



AGENDA
CITY OF ROCKLIN PLANNING COMMISSION
DATE: April 18, 2017
TIME: 6:30 PM
PLACE: Council Chambers, 3970 Rocklin Road
www.rocklin.ca.us

CITIZENS ADDRESSING THE COMMISSION

Citizens may address the Planning Commission on any items on the agenda, when the item is considered. Citizens wishing to speak may request recognition from the presiding officer by raising his or her hand and stepping to the podium when requested to do so. An opportunity will be provided for citizens wishing to speak on non-agenda items to similarly request recognition and address the Planning Commission. Three to five-minute time limits may be placed on citizen comments.

All persons with electronic presentations for public meetings will be required to bring their own laptop or other form of standalone device that is HDMI or VGA compatible. It is further recommended that presenters arrive early to test their presentations. The City is not responsible for the compatibility or operation of non-city devices or the functionality of non-city presentations.

ACCOMMODATING THOSE INDIVIDUALS WITH SPECIAL NEEDS

In compliance with the Americans with Disabilities Act, the City of Rocklin encourages those with disabilities to participate fully in the public hearing process. If you have a special need in order to allow you to attend or participate in our public hearing process or programs, please contact our office at (916) 625-5160 well in advance of the public hearing or program you wish to attend so that we may make every reasonable effort to accommodate you.

WRITTEN MATERIAL INTRODUCED INTO THE RECORD

Any citizen wishing to introduce written material into the record at the hearing on any item is requested to provide a copy of the written material to the Planning Department prior to the hearing date so that the material may be distributed to the Planning Commission prior to the hearing.

COURT CHALLENGES AND APPEAL PERIOD

Court challenges to any public hearing items may be limited to only those issues which are raised at the public hearing described in the notice or in written correspondence delivered to the City at or prior to the public hearing. (Government Code Section 65009)

There is a 10-day appeal period for most Planning Commission decisions. However, a Planning Commission approval of a tentative parcel map has a 15-day appeal period. Appeals can be made by any interested party upon payment of the appropriate fee and submittal of the appeal request to the Rocklin City Clerk or the Planning Department, 3970 Rocklin Road, Rocklin.

FURTHER INFORMATION

Any person interested in an agenda item may contact the Planning Staff prior to the meeting date, at 3970 Rocklin Road, Rocklin, CA 95677 or by phoning (916) 625-5160 for further information.

Any writing related to an agenda item for the open session of this meeting distributed to the Planning Commission less than 72 hours before this meeting is available for inspection at the Community Development Department, 3970 Rocklin Road, First Floor, Rocklin, during normal business hours. These writings will also be available for review at the Planning Commission meeting in the public access binder located at the back table in the Council Chambers.

INTRODUCTION

1. **Meeting Called to Order**
2. **Pledge of Allegiance**
3. **Roll Call**
4. **Minutes**
 - a. March 21, 2017 Minutes
 - b. April 4, 2017 Minutes
5. **Correspondence**
6. **Citizens Addressing the Commission on Non Agenda Items**
7. **Introduction of Steven Rudolph, City Attorney**

CONSENT ITEMS

8. **None**

SPECIAL PRESENTATION

9. **Rocklin Adventure at Quarry Park**

PUBLIC HEARINGS

10. **ROCKLIN ADVENTURE AT QUARRY PARK
CONDITIONAL USE PERMIT, U2017-0001**

The project is a request for a Conditional Use Permit to establish operational conditions for a family adventure destination within and adjacent to the City's existing Quinn Quarry Park. The facility would be City-owned, but would be run by a private entity. The project also includes a restaurant/small retail store and an approximately 200-space parking lot to accommodate the various uses. The subject site is located on the southeast side of Pacific Street, between Rocklin Road and Ruhkala Road, in the City of Rocklin. The Assessor's Parcel Numbers are APNs 010-170-001, -028, 010-230-004, -005 and a portion of 010-230-003.

The property is zoned a combination Planned Development - Commercial (PD-C-4) and Planned Development – Public Quasi-Public. The General Plan designation is a combination of Mixed Use (MU) and Medium Density Residential.

Notice is hereby given that the City of Rocklin will consider adoption of a Mitigated Negative Declaration for the development project described above. The review period for the Mitigated Negative Declaration begins on March 30, 2017 and ends at 5:00 p.m. on April 18, 2017. The environmental document is available for review during normal business hours at the City of Rocklin Community Development Department, Planning Division, located at 3970 Rocklin Road, Rocklin, CA 95677 and online at <http://www.rocklin.ca.us/current-environmental-documents>. Written comments regarding the environmental document may be submitted to the attention of the

Environmental Coordinator at the mailing address above or e-mailed to planner@rocklin.ca.us.

The applicant is Legacy Family Adventures – Rocklin LLC. The property owner is the City of Rocklin.

- a. Resolution of The Planning Commission of The City Of Rocklin Recommending Approval of A Mitigated Negative Declaration of Environmental Impacts (Rocklin Adventure At Quarry Park / U2017-0001)
- b. Resolution of The Planning Commission of The City of Rocklin Recommending Approval of A Conditional Use Permit (Rocklin Adventure At Quarry Park / U2017-0001)

11. ROCKLIN GATEWAY

DESIGN REVIEW, DR2016-0010

GENERAL DEVELOPMENT PLAN, PDG2016-0005

OAK TREE PRESERVATION PLAN PERMIT, TRE-2017-0001

This application is a request for approval of the following entitlements to allow development of approximately 7 gross acres into a 204-unit multiple-family apartment project at a density of approximately 32.7 units per acre:

- A General Development Plan Amendment to modify land uses and development standards for the previously-approved ZL Rocklin General Development Plan (PDG-2007-01).
- A Design Review for the site design, landscaping, architectural designs, colors and materials of a proposed multiple-family development.
- An Oak Tree Preservation Plan Permit (TRE-2017-0001) to address the preservation, removal, and mitigation of oak trees on the project site.

The subject site is located at the northeastern corner of Midas Avenue & Pacific Street. APNs 010-010-016, -017, -028, -029 & 010-040-040. The property is zoned Planned Development - Mixed Use (PD-MU). The General Plan designation is Mixed Use (MU).

Notice is hereby given that the City of Rocklin will consider adoption of a Mitigated Negative Declaration for the development project described above. The review period for the Mitigated Negative Declaration begins on March 30, 2017 and ends at 5:00 p.m. on April 18, 2017. The environmental document is available for review during normal business hours at the City of Rocklin Community Development Department, Planning Division, located at 3970 Rocklin Road, Rocklin, CA 95677 and online at <http://www.rocklin.ca.us/current-environmental-documents>. Written comments regarding the environmental document may be submitted to the attention of the Environmental Coordinator at the mailing address above or e-mailed to planner@rocklin.ca.us.

The applicant is Daniel Nethercott with Catalyst Rocklin, LLC. The property owner is ZL Rocklin, LLC.

- a. Resolution of the Planning Commission of the City of Rocklin Recommending Approval of a Mitigated Negative Declaration of Environmental Impacts (Rocklin Gateway / DR2016-0010, PDG2016-0005 and TRE2017-0001)
- b. Resolution of the Planning Commission of the City of Rocklin Recommending Approval of an Ordinance Establishing the Rocklin Gateway General Development Plan and Rezoning an Area From General Development Plan – Mixed Use (PD-MU) to Planned Development Residential – 33 Dwellings Per Acre (PD-33) (Rocklin Gateway / PDG2016-0005 and Z2017-0003)

- c. Resolution of the Planning Commission of the City of Rocklin Recommending Approval of an Ordinance Approving an Amended and Restated Development Agreement By and Between the City of Rocklin; ZL Rocklin, LLC; and Catalyst Housing Group, LLC, Relative to the Development Known as the Rocklin Gateway Project (Rocklin Gateway / DA2017-0001)
- d. Resolution of the Planning Commission of the City of Rocklin Recommending Approval of a Design Review and Oak Tree Preservation Plan Permit (Rocklin Gateway / DR2016-0005 and TRE2017-0001)

NON PUBLIC HEARINGS

12. Informational Items and Presentations

- a. None

13. Reports and Discussion Items from Planning Commissioners

14. Reports from City Staff

15. Adjournment

CITY OF ROCKLIN
MINUTES OF THE PLANNING COMMISSION MEETING

March 21, 2017
Rocklin Council Chambers
Rocklin Administration Building
3970 Rocklin Road
(www.rocklin.ca.us)

1. Meeting Called to Order at 6:30 p.m.
2. Pledge of Allegiance was led by Commissioner Whitmore.
3. Roll Call

Chairman Sloan
Vice Chairman Martinez
Commissioner McKenzie
Commissioner Whitmore
Commissioner Vass

Others Present:

DeeAnne Gillick, Deputy City Attorney
Bret Finning, Planning Services Manager
Nathan Anderson, Associate Planner
Laura Webster, Director Long Range Planning
Marc Mondell, Director of Economic & Community Development
Terry Stemple, Planning Commission Secretary

About 7 others

4. **Minutes** – Minutes of February 7, 2017 were approved as submitted.
Minutes of March 7, 2017 were approved as amended by the blue memo.
5. **Correspondence** - None
6. **Citizens Addressing the Commission on Non Agenda Items** – None

CONSENT ITEMS

None

PUBLIC HEARINGS

7. ROCKLIN PARK SENIOR LIVING TIME EXTENSION CONDITIONAL USE PERMIT, U-2013-03

This application is a request for approval of a two-year time extension of a previously approved Conditional Use Permit, U-2013-03, which allows for the conversion of the existing Rocklin Park Hotel to operate as a senior living facility, including independent and assisted living. The subject property is located at 5450 China Garden Road, approximately 0.35 miles from the intersection of Aguilar Road and China Garden Road. APN 045-110-067.

The project was previously found to be categorically exempt pursuant to the California Environmental Quality Act (CEQA) Guidelines through Resolution PC-2013-64.

The property owner and the applicant is Omkar Rocklin, Inc.

Nathan Anderson, Associate Planner, presented the staff report.

The Commission had questions for staff regarding:

- Maximum number or length of extensions on use permits

The applicant, Bill Mitchell, representing Omkar Hotels, addressed the Commission and asked for approval of the time extension.

The Commission had no questions for the applicant.

The hearing was opened to the public for comment.

1. Tom Jones, China Garden resident, supports extension
2. Richard Millers, China Garden resident, supports extension but is concerned about the ongoing landscaping disrepair
3. Chris, Secret Ravine Estates, is concerned with landscaping disrepair
4. Vickie Villers, concerned with clean-up and maintenance.

There being no further comments, the hearing was closed.

The Commission had additional questions for staff regarding:

- Landscape maintenance – enforcement issues with previously approved conditions in use permit

Commission Deliberation/Discussion:

Commissioner McKenzie stated that based on staff's clarification on the conditions, he can support the extension.

Commissioner Whitmore expressed that he generally supports the time extension but is concerned about the open code enforcement issue.

Commissioner Martinez supports the extension.

Commissioner Vass supports the extension.

Chairman Sloan also supports the extension.

On a motion by Commissioner Martinez and seconded by Commissioner Whitmore, Resolution of the Planning Commission of the City of Rocklin Approving a Two-Year Time Extension for Conditional Use Permit, U-2013-03, (Pc-2013-65) to Allow the Conversion of the Rocklin Park Hotel for the Operation of a Senior Living Facility (Rocklin Park Senior Living Time Extension / U-2013-03) was approved by the following vote:

AYES: Martinez, Whitmore, McKenzie, Vass, Sloan
 NOES: None
 ABSENT: None
 ABSTAIN: None

8. PUBLIC NOTICING AMENDMENT
 ZONING ORDINANCE AMENDMENT, ZOA2017-0001

The proposed project would amend certain sections of Titles 16 and 17 of the Rocklin Municipal Code to modify public hearing noticing requirements to increase the required noticing radius above the minimum requirements of the State of California.

The proposed revisions to the Rocklin Municipal Code are not “projects” under CEQA because they do not result in a direct or reasonably foreseeable indirect physical change in the environment, nor do they authorize the construction of any new structures or other physical changes to the environment. Therefore, this action is exempt under sections 15060(c)(2) and (3), 15061(b)(3), 15262, and 15378 of the State CEQA Guidelines.

The proposed Zoning Ordinance Amendment was initiated by the City of Rocklin and would be effective City-wide.

Nathan Anderson, Associate Planner presented the staff report.

The Commission had questions for staff regarding:

- What is the minimum number of parcels used in other jurisdictions
- How was 40 decided as the number of parcels
- Are these changes possibly excessive

The hearing was opened to the public for comment. There being none, the hearing was closed.

Commission Deliberation/Discussion:

Commissioner Whitmore stated that his experience with other jurisdictions has been 500 feet. He is a little concerned with the increased staff time but is generally supportive of the idea.

Commissioner Martinez stated that yes, it will be more work, but doesn’t feel it is excessive. He supports what’s been proposed.

Commissioner McKenzie feels it is in the best interest of the city to more transparent. He supports the changes.

Commissioner Vass supports the changes.

Chairman Sloan also supports the changes.

On a motion by Commissioner McKenzie and seconded by Commissioner Martinez, Resolution of the Planning Commission of the City of Rocklin Recommending Approval of an Ordinance of the City Council of the City of Rocklin to Modify Sections of Titles 16 And 17 of the Rocklin Municipal Code Regarding Requirements For Public Hearing Noticing Requirements (ZOA2017-0001) was approved as amended below:

Section 17.02.080(B):

B. Notice of the public hearing shall be mailed to the owners of nearby property as required by California Planning and Zoning Law except that the noticing area shall be expanded to a radius of six hundred (600) feet of the exterior boundaries of the property involved in the application, using for this purpose the last known name and address of such owners as shown upon the current tax assessor's records. The noticing information shall be current within six (6) months of the hearing date. ~~Exceptions to this mailing requirement are as follows:~~

- 1) In addition to the requirements stated above, a minimum of forty (40) parcels shall be notified. If this minimum standard is not met with a six hundred (600) foot noticing radius, the notification radius shall be increased in fifty (50) foot increments until a list of at least forty (40) parcels is compiled.

by the following vote:

AYES: McKenzie, Martinez, Vass, Whitmore, Sloan
 NOES: None
 ABSENT: None
 ABSTAIN: None

NON PUBLIC HEARINGS

8. Informational Items and Presentations

- a. None

9. Reports and Discussion Items from Planning Commissioners

- Chairman Sloan asked about the status of the DRC meetings.

10. Reports from City Staff

- March 28, 2017 City Council meeting items of interest:
 - Resolution of Intent – Rocklin Golf Course
 - Big Gun Property Demolishment
- Large projects coming forward:
 - Oak Vista – April 4th
 - Rocklin Adventures at Quarry Park – April 18th
 - Rocklin Gateway – April 18th
 - Rocklin Station – sometime in May
 - Sierra Gateway Apartments – tentatively in June
- Rocklin Adventures at Quarry Park – City is seeking is design/build firms
 - Commissioner McKenzie suggested checking with Placer Valley Tourism

11. Adjournment

There being no further business brought before the Commission, the meeting was adjourned at 7:12 p.m.

Respectfully submitted,

Terry Stemple
Assistant City Clerk

*Approved at the regularly scheduled
Meeting of _____, 2017*

CITY OF ROCKLIN
 MINUTES OF THE PLANNING COMMISSION MEETING

April 4, 2017
 Rocklin Council Chambers
 Rocklin Administration Building
 3970 Rocklin Road
 (www.rocklin.ca.us)

1. Meeting Called to Order at 6:30 p.m.
2. Pledge of Allegiance was led by Commissioner Vass.
3. Roll Call

Chairman Sloan
 Vice Chairman Martinez
 Commissioner McKenzie
 Commissioner Whitmore
 Commissioner Vass

Others Present:

DeeAnne Gillick, Deputy City Attorney
 Bret Finning, Planning Services Manager
 Nathan Anderson, Associate Planner
 Dave Palmer, City Engineer
 David Mohlenbrok, Environmental Services Operations Manager
 Marc Mondell, Director of Economic & Community Development
 Terry Stemple, Planning Commission Secretary

About 10 others

4. Minutes – None
5. Correspondence - None
6. Citizens Addressing the Commission on Non Agenda Items – None

CONSENT ITEMS

None

PUBLIC HEARINGS

7. **OAK VISTA TENTATIVE SUBDIVISION MAP
 TENTATIVE SUBDIVISION MAP, SD2015-0002
 REZONE, Z2015-0002
 OAK TREE PRESERVATION PERMIT, TRE2015-0008**

This application is a request for approval of a Tentative Subdivision Map, Rezone, and Oak Tree Preservation Permit to subdivide six (6) parcels totaling 13.9 acres into 63 residential lots. The subject site is generally located

on the southwest corner of Makabe Lane and Diaz Lane and is bordered on three sides by the existing Rocklin 60 Subdivision. APN's 045-043-009, -030, -031, -032, and -052 and 453-070-042. The zoning for this property is currently Unclassified. The General Plan designation is Medium Density Residential (MDR).

Notice is hereby given that the City of Rocklin will consider adoption of a Mitigated Negative Declaration for the development project described above. The project site is not on any of the lists enumerated under Section 65962.5 of the Government Code related to hazardous wastes.

The applicant is Ryan Bradford. The property owner is Placer Partners, LLC.

Nathan Anderson, Associate Planner presented the staff report.

The Commission had no questions for staff.

The applicant, Ryan Bradford, Placer Partners, addressed the Commission and thanked staff for their efforts with the project.

The Commission had no questions for the applicant.

The hearing was opened to the public for comment.

1. Robby Brennon, Black Willow Road, expressed concerns about the increased traffic and speed of vehicles.
2. Melissa Netzel, Dias Lane, expressed concerns about the homes on Dias Lane and the damage done to that road by the work happening now.
3. Jim Green, Dias Lane, had questions about the size of the lots on Dias Lane.

There being no further comments, the hearing was closed.

Commission Deliberation/Discussion:

Commissioner Martinez stated that he feels the changes made to the map adequately address the concerns of the citizens and supports the project.

Commissioner Whitmore commended staff for working with the developer. Feels the new project is a reasonable alternative and supports the project.

Commissioner Vass expressed her appreciation to staff for working with the residents and supports the project.

Commissioner McKenzie reminded the Commission that he voted no when the project first was heard because of the oak trees and the way they were treated in the CEQA analysis and stated he still has the same concerns.

Chairman Sloan thanked staff for responding to the citizen's concerns. He feels the General Plan designation and zoning fit. He supports the project.

