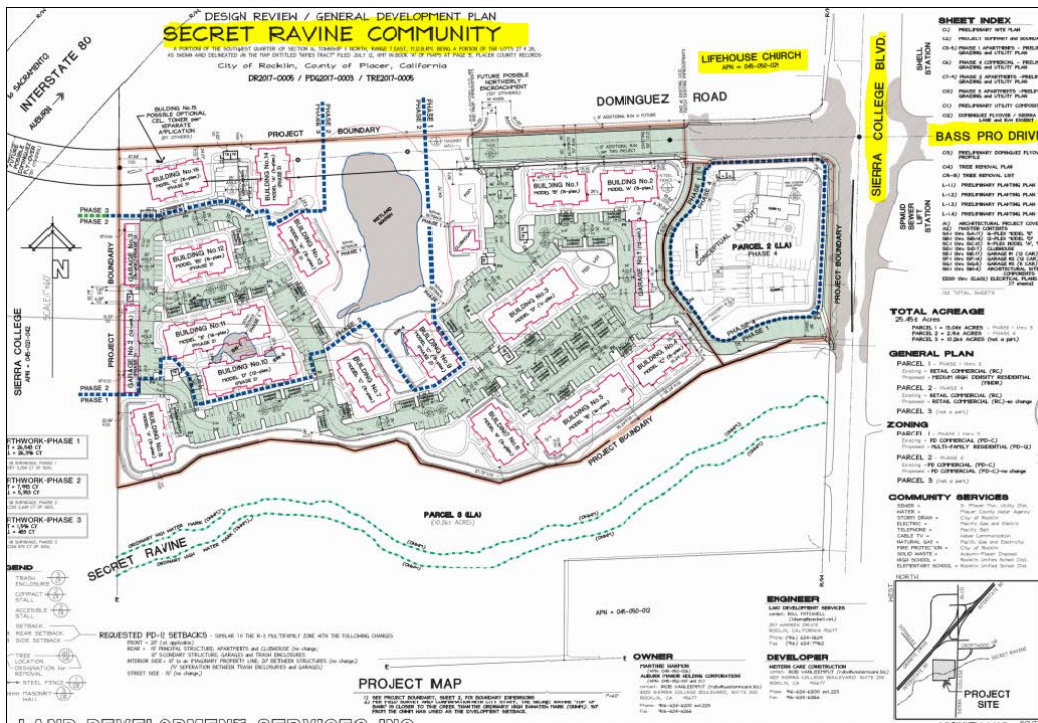
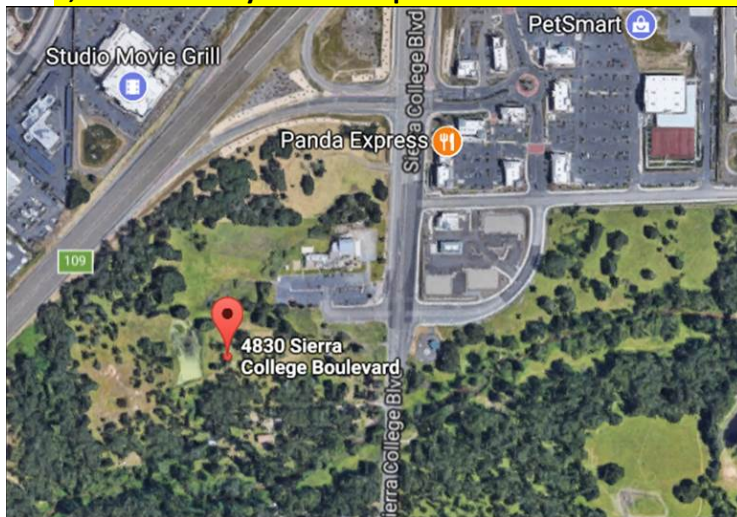
- **Pending Final Approval**
- <http://www.rocklin.ca.us/post/sierra-gateway-apartments>
- 195-unit (3-story) apartment complex
- S/W corner of Sierra College Boulevard and Rocklin Road
- 10 acres
- **1,305 daily vehicle trips generated onto Sierra College Blvd./Rocklin Road** (195 dwelling units X 6.69 daily trips/dwelling unit for apartments)



3. Secret Ravine Community – Residential & Commercial Development

- **Application filed**
- <http://www.rocklin.ca.us/post/secret-ravine-community>

- i. **Parcel 1:** 144-unit apartment complex (15 two story buildings & clubhouse) on 13.04 acres
- ii. **Parcel 2:** 2.15-acre commercial “Shopping Center” site (buildings = 13,000 sq.ft.)
- iii. **Parcel 3:** 10.26-acre parcel along the Secret Ravine Tributary
- 4830 & 4910 Sierra College Boulevard; APNs: 045-052-010-000, -011, and -026
- 25.45 acres Total
- Creek area sits in 100 year FEMA flood plain
- 963 daily vehicle trips generated for apartment complex (144 dwelling units X 6.69 daily trips/dwelling unit for apartments)
- 555 daily vehicle trips generated for commercial complex (13 x 42.70 vehicle trips per 1,000 sf = 555)
- **1,518 Total Daily Vehicle Trips Generated onto Sierra College Blvd.**



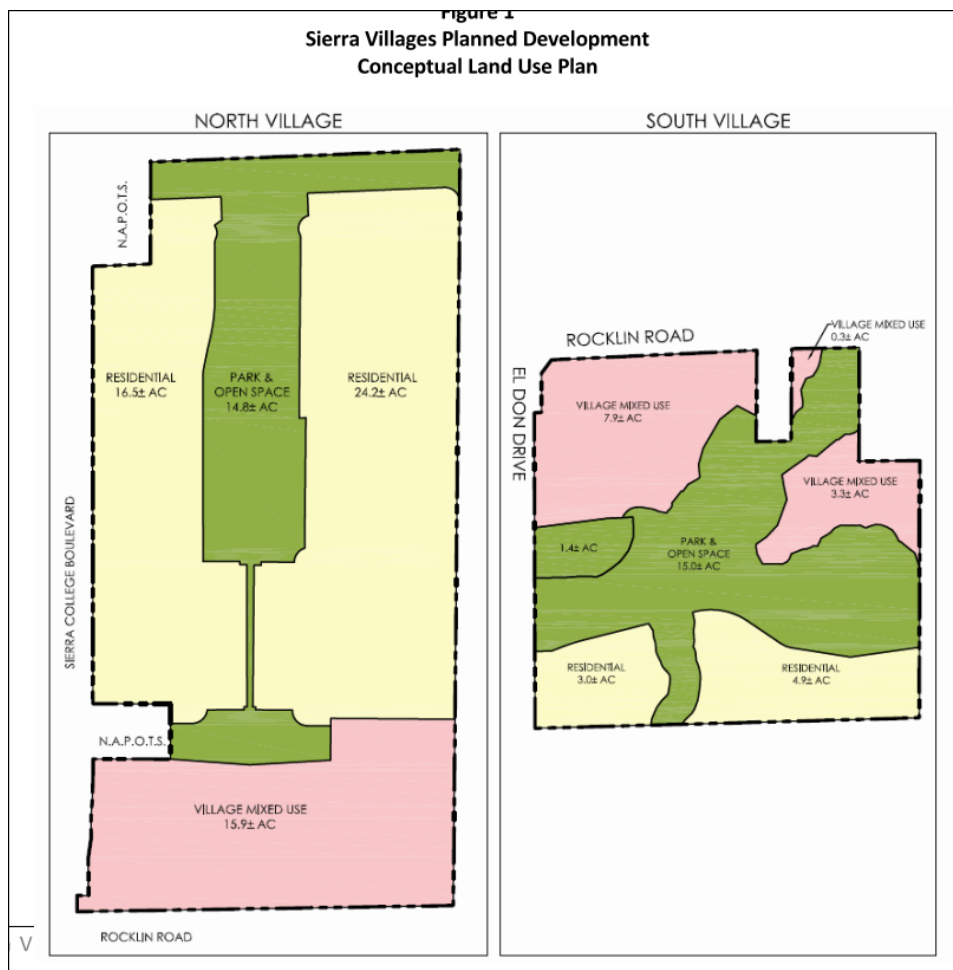
4. Sierra Villages (North) – Residential Development

- “Pending” application (posted on City website)
- <http://www.rocklin.ca.us/post/sierra-villages>
- N/E corner of Sierra College Blvd. and Rocklin Road

- 72 acres
 - Approximately 400 homes
 - **3,800 daily vehicle trips generated onto Sierra College Blvd./Rocklin Road** (400 dwelling units X 9.5 daily trips/dwelling unit for single family) *
- *Project also includes a Senior Living Facility, commercial & office development – vehicle trips not calculated for these developments**