On a motion by Commissioner Martinez and seconded by Commissioner Vass, Resolution of the Planning Commission of the City of Rocklin Recommending Approval of a Mitigated Negative Declaration of Environmental Impacts (Oak Vista Subdivision / SD-2015-0002, Z-2015-0002, and TRE-2015-0008) was approved by the following vote:

AYES: Martinez, Vass, Whitmore, Sloan
 NOES: McKenzie
 ABSENT: None
 ABSTAIN: None

On a motion by Commissioner Martinez and seconded by Commissioner Vass, Resolution of the Planning Commission of the City of Rocklin Recommending Approval of an Ordinance Rezoning an Area From Unclassified (U) to a Combination of Residential Six Thousand Square Foot Minimum Lot Size (R1-6) and Residential Twelve Thousand Square Foot Minimum Lot Size (R1-12.5) (Oak Vista Subdivision / Z-2015-0002) was approved by the following vote:

AYES: Martinez, Vass, Whitmore, Sloan
 NOES: McKenzie
 ABSENT: None
 ABSTAIN: None

On a motion by Commissioner Martinez and seconded by Commissioner Vass, Resolution of the Planning Commission of the City of Rocklin Recommending Approval of a Tentative Subdivision Map and an Oak Tree Preservation Plan Permit (Oak Vista Subdivision / SD-2015-0002, TRE-2015-0008) was approved by the following vote:

AYES: Martinez, Vass, Whitmore, Sloan
 NOES: McKenzie
 ABSENT: None
 ABSTAIN: None

NON PUBLIC HEARINGS

8. Informational Items and Presentations

- a. Report on Circulation Element Update

Laura Webster, Director, Office of Long Range Planning, and John Gard, Fehr & Peers presented the presentation given to the City Council at the Strategic Plan meeting in January, 2017.

9. Reports and Discussion Items from Planning Commissioners

- The Commission asked staff if there were any other projects that could be coming back to the Planning Commission.
 - Staff replied that there were none anticipated

10. Reports from City Staff

- Rocklin Golf Course public meeting is scheduled for May 9th at the Event Center
- Design Review modifications ordinance is scheduled for May 2nd Planning Commission meeting
- City Council approved the demolition of the Big Gun shed

- Planning Commission will be updated throughout the process of the Circulation Element update.

11. Adjournment

There being no further business brought before the Commission, the meeting was adjourned at 7:40 p.m.

Respectfully submitted,

Terry Stemple
Assistant City Clerk

*Approved at the regularly scheduled
Meeting of _____, 2017*



City of Rocklin Economic and Community Development Department

**Planning Commission
STAFF REPORT**

Rocklin Adventure at Quarry Park

Conditional Use Permit; U2017-0001

April 18, 2017

Recommendation

Documents to facilitate Planning Commission action on the following items have been provided:

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ROCKLIN RECOMMENDING APPROVAL OF A MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACTS (Rocklin Adventure at Quarry Park / U2017-0001)

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ROCKLIN RECOMMENDING APPROVAL OF A CONDITIONAL USE PERMIT (Rocklin Adventure at Quarry Park / U2017-0001)

Proposal/Application Request

The project is a request for a Conditional Use Permit (CUP) to establish operational conditions for a family adventure destination within and adjacent to the City's existing Quinn Quarry Park. The project also includes a restaurant/small retail store and an approximately 200-space parking lot to accommodate the various uses.

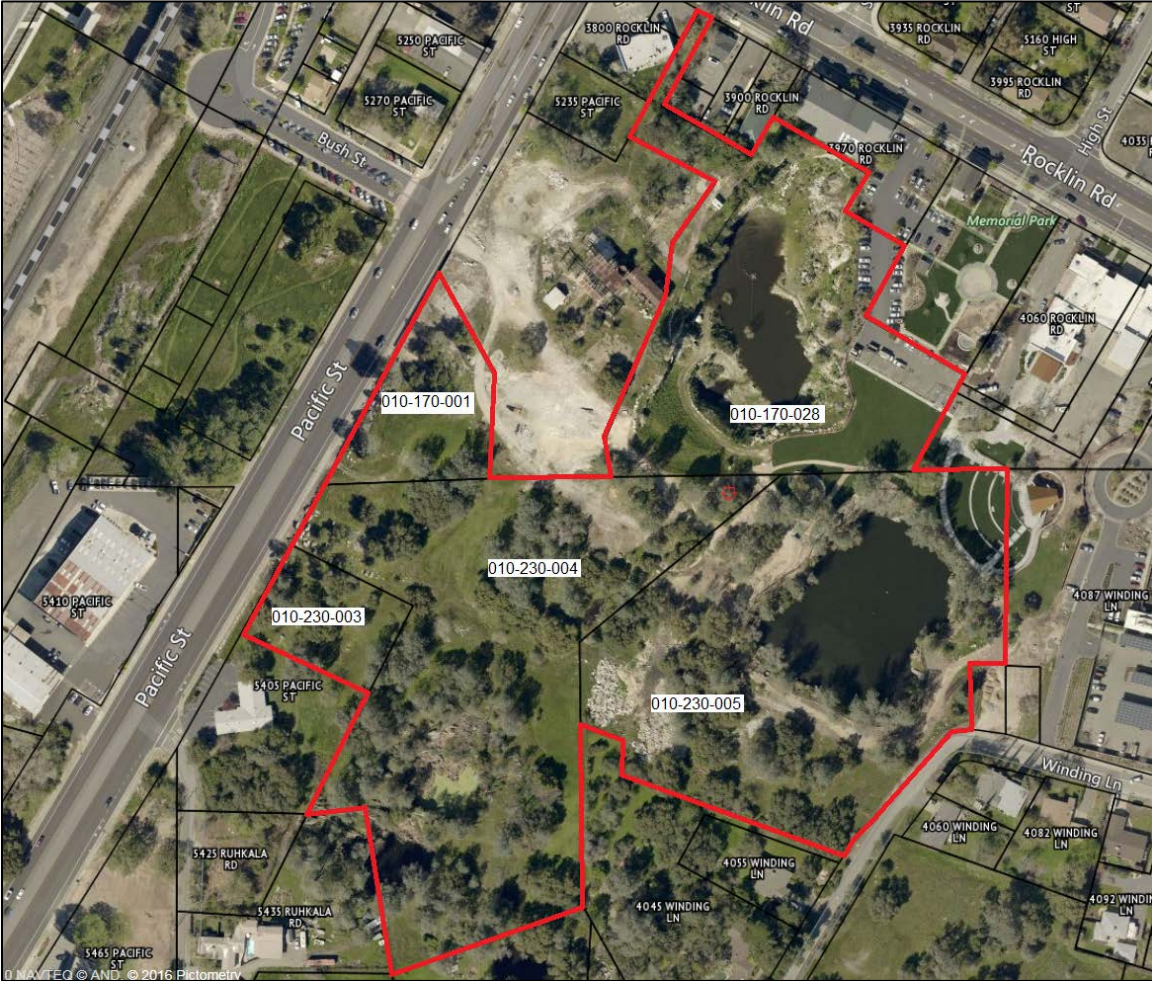
The Rocklin Adventure facility, an expansion of Quinn Quarry Park, will be owned and developed by the City, but will be run by a private entity. Because the project is City-owned and constructed, it is not subject to Design Review. However, as the Rocklin Adventure will be operated by a private company under a contractual agreement with the City of Rocklin, a Conditional Use Permit is required to establish operations and conditions that the operator would be required to adhere to.

Planning Commission Staff Report
Rocklin Adventures at Quarry Park
April 18, 2017
Page 2

Location

The subject site is located within and adjacent to Quinn Quarry Park on the southeast side of Pacific Street, between Rocklin Road and Ruhkala Road, in the City of Rocklin. The Assessor’s Parcel Numbers are APNs 010-170-001, -028, 010-230-004, -005 and a portion of 010-230-003. See **Figure 1**.

Figure 1. Project Location



Owner/Applicant

The applicant is Legacy Family Adventures – Rocklin LLC; the property owner is the City of Rocklin.

*Planning Commission Staff Report
Rocklin Adventures at Quarry Park
April 18, 2017
Page 3*

Background and Site Characteristics

The project site is owned by the City of Rocklin. The area was historically used for granite quarrying and contains several quarry holes, tailings, and debris left over from those operations. The Big Gun Quarry, directly behind City Hall, was the last of these to cease operations. Other than the quarries themselves, no historically significant buildings, equipment, or other features associated with the mining operations are located within the park site. The project would not utilize any of the former quarry structures, including the Big Gun cutting shed, and would have no effect on those structures or any of the equipment which remains in and around them.

Project Description

Quinn Quarry Park is being expanded to include a family-oriented “Adventure Park”. The Adventure Park will utilize the Big Gun Quarry Pit and a narrow strip of land along the quarry rim without disturbing the historically-designated remains of the quarry structures and equipment. The vertical quarry walls of the Big Gun pit will be utilized to accommodate climbing, rappelling, swings, zip lines, and similar activities. In addition, the park will include a hanging garden and waterfall, a nature trail, a kids’ zone with water play area (small-scale with no swimming permitted), a maze, a quarry overlook, party pavilions, a restaurant, gift shop, and other facilities. The mix of attractions would be strategically organized in a park-like setting that would be heavily landscaped and themed to reflect the historic nature of the area.

All elements of the park are being designed to meet the State of California’s Department of Industrial Regulations’ Division of Occupational Safety and Health’s (Cal/OSHA) requirements for zip line owners and operators, as well as comply with ASTM A295, which regulates the use of high-carbon anti-friction steel for uses such as zip lines.

A schematic site plan for the project is included as **Figure 2**. The concept drawing generally depicts the layout, elements, and location of activities. This is included for informational purposes only, and may be subject to change as the design of the park evolves.

Figure 2. Conceptual Layout



Park Operations

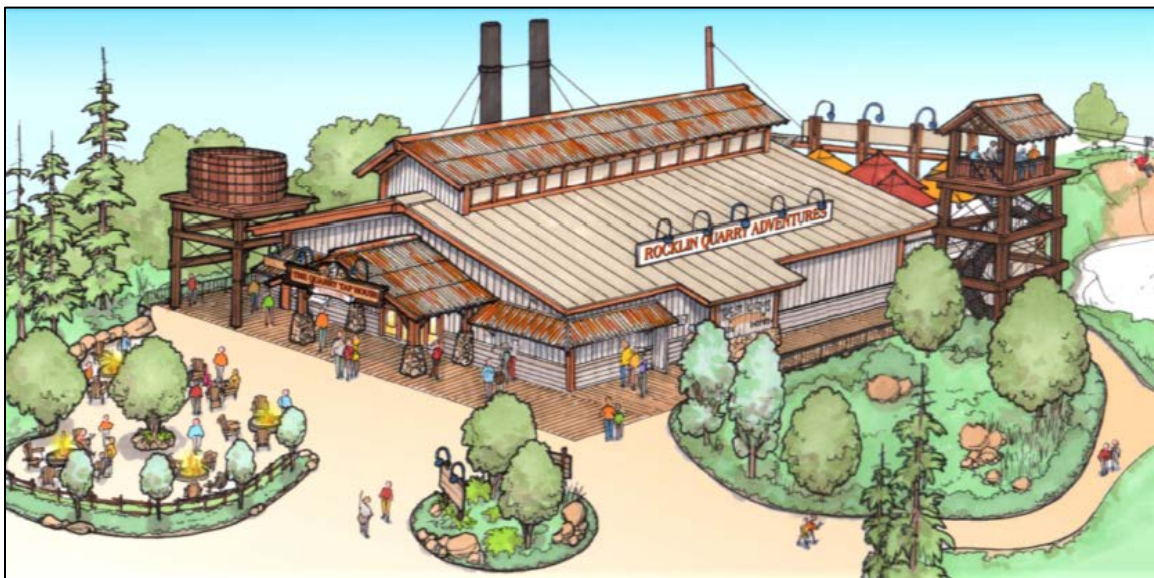
It is anticipated that the facility would generally be open seven days. Hours of operation for the Adventure Park “ticketed challenge courses”, paddle boats, and picnic areas have been conditioned to be 8 a.m. to 10 p.m. Sunday through Thursday and 8 a.m. to 11 p.m. on Fridays and Saturdays. Shorter hours of operation are likely during the non-peak times of the year. It is also anticipated that there will be special events for which alternative hours of operation may be allowed on a case by case basis by the Economic and Community Development Director.

Based upon the operator’s experience with other similar facilities, it is anticipated that typical daily attendance at the Rocklin Adventure would be approximately 300 - 500 persons, mid-week, and 500 – 750 on weekends. On a peak holiday weekend daily attendance is expected average approximately 750 – 1,000 persons. The average visitor is anticipated to stay at the Rocklin Adventure for approximately four hours. The annual visitor total is projected to be approximately 108,000 initially, and increase to 130,000 persons in the future as the facility matures. The project has an anticipated

construction start date of Spring/Summer 2017 and anticipated completion date of September 2017.

In addition to the recreational facilities, the park would also include an approximately 6,000 square foot building to house a restaurant, retail space, offices, and other support services. The restaurant and retail component would not be subject to the same conditions of approval limiting hours of operation. A conceptual drawing of this building (subject to change) is included as **Figure 3**.

Figure 3. Conceptual Restaurant/Retail Building



Surrounding Land Uses

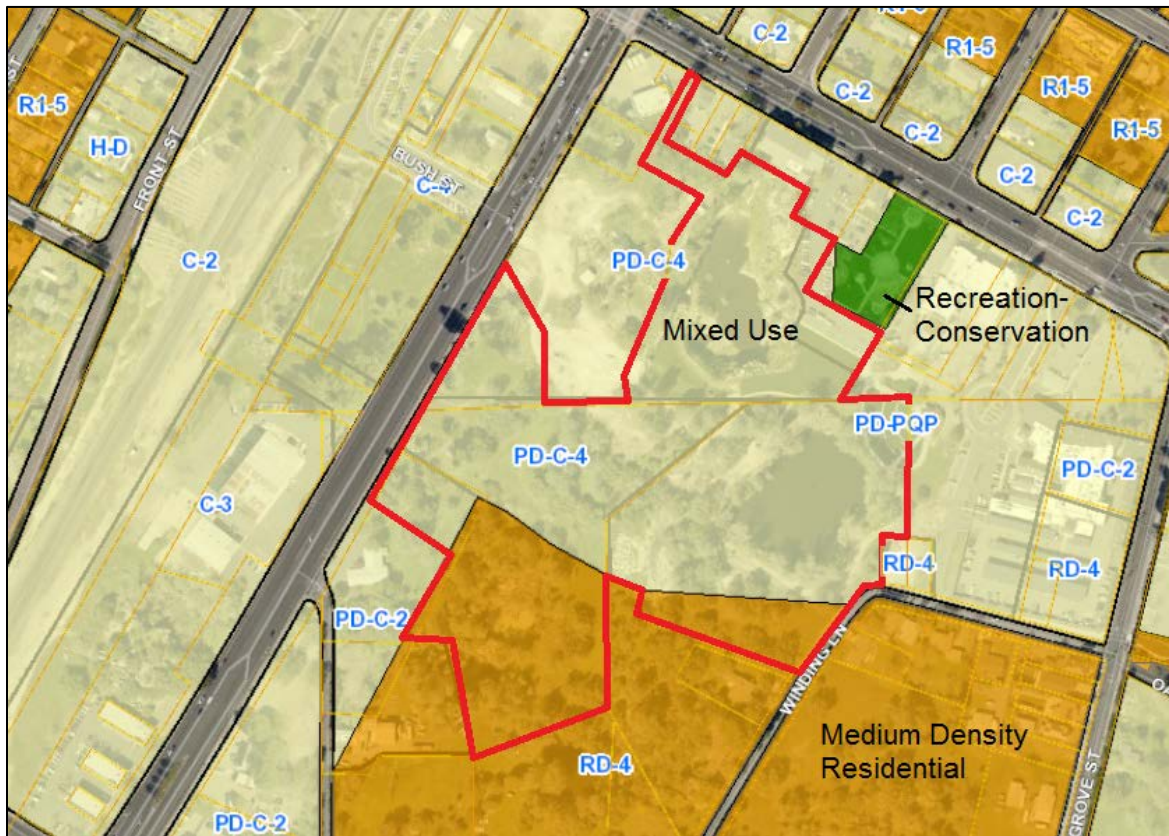
Roadways surrounding the project area include Pacific Street on the northwest, Rocklin Road on the northeast and Winding Lane on the southeast. Existing civic improvements in the project vicinity include the Platinum Living Amphitheater at Quarry Park, City Hall, Fire Station # 1 (existing location), the Rocklin Police Station, Memorial Park, Finn Hall, and all of their associated parking lots. In addition, a new fire station and parking area is to be constructed at the southwesterly corner of the park site. Private uses in the vicinity include single-family homes and some small office and retail commercial developments.

The surrounding General Plan designations consist primarily of Mixed Use to the north, east, and west, Medium Density Residential to the south, and Recreation-Conservation to the northeast. Surrounding Zoning consist primarily of commercial and residential, including PD-C-4, RD-4, PD-PQP, and PD-C-2. See **Table 1** and **Figure 4** for surrounding designations, zoning districts, and uses.

Table 1. Surrounding Uses

	Current Use	Current General Plan / Zoning
Site	Quarry Quinn Park	GP: Mixed Use (MU) & Medium Density Residential (MDR) Zoning: PD-C-4, RD-4, PD-PQP
North	Memorial Park, Rocklin City Hall and Administrative Building, Rocklin Fire Station 1	GP: MU & Recreation-Conservation (R-C) Zoning: C-2, PD-C-4, PD-PQP
South	Several single-family residences on the west side of Winding Lane and vacant land designated for MDR land uses.	GP: MU & MDR Zoning: PD-C-2, RD-4
East	Rocklin Police Station, Winding Ln. and several single-family residences on the south and east sides	GP: MU & MDR Zoning: PD-PQP, RD-4, PD-C-2
West	The Big Gun Quarry site and associated mining buildings, vacant land, a veterinarian business	GP: MU Zoning: PD-C-4, PD-C-2, C-2, C-4

Figure 4. Current General Plan/Zoning



General Plan/Zoning Compliance

The property is located in the Civic Center Master Plan area and zoned with a combination of PD-PQP, PD-C-4, and RD-4. The underlying General Plan designation is a combination of Mixed Use and Medium Density Residential. The proposed project is in compliance with several of the Rocklin General Plan Land Use policies, including the following:

- Allow a variety of compatible commercial, service and residential uses that will contribute to an active pedestrian environment.
- Allow uses in mixed use projects that will generate activity during evenings, nights, and weekends including restaurants, cafes, nightclubs, and theaters, where appropriate.
- Incorporate natural features, public spaces and plazas within mixed use areas to create focal points and areas for gathering.