Sierra Villages (South) – Residential Development

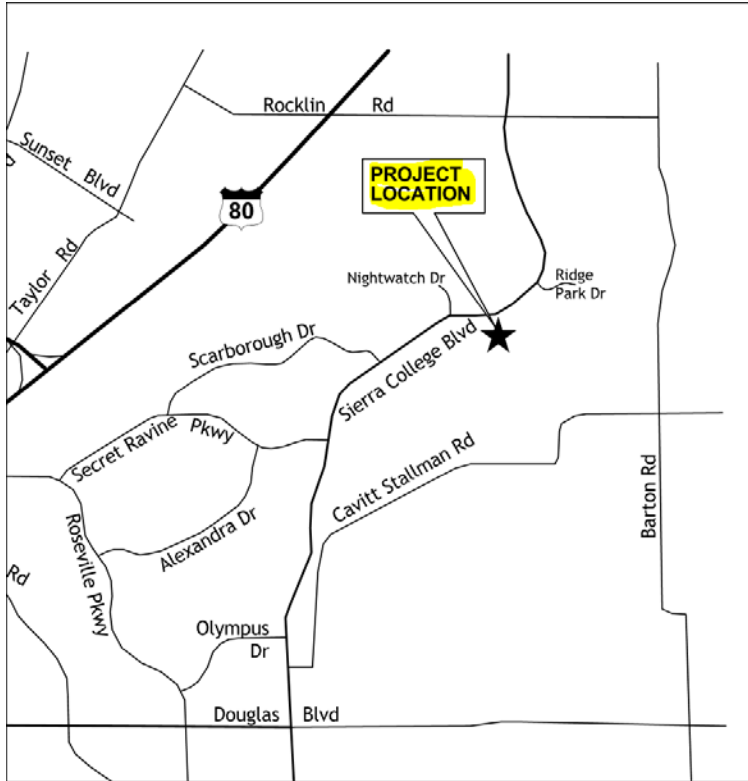
- “Pending” application (posted on City website)
 - S/E corner of Rocklin Road and El Don Drive
 - 36 acres
 - 37 SF homes
 - **352 daily vehicle trips generated onto Rocklin Road** ** (37 dwelling units x 9.5 daily trips/dwelling unit for single family)
- **Project also includes unknown Mixed Use development on 11+ acres – vehicle trips not calculated for development on this piece on the northern portion of 36 acre property**