Civic Center Master Plan

In 1996, the City Council approved the Rocklin Civic Center Plan. The area within the plan contains 107 acres and is bordered by Rocklin Road on the north, Pacific Street on the west, South Grove Street on the east, and an irregular boundary contiguous to the Woodside area of Rocklin to the south. This plan area includes the proposed project site.

The purpose of the Civic Center Master Plan was to provide a set of goals, policies, plans, guidelines, regulations, and implementation measures to guide future development within the identified plan area. The proposed project complies with several goals and policies stated within the Civic Center Master Plan and does not preclude construction of future improvements identified in the plan. Specifically, the project complies with the following goals and policies:

- Support and engender viable economic development in the downtown area.
- Expand the current City-owned site, to include space for wide range of public related activities and functions.
- Provide land within the Civic Center area for various cultural and recreational activities including but not limited to, interpretive areas, active recreational uses, amphitheatres and places of assembly, passive areas, gardens, and natural open spaces.
- Include as many of the quarry ponds and significant rock outcroppings within the Civic Center property as reasonably possible.

*Planning Commission Staff Report
Rocklin Adventures at Quarry Park
April 18, 2017
Page 8*

Based on compatibility with the goals and policies of both the General Plan and the Civic Center Master Plan, the proposed project is in compliance with the General Plan. In addition, the proposed project is compatible with the Zoning of the site through issuance of a Conditional Use Permit, as described below.

Conditional Use Permit

The Rocklin Municipal Code (RMC) Chapter 17.70 states that Conditional Use Permits may be issued for any of the uses or purposes for which such permits are required or permitted by the terms of the title. Because of their unusual characteristics, conditional uses require special consideration so that they may be located and developed properly with respect to the objectives of the RMC and with respect to their effect on surrounding property.

The grant of a conditional use permit shall be based on a finding by the decision making body that the establishment, maintenance or operation of the use, building or structure applied for will not, under the circumstances of the particular case, be detrimental to the health, safety, or general welfare of persons residing or working in the neighborhood of such proposed use or be detrimental or injurious to property and improvements in the neighborhood, or to the general welfare of the city.

In addition to the requirements of Chapter 17.70, RMC Section 17.64.010 designates several land uses as "Special Uses" which may be allowed in any zone district subject to City Council approval of conditional use permit (CUP). These uses include airports, cemeteries, hospitals, and establishments or enterprises involving large assemblies of people, including amusement parks and recreational facilities which are privately operated. The Rocklin Adventure, although owned and developed by the City, would be operated by a private entity under contract with the City-, and would therefore fall within this "Special Uses" category.

In addition to the standard criteria used to evaluate a Conditional Use Permit the following additional factors are required to be considered when determining whether "Special Uses" would be compatible with existing and permitted uses in the area:

- 1) Damage or nuisance from noise, smoke, odor, dust, vibrations or water pollution;
- 2) Hazard from explosion, contamination or fire;
- 3) Hazard occasioned by unusual volume or character of traffic, or the congregating of a large number of people or vehicles.

The factors associated with these items, as well as other considerations regarding the construction and operation of the proposed project, are described below:

Noise

The Rocklin Adventures at Quarry Park project includes potential noise sources; particularly a public address system with ground-mounted speakers to be used for safety announcements and guest notifications (e.g. lost child) as well as low-level background music; an outdoor patio area that could host musical performers and amplified music; a parking lot; and the gathering of people in a park-like setting. While many of the recreational activities within the park are not anticipated to generate higher voice levels than those which currently exist (e.g., nature trail, maze), some of the more active recreational activities could occasionally generate higher voice levels (e.g., free fall, zip line, rappelling). Noise levels from these activities are not expected to exceed those which exist in other City Parks during sporting events. It should also be noted that these more active recreational activities would largely take place within the Big Gun quarry pit, which would provide some level of noise isolation.

The IS/MND which was prepared for the project analyzes noise impacts which would result from operation of the park. The analysis states that the 55 decibel (dB) noise contour, which is the daytime noise standard allowed by the General Plan, would fall approximately 150 feet from the center of the pit. Within that 150-foot radius, there are no existing residences that could be exposed to noise levels above the City's stationary source daytime noise standard of 55 dB. Therefore, predicted active recreational activity noise is expected to comply with the City of Rocklin General Plan Noise Element daytime hourly noise level criterion of 55 dB.

With regard to amplified music, the proposed restaurant facility would potentially utilize the outdoor patio area for live, potentially amplified sound and music, from time to time. According to the IS/MND, the 55 dB noise contour (daytime noise level standard) would occur at approximately 800 feet from this noise source. Within an 800-foot radius from this location, there are existing residences on Winding Lane, Ruhkala Road, San Francisco Street, and High Street that could be exposed to noise levels above the City's stationary source daytime noise standard of 55 dB. In addition, there are vacant properties within an 800-foot radius from the stage that are designated in the Rocklin General Plan as Mixed Use, meaning future residential uses could be developed that would be within the 55 dB noise contour limit. For this reason, noise levels associated with the project's stage-amplified music sources could exceed the City's daytime stationary noise source of 55 dB.

In order to mitigate for this, the IS/MND and Conditions of Approval require that, upon completion of project construction and prior to the commencement of events at the Adventure Park, a sound test shall be completed by an acoustical engineer to determine if noise levels from the amplified music sources and ground-mounted speakers could

*Planning Commission Staff Report
Rocklin Adventures at Quarry Park
April 18, 2017
Page 10*

exceed the City's daytime stationary noise source standard of 55 dB at locations of existing residential and potential future residential uses. Based on the results of the testing, a maximum sound level would be set for amplified music and ground-mounted speaker use. This sound level would periodically be monitored by an acoustical engineer during amplified music and ground-mounted speaker use. In addition, conditions of approval have been included which would limit the hours of operation and volume for all outdoor amplified music.

It should also be noted that the existing Platinum Living Amphitheater at Quarry Park recently completed its first year of operation, which included a grand opening event attended by approximately 3,000-4,000 persons and a series of concert events that sometimes included crowds as large as 1,500 persons. The southwestern orientation of the amphitheater stage towards some existing residences and the gathering of large crowds initially generated some concerns about noise levels in adjacent neighborhoods; however the City conducted noise measurements and noise monitoring of the concert events and determined that such concerns were unfounded. Given the scale and noise levels associated with the concert events as compared to the anticipated noise sources associated with the Rocklin Adventures at Quarry Park it is unlikely that the Rocklin Adventures will result in the generation of significantly higher noise levels.

Smoke, Odor, and Dust

Short-term air quality impacts from the proposed project are anticipated to result from construction-related activities associated with grading and excavation to prepare the site for the installation of utilities and above ground structures and improvements. These air quality impacts would primarily be related to the generation of airborne dust. The project is not anticipated to generate long-term air quality impacts, with the exception of standard traffic to and from the site.

The project would be required to comply with all Placer County Air Pollution Control District (PCAPCD) rules and regulations for construction, which would be noted on City-approved construction plans. In addition, the proposed project would be required to prepare a dust control plan for approval by the PCAPCD. The dust control plan shall specify measures to reduce dust during all phases of construction. It is not anticipated that the project would have long-term effects on smoke, odor, or dust beyond that typical of a standard retail commercial development.

Vibrations

Short-term vibrations are anticipated during the construction process. However, these impacts are anticipated to cease upon completion. The project would be subject to the City of Rocklin Construction Noise Guidelines, which would restrict construction-related

*Planning Commission Staff Report
Rocklin Adventures at Quarry Park
April 18, 2017
Page 11*

noise generating activities within or near residential areas to between 7:00 a.m. and 7:00 p.m. on weekdays, between 8:00 a.m. and 7:00 p.m. on weekends. According to the IS/MND, impacts associated with increases in the ambient noise environment during construction, including the potential for vibrations, would be less than significant.

Water Pollution

Three man-made quarry ponds (totaling 1.76 acres) and a man-made channel (totaling 0.02 acres) are located within the park site. The man-made channel transfers overflow from Quinn Quarry northward to drain to Big Gun Quarry. Excess water is pumped through an underground pipe to the existing Rocklin Road storm drainage system located to the north of the project site. The three man-made quarry ponds and man-made channel are isolated features, which are not subject to Clean Water Act jurisdiction. Therefore, there are no jurisdictional waters of the U.S. within the project site.

In addition, stormwater runoff from the project site would be collected in stormwater drainage pipes and then directed through water quality treatment devices/areas as Best Management Practices (BMP) and/or Low Impact Development (LID) features and then into the City's storm drain system. The purpose of the BMP/LID features is to ensure that potential pollutants are filtered out before they enter the storm drain system. The City's storm drain system maintains the necessary capacity to support development of the proposed project site. Therefore, violations of water quality standards or waste discharge requirements are not anticipated.

Hazard from Explosion, Contamination or Fire

The construction and operation of the proposed project would involve transportation, use, and disposal of small amounts of hazardous materials, including fuels (gasoline and diesel), oils and lubricants, paints and paint thinners, etc. While these products may contain hazardous materials, the volume of material would not create a significant hazard to the public through routine transport, use, or disposal and would not result in a reasonably foreseeable upset and accident condition involving the release of hazardous materials. Compliance with various Federal, State, and local laws and regulations (including but not limited to Titles 8 and 22 of the Code of California Regulations, Uniform Fire Code, and Chapter 6.95 of the California Health and Safety Code) addressing hazardous materials management and environmental protection would be required to ensure that there is not a significant hazardous materials impact associated with the construction, operation and maintenance of the proposed project.

*Planning Commission Staff Report
Rocklin Adventures at Quarry Park
April 18, 2017
Page 12*

Traffic

The number of daily visitors to the Rocklin Adventures at Quarry Park is anticipated to fluctuate on a daily and seasonal basis, with higher numbers on weekends and holidays as compared to weekdays, as well as higher numbers in the spring and summer as compared to the fall and winter.

The average number of daily vehicle trips generated by the Rocklin Adventures at Quarry Park component of the project would be less than the number of average daily vehicle trips that could be generated if the project site was built out per the existing Mixed Use and Medium Density Residential land use designations. Therefore, approval of the project would not create hazards to traffic which would not be allowed by right on the project site based on the current designations. See the Transportation/Traffic section of the CEQA document for additional information and anticipated traffic counts.

It should also be noted that the existing Platinum Living Amphitheater at Quarry Park recently completed its first year of operation, which included a grand opening event attended by approximately 3,000-4,000 persons and a series of concert events that sometimes included crowds as large as 1,500 persons and no significant traffic impacts were experienced.

Parking

As a part of the park improvements, a new parking lot is to be constructed off of Pacific Street behind the proposed fire station. The City of Rocklin's Zoning Ordinance contains off-street parking requirements for different types of uses, but it does not include an off-street parking requirement for a use such as an Adventure Park facility. Section 17.66.190 of the Zoning Ordinance notes that for uses not listed, off-street parking shall be provided as determined by the designated approving authority based on the requirements for the use which is most closely analogous to the use in question.

As mentioned previously a new 200+/- space parking lot is being built, in part, to accommodate visitors to the Rocklin Adventures at Quarry Park. Other nearby parking opportunities in the immediate vicinity include 36 parking spaces that were developed with the most recent phase of Quinn Quarry Park, of which the Rocklin Adventure is a part, as well as other nearby City facilities (City Hall, Memorial Park, Police/Fire Station, portions of Big Gun Quarry site) that have opportunities for public parking. In addition, the City recently conducted an assessment of parking opportunities in the project vicinity and determined that there were approximately 970 on- and off-street available parking spaces within one-half mile of the project site.

*Planning Commission Staff Report
Rocklin Adventures at Quarry Park
April 18, 2017
Page 13*

It is anticipated that the project will generate an average of 358 daily vehicle trips as projected above. Based on the nature of the Rocklin Adventures at Quarry Park and the project operator's experience with other adventure park projects, it is anticipated that a high number of visitors to the park will arrive via carpool, four or more persons per vehicle. Given anticipated vehicle trips, the existing and proposed on-site parking, and the availability of nearby parking a parking supply impact is not anticipated.

Light and Glare

There are no specific features within the proposed project that would create unusual light or glare. The Rocklin Adventures at Quarry Park would include lighting for its rock climbing and adventure features as well as its buildings and pathways. While these would all be new sources of lighting, they would not be anticipated to adversely affect day or nighttime views in the area because there are no unusual characteristics associated with the project's lighting and the area is already subject to nighttime lighting from urban development. However, in order to further reduce impacts associated with lighting, conditions of approval have been proposed for the project that generally requires the use of light fixtures that shine directly toward the ground.

Conditions of Approval

Operational conditions have been included as part of the Conditional Use Permit Resolution which address hours of operation, noise, exterior lighting, safety, attendance, sale and consumption of alcohol, and designated smoking areas. These conditions are intended to reduce potential incompatibilities between the proposed project and existing residential and nonresidential uses.

Special Events

In addition to standard operational conditions of approval, a condition has also been included to allow the Economic and Community Development Director to approve special events at the Rocklin Adventure which have the potential to deviate from normal operational standards established for the facility. These include events such as a Fall Festival, which would focus on country western bands and "Old West" themed activities, an Oktoberfest with tents and live music, holiday festivals for Halloween and Christmas, wine and food festivals, antique and craft showcases, and other similar events.

A written request would be required to be submitted for such events, to be reviewed by the Economic and Community Development Director, who shall have the authority to approve or deny any event, and to establish event-specific conditions of approval, as applicable.

*Planning Commission Staff Report
Rocklin Adventures at Quarry Park
April 18, 2017
Page 14*

Special Signage Standards

Similar to the deviations for special events noted above, the Economic and Community Development Director shall also have the authority to approve temporary signage and banners throughout the park which would not be visible from public streets.

Environmental Determination

Consistent with the requirements of the California Environmental Quality Act (CEQA) an Initial Study was prepared to determine the potential impacts on the environment from the development of the proposed Adventure Park, fire station, and parking area. The study found that development of the proposed facilities could have significant impacts with regard to Biological Resources, Cultural Resources, and Noise; however it was also able to identify mitigation measures that would reduce each of these potential impacts to a less than significant level. Therefore a Mitigated Negative Declaration of environmental impacts was prepared for the project.

The Initial Study/Mitigated Negative Declaration (IS/MND) was released to the public, submitted to the State Clearinghouse and public notice given to initiate a 20-day review period from March 29, 2017 to April 18, 2017 for the general public and State agencies.

Conclusion

The Rocklin Adventures at Quarry Park project would not be out of character with the rest of the Quinn Quarry Park area or the surrounding development. As proposed, the park features would aesthetically blend with the active and passive park setting and the existing features that have already been developed and are anticipated to be developed with future phases of the Quinn Quarry Park. The surrounding area is partially developed with one- and two-story civic, office and retail commercial buildings, a city park, a fire station, and single-family residences. These buildings and the anticipated future development of buildings within the nearby and adjacent Mixed Use and Medium Density Residential land use designations are collectively all of similar size and scale of structures proposed as part of this project. The majority of the project site was designated for Mixed Use as part of the 2012 General Plan and it is adjacent to partly-developed Retail Commercial land uses, existing civic land uses, and existing partly developed Medium Density Residential land uses.

Approving Authority

Per Section 17.70.020, the City Council is the designated approving authority for Use Permits within the "Special Uses" category.

RESOLUTION NO.PC-2017-

RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF ROCKLIN APPROVING A MITIGATED NEGATIVE
DECLARATION OF ENVIRONMENTAL IMPACTS
Rocklin Adventures at Quarry Park and Fire Station # 1/U2017-0001

WHEREAS, the City of Rocklin's Environmental Coordinator prepared an Initial Study on the Rocklin Adventures at Quarry Park and Fire Station # 1 project (the "Project") which identified potentially significant effects of the Project; and

WHEREAS, revisions to and/or conditions placed on the Project, were made or agreed to by the project proponent before the mitigated negative declaration was released for public review, were determined by the environmental coordinator to avoid or reduce the potentially significant effects to a level that is clearly less than significant and that there was, therefore, no substantial evidence that the Project, as revised and conditioned, would have a significant effect on the environment; and

WHEREAS, a mitigated negative declaration of environmental impacts was then prepared, properly noticed, and circulated for public review.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Rocklin as follows:

Section 1. Based on the Initial Study, the revisions and conditions incorporated into the Project, and information received during the public review process, the Planning Commission of the City of Rocklin finds that there is no substantial evidence that the Project, as revised and conditioned, may have a significant effect on the environment.

Section 2. The mitigated negative declaration reflects the independent judgment of the Planning Commission.

Section 3. All feasible mitigation measures identified in the City of Rocklin General Plan Environmental Impact Reports which are applicable to this Project have been adopted and undertaken by the City of Rocklin and all other public agencies with authority to mitigate the project impacts or will be undertaken as required by this project.

Section 4. A mitigated negative declaration of environmental impacts, attached hereto as Exhibits A, 1 and 2 and incorporated by this reference, is hereby recommended for approval for the Project.

Section 5. The Mitigation Monitoring Program prepared in connection with the Project is hereby recommended for approval.

Section 6. The documents and other materials that constitute the record of proceedings upon which the Planning Commission has based its decision are located in the office of the Rocklin Community Development Director, 3970 Rocklin Road, Rocklin, California 95677. The custodian of these documents and other materials is the Rocklin Community Development Director.

Section 7. Upon approval of the Project by the City Council, the environmental coordinator shall file a Notice of Determination with the County Clerk of Placer County and, if the project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to the provisions of section 21152(a) of the Public Resources Code and the State EIR Guidelines adopted pursuant thereto.

PASSED AND ADOPTED this ___ day of _____, 2017, by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

ABSTAIN: Commissioners:

Chair

ATTEST:

Secretary

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ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT
CITY OF ROCKLIN

3970 Rocklin Road
Rocklin, California 95677
(916) 625-5160

ATTACHMENT 1

INITIAL STUDY AND ENVIRONMENTAL CHECKLIST

Rocklin Adventures at Quarry Park and Fire Station # 1

U2017-0001

Southeast side of Pacific Street, between Rocklin Road and Ruhkala Road

APNs 010-170-001, -007, -026, -028, 010-230-004, -005 and a portion of 010-230-003

March 30, 2017

PREPARED BY:

David Mohlenbrok, Environmental Services Manager, (916) 625-5162

CONTACT INFORMATION:

This Initial Study has been prepared by the City of Rocklin, as Lead Agency, under the California Environmental Quality Act (CEQA). Any questions regarding this document should be addressed to David Mohlenbrok at the City of Rocklin Economic and Community Development Department, Planning Division, 3970 Rocklin Road, Rocklin, California 95677 (916) 625-5160.

APPLICANT/OWNER:

The applicant is Legacy Family Adventures – Rocklin LLC and the City of Rocklin, and the property owner is the City of Rocklin.

Initial Study Page 1 Reso. No.	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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SECTION 1. INTRODUCTION

A. Purpose of an Initial Study

The California Environmental Quality Act (CEQA) was enacted in 1970 for the purpose of providing decision-makers and the public with information regarding environmental effects of proposed projects; identifying means of avoiding environmental damage; and disclosing to the public the reasons behind a project’s approval even if it leads to environmental damage. The City of Rocklin has determined the proposed project is subject to CEQA and no exemptions apply. Therefore, preparation of an initial study is required.

An initial study is a preliminary analysis conducted by the lead agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the initial study concludes that the project, with mitigation, may have a significant effect on the environment, an environmental impact report should be prepared; otherwise the lead agency may adopt a negative declaration or mitigated negative declaration.

This Initial Study (IS) has been prepared in accordance with CEQA (Public Resources Code §21000 et seq.), the State CEQA Guidelines (Title 14, California Code of Regulations, §15000 et seq.), and the City of Rocklin CEQA Guidelines (1981, amended July 31, 2002).

This Initial Study has been prepared to identify and assess the anticipated environmental impacts of the Rocklin Adventures at Quarry Park and Fire Station # 1 project. The document relies on a combination of a previous environmental document and site-specific studies to address in detail the effects or impacts associated with the proposed project. In particular, this Initial Study assesses the extent to which the impacts of the proposed project have already been addressed in the certified Final Environmental Impact Report for the Rocklin General Plan, as adopted by the Rocklin City Council on October 9, 2012 (the “General Plan EIR”).

B. Document Format

This Initial Study is organized into five sections as follows:

Section 1, Introduction: provides an overview of the project and the CEQA environmental documentation process.

Section 2, Summary Information and Determination: Required summary information, listing of environmental factors potentially affected, and lead agency determination.

Section 3, Project Description: provides a description of the project location, project background, and project components.

Initial Study Page 2 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> <i>U2017-0001</i>
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Section 4, Evaluation of Environmental Impacts: provides a detailed discussion of the environmental factors that would be potentially affected by this project as indicated by the screening from the CEQA Guidelines Appendix G checklist.

Section 5, References: provides a list of reference materials used during the preparation of this Initial Study. The reference materials are available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA, and can also be found on the City’s website under Planning Department, Current Environmental Documents.

C. CEQA Process

To begin the CEQA process, the lead agency identifies a proposed project. The lead agency then prepares an initial study to identify the preliminary environmental impacts of the proposed project. This document has been prepared in accordance with the provisions of the California Environmental Quality Act (CEQA) to analyze the possible environmental impacts of the project so that the public and the City of Rocklin decision-making bodies (Planning Commission, and/or City Council) can take these impacts into account when considering action on the required entitlements.

During the project approval process, persons and/or agencies may address either the Environmental Services staff or the City Council regarding the project. Public notification of agenda items for the City Council is posted 72 hours prior to the public meeting. The Council agenda can be obtained by contacting the Office of the City Clerk at City Hall, 3970 Rocklin Road, Rocklin, CA 95667 or via the internet at <http://www.rocklin.ca.us>

Within five days of project approval, the City will file a Notice of Determination with the County Clerk. The Notice of Determination will be posted by the County Clerk within 24 hours of receipt. This begins a 30-day statute of limitations on legal challenges to the approval under CEQA. The ability to challenge the approval in court may be limited to those persons who objected to the approval of the project, and to issues that were presented to the lead agency by any person, either orally or in writing, during the public comment period.

SECTION 2. INITIAL STUDY SUMMARY AND DETERMINATION

A. Summary Information

Project Title:

Rocklin Adventures at Quarry Park and Fire Station # 1

Lead Agency Name and Address:

City of Rocklin, 3970 Rocklin Road, Rocklin, CA 95677

Initial Study Page 3 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> <i>U2017-0001</i>
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Contact Person and Phone Number:

David Mohlenbrok, Environmental Services Manager, 916-625-5162

Project Location:

The project site is generally located on the southeast side of Pacific Street, between Rocklin Road and Ruhkala Road, in the City of Rocklin. The Assessor’s Parcel Numbers are APNs 010-170-001, -007, -026, -028, 010-230-004, -005 and a portion of 010-230-003.

Project Sponsor’s Name:

The applicant is Legacy Family Adventures – Rocklin LLC and the City of Rocklin and the property owner is the City of Rocklin.

Current and Proposed General Plan Designation: Mixed Use (MU) and Medium Density Residential (MDR) (no change proposed)

Current and Proposed Zoning: Planned Development Public/Quasi-Public (PD-PQP), Planned Development General Retail Service Commercial (PD-C-4) and Residential Development, 4 dwelling units per acre (RD-4) (no change proposed)

Description of the Project:

The Rocklin Adventures at Quarry Park and Fire Station # 1 project includes several elements, as follows: the construction and operation of a family adventure destination known as Rocklin Adventure at Quarry Park that will include a mix of rock climbing and adventure related offerings within and adjacent to the City’s existing Quinn Quarry Park; the construction and operation of a 10,685 +/- square foot City of Rocklin Fire Station # 1 located on Pacific Street to replace the current Fire Station # 1 located on Rocklin Road; the construction and operation of a 200 +/- space parking lot to accommodate the Rocklin Adventures at Quarry Park, and a new two-lane roadway approximately 360 feet in length off of Pacific Street that will provide access to the new Fire Station # 1 and the Rocklin Adventures at Quarry Park. The project site is approximately 18.3 +/- acres in size. This project will require a Conditional Use Permit entitlement. For more detail please refer to the Project Description set forth in Section 3 of this Initial Study.

Surrounding Land Uses and Setting:

Roadways surrounding the project area include Pacific Street on the northwest, Rocklin Road on the northeast and Winding Lane on the southeast. Civic improvements in the project vicinity include the Quarry Park Amphitheater, City Hall, Fire Station # 1, the Rocklin Police Station, Memorial Park, Finn Hall and all of their associated parking lots, and private improvements in the project vicinity include single-family homes and some small office and retail commercial developments. More specifically, the following land uses surround the project site:

Initial Study Page 4 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> <i>U2017-0001</i>
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North – Memorial Park, Rocklin City Hall and Administrative Building, Rocklin Fire Station # 1, and Rocklin Road.

East – the Rocklin Police Station, Winding Lane and several single-family residences on the south and east sides of Winding Lane.

South – several single-family residences on the west side of Winding Lane and vacant land designated for Medium Density Residential land uses.

West – the Big Gun Quarry site and associated mining buildings, vacant land designated for Mixed Use land uses, a veterinarian business on the east side of Pacific Street and Pacific Street itself.

Other Public Agencies Whose Approval May Be Required (e.g., Permits, Financing Approval, or Participation Agreement):

- Rocklin Engineering Division approval of Improvement Plans
- Rocklin Building Inspections Division issuance of Building Permits
- Placer County Water Agency construction of water facilities
- South Placer Municipal Utility District construction of sewer facilities

B. Environmental Factors Potentially Affected:

Those factors checked below involve impacts that are “Potentially Significant”:

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture Resources	<input type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Geology/Soils
<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Hazards & Hazardous Materials	<input type="checkbox"/>	Hydrology/Water Quality
<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources	<input type="checkbox"/>	Noise
<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services	<input type="checkbox"/>	Recreation
<input type="checkbox"/>	Transportation/Traffic	<input type="checkbox"/>	Tribal Cultural Resources	<input type="checkbox"/>	Utility/Service Systems
<input type="checkbox"/>	Mandatory Findings of Sig.	<input checked="" type="checkbox"/>	None After Mitigation		

Initial Study Page 5 Reso. No.	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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C. Determination:

On the basis of this Initial Study:

- I find that the proposed project WILL NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that as originally submitted, the proposed project could have a significant effect on the environment; however, revisions in the project have been made by or agreed to by the project proponent which will avoid these effects or mitigate these effects to a point where clearly no significant effect will occur. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on the attached Environmental Checklist. An ENVIRONMENTAL IMPACT REPORT is required, to analyze the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or (MITIGATED) NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or (MITIGATED) NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Marc Mondell
 Director of Economic and Community Development

Date

Initial Study Page 6 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> U2017-0001
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SECTION 3. PROJECT DESCRIPTION

A. Project Location

The project site is generally located on the southeast side of Pacific Street, between Rocklin Road and Ruhkala Road, in the City of Rocklin. The Assessor’s Parcel Numbers are APNs 010-170-001, -007, -026, -028, 010-230-004, -005 and a portion of 010-230-003 (Please see Attachment A, Vicinity Map).

The City of Rocklin is located approximately 25 miles northeast of Sacramento, and is within the County of Placer. Surrounding jurisdictions include: unincorporated Placer County to the north and northeast, the City of Lincoln to the northwest, the Town of Loomis to the east and southeast, and the City of Roseville to the south and southwest.

B. Description

The Rocklin Adventures at Quarry Park and Fire Station # 1 project occurs on a site 18.3 +/- acres in size and includes four components which are further described below:

1. The construction and operation of a family adventure destination known as Rocklin Adventures at Quarry Park that will include a mix of rock climbing and adventure related offerings within and adjacent to the City’s existing Quinn Quarry Park. The attraction is planned to offer a variety of adventures targeted at beginners as well as seasoned climbers. Multiple locations within the abandoned Big Gun Quarry will be used for different types of rock climbing, including free climbing, climbing with the use of secured cables (also known as via ferrata), cargo net climbing, ropes courses and rappelling. The Big Gun Quarry will also be used for free falling jumps, swinging adventures and zip line experiences, including a 600-800 foot main zip line. These activities will require physical attachments of equipment and climbing aids such as pegs, steps, ladders, support structures/towers and bridges within the quarry, to the quarry walls and areas surrounding the quarry. Other features include an area for course introduction/training (ground school), a suspended walkway, an overlooking viewing deck, a suspension bridge, a maze area, a children’s adventure course/play area (including adventure course, stream play, boulder climbing and kids zip lines), the extension of the mining car rail from Quinn Quarry Park and outdoor amenities such as a nature trail, fire pit and outdoor dining and gathering areas. Buildings that will be constructed with the Rocklin Adventures at Quarry Park include a birthday pavilion and restroom facilities, a water tank tower, two 40’ x 60’ shade structures, tower platforms for the zip lines and rope courses and a 6,000 +/- square foot ticketing/café/support services building with an adjoining 4,000 +/- square foot deck. The adjacent water-filled Quinn Quarry will provide access for paddle boats and related activities and will require the construction of a boat dock/house.

Initial Study Page 7 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> <i>U2017-0001</i>
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It is anticipated that the facility will be open seven days a week and 364 days/year, with daily operations occurring from mid-morning (e.g., 9:00 AM) to evening (e.g., 10:00 PM) during the peak periods (summer and holidays), and shorter hours of operation during the non-peak period (e.g., 10:00 AM to 9:00 PM). While the daily capacity for peak weekdays is approximately 500-750 persons and the daily capacity for peak weekends is 750-1,000 persons, it is estimated that typical daily attendance would be 300-500 persons, with weekends and holidays having a higher attendance. The average park visit is anticipated to be approximately four hours and the annual visitor total is projected to be 108,000-130,000 persons in the future as the facility matures.

2. The construction and operation of a 10,685 +/- square foot City of Rocklin Fire Station # 1 located on Pacific Street to replace the current Fire Station # 1 located on Rocklin Road. The fire station building would be built on a 0.9 +/- acre site and include 3 bays for fire apparatus, sleeping quarters, several offices, a gym, a dayroom/kitchen, restrooms, a laundry room, various closet/storage areas and visitor and staff parking. The existing Fire Station # 1 on Rocklin Road is anticipated to be re-purposed but at this time the future use is unknown. At such time that it is decided how Fire Station # 1 will be re-purposed and project-specific plans are developed, that project will undergo its own evaluation under CEQA.
3. The construction and operation of a 200 +/- space parking lot to accommodate the Rocklin Adventures at Quarry Park and other potential uses/events.
4. A new two-lane roadway approximately 360 feet in length off of Pacific Street that will provide access to the new Fire Station # 1 and the Rocklin Adventures at Quarry Park.

This project will require the following entitlement from the City of Rocklin: Conditional Use Permit to authorize the project in a zone where such use is not permitted as a matter of right and to allow for special considerations so that the use is located and developed properly with respect to the objectives of the City and with respect to its effect on surrounding property.

Access to the project would be primarily from the new roadway to be constructed off of Pacific Street, but users of the Rocklin Adventures at Quarry Park may also access the facility via Quinn Quarry Park and Rocklin Road.

It should be noted that the Big Gun Quarry portion of the project site was the former location of the California Granite Company, also known as the Big Gun Mining Company, and it is listed on the National Register of Historic Places due to its association with the development of the City of Rocklin and the local granite mining industry, and its association with the history of the Central Pacific Railroad. As a result of being listed on the National Register of Historic Places, the property is also listed on the California Register of Historic Resources. The factors which

<p>Initial Study Page 8 Reso. No.</p>	<p><i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> U2017-0001</p>
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contributed to the listings are the Big Gun open pit quarry, the derrick on the west side of the quarry and its pulleys and cables, the cutting shed and monument sheds located on the west side of the quarry, the gang saw located inside the cutting shed, the bridge crane located inside the monument shed, railroad tracks leading from the derrick to the cutting shed, and an office building located south of the monument shed. Of those contributing factors noted above, the Rocklin Adventures at Quarry Park and Fire Station # 1 project only includes the Big Gun open pit quarry and not the associated granite mining buildings and other features located on the west side of the quarry.

It is anticipated that site development will involve clearing and grading of the site (including excavation and fill), trenching and digging for underground utilities and infrastructure, and ultimately the construction of the features of the Rocklin Adventures at Quarry Park as described above, the construction of the fire station, the construction of the roadway off Pacific Street, the construction of the parking lot and installation of associated landscaping.

SECTION 4. EVALUATION OF ENVIRONMENTAL IMPACTS

A. Explanation of CEQA Streamlining and Tiering Utilized in this Initial Study

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

CEQA Guidelines Section 15183 provides a means of streamlining analysis for qualifying projects. Under Section 15183, effects are not considered “peculiar to the project or the parcel” if they are addressed and mitigated by uniformly applied development policies and standards adopted by the City to substantially mitigate that effect (unless new information shows that the policy or standard will not mitigate the effect). Policies and standards have been adopted by the City to address and mitigate certain impacts of development that lend themselves to uniform mitigation measures. These policies and standards include those found in the Oak Tree Ordinance (Rocklin Municipal Code, Chapter 17.77), the Flood Ordinance (Rocklin Municipal Code, Chapter 15.16), the Grading and Erosion and Sedimentation Control Ordinance (Rocklin Municipal Code, Chapter 15.28), the Stormwater Runoff Pollution Control Ordinance (Rocklin Municipal Code, Chapter 8.30), and the Goals and Policies of the Rocklin General Plan. Where applicable, the Initial Study will state how these policies and standards apply to the project. Where the policies and standards will substantially mitigate the effects of the proposed project, the Initial Study concludes that these effects are “not peculiar to the project or the parcel” and thus need not be revisited in the text of the environmental document for the proposed project.

This Initial Study has also been prepared pursuant to CEQA Guidelines sections 15063 and 15168. Section 15063 sets forth the general rules for preparing Initial Studies. One of the

Initial Study Page 9 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> <i>U2017-0001</i>
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identified functions of an Initial Study is for a lead agency to “[d]etermine, pursuant to a program EIR, tiering, or another appropriate process, which of a project’s effects were adequately examined by an earlier EIR or negative declaration. The lead agency shall then ascertain which effects, if any, should be analyzed in a later EIR or negative declaration.” (CEQA Guidelines, section 15063, subd. (b)(1)(C).). Here, the City has used this initial study to determine the extent to which the General Plan EIR has “adequately examined” the effects of the proposed project.

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

- (c) Use with Later Activities. Subsequent activities in the program must be examined in light of the program EIR to determine whether an additional environmental document must be prepared.
 - (1) If a later activity would have effects that were not examined in the program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration.
 - (2) If the agency finds that pursuant to Section 15162, no new effects could occur or no new mitigation measures would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required.
 - (3) An agency shall incorporate feasible mitigation measures and alternatives developed in the program EIR into subsequent actions on the project.
 - (4) Where the subsequent activities involve site specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were covered in the program EIR.

The Rocklin Adventures at Quarry Park and Fire Station # 1 project is a “subsequent activity” that falls within the scope of the programmatic General Plan EIR. Urban development of the proposed project site was contemplated by the General Plan EIR, and this Initial Study serves the function of a “written checklist or similar device” documenting the extent to which the environmental effects of the proposed project “were covered in the program EIR” for the

Initial Study Page 10 Reso. No.	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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General Plan. As stated below, the City has concluded that the impacts of the proposed project are “within the scope” of the analysis in the General Plan EIR. Stated another way, these “environmental effects of the [site-specific project] were covered in the program EIR.” Where particular impacts were not thoroughly analyzed in prior documents, site-specific studies were prepared for the project with respect to impacts that were not “adequately examined” in the General Plan EIR, or were not “within the scope” of the prior analysis. These studies are hereby incorporated by reference and are available for review during normal business hours at the Rocklin Economic and Community Development Department, 3970 Rocklin Road, Rocklin, CA 95677 and can also be found on the City’s website under Planning Department, Current Environmental Documents. The specific studies are listed in Section 5, References.

The Initial Study is a public document to be used by the City decision-makers to determine whether a project may have a significant effect on the environment. If the City as lead agency, finds substantial evidence that any effects of the project were not “adequately examined” in the General Plan EIR or were not “within the scope” of the analysis in that document AND that these effects may have a significant effect on the environment if not mitigated, the City would be required to prepare an EIR with respect to such potentially significant effects. On the other hand, if the City finds that these unaddressed project impacts are not significant, a negative declaration would be appropriate. If in the course of analysis, the City identified potentially significant impacts that could be reduced to less than significant levels through mitigation measures to which the applicant agrees, the impact would be considered to be reduced to a less than significant level, and adoption of a mitigated negative declaration would be appropriate.