5. Amazing Facts Ministry Project – Church (Placer County)

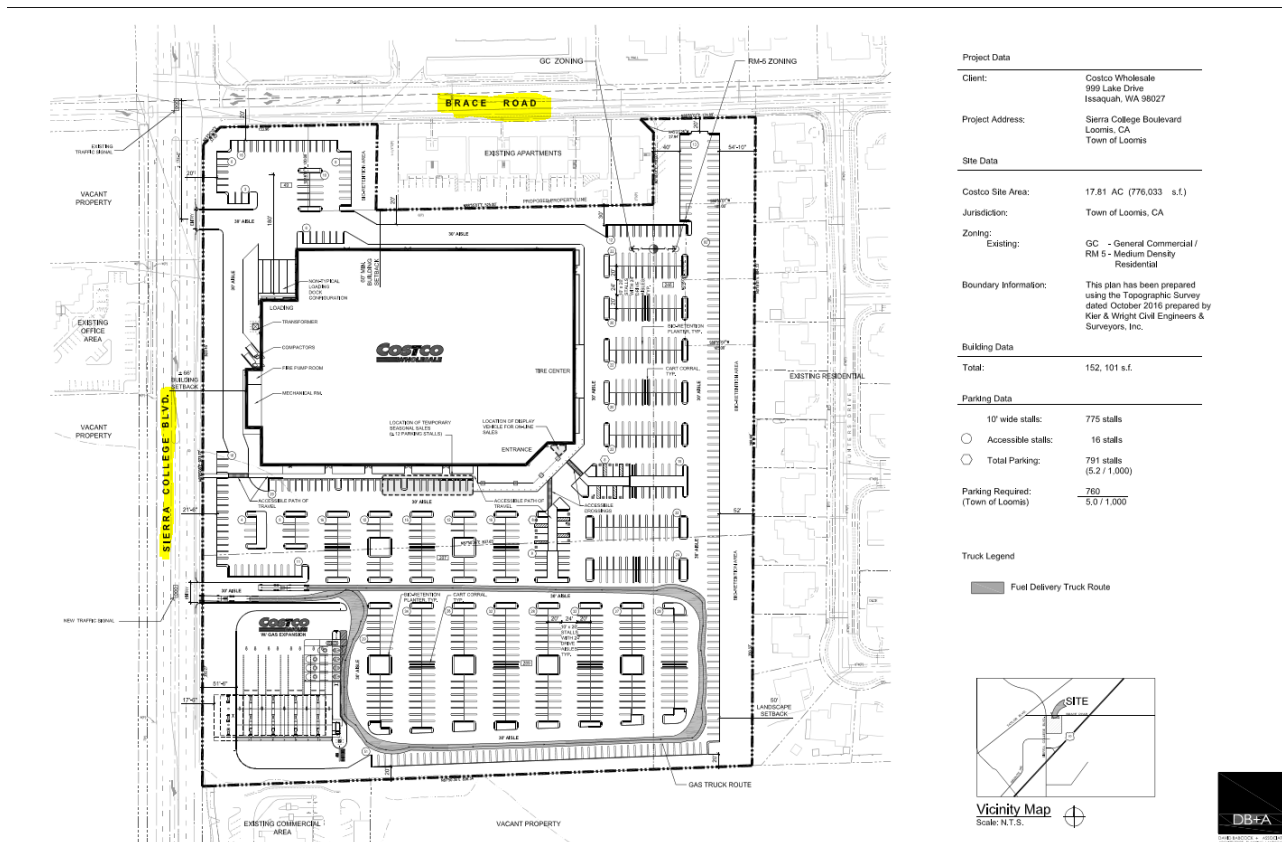
- Under construction
- <https://www.placer.ca.gov/departments/communitydevelopment/envcoordsvcs/eir/amazingfacts>

- A top Sierra College Blvd. across the street from Nightwatch Drive
- 74.2 acre project site
- 1,650 seat worship facility and 670 parking spaces (these are the new, reduced #'s)
- 2 buildings: 120,000 sq. ft.
- **1,093 daily vehicle trips generated onto Sierra College Blvd.**
- Church = 9.11 vehicle trips per 1,000 sq. ft. (120 x 9.11), **triples on day of worship**



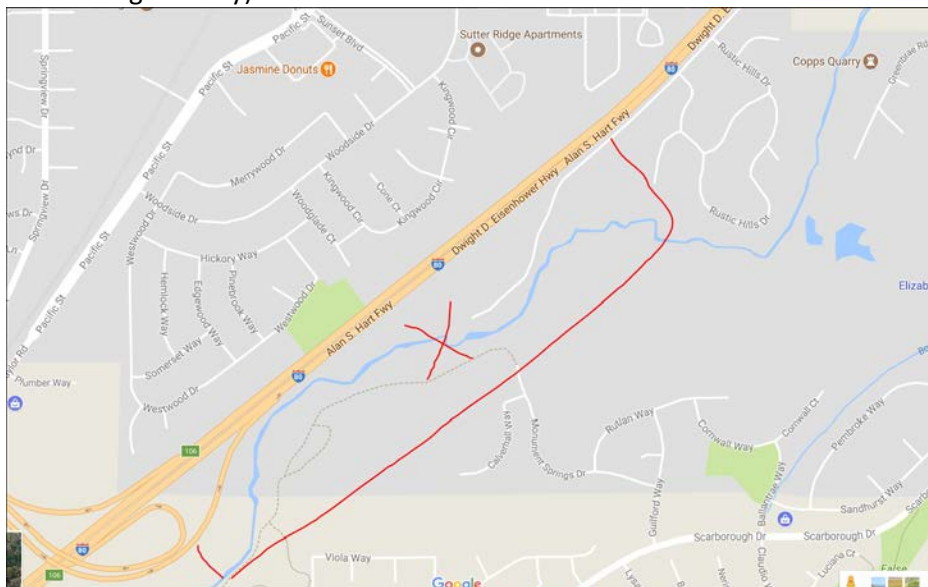
6. Costco – Commercial Development (Loomis)

- **Pending development**
- S/E corner of Sierra College Blvd. and Brace Road
- 17+ acres
- 152,101 sq. ft. building
- 791 Parking spaces
- **6,354 daily vehicle trips generated onto Sierra College Blvd.** (152,000 / 1,000 = 152 x **41.80** = 6,353.6)
- Free Standing Discount Store = 57.24 vehicle trips per 1,000 sq. ft.