B. Significant Cumulative Impacts; Statement of Overriding Considerations

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

1. Air Quality:

Development in the City and the Sacramento Valley Air Basin as a whole will result in the following: violations of air quality standards as a result of short-term emissions from construction projects, increases in criteria air pollutants from operational air pollutants and exposure to toxic air contaminants, the generation of odors and a cumulative contribution to regional air quality impacts.

2. Aesthetics/Light and Glare:

Development in the City and the South Placer region as a whole will result in substantial degradation of the existing visual character, the creation of new sources of substantial light and

Initial Study Page 11 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> U2017-0001
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glare and cumulative impacts to scenic vistas, scenic resources, existing visual character and creation of light and glare.

3. Traffic and Circulation:

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

4. Noise

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

5. Cultural and Paleontological Resources

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

6. Biological Resources

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

7. Climate Change and Greenhouse Gases

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

C. Mitigation Measures Required and Considered

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

Initial Study Page 12 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> <i>U2017-0001</i>
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D. Evaluation of Environmental Checklist:

- 1) A brief explanation is provided for all answers except “No Impact” answers that are adequately supported by the information sources cited in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer is explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers take account of the whole action involved, including off-site as well as on-site elements, cumulative as well as project-level impacts, indirect as well as direct impacts, and construction as well as operational impacts.
- 3) If a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant.
- 4) Answers of “Less than Significant with Mitigation Incorporated” describe the mitigation measures agreed to by the applicant and briefly explain how they reduce the effect to a less than significant level. Mitigation measures and supporting explanation from earlier EIRs or Negative Declaration may be cross-referenced and incorporated by reference.
- 5) Earlier analyses may be used where an effect has been adequately analyzed in an earlier EIR or negative declaration, and the City intends to use tiering. All prior EIRs and Negative Declarations and certifying resolutions are available for review at the Rocklin Economic and Community Development Department. In this case, a brief discussion will identify the following:
 - a) Which effects are within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and whether such effects are addressed by mitigation measures based on the earlier analysis; and
 - b) For effects that are “Less than Significant with Mitigation Measures Incorporated,” the mitigation measures which are incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

Initial Study Page 13 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> U2017-0001
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E. Environmental Checklist

I. <u>AESTHETICS</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Have a substantial adverse effect on a scenic vista?				X	
b) Substantially degrade the existing visual character or quality of the site and its surroundings?			X		
c) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.			X		
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X		

DISCUSSION OF DETERMINATION:

Project Impacts:

The construction and operation of Rocklin Adventures at Quarry Park and associated structures, a 10,685 +/- square foot fire station, a 200 +/- space parking lot and a new two-lane roadway on an 18.3 +/- acre site will change the existing visual nature and character of the project site and area. The development of the project site would create new sources of light and glare typical of urban development. As discussed below, impacts to scenic vistas or viewsheds would not be anticipated.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts that would occur to the visual character of the Planning Area as a result of the future urban development that was contemplated by the General Plan. When previously undeveloped land becomes developed, aesthetic impacts include changes to scenic character and new sources of light and glare (City of Rocklin General Plan Update Draft EIR, 2011, pages

Initial Study Page 14 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> U2017-0001
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4.3-1 through 4.3-18). Mitigation measures to address these impacts are incorporated into the General Plan in the Land Use and the Open Space, Conservation, and Recreation Elements, and include policies that encourage the use of design standards for unique areas and the protection of natural resources, including open space areas, natural resource areas, hilltops, waterways and oak trees, from the encroachment of incompatible land use.

The General Plan EIR concluded that, despite the goals and policies addressing visual character, views, and light and glare, significant aesthetic impacts will occur as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will change and degrade the existing visual character, will create new sources of light and glare and will contribute to cumulative impacts to scenic vistas, scenic resources, existing visual character and creation of light and glare. Findings of fact and a statement of overriding consideration were adopted by the Rocklin City Council in regard to these cumulative impacts, which were found to be significant and unavoidable.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Significance Conclusions:

a. Scenic Vista - *No Impact.* While partly vacant areas such as the project site have a natural aesthetic quality, there are no designated scenic vistas within the City of Rocklin or Planning Area. Alteration of the vacant areas of the project site through the construction and operation of Rocklin Adventures at Quarry Park and associated structures, a 10,685 +/- square foot fire station, a 200 +/- space parking lot and a new two-lane roadway would change the visual quality of the project site and surrounding area. However, since there are no designated scenic vistas, no impact would occur in this regard.

b. Visual Quality – *Less than Significant Impact.* The construction and operation of Rocklin Adventures at Quarry Park and associated structures, a 10,685 +/- square foot fire station, a 200 +/- space parking lot and a new two-lane roadway will not introduce incompatible visual elements. The General Plan EIR contemplated and analyzed urban development at this location. The structures that are anticipated from all components of the project are of consistent height and scale with surrounding development and anticipated future development and there are no unusual development characteristics of this project which would introduce incompatible elements or create aesthetic impacts. It is anticipated that the tower associated with the 600-

Initial Study Page 15 Reso. No.	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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800 foot main zip line which is to be located adjacent to the 6,000 +/- square foot ticketing/café/support services building will be approximately 40 feet in height. This height will be similar in scale to the ticketing/cafe/support services building itself and shorter than the existing trees within the project site, so the tower and new buildings are anticipated to not be visually incompatible or obtrusive. The project site is located within an architectural district known as the Quarry District and the anticipated design of the buildings and associated features will incorporate and uphold the Quarry District design theme. The Rocklin Adventures at Quarry Park would not be out of character with the rest of the Quinn Quarry Park area or the surrounding development and it would aesthetically blend with the active and passive park setting and the existing features that have already been developed and are anticipated to be developed with future phases of the Quinn Quarry Park. The fire station, parking lot and roadway would not be out of character with the rest of the Quinn Quarry Park area or the surrounding development and they would aesthetically blend with the existing development and anticipated future development along Pacific Street in the project vicinity. The surrounding area is partly developed with one- and two-story civic, office and retail commercial buildings, a city park, a fire station, and single-family residences. These buildings and the anticipated future development of buildings within the nearby and adjacent Mixed Use and Medium Density Residential land use designations are collectively all of similar size and scale to the proposed project. The majority of the project site was designated for Mixed Use as part of the 2012 General Plan and it is adjacent to partly developed Retail Commercial land uses, existing civic land uses and existing partly developed Medium Density Residential land uses. Therefore, the change in the aesthetics of the visual nature or character of the site and the surroundings is consistent with the surrounding development and the future development that is anticipated by the City's General Plan. As noted above, the General Plan EIR concluded that development under the General Plan will result in significant unavoidable aesthetic impacts and a Statement of Overriding Consideration was adopted by the Rocklin City Council in regard to these cumulative impacts. The project does not result in a change to the finding because the site would be developed with urban uses that are consistent and compatible with surrounding existing and anticipated future development.

c. Scenic Highway – Less than Significant Impact. The proposed project is not located adjacent to or within the proximity of a state listed scenic highway (neither State Route 65 nor Interstate 80 have scenic highway designations). Therefore, the proposed project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

d. Light and Glare – Less than Significant Impact. There are no specific features within the proposed project that would create unusual light and glare. The Rocklin Adventures at Quarry Park would include lighting for its rock climbing and adventure features as well as its buildings and pathways. The fire station, parking lot and roadway would also include associated lighting for operational, security and safety purposes. While these would all be new sources of lighting, they would not be anticipated to adversely affect day or nighttime views in the area because

<p>Initial Study Page 16 Reso. No.</p>	<p><i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> <i>U2017-0001</i></p>
--------------------------------------------	--------------------------------------------------------------------------------------------

there are no unusual characteristics associated with the project’s lighting and the area is already subject to nighttime lighting from urban development. The General Plan EIR acknowledged that impacts associated with increased light and glare would not be eliminated entirely, and the overall level of light and glare in the Planning Area would increase in general as urban development occurs and that increase cannot be fully mitigated. As noted above, the General Plan EIR concluded that development under the General Plan will result in significant unavoidable aesthetic impacts and a Statement of Overriding Consideration was adopted by the Rocklin City Council in regard to these cumulative impacts. The project does not result in a change to the finding because the site would be developed with urban uses that are consistent and compatible with surrounding existing and anticipated future development.

Initial Study Page 17 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> <i>U2017-0001</i>
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II.

AGRICULTURAL RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X	
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X	
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220 (g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?				X	
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X	
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X	

Initial Study Page 18 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> U2017-0001
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DISCUSSION OF DETERMINATION:

Project Impacts:

As discussed below, there are no agricultural or forestry impacts for the project or project site due to a lack of these resources on the project site.

Significance Conclusions:

a., b., and c. Farmland, Williamson Act, Cumulative Loss of Farmland - *No Impact.* The Farmland Mapping and Monitoring Program (FMMP) land classifications system monitors and documents land use changes that specifically affect California’s agricultural land and is administered by the California Department of Conservation (CDC). The FMMP land classification system is cited by the State CEQA Guidelines as the preferred information source for determining the agricultural significance of a property (CEQA Guidelines, Appendix G).The California Department of Conservation (CDC) Division of Land Resource Protection, Placer County Important Farmland Map of 2014 designates the project site as urban and built-up land. This category is not considered Important Farmland under the definition in CEQA of “Agricultural Land” that is afforded consideration as to its potential significance (See CEQA Section 21060.1[a]), nor is it considered prime farmland, unique farmland, or farmland of statewide importance; therefore the proposed project would not convert farmland to a non-agricultural use. Also, the project site contains no parcels that are under a Williamson Act contract. Therefore, because the project would not convert important farmland to non-agricultural uses, would not conflict with existing agricultural or forestry use zoning or Williamson Act contracts, or involve other changes that could result in the conversion of important farmlands to non-agricultural uses, there would be no agricultural use impacts.

d. and e. Conversion of Forest Land – *No Impact.* The project site contains no parcels that are considered forestry lands or timberland. Therefore, because the project would not conflict with existing forestry use zoning or involve other changes that could result in the conversion of forest lands to non-forest uses, there would be no forestry use impacts.

Initial Study Page 19 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> U2017-0001
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<p>III. <u>AIR QUALITY</u> Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determination. Would the project:</p>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Conflict with or obstruct implementation of applicable air quality plan?			X		
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X		
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X		
d) Expose sensitive receptors to substantial pollutant concentrations?			X		
e) Create objectionable odors affecting a substantial number of people?			X		

<p>Initial Study Page 20 Reso. No.</p>	<p style="text-align: right;"><i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> U2017-0001</p>
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DISCUSSION OF DETERMINATION:

Project Impacts:

In the short-term, air quality impacts from the proposed project will result from construction related activities associated with grading and excavation to prepare the site for the installation of utilities and above ground structures and improvements. These air quality impacts will primarily be related to the generation of airborne dust (Particulate Matter of 10 microns in size or less (PM₁₀)).

In the long term, air quality impacts from the proposed project will result from vehicle trip generation to and from the project site and the resultant mobile source emissions of air pollutants (primarily carbon monoxide and ozone precursor emissions).

As discussed below, a development of this type would not be expected to create objectionable odors.

Prior Environmental Analysis:

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

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

Initial Study Page 21 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> U2017-0001
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Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for air quality impacts incorporated as goals and policies in the General Plan, will be applied to the future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with City rules and regulations.

Project Level Environmental Analysis:

Beyond short-term construction emissions which are discussed further below, the construction and operation of City of Rocklin Fire Station # 1 located on Pacific Street to replace the current Fire Station # 1 located on Rocklin Road does not result in any additional operational air quality emissions beyond what currently exists. The operational air quality emissions that are currently associated with Fire Station # 1 on Rocklin Road will no longer exist once that fire station is closed, and those emissions would then be generated from the new Fire Station # 1 location. The existing Fire Station # 1 on Rocklin Road is anticipated to be re-purposed but at this time the future use and the associated air quality emissions are unknown. Additionally, it is likely that the operational emissions from the new fire station would be less than those being emitted from the current location due to the installation of state of the art water heaters, furnaces, and other emission-emitting equipment and fixtures that are more efficient and produce fewer emissions than the current equipment and fixtures.

Beyond short-term construction emissions which are discussed further below, the construction and operation of a 200+/-space parking lot and a two-lane roadway do not in and of themselves generate new vehicle trips and associated emissions because those components of the project are not considered to be an independent attraction or destination for vehicle trips.

For the reasons noted above and because the parking lot is being developed to serve the Rocklin Adventures at Quarry Park, the discussion below focuses on the operational emissions that would be associated with the Rocklin Adventures at Quarry Park.

The vehicle trips generated by the Rocklin Adventures at Quarry Park component of the project would be less than the number of trips that could be generated if the project site was built out per the existing Mixed Use and Medium Density Residential land use designations which were assumed in the General Plan EIR analysis. The Rocklin Adventures at Quarry Park project site and the 200+/- parking lot is approximately 17.3 acres in size (not including the 1 acre fire station site), but if the 3.6 acres of non-developable land area associated with the quarries on the project site is deducted, there are approximately 13.7 acres of developable land. Of those 13.7 acres, 6.5 acres constitute the City’s existing Quinn Quarry Park and there will be some overlap of the Rocklin Adventures at Quarry Park use on the City’s Quinn Quarry Park.

<p>Initial Study Page 22 Reso. No.</p>	<p><i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> <i>U2017-0001</i></p>
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Despite that overlap, the trips generated by the existing Quinn Quarry Park and the Rocklin Adventures at Quarry Park together will conservatively be compared to the number of trips that could be generated if the 13.7 acres of developable land were built out per the existing Mixed Use (10.4 +/- acres) and Medium Density Residential (3.3 +/- acres) land use designations.

Based on the Institute of Transportation Engineers Trip Generation Manual (9th edition), the existing Quinn Quarry Park (City park) would generate approximately 13 daily vehicle trips (6.5 acres X 1.9 daily trips/acre for a recreation use). Based on the 130,000 anticipated visitors to the Rocklin Adventures at Quarry Park on an annual basis per the Attendance Potentials, Planning Factors and Financial Potentials for the Proposed Rocklin Adventures at Quarry Park study (Economic Consulting Services, June 2016), the proposed Rocklin Adventures at Quarry Park project would generate approximately 358 daily vehicle trips (130,000 annual visitors/364 days per year). Collectively, the Quinn Quarry Park and the Rocklin Adventures at Quarry Park projects would generate approximately 371 daily vehicle trips.

In comparison, the 10.4 acre Mixed Use land use designation portion of the Rocklin Quarry Park Adventures project site could allow for retail, office, or residential land uses, or any combination thereof. Assuming the lowest vehicle trip generating use of those site development options for conservative purposes, 10.4 acres of residential development at 10 units/acre would be expected to generate approximately 676 daily vehicle trips (10.4 acres X 10 dwelling units/ acre = 104 dwelling units X 6.5 daily trips/per multi-family dwelling unit). The 3.3 acres of Medium Density Residential could be developed at 3.5 dwelling units/acre (using the minimum density level of 3.5 dwelling units per acre for the Medium Density Residential land use category for conservative purposes), which would be expected to generate 99 daily vehicle trips (3.3 acres X 3.5 dwelling units/acre = 11 dwelling units X 9 daily trips/per single family dwelling unit). Collectively, a Mixed Use multi-family residential development and a Medium Density Residential single family development would generate approximately 775 daily vehicle trips.

Thus, the Quinn Quarry Park and the Rocklin Adventures at Quarry Park would collectively generate 404 fewer daily trips (775-371 = 404) and the project would result in fewer overall automobile emissions as compared to the emissions that would be generated by residential projects allowed under the project site’s current Mixed Use and Medium Density Residential land use designations. The difference in daily vehicle trips is considered to be a conservative estimation because of the factors noted above and because the projected 130,000 annual visitors are assumed in the above calculations to generate one vehicle trip per visitor, even though it is highly likely that visitors to the Rocklin Adventures at Quarry Park will come to the attraction with multiple persons per vehicle, thus reducing the projected number of 358 daily vehicle trips.

<p>Initial Study Page 23 Reso. No.</p>	<p><i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> <i>U2017-0001</i></p>
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Construction Emissions

During construction of the project, various types of equipment and vehicles would temporarily operate on the project site. Construction exhaust emissions would be generated from construction equipment, vegetation clearing and earth movement activities, construction workers' commute, and construction material hauling for the entire construction period. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria air pollutants. Project construction activities also represent a source of fugitive dust, which includes particulate matter (PM) emissions. As construction of the proposed project would generate air pollutant emissions intermittently within the site and the vicinity of the site, until all construction has been completed, construction is a potential concern because the proposed project is in a non-attainment area for ozone and PM.

The project is required to comply with all PCAPCD rules and regulations for construction, including, but not limited to, the following, which would be noted with City-approved construction plans:

- Rule 202 related to visible emissions; Rule 218 related to architectural coatings; Rule 228 related to fugitive dust, and Regulation 3 related to open burning.

In addition to compliance with PCAPCD rules and regulations, the proposed project will be required to prepare a dust control plan for approval by the Placer County Air Pollution Control District. The dust control plan shall specify measures to reduce dust during all phases of construction.

Operational Emissions

Operational emissions of ROG, NO_x, PM₁₀ and CO would be generated by the proposed project from both mobile and stationary sources. Day-to-day activities such as vehicle trips to and from the project site would make up the majority of the mobile emissions. Emissions would occur from stationary sources such as natural gas combustion from heating mechanisms, landscape maintenance equipment exhaust, and consumer products (e.g., deodorants, cleaning products, spray paint, etc.). The modeling performed for the project takes these factors into consideration.

The project is required to comply with all PCAPCD rules and regulations, such as those listed previously for construction, as well as the following for operations:

- Rule 225 related to wood-burning appliances, and Rule 246 related to water heaters.