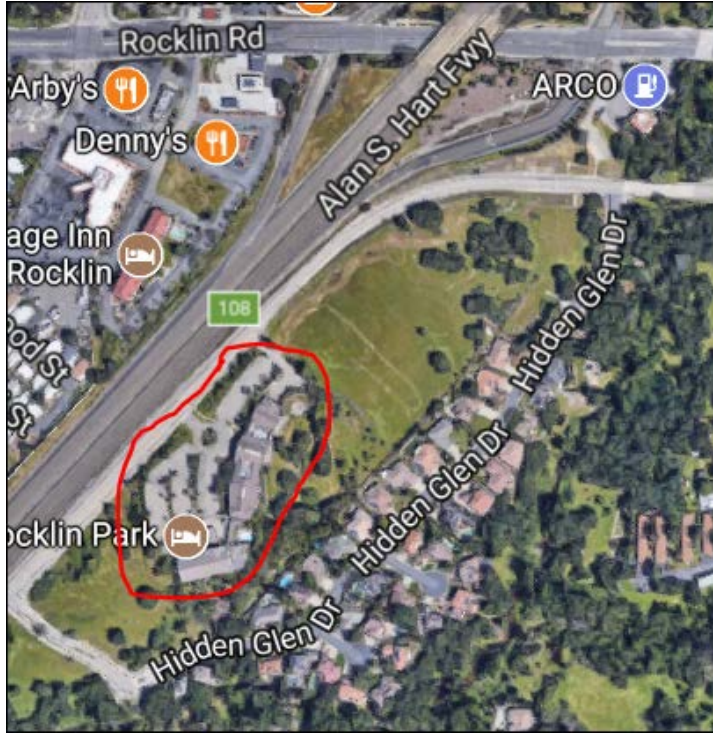
7. Vista Oaks Subdivision & Highlands Parcel A – Residential Development

- **Approved in 2006, not built (extension approved 3/28/17)**
- East side of I-80 off end of China Garden Road (The Project sites are located southeast of and adjacent to Interstate 80, between the terminus of China Garden Road and the State Route 65 eastbound off-ramp to eastbound Interstate 80.)
- 123 acres (lots on 29 acres/84 acres open space)
- 120 single family lots
- **1,140 daily vehicle trips generated onto Rocklin Road** (120 dwelling units x 9.5 daily trips/dwelling unit for single family)



8. Rocklin Park Senior Living Facility – Residential Development

- [Application filed](#)
- 5450 China Garden Road (old Rocklin Park Hotel and Spa)
- 67 assisted living units (40,000 sq/ft)
- 13 unit/19 bed memory care center (7,000 sq/ft)
- **213 daily vehicle trips generated onto Rocklin Road** ($80 \text{ beds} \times 2.66 = 213$)
- Assisted Living = 2.66 vehicle trips per bed