Initial Study Page 24 Reso. No.	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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Significance Conclusions:

a., b. and c. Conflict with or obstruct implementation of the applicable air quality plan, Violate any air quality standard or contribute substantially to an existing or projected air quality violation, and Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors) – Less Than Significant Impact. The proposed project area is located within the Sacramento Valley Air Basin (SVAB) and is under the jurisdiction of the Placer County Air Pollution Control District (PCAPCD). The SVAB is designated nonattainment for the federal particulate matter 2.5 microns in diameter (PM_{2.5}) and the State particulate matter 10 microns in diameter (PM₁₀) standards, as well as for both the federal and State ozone standards. The federal Clean Air Act requires areas designated as federal nonattainment to prepare an air quality control plan referred to as the State Implementation Plan (SIP). The SIP contains the strategies and control measures for states to use to attain the national ambient air quality standards (NAAQS). The SIP is periodically modified to reflect the latest emissions inventories, planning documents, rules, and regulations of air basins as reported by the agencies with jurisdiction over them. In compliance with regulations, the PCAPCD periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the NAAQS, including control strategies to reduce air pollutant emissions via regulations, incentive programs, public education, and partnerships with other agencies.

The current applicable air quality plan for the proposed project area is the *Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* (Ozone Attainment Plan), adopted September 26, 2013. The U.S. Environmental Protection Agency (USEPA) determined the Plan to be adequate and made such findings effective August 25, 2014. On January 9, 2015, the USEPA approved the 2013 Ozone Attainment Plan.

The 2013 Ozone Attainment Plan demonstrates how existing and new control strategies would provide the necessary future emission reductions to meet the CAA requirements, including the NAAQS. It should be noted that in addition to strengthening the 8-hour ozone NAAQS, the USEPA also strengthened the secondary 8-hour ozone NAAQS, making the secondary standard identical to the primary standard. The SVAB remains classified as a severe nonattainment area with an attainment deadline of 2027. On October 26, 2015 the USEPA released a final implementation rule for the revised NAAQS for ozone to address the requirements for reasonable further progress, modeling and attainment demonstrations, and reasonably available control measures (RACM) and reasonably available control technology (RACT). With the publication of the new NAAQS ozone rules, areas in nonattainment must update their ozone attainment plans and submit new plans by 2020/2021.

Projects in the SVAB could be considered to conflict with, or obstruct, implementation of the 2013 Plan if that project generates greater emissions than what has been projected for the site

Initial Study Page 25 Reso. No.	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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in the emission inventories of the 2013 Plan. Emission inventories are developed based on projected increases in population, employment, regional vehicle miles traveled (VMT), and associated area sources within the region, which are based on regional projections identified by the City's General Plan.

Through the combustion of fossil fuels, motor vehicle use produces significant amounts of pollution. In fact, the PCAPCD cites motor vehicles as a primary source of pollution for residential, commercial, and industrial development. Because motor vehicles emit air quality pollutants during their operations, changing the amount of motor vehicle operations in an area would change the amount of air pollutants being emitted in that area.

The vehicle trips generated by the proposed project would be less than the number of trips that could be generated if the project site was built out per the current Mixed Use and Medium Density Residential land use designations that were in place at the time that emission inventories were conducted for the 2013 Plan. As noted above, the proposed project would generate approximately 404 fewer daily trips and the project would result in fewer overall emissions as compared to the emissions that would be generated by residential projects allowed under the current Mixed Use and Medium Density Residential land use designations. Because emission inventories within the 2013 Plan were determined based on allowed uses per the City's land use designations, the emissions related to the proposed project would be less than what was estimated and included in emissions inventories. Thus, the project would result in less mobile source emissions than anticipated and such emissions would be less overall when compared with emissions inventories of the 2013 Plan.

As demonstrated by the vehicle trip generation comparison presented above, the proposed project's operational emissions are anticipated to be lower than that which could be generated by the level of development that was anticipated by the 2013 Plan and evaluated in the City of Rocklin General Plan EIR. Given that the PCAPCD Attainment Plans account for planned land uses consistent with adopted plans, this project would not conflict or obstruct implementation of the PCAPCD Attainment Plans. In addition compliance with the PCAPCD rules and regulations noted above would help to ensure that the project's emissions would not substantially contribute to regional air quality. Therefore, the project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation, and would not conflict with the 2013 Ozone Attainment Plan and operationally-related impacts would be considered less than significant.

Construction activities, including grading, generate a variety of air pollutants; the most significant of which would be dust (PM₁₀). Through compliance with the PCAPCD rules and regulations for construction noted above and the preparation and implementation of a dust control plan approved by the PCAPCD, a less than significant short-term construction air quality impact is anticipated.

Initial Study Page 26 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> U2017-0001
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The proposed project would contribute to the non-attainment status of the local air basin. The General Plan EIR identified cumulative adverse air quality impacts as significant and unavoidable, and the City of Rocklin adopted Findings of Fact and a Statement of Overriding Considerations in regard to this impact. The proposed project represents a lesser level of development than identified in the General Plan and analyzed in the General Plan EIR.

The General Plan EIR identified a cumulative contribution to regional air quality impacts as a significant and unavoidable impact, and the City of Rocklin adopted Findings of Fact and a Statement of Overriding Considerations in recognition of this impact. The project does not result in a change to this finding because the site is being developed with a land use that is less intense (from a trip generation and associated emissions standpoint) than the Mixed Use and Medium Density Residential land uses that were anticipated by and analyzed within the General Plan EIR.

d. Sensitive Receptors – Less Than Significant Impact. A sensitive receptor is a location where human populations, especially children, seniors and sick persons reside or occupy for a long duration and where there is reasonable expectation of continuous human exposure to pollutants. Examples of sensitive receptors include residences, hospitals and schools. The proposed project does not introduce new sensitive receptors to the area, and the nearest existing sensitive receptors to the project site are the residences located north, east and south of the project site. Emissions of CO would result from the incomplete combustion of carbon-containing fuels such as gasoline or wood and are particularly related to traffic levels. The project site is already planned for urban development; thus traffic on the surrounding roadways and intersections would not increase more than already anticipated for the area due to project implementation. Accordingly, CO levels at nearby intersections would not be expected to be higher than anticipated for the area. It should be noted that as older, more polluting vehicles are retired and replaced with newer, cleaner vehicles, the overall rate of emissions of CO for vehicle fleet throughout the State has been, and is expected to continue, decreasing. Therefore, emissions of CO would likely decrease from current levels over the lifetime of the project.

In addition to the CO emissions discussed above, Toxic Air Contaminants (TACs) are also a category of environmental concern. The California Air Resources Board (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) provides recommendations for siting new sensitive land uses near sources typically associated with significant levels of TAC emissions, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards. CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC. High volume freeways/roadways, stationary diesel engines, and facilities attracting heavy and constant diesel traffic were identified as having the highest associated health risks from DPM. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure. Health-related risks associated with DPM in particular are primarily associated with long-term exposure and associated risk of contracting cancer.

Initial Study Page 27 Reso. No.	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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Due to the civic and recreational nature of the project, relatively few vehicle trips associated with the proposed project would be expected to be composed of heavy-duty diesel-fueled trucks and their associated emissions. The fire trucks and engines associated with Fire Station # 1 are diesel-fueled but they are considered to be mobile, not stationary, sources of emissions. In addition, there are fewer surrounding residences (sensitive receptors) as a result of the relocation of the fire station to Pacific Street when compared to the current location. The project does not involve long-term operation of any stationary diesel engine or other on-site stationary source of TACs. In addition, emissions of DPM resulting from construction equipment and vehicles are minimal and temporary, affecting a specific receptor for a period of weeks or perhaps months, and would be regulated through compliance with PCAPCD’s rules and regulations.

Exposure of sensitive receptors to substantial pollutant concentrations are not anticipated to occur since the proposed project will not be generating substantial pollutant concentrations itself, and there are no known substantial pollutant concentrations in the project area that would result in an exposure to sensitive receptors. Therefore, the proposed project would result in a less than significant impact related to exposure of sensitive receptors.

e. Odors – Less Than Significant Impact. Odors are generally regarded as an annoyance rather than a health hazard. Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, quantitative methodologies to determine the presence of a significant odor impact do not exist. Certain land uses such as wastewater treatment facilities, landfills, confined animal facilities, composting operations, food manufacturing plants, refineries, and chemical plants have the potential to generate considerable odors. The proposed project does not involve such land uses nor is it located near any such land uses. Although less common, emissions of DPM from heavy-duty diesel truck traffic could result in objectionable odors. While the proposed project would increase the total amount of vehicle trips in the area, the increase in area vehicle activity would not necessarily create an increase in heavy-duty diesel truck traffic, because the traffic increase would be a result of increased recreational land uses. Recreational land uses are not typically associated with heavy-duty diesel truck traffic, and thus the increase in daily trips attributable to recreational land uses would mainly involve single passenger vehicles that are not typically considered to be sources of objectionable odors.

In addition, PCAPCD Rule 205, Nuisance, addresses the exposure of “nuisance or annoyance” air contaminant discharges, including odors, and provides enforcement of odor control. Rule 205 is complaint-based, where if public complaints are sufficient to cause the odor source to be a public nuisance, then the PCAPCD is required to investigate the identified source as well as determine an acceptable solution for the source of the complaint, which could include operational modifications to correct the nuisance condition. Thus, although not anticipated, if odor or air quality complaints are made upon the future development under the proposed

Initial Study Page 28 Reso. No.	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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project, the PCAPCD would be required to ensure that such complaints are addressed and mitigated, as necessary.

Because the proposed project does not include the development of odor-generating land uses or development in proximity to odor-generating land uses, and because the increase in project area traffic would be largely through increased use of single passenger vehicles rather than heavy-duty diesel trucks, the proposed project would not be anticipated to create objectionable odors in the project area. Therefore, the proposed project would result in a less than significant impact related to objectionable odors.

Initial Study Page 29 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> <i>U2017-0001</i>
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IV. <u>BIOLOGICAL RESOURCES</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X			
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X		
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X		
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		X			
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X	

Initial Study Page 30 Reso. No.	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed project will modify habitats through the removal of native and other plant material; the project site does contain oak trees, some of which will be removed with implementation of the project. Impacts to wetlands/waters of the U.S. are not anticipated to occur due to their lack of presence on the project site, and impacts to special status animal and plant species could occur due to their potential presence on the project site.

Prior Environmental Analysis

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

The General Plan EIR concluded that, despite these goals, policies and rules and regulations protecting biological resources, significant biological resources impacts will occur as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically the General Plan EIR found that buildout of the Rocklin General Plan will impact sensitive biological communities, will result in the loss of native oak and heritage trees, will result in the loss of oak woodland habitat and will contribute to cumulative impacts to biological resources. Findings of fact and a statement of overriding considerations were adopted by the Rocklin City Council in regard to these impacts, which were found to be significant and unavoidable.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Initial Study Page 31 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> U2017-0001
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Project-Level Environmental Analysis:

The firm of Foothill Associates, a Sacramento area consulting firm with recognized expertise in biological resources and wetlands, prepared biological resources assessment and drainage assessment reports for the Quinn Quarry Park project. Their reports, dated March 26, 2015 and March 25, 2015 respectively, are available for review during normal business hours at the City of Rocklin Public Services Department, 4081 Alvis Court, Rocklin, CA, and are incorporated into this Mitigated Negative Declaration by this reference. City staff has reviewed the documentation and is also aware that Foothill Associates has a professional reputation that makes their conclusions presumptively credible and prepared in good faith. Based on its review of the analysis and these other considerations, City staff accepts the conclusions in the Foothill Associates reports, which are summarized below.

The firm of Abacus Consulting Arborists, a Sacramento area consulting firm with recognized expertise in arboriculture, prepared an arborist report for the Rocklin Adventures at Quarry Park and Fire Station # 1 project. Their report, dated March 29, 2017, is available for review during normal business hours at the City of Rocklin Public Services Department, 4081 Alvis Court, Rocklin, CA, and are incorporated into this Mitigated Negative Declaration by this reference. City staff has reviewed the documentation and is also aware that Abacus Consulting Arborists has a professional reputation that makes their conclusions presumptively credible and prepared in good faith. Based on its review of the analysis and these other considerations, City staff accepts the conclusions in the Abacus Consulting Arborists report, which is summarized below.

Because the Rocklin Adventures at Quarry Park and Fire Station # 1 project site overlaps and is adjacent to the Quinn Quarry Park project site, the findings of the above noted reports are also applicable to this project.

Project Site Description

The project area is composed primarily of oak woodland, non-native annual grassland, disturbed areas and developed areas. Topography on the site is gently rolling but has elevations ranging from approximately 180 to 270 feet above mean sea level due to the excavated quarries. Water drains into the two man-made quarry ponds on the project site following storm events, and a man-made rip-rap channel drains the overflow of water within the southern quarry pond (Quinn Quarry) to a culvert that transports the water to the northern quarry pond (Big Gun Quarry). Water is mechanically recirculated between the two quarries and any water deemed to be excess as a result of rain events is pumped underground by the City of Rocklin to the Rocklin Road drainage system to the north of the project site.

Initial Study Page 32 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> <i>U2017-0001</i>
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Biological Constraints Analysis Overview

As part of the assessment of the project site’s biological resources, queries of the California Department of Fish and Wildlife’s California Natural Diversity Database (CNDDDB), United States Fish and Wildlife Service endangered and threatened species lists, California Native Plant Society (CNPS) Inventory and literature review were conducted to provide updated information on special-status plant and wildlife species within the project region. Biological site visits were made on February 19, 2015 and March 9 and 20, 2015. Existing biological resources of the project site are summarized below, focusing on the potential for occurrence of special-status species and other sensitive resources.

A. Biological Communities

The biological communities found on the site are oak woodland, non-native annual grassland, disturbed areas and developed areas.

B. Special-Status Plant and Animal Species

Special-status plant and animal species are those that have been afforded special recognition by federal, State, or local resources or organizations. Listed and special-status species are of relatively limited distribution and may require specialized habitat conditions.

The California Natural Diversity Database (CNDDDB), the California Native Plant Society (CNPS) and the United States Fish and Wildlife Service (USFWS) were consulted regarding special-status species that have been identified within 5 miles of the project site.

Plants

No special-status plants were found during the field surveys and none have been previously documented on the site according to the CNDDDB. However, several special-status plant species have the potential to occur on the project site, including Hispid bird’s beak, Humboldt lily and Sanford’s arrowhead. The vast majority of special-status plants in this region are associated with unique soil/geological characteristics, vegetation communities, and/or habitats such as chaparral, vernal pools, alkaline wetlands or serpentine soil; the project site supports none of these characteristics, communities or habitats.

Potentially suitable habitat is present for Sanford’s arrowhead which is found in marshes, drainages and ponds. However, no plants were found on-site during the initial site assessment and no plants were found during the pre-construction surveys conducted for the Quinn Quarry Park project.

Initial Study Page 33 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> U2017-0001
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Wildlife

No special-status animals were observed on-site during the field surveys and none have been documented on the site according to the CNDDDB. However, the man-made quarry ponds could support western pond turtles and the habitats and vegetation communities on-site represent potentially suitable habitat for regionally-occurring migratory birds and other birds of prey including purple martin, white-tailed kite, burrowing owl, grasshopper sparrow, and special-status bat species.

C. Hydrology and Jurisdictional Waters of the U.S.

Three man-made quarry ponds totaling 1.76 acres and a man-made channel totaling 0.02 acres occur within the project site. The man-made channel transfers overflow from Quinn Quarry northward to a culvert where it drains to Big Gun Quarry. Water from Quinn Quarry gets pumped through an underground pipe to the existing Rocklin Road storm drainage system located to the north of the project site. The three man-made quarry ponds and man-made channel are isolated features, which are not subject to Clean Water Act jurisdiction based on the SWANCC decision (Solid Waste Agency of Northern Cook County vs. U.S. Army Corps of Engineers, No. 99-1178, January 9, 2001). Therefore, there are no jurisdictional waters of the U.S. within the project site.

Significance Conclusions:

a. Effect on Protected Species – Less Than Significant Impact With Mitigation. The site is located in a developed, suburban environment. As such, it provides habitat to rodents, small mammals, birds and bats, typical of a suburban area. Tree-nesting raptor and bat species forage and nest in a variety of habitats throughout Placer County and the mature trees on the project site do provide suitable nesting habitat.

To address the potential impacts to nesting raptors, migratory birds and bat species, the following mitigation measure, agreed to by the applicant, is being applied to the project:

IV.-1 The applicant/developer shall attempt to time the removal of potential nesting habitat for raptors, migratory birds and bat species to avoid the nesting season (February - August).

If construction or grading activities occur during the nesting season for raptors, migratory birds and bat species (February-August), the developer and/or contractor shall hire a qualified biologist approved by the City to conduct pre-construction surveys no more than 14 days prior to initiation of construction or grading activities. The survey shall cover all areas of suitable nesting and roosting habitat within 500 feet of project activity and shall be valid for one construction season. Prior to the start of construction or grading activities, documentation of the survey shall be provided to the City of Rocklin Environmental Services Division and if the survey results are

Initial Study Page 34 Reso. No.	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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negative, no further mitigation is required and necessary structure and/or tree removal may proceed. If there is a break in construction or grading activities of more than 14 days, then subsequent surveys shall be conducted.

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

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

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts to nesting raptors, migratory birds and bat species to a less than significant level.

The man-made quarry ponds could support western pond turtles and the Quarry Adventures project does include work in and around the man-made quarry ponds.

To address the potential impacts to western pond turtles, the following mitigation measure, agreed to by the applicant, is being applied to the project:

IV.-2 A pre-construction survey for western pond turtle shall be conducted by a qualified biologist within 14 days prior to start of any grading or construction activities to determine presence of absence of this species on the project site. If no western pond turtles are found, no further mitigation is required so long as construction commences within 14 days of the preconstruction survey and, once construction begins, it does not halt for more than 14 days. If western pond turtles are found, the biologist shall relocate the species to suitable habitat away from the construction zone to similar habitat outside of the construction footprint, but within the project area.

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts to western pond turtle to a less than significant level.

Initial Study Page 35 Reso. No.	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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The oak woodland, non-native annual grassland and disturbed areas on the project site provide suitable habitat for the Hispid bird’s beak, Humboldt lily and Sanford’s arrowhead, special-status plant species.

To address potential impacts to Hispid bird’s beak, Humboldt lily and Sanford’s arrowhead, the following mitigation measure, agreed to by the City, is being applied to the project:

IV.-3 A pre-construction botanical survey for Hispid bird’s beak and Humboldt lily within the oak woodland and Sanford’s arrowhead within the quarry ponds shall be conducted by a qualified botanist during the appropriate blooming period to determine presence of absence of these species on the project site. If no Hispid bird’s beak, Humboldt lily or Sanford’s arrowhead are found, no further mitigation is required. If special-status plant species are found, the botanist shall establish an approximately 10-foot buffer around the individuals and the project should avoid impacts to the plants. If avoidance is not feasible, a plan should be developed prior to the commencement of construction activities that includes measures for preserving and enhancing existing populations, creating off-site populations through seed collection or transplantation, and/or restoring or creating suitable habitat to achieve no net loss of occupied habitat or individuals. The plan should also include monitoring and reporting requirements for populations to be preserved on the project site or protected or enhanced off site. The plan shall be approved by the California Department of Fish and Wildlife (CDFW).

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts to special-status plant species to a less than significant level.

b. and c. Riparian Habitat and Wetlands – Less Than Significant Impact. Based on the wetland determination and biological resources evaluation report summarized above, the man-made Quinn Quarry and Big Gun Quarry ponds do not contain any federally-protected wetlands (as defined by Section 404 of the Clean Water Act), riparian habitat, or riparian corridors. There is an additional made-made quarry on the Rocklin Quarry Park Adventures site that will have a walking path developed around its’ perimeter so the quarry itself will not be directly impacted. Therefore impacts to riparian habitat and federally protected wetlands are considered less than significant.

d. Fish and Wildlife Movement – Less than Significant Impact. Due to the proximity of local roadways to the site (Pacific Street and Rocklin Road), the amount of surrounding development and the lack of established wildlife corridors and perennial water courses on the project site, the proposed project is not anticipated to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or wildlife nursery sites.

e. Local Policies/Ordinances – Less than Significant Impact with Mitigation. The City of Rocklin regulates the removal of and construction within the dripline of native oak trees with a trunk

Initial Study Page 36 Reso. No.	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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diameter of 6 inches or more under the Oak Tree Preservation Ordinance and the Oak Tree Preservation Guidelines. Seven oak species and five hybrids between these species are defined as “native oaks” by the City. Per the City’s oak tree ordinance, the diameter at breast height (DBH) of a multiple trunk tree is the measurement of the largest trunk only, and heritage trees are defined as native oak trees with a trunk diameter of 24 inches or more.

The City of Rocklin commissioned the firm of Phytosphere Research to evaluate, characterize, and make recommendations on the City’s urban forest, and from that effort, a 2006 report titled “Planning for the Future of Rocklin’s Urban Forest” was produced. One of the findings of this report was that the City’s overall tree canopy cover has increased from 11% in 1952 to 18% in 2003 (a 63% increase) due to the protection of existing oaks and growth of both new and existing trees. This finding supports the City’s on-going practice of requiring mitigation for oak tree removal through its Oak Tree Preservation Ordinance as being an effective way to maintain or even increase urban forest canopy.

There are a total of 226 native oak trees within the boundaries of the project site. Composition of the 226 native oak trees includes 23 Blue Oak, 197 Interior Live Oak and 6 Valley Oak. 85 native oak trees are proposed for removal as a part of the development of the Rocklin Quarry Adventures and Fire Station # 1 project, 34 of which are considered to be healthy and 51 of which are considered to be diseased/dying.

To ensure compliance with the City’s Oak Tree Preservation Ordinance and to compensate for the removal of the oak trees on the project site, the following mitigation measure, agreed to by the applicant, is being applied to the project:

IV.-4 Prior to the issuance of improvement plans or grading permits, the applicant shall:

a) 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.

b) 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*

Initial Study Page 37 Reso. No.	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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- *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.*

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts to oak tree removal to a less than significant level.

There are no facts or circumstances presented by the proposed project which create conflicts with other local policies or ordinances protecting biological resources.

f. Habitat Conservation Plan/Natural Communities Conservation Plan – No Impact The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state Habitat Conservation Plan because the site is not subject to any such plan; therefore there is no impact related to a conflict with a habitat conservation plan or natural communities conservation plan.

XV. <u>CULTURAL RESOURCES</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?			X		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		X			
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X			
d) Disturb any human remains, including those interred outside of dedicated cemeteries?		X			

DISCUSSION OF DETERMINATION:

Project Impacts:

The Big Gun Quarry portion of the project site which will be altered with the proposed project is listed on the National Register of Historic Places and the California Register of Historic Resources. The proposed project could affect unknown/undiscovered historical, archaeological, and/or paleontological resources or sites as development occurs.

Initial Study Page 38 Reso. No.	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts that would occur to historical, cultural and paleontological resources within the Planning area as a result of the future urban development that was contemplated by the General Plan. These impacts included potential destruction or damage to any historical, cultural, and paleontological resources (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.8-1 through 4.8-21). Mitigation measures to address these impacts are incorporated into the General Plan in the Land Use and Open Space, Recreation and Conservation Elements, and include goals and policies that encourage the preservation and protection of historical, cultural and paleontological resources and the proper treatment and handling of such resources when they are discovered.

The General Plan EIR concluded that despite these goals and policies, significant cultural resources impacts will occur as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will contribute to cumulative impacts to historic character. Findings of fact and a statement of overriding considerations were adopted by the Rocklin City Council in regard to these impacts, which were found to be significant and unavoidable.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

Historically significant structures and sites as well as the potential for the discovery of unknown archaeological or paleontological resources as a result of development activities are discussed in the Rocklin General Plan. Policies and mitigation measures have been included in the General Plan to encourage the preservation of historically significant known and unknown areas.

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

Project Level Environmental Analysis:

The California Granite Company, also known as the Big Gun Mining Company, is listed on the National Register of Historic Places due to its association with the development of the City of Rocklin and the local granite mining industry, and its association with the history of the Central Pacific Railroad. As a result of being listed on the National Register of Historic Places, the property is also listed on the California Register of Historic Resources. The factors which

<p>Initial Study Page 39 Reso. No.</p>	<p><i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> <i>U2017-0001</i></p>
--------------------------------------------	--------------------------------------------------------------------------------------------

contributed to the listings are the Big Gun open pit quarry, the derrick on the west side of the quarry and its pulleys and cables, the cutting shed and monument sheds located on the west side of the quarry, the gang saw located inside the cutting shed, the bridge crane located inside the monument shed, railroad tracks leading from the derrick to the cutting shed, and an office building located south of the monument shed.

Significance Conclusions:

a. Historic Resources – Less Than Significant Impact. CEQA Statutes Section 21084.1 identifies historic resources as those listed in or eligible for listing in the California Register of Historic Resources, based on a range of criteria, including association with events or patterns of events that have made significant contributions to broad patterns of historical development in the United States or California, including local, regional, or specific cultural patterns (California Register Criterion 1), structures which are directly associated with important persons in the history of the state or country (Criterion 2), which embody the distinctive characteristics of type, period, or other aesthetic importance (Criterion 3), or which have the potential to reveal important information about the prehistory or history of the state or the nation (such as archaeological sites) (Criterion 4).

A portion of the project site includes the California Granite Company, also known as the Big Gun Mining Company, which is listed on the National Register of Historic Places and California Register of Historic Resources due to its association with the development of the City of Rocklin and the local granite mining industry and its association with the history of the Central Pacific Railroad. Of the factors that contributed to the historic listings noted above, the Rocklin Adventures Quarry Park and Fire Station # 1 project only includes the Big Gun open pit quarry and not the associated granite mining buildings and other features located on the west side of the quarry, therefore the project site does not contain any historic buildings.

The proposed project will include the physical attachment of equipment and climbing aids such as pegs, steps, ladders, support structures/towers and bridges within the quarry, to the quarry walls and areas surrounding the quarry, and it will also include the construction of overlook decking by the quarry and the installation of a zip-line and bridge over the quarry. Such improvements are not anticipated to result in a substantial adverse change in the significance of a historical resource, which per CEQA Guidelines Section 15064.5 (b) (1) is defined as physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired. The Rocklin Adventures at Quarry Park will not demolish, destruct or relocate the resource or its immediate surroundings. It is acknowledged that the quarry and its immediate surroundings will be altered as a result of the Rocklin Adventures at Quarry Park as described above, however following such alterations it will still be very evident that the Big Gun open pit quarry is a former quarry pit; therefore the significance of the historical resource will not be materially impaired and the

Initial Study Page 40 Reso. No.	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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proposed project would not impact known sites of historical or cultural significance on the project site.

b. and c., Archaeological Resources and Paleontological Resources – *Less Than Significant Impact with Mitigation.* Earthmoving activities associated with the construction of the project could result in the disturbance of an unknown/undiscovered archaeological and/or paleontological resources or sites.

To address the potential discovery of unknown/undiscovered archaeological and/or paleontological resources or sites, the following mitigation measure, agreed to by the applicant, is being applied to the project:

V.-1 If an inadvertent discovery of cultural materials (e.g., unusual amounts of shell, charcoal, animal bone, bottle glass, ceramics, burned soil, structure/building remains) is made during project-related construction activities, ground disturbances in the area of the find shall be halted and a qualified professional archaeologist, the City’s Environmental Services Manager and the Native American Heritage Commission shall be notified regarding the discovery. The archaeologist shall determine whether the resource is potentially significant as per CEQA (i.e., whether it is a historical resource, a unique archaeological resource, or a unique paleontological resource) and shall develop specific measures to ensure preservation of the resource or to mitigate impacts to the resource if it cannot feasibly be preserved in light of costs, logistics, technological considerations, the location of the find, and the extent to which avoidance and/or preservation of the find is consistent or inconsistent with the design and objectives of the project. Specific measures for significant or potentially significant resources would include, but are not necessarily limited to, preservation in place, in-field documentation, archival research, subsurface testing, and excavation. The specific type of measure necessary would be determined according to evidence indicating degrees of resource integrity, spatial and temporal extent, and cultural associations, and would be developed in a manner consistent with CEQA guidelines for preserving or otherwise mitigating impacts to archaeological and cultural artifacts.

In the event of the accidental discovery or recognition of any human remains, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains, until compliance with the provisions of Sections 15064.5 (e)(1) and (2) of the CEQA Guidelines, as well as Public Resources Code Section 5097.98, has occurred. If any human remains are discovered, all work shall stop in the immediate vicinity of the find and the County Coroner shall be notified, according to Section 7050.5 of the California Health and Safety Code. The City’s Environmental Services Manager shall also be notified. If the remains are Native American, the Coroner will notify the Native American Heritage Commission, which in turn will inform a most likely descendant. The descendant will then recommend to the landowner appropriate

Initial Study Page 41 Reso. No.	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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disposition of the remains and any grave goods, and the landowner shall comply with the requirements of AB2641 (2006).

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts to unknown/undiscovered archaeological and/or paleontological resources or sites to a less than significant level.

d. Human Remains – Less Than Significant Impact with Mitigation. No evidence of human remains is known to exist at the project site. However, in the event that during construction activities, human remains of Native American origin are discovered on the site during project demolition, it would be necessary to comply with state laws relating to the disposition of Native American burials, which fall under the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resources Code Section 5097). In addition, State law (CEQA Guidelines Section 15064.5 and the Health and Safety Code Section 7050.5) requires that the Mitigation Measure V.-1 be implemented should human remains be discovered; implementation of Mitigation Measure V.-1 will reduce impacts regarding the discovery of human remains to a less than significant level.

Initial Study Page 42 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> <i>U2017-0001</i>
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VI. <u>GEOLOGY AND SOILS</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zone Map issued by the state Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. 			X		
<ul style="list-style-type: none"> ii) Strong seismic ground shaking? 			X		
<ul style="list-style-type: none"> iii) Seismic-related ground failure, including liquefaction? 			X		
<ul style="list-style-type: none"> iv) Landslides? 			X		
b) Result in substantial soil erosion or the loss of topsoil?			X		
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?					
d) Be located on expansive soil, as defined in Table I8-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X		
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X	

Initial Study Page 43 Reso. No.	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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DISCUSSION OF DETERMINATION:

Project Impacts:

Branches of the Foothill Fault system, which are not included on the Alquist-Priolo maps, pass through or near the City of Rocklin and could pose a seismic hazard to the area including ground shaking, seismic ground failure, and landslides. Construction of the proposed project will involve clearing and grading of the site, which could render the site susceptible to a temporary increase in erosion from the grading and construction activities.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts of local soils and geology on development that would occur as a result of the future urban development that was contemplated by the General Plan. These impacts included seismic hazards such as groundshaking and liquefaction, erosion, soil stability, and wastewater conflicts (City of Rocklin General Plan Update Draft EIR, 2011 pages 4.6-1 through 4.6-27). The analysis found that while development and buildout of the General Plan can result in geological impacts, these impacts would be reduced to a less than significant level through the application of development standards contained in the City’s Improvement Standards and Standard Specifications and in the Rocklin Municipal Code, the application of General Plan goals and policies that would assist in minimizing or avoiding geologic hazards and compliance with local, state and federal standards related to geologic conditions.

These goals, policies and standards include, but are not limited to, erosion control measures in the City’s Improvement Standards and Standard Specifications, the City’s Grading and Erosion and Sediment Control Ordinance, the City’s Stormwater Runoff Pollution Control Ordinance, and goals and policies in the General Plan Community Safety Element requiring soils and geotechnical reports for all new development, enforcement of the building code, and limiting development of severe slopes.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

In addition, the project would be subject to the provisions of the City’s Grading and Erosion and Sediment Control Ordinance. Chapter 15.28 of the Rocklin Municipal Code, Grading and Erosion Sediment Control, regulates grading activity on all property within the City of Rocklin to

<p>Initial Study Page 44 Reso. No.</p>	<p><i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> <i>U2017-0001</i></p>
--------------------------------------------	--------------------------------------------------------------------------------------------

safeguard life, limb, health, property, and public welfare; to avoid pollution of watercourses with nutrients, sediments, or other earthen materials generated or caused by surface runoff on or across the permit area; to comply with the City’s National Pollutant Discharge Elimination System permit issued by the California Regional Water Quality Control Board; and to ensure that the intended use of a graded site is consistent with the City of Rocklin General Plan, provisions of the California Building Standards Code as adopted by the City relating to grading activities, City of Rocklin improvement standards, and any applicable specific plans or other land use entitlements. This chapter (15.28) also establishes rules and regulations to control grading and erosion control activities, including fills and embankments; establishes the administrative procedure for issuance of permits; and provides for approval of plans and inspection of grading construction and erosion control plans for all graded sites.

Also, a geotechnical report, prepared by a qualified engineer, will be required with the submittal of project improvement plans. The report will provide site-specific recommendations for the construction of all features of the building foundations and structures to ensure that their design is compatible with the soils and geology of the project site.

Significance Conclusions:

a., i. and ii. Fault Rupture, Ground Shaking – *Less Than Significant Impact.* The City of Rocklin is located in an area known to be subject to seismic hazards, but it is not near any designated Alquist-Priolo active earthquake faults. The Foothill Fault System has been identified in previous environmental studies as potentially posing a seismic hazard to the area; however, the Foothill Fault system is located near Folsom Lake, and not within the boundaries of the City of Rocklin. There are, however, two known and five inferred inactive faults within the City of Rocklin. Existing building code requirements are considered adequate to reduce potential seismic hazards related to the construction and operation of the proposed project to a less than significant level.

a., iii. and iv. Liquefaction, Landslides – *Less Than Significant Impact.* With the exception of the Big Gun quarry pit, the site does not contain significant grade differences. The Big Gun quarry pit is comprised of granitic rock and does not contain soils that are vulnerable to a landslide. Therefore the project site does not possess the slope/geological conditions that involve landslide hazards. The potential for liquefaction due to earthquakes and groundshaking is considered minimal due to the site specific characteristics that exist in Rocklin; Rocklin is located over a stable granite bedrock formation and much of the area is covered by volcanic mud (not unconsolidated soils which have liquefaction tendencies). Application of development standards contained in the City’s Improvement Standards and Standard Specifications and in the Rocklin Municipal Code, the application of General Plan goals and policies that would assist in minimizing or avoiding geologic hazards, and compliance with local, state and federal standards related to geologic conditions would reduce the potential impact from liquefaction to a less than significant level.

Initial Study Page 45 Reso. No.	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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b. Soil Erosion – *Less Than Significant Impact.* Standard erosion control measures are required of all projects, including revegetation and slope standards. The project proponent will be required to prepare an erosion and sediment control plan through the application of the City’s Improvement Standards and Standard Specifications as a part of the City’s development review process. The erosion and sediment control plan are reviewed against the Placer County Stormwater Management Manual and the Regional Water Quality Control Board’s Erosion and Sediment Control Field Manual. The erosion and sediment control plan includes the implementation of Best Management Practices/Best Available Technology (BMPs/BATs) to control construction site runoff. The project will also be required to comply with the City’s Grading and Erosion and Sedimentation Control Ordinance (Rocklin Municipal Code, Chapter 15.28), and the Stormwater Runoff Pollution Control Ordinance (Rocklin Municipal Code, Chapter 8.30). The application of standard erosion control measures to the proposed project, as well as compliance with the above noted Ordinances, would reduce potential erosion-related impacts to a less than significant level for on-site grading.

c. & d. Unstable and Expansive Soil – *Less Than Significant Impact.* A geotechnical report, prepared by a qualified engineer, will be required with the submittal of the project improvement plans. The report will be required to provide site-specific recommendations for the construction of all features of the building foundations and structures to ensure that their design is compatible with the soils and geology of the project site. Through the preparation of such a report and implementation of its recommendations as required by City policy during the development review process, impacts associated with unstable soil or geologic conditions would be reduced to a less than significant level.

e. Inadequate Soils for Disposal - *No Impact.* Sewer service is available to the project site and the proposed project will be served by public sewer. Septic tanks or alternative wastewater disposal systems would not be necessary; therefore there are no impacts associated with the disposal of wastewater through the use of septic tanks for alternative wastewater systems.

<p>Initial Study Page 46 Reso. No.</p>	<p><i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> <i>U2017-0001</i></p>
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VII. <u>GREENHOUSE GAS EMISSIONS</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X		
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X		

DISCUSSION OF DETERMINATION:

Project Impacts:

An individual project, even a very large project, does not in itself generate enough greenhouse gas emissions to measurably influence global climate change. Global climate change is therefore by definition a cumulative impact. A project contributes to this potential cumulative impact through its cumulative incremental contribution combined with the emissions of all other sources of greenhouse gases (GHG). Area- and mobile-source emissions of greenhouse gases would be generated by the construction and operation of the proposed project.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts that would occur related to climate change and greenhouse gas emissions as a result of the future urban development that was contemplated by the General Plan. These impacts included consistency with greenhouse gas reduction measure, climate change environmental effects on the City and generation of greenhouse gas emissions (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.15-1 through 4.15-25). Mitigation measures to address these impacts are incorporated into the General Plan in the Land Use and Circulation Elements, and include goals and policies that encourage the use of alternative modes of transportation and promote mixed use and infill development.