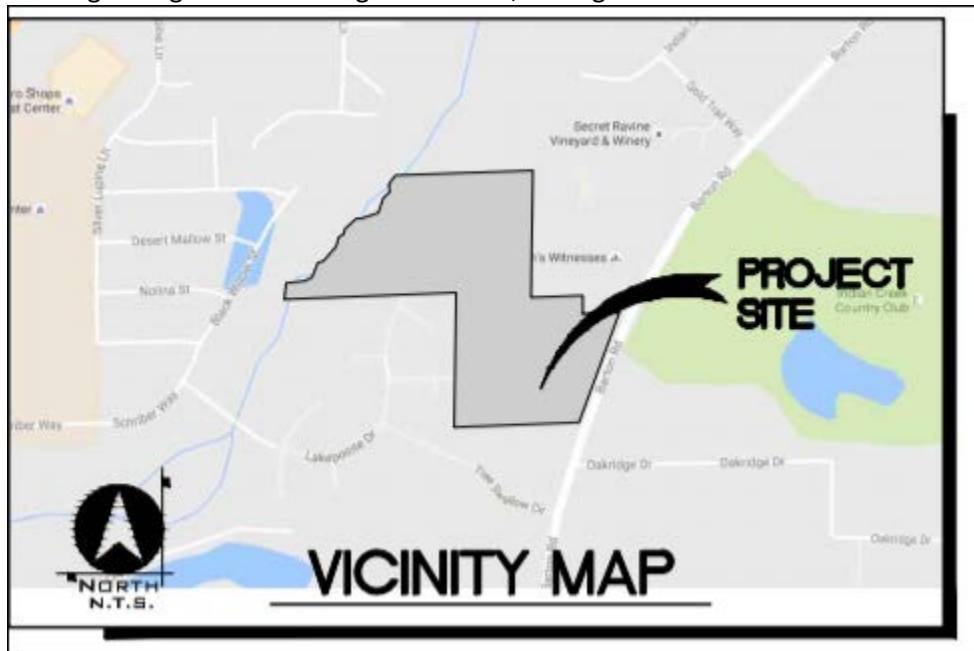
9. Oak Vista – Residential Development

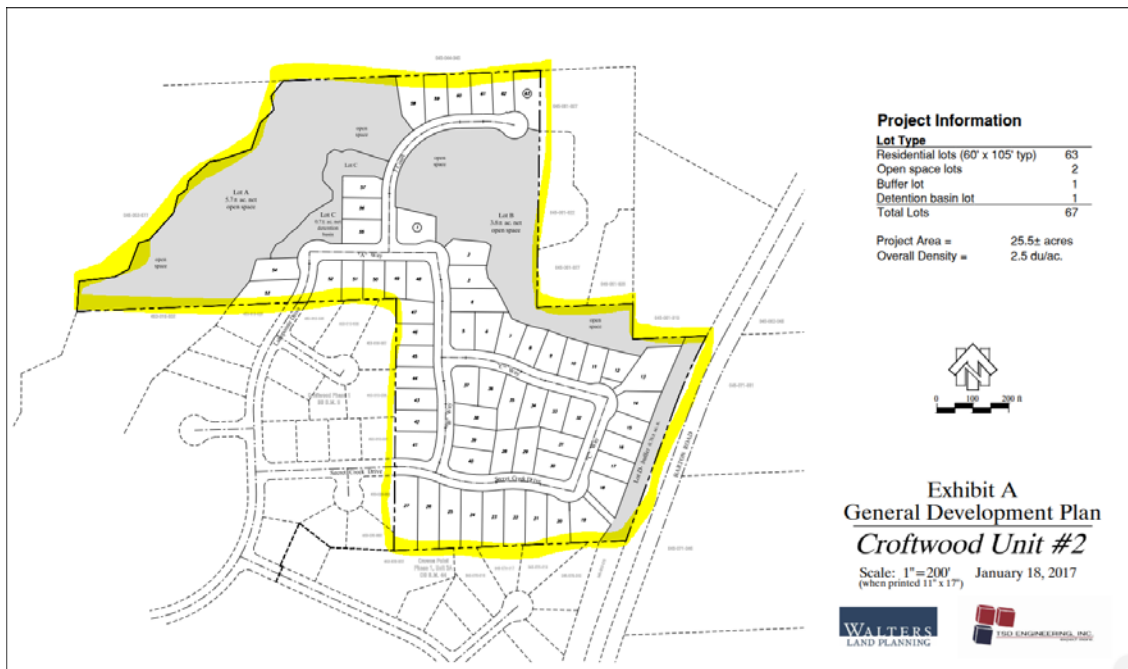
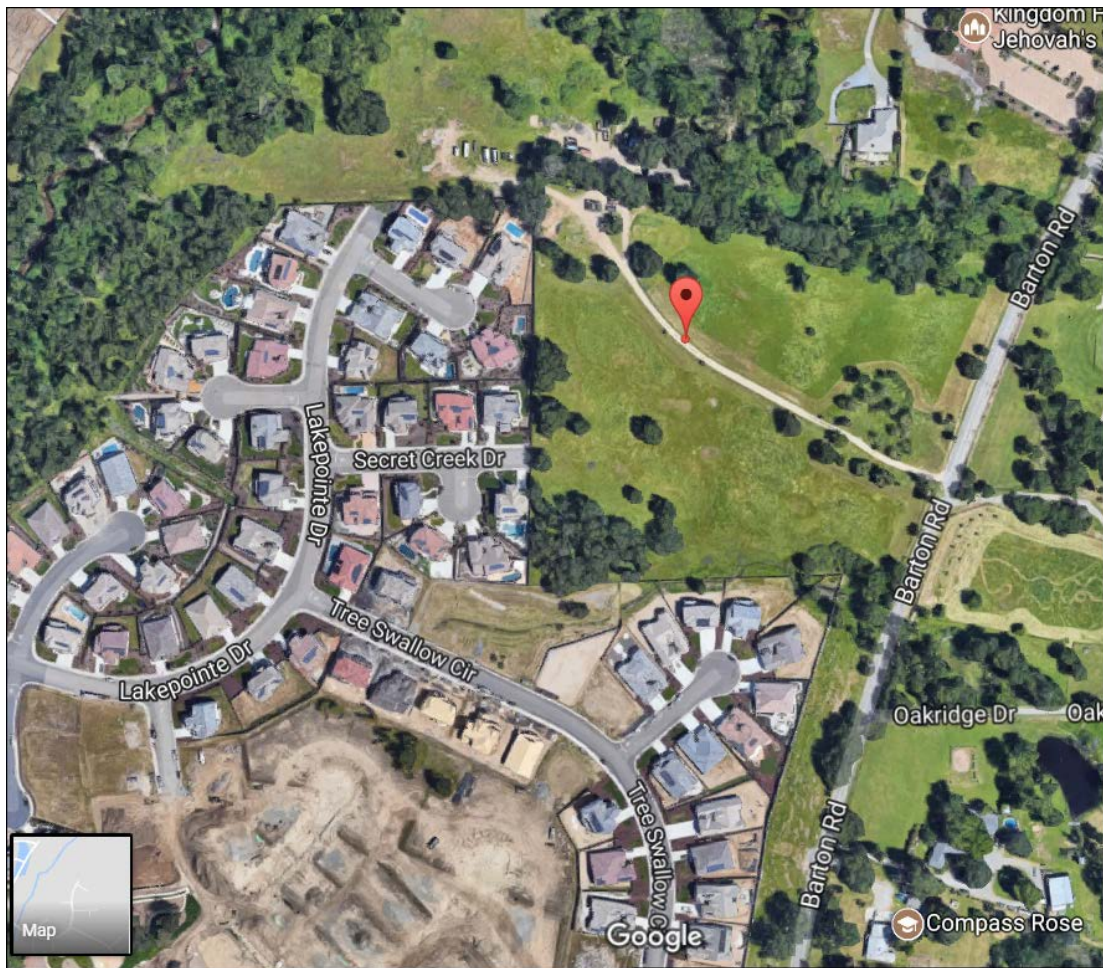
- [Approved June 2017](#)
- SW corner of Makabe Ln @ Diaz Ln (behind Bass Pro Shop)
- 13.9-acres
- 63 single- family residential units
- **599 daily vehicle trips generated onto Sierra College Blvd.** ($63 \text{ houses} \times 9.5$)



10. Croftwood Unit #2 – Residential Development

- **Application filed**
- Located on the west side of Barton Road at the terminus of Lakepointe Drive; 0.8 miles north of Rocklin Rd.
- 25.5 acres
- 63 residential lots
- **599 daily vehicle trips generated onto Sierra College Blvd.** (63 DU x 9.5 = 598.5)
- All proposed circulation systems shall indicate two points of access, each through Croftwood Unit #1, originating at Sierra College Boulevard, through Croftwood Unit #1 to the subject property.





11. Indian Creek Tentative parcel Map - Residential Development

- [Application filed](#)
- Terminus of Indian Creek Drive, west of Barton Road and south of Brace Road in S/E Rocklin
- 3 SF Lots
- **29 new daily vehicle trips**

12. Sierra College Rocklin Campus Student Enrollment

- Approximately 14,300 students were enrolled in classes on the Rocklin Campus in the fall semester of 2016.
 - The California Community Colleges Chancellor's Office projects a 22% enrollment increase between 2013 and 2023
 - The Sierra College Rocklin Campus 2017 Facilities Master Plan FMP has been developed to accommodate a student growth to a maximum of 22,500 students.
 - **An increase of 8,200 additional students/vehicles**
 - **10,086 new daily vehicle trips*** $(8,200 \times 1.23 \text{ vehicle trips per student} = 10,086)$ *
- * Note this does not include College employees**

Prepared by Denise Gaddis