The General Plan EIR concluded that despite these goals and policies, significant greenhouse gas emission impacts will occur as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will result in the generation of greenhouse gas emissions which are cumulatively considerable. Findings of fact and a

Initial Study Page 47 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> U2017-0001
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statement of overriding considerations were adopted by the Rocklin City Council in regard to this impact, which was found to be significant and unavoidable.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

Generation of greenhouse gas emissions as a result of development activities are discussed in the Rocklin General Plan. Policies and mitigation measures have been included in the General Plan that encourage the use of alternative modes of transportation and promote mixed use and infill development.

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

Project Level Environmental Analysis:

Greenhouse Gas Setting

Gases that trap heat in the atmosphere are referred to as greenhouse gas (GHG) emissions because they capture heat radiated from the sun as it is reflected back into the atmosphere, similar to a greenhouse. The accumulation of GHG emissions has been implicated as a driving force for Global Climate change. Definitions of climate change vary between and across regulatory authorities and the scientific community, but in general can be described as the changing of the earth’s climate caused by natural fluctuations and the impact of human activities that alter the composition of the global atmosphere.

Emissions of greenhouse gases (GHGs) contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential and agricultural sectors. Therefore, the cumulative global emission of GHGs contributing to global climate change can be attributed to every nation, region, city and virtually every individual on Earth. A project’s GHG emissions are at a micro-scale relative to global emissions, but could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact

The major concern is that increases in GHG emissions are causing Global Climate Change. Global Climate Change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the speed of global warming and the extent of the impacts attributable to human activities, the vast majority of the scientific community now agrees that there is a direct link between increased GHG emissions and long term global temperature increases. Potential global warming

Initial Study Page 48 Reso. No.	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, more drought years, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. In California, GHGs are defined to include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), nitrogen trifluoride (NF₃), and hydrofluorocarbons. To account for the warming potential of GHGs, GHG emissions are quantified and reported as CO₂ equivalents (CO₂e).

An individual project, even a very large project, does not in itself generate enough greenhouse gas emissions to measurably influence global climate change. Global climate change is therefore by definition a cumulative impact. A project contributes to this potential cumulative impact through its cumulative incremental contribution combined with the emissions of all other sources of greenhouse gases (GHG). In assessing cumulative impacts, it must be determined if a project’s incremental effect is “cumulatively considerable” (CEQA Guidelines Sections 15064 (h)(1) and 15130). To make this determination, the incremental impacts of the project must be compared to with the effects of past, current and probable future projects. To gather sufficient information on a global scale of all past, current, and probable future projects to make this determination is a difficult, if not impossible, task.

Regulatory Framework

In September 2006, then Governor Arnold Schwarzenegger signed AB 32, the California Climate Solutions Act of 2006. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. AB 32 delegated the authority for its implementation to the California Air Resources Board (CARB) and directs CARB to enforce the statewide cap. In accordance with AB 32, CARB prepared the *Climate Change Scoping Plan* (Scoping Plan) for California, which was approved in 2008. The Scoping Plan provides the outline for actions to reduce California’s GHG emissions. Based on the reduction goals called for in the 2008 Scoping Plan, a 29 percent reduction in GHG levels relative to a Business As Usual (BAU) scenario would be required to meet 1990 levels by 2020. The BAU condition is project and site specific and varies. The BAU scenario is based on what could or would occur on a particular site in the year 2020 without implementation of a proposed project or consideration of any State regulation emission reductions or voluntary GHG reduction measures. The CARB, per the 2008 Scoping Plan, explicitly recommends that local governments utilize a 15 percent GHG reduction below “today’s” levels by 2020 to ensure that community emissions match the State’s reduction target, where today’s levels would be considered 2010 BAU levels.

In 2011, the baseline or BAU level for the Scoping Plan was revised to account for the economic downturn and State regulation emission reductions (i.e., Pavley, Low Carbon Fuel Standard [LCFS], and Renewable Portfolio Standard [RPS]). Accordingly, the Scoping Plan emission reduction target from BAU levels required to meet 1990 levels by 2020 was modified from 29 percent to 21.7 percent where the BAU level is based on 2010 levels singularly, or 16 percent

Initial Study Page 49 Reso. No.	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
------------------------------------	----------------------------------------------------------------------

where the BAU level is based on 2010 levels and includes State regulation emission reductions noted above. The amended Scoping Plan was re-approved August 24, 2011.

The Scoping Plan must be updated every five years. The *First Update to the Climate Change Scoping Plan* (Scoping Plan Update) was approved by CARB on May 22, 2014 and builds upon the initial Scoping Plan with new strategies and recommendations. The Scoping Plan Update highlights the State’s progress towards the 2020 GHG emission reduction goals defined in the original Scoping Plan and evaluates how to align the State’s longer-term GHG reduction strategies with other State policy priorities for water, waste, natural resources, clean energy, transportation and land use. According to the Scoping Plan Update, the State is on track to meet the 2020 GHG goal and has created a framework for ongoing climate action that could be built upon to maintain and continue economic sector-specific reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050, as required by AB 32.

Significance Criteria

The PCAPCD, as part of the Sacramento Regional GHG Thresholds Committee, has developed regional GHG emission thresholds. The thresholds were based on project data provided by the PCAPCD and other regional air districts, including the Sacramento Air Quality Management District (SMAQMD). The SMAQMD adopted the thresholds, and the PCAPCD recommends using their adopted threshold of 1,100 metric tons of CO₂ equivalent units per year (MTCO₂e/year) for construction and operation. Projects exceeding the 1,100 MTCO₂e/year GHG screening level threshold of significance would be required to perform a further detailed analysis showing whether the project would comply with AB 32 reduction goals. For that further detailed analysis and in accordance with CARB and PCAPCD recommendations, the City of Rocklin, as lead agency, requires a quantitative GHG analysis for development projects in order to demonstrate that such a project would promote sustainability and implement operational GHG reduction strategies that would reduce the project’s GHG emissions from BAU levels by 15 percent; that 15 percent reduction threshold is in compliance with AB 32 and CARB’s recommendation from the 2008 Scoping Plan that local governments utilize a 15 percent reduction below 2010 BAU levels by 2020. It should be noted that although CARB’s 2011 Scoping Plan emission reduction target modified the State’s overall emission reduction target from 29 percent to 21.7 percent, the 2011 Scoping Plan did not provide a specific recommendation for emission reductions for local governments and thus the City of Rocklin has chosen to continue to apply the 15 percent emission reduction target from the 2008 Scoping Plan. In accordance with the reduction recommendation set forth in the 2008 Scoping Plan for local governments, the City of Rocklin, as lead agency, utilizes a threshold of a 15 percent reduction from BAU levels, where BAU levels are based on 2010 levels, compared to a project’s estimated 2020 levels. Therefore, if the proposed project does not meet the 1,100 metric tons screening threshold and it also does not show a 15 percent reduction of project-related GHG emissions between BAU levels and estimated 2020 levels, the project would be considered to result in a cumulatively considerable contribution to global climate change.

<p>Initial Study Page 50 Reso. No.</p>	<p><i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> U2017-0001</p>
--------------------------------------------	-------------------------------------------------------------------------------------

The significance thresholds discussed above are the PCAPCD’s previously recommended thresholds of significance for use in the evaluation of greenhouse gas emission impacts associated with proposed development projects. The PCAPCD recently adopted new thresholds of significance for use in the evaluation of greenhouse gas emission impacts associated with proposed development projects that now recognize 1,100 metric tons as a screening level threshold, but the City of Rocklin, as lead agency and in consultation with the PCAPCD, is considering a phased in approach of the newly adopted thresholds and for this analysis is utilizing the City of Rocklin’s 15 percent reduction threshold of significance in compliance with AB 32 and CARB’s recommendation from the 2008 Scoping Plan that local governments utilize a 15 percent reduction below 2010 BAU levels by 2020.

Significance Conclusions:

a. and b. Generate Greenhouse Gas and Conflict with Greenhouse Gas Plan –Less Than Significant Impact. Implementation of the proposed project would cumulatively contribute to increases of GHG emissions that are associated with global climate change. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO₂) and, to a lesser extent, other GHG pollutants, such as methane (CH₄) and nitrous oxide (N₂O) associated with mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste.

Implementation of the proposed project would contribute to increases of GHG emissions that are associated with global climate change. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO₂) and other GHG pollutants, such as methane (CH₄) and nitrous oxide (N₂O), from mobile sources and utility usage.

Construction GHG emissions are a one-time release and are typically considered separate from operational emissions, as global climate change is inherently a cumulative effect that occurs over a long period of time and is quantified on a yearly annual basis. Due to the size of the proposed project, the project’s estimated construction-related GHG contribution to global climate change would be considered negligible on the overall global emissions scale.

The construction and operation of City of Rocklin Fire Station # 1 located on Pacific Street to replace the current Fire Station # 1 located on Rocklin Road does not result in any additional operational and mobile greenhouse gas emissions beyond what currently exists. The greenhouse gas emissions that are currently associated with Fire Station # 1 on Rocklin Road will no longer exist once that fire station is closed, and those emissions would then be generated from the new Fire Station # 1 location. It is anticipated that the existing Fire Station # 1 on Rocklin Road will be re-purposed in the future to a retail commercial nature that will generate its’ own operational emissions. Additionally, it is likely that the operational emissions

Initial Study Page 51 Reso. No.	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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from the new fire station would be less than those being emitted from the current location due to the installation of state of the art water heaters, furnaces, and other emission-emitting equipment and fixtures that are more efficient and produce fewer emissions than the current equipment and fixtures.

Long-term operational GHG emissions would be primarily generated by mobile sources (vehicle trips) from visitors that would utilize Rocklin Adventures at Quarry Park. Although specific emission levels were not calculated for the Rocklin Adventures at Quarry Park component of the project, the number of vehicle trips generated by that component of the project and the existing Quinn Quarry Park site would be approximately 404 less than the number of vehicle trips that could be generated if those portions of the project site were built out per the existing land use designations as demonstrated by the vehicle trip generation comparison provided in above in Section II. Air Quality. The Quinn Quarry Park and Rocklin Adventures at Quarry Park’s combined anticipated 371 daily vehicle trips and associated emissions would result in 48 percent of the 775 vehicle trips and associated emissions generated by a residential project allowed under the current Mixed Use and Medium Density Residential land use designations. Consequently, the proposed project would result in an approximately 52 percent reduction in daily vehicle trips and associated GHG emissions. The reduction in GHG emissions would primarily be attributable to the change in anticipated land use for the project site from Mixed Use and Medium Density Residential to recreational uses. In addition, the advancement of vehicle and equipment efficiency, as well as more stringent standards and regulations as time progresses, such as State regulation emission reductions (e.g., Pavley, Low Carbon Fuel Standard, and Renewable Portfolio Standard), would substantially contribute to the reduction over years as well.

As stated previously, short-term construction emissions are a one-time release of GHGs and are not expected to significantly contribute to global climate change over the lifetime of the proposed project. The overall annual GHG emissions associated with the project would be reduced by over 15 percent by the year 2020. Because the project’s 52 percent reduction in daily vehicle trips and associated GHG emissions exceeds the City’s 15 percent minimum reduction threshold per the 2008 CARB Scoping Plan, the proposed project would not be expected to hinder the State’s ability to reach the GHG reduction target or conflict with any applicable plan, policy, or regulation related to GHG reduction. Therefore, impacts related to GHG emission and global climate change would be less than cumulatively considerable and less than significant.

This Initial Study evaluates a “subsequent activity” that was already evaluated by the General Plan EIR, and the proposed project is actually a less intense use than the Retail Commercial land use which was evaluated by that EIR. The General Plan EIR identified the generation of greenhouse gas emissions as a significant and unavoidable impact, and the City of Rocklin adopted Findings of Fact and a Statement of Overriding Considerations in recognition of this impact. The project does not result in a change to this finding because the development and

Initial Study Page 52 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> <i>U2017-0001</i>
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operation of the proposed project will generate greenhouse gas emissions. It should be noted that the project site is being developed with a land use that is less intense (from a trip generation and associated emissions standpoint) than the Mixed Use and Medium Density Residential land uses that were anticipated by and analyzed within the General Plan EIR. The project-specific GHG study confirms that a project of this type falls within the prior General Plan EIR analysis. While the proposed project would cumulatively contribute to the significant and unavoidable impact of generation of greenhouse gas emissions as recognized in the General Plan EIR, the proposed project itself will not generate enough greenhouse gas emissions to measurably influence global climate change; project-specific impacts related to GHG emission and global climate change would be less than significant as a result of the level of the project's emissions reduction being lower than the City of Rocklin's 15 percent MTCO_{2e} reduction significance threshold and through the application of General Plan policies and mitigation measures that encourage the use of alternative modes of transportation and promote mixed use and infill development.

Initial Study Page 53 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> U2017-0001
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VIII. <u>HAZARDS AND HAZARDOUS MATERIALS</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X		
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.			X		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X		
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X	
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X	
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X		
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X	

Initial Study Page 54 Reso. No.	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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DISCUSSION OF DETERMINATION:

Project Impacts:

The construction and operation of the proposed project would involve the transportation, use, and disposal of small amounts of hazardous materials. As discussed below, compliance with the mitigation measures incorporated into the General Plan goals and policies and applicable City Code and compliance with applicable Federal, State and local laws and regulations would reduce impacts related to hazards and hazardous materials to a less-than-significant level.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated human health and hazards impacts that would occur as a result of the future urban development that was contemplated by the General Plan. These impacts included wildland fire hazards, transportation, use and disposal of hazardous materials, and emergency response and evacuation plans (City of Rocklin General Plan Update Draft EIR, 2011 pages 4.7-1 through 4.7-30). The analysis found that while development and buildout of the Rocklin General Plan can introduce a variety of human health and hazards impacts, these impacts would be reduced to a less than significant level through the application of development standards in the Rocklin Municipal Code, the application of General Plan goals and policies that would assist in minimizing or avoiding hazardous conditions, and compliance with local, state and federal standards related to hazards and hazardous materials.

These goals, policies and standards include, but are not limited to, Chapter 2.32 of the Rocklin Municipal Code which requires the preparation and maintenance of an emergency operations plan, preventative measures in the City’s Improvement Standards and Standard Specifications, compliance with local, state and federal standards related to hazards and hazardous materials and goals and policies in the General Plan Community Safety and Open Space, Conservation and Recreation Elements requiring coordination with emergency management agencies, annexation into fee districts for fire prevention/suppression and medical response, incorporation of fuel modification/fire hazard reduction planning, and requirements for site-specific hazard investigations and risk analysis.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for human health and hazards impacts incorporated as goals and policies in the General Plan and the City’s Improvement Standards, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with the Rocklin Municipal Code and other City rules and regulations.

Initial Study Page 55 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> U2017-0001
------------------------------------	-----------------------------------------------------------------------------

In addition, Chapter 2.32 of the Rocklin Municipal Code requires the development of emergency procedures in the City through the Emergency Operations Plan. The Emergency Operations Plan provides a framework to guide the City’s efforts to mitigate and prepare for, respond to, and recover from major emergencies or disasters. To implement the Emergency Operations Plan, the City has established a Disaster Council, which is responsible for reviewing and recommending emergency operations plans for adoption by the City Council. The Disaster Council plans for the protection of persons and property in the event of fires, floods, storms, epidemic, riot, earthquake and other disasters.

Significance Conclusion:

a. and b. Transport, Use or Disposal of Hazardous Materials, Release of Hazardous Materials – *Less than Significant Impact.* Construction, operation and maintenance activities associated with the proposed project would use hazardous materials, including fuels (gasoline and diesel), oils and lubricants; paints and paint thinners; glues; cleaners (which could include solvents and corrosives in addition to soaps and detergents), and fertilizers, pesticides, herbicides and yard/landscaping equipment. While these products noted above may contain known hazardous materials, the volume of material would not create a significant hazard to the public through routine transport, use, or disposal and would not result in a reasonably foreseeable upset and accident condition involving the release of hazardous materials. Compliance with various Federal, State, and local laws and regulations (including but not limited to Titles 8 and 22 of the Code of California Regulations, Uniform Fire Code, and Chapter 6.95 of the California Health and Safety Code) addressing hazardous materials management and environmental protection would be required to ensure that there is not a significant hazardous materials impact associated with the construction, operation and maintenance of the proposed project.

c. Hazardous Emissions Near Schools – *Less Than Significant Impact.* The proposed project is not located within ¼ mile of an existing or proposed school (Rocklin Elementary School is just beyond ¼ mile). Although recreational and fire station projects of this nature would not typically emit any significant amounts of hazardous materials, substances, or waste or be involved in the transportation of hazardous materials, substances, or waste, there are existing rules and regulations, as indicated above, that address hazardous materials management and environmental protection. Therefore, there is a less than significant impact related to hazardous emissions or hazardous materials within one quarter mile of a school.

d. Hazardous Site List – *Less Than Significant Impact.* The project site is not on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Government Code 65962.5 is known as the Cortese List. The Cortese database identifies public drinking water wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with Underground Storage Tanks (USTs) having a reportable

Initial Study Page 56 Reso. No.	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
------------------------------------	----------------------------------------------------------------------

release and all solid waste disposal facilities from which there is known migration. The Department of Toxic Substances Control (DTSC) EnviroStor database and State Water Resources Control Board GeoTracker database were searched on January 23, 2017 and no open hazardous sites were identified on the project site; therefore there is no impact related to a hazardous materials site on the project site.

e. and f. Public Airport Hazards and Private Airport Hazards – No Impact. The project is not located within an airport land use plan, or within two miles of a public airport or public use airport; therefore there is no public or private airport hazard impact.

g. Emergency Response Plan – Less Than Significant Impact. The City’s existing street system, particularly arterial and collector streets, function as emergency evacuation routes. The project’s design and layout will not impair or physically interfere with the street system emergency evacuation route or impede an emergency evacuation plan. The relocation of Fire Station # 1 to this site is anticipated to enhance fire protection services by moving the current station location away from Quinn Quarry Park’s activities and by having direct access onto Pacific Street. Additionally, the proposed project is reviewed by the Rocklin Fire Department and has been designed with adequate emergency access for use by the Rocklin Fire Department. Therefore a less than significant impact on emergency routes/plans would be anticipated.

h. Wildland Fires - No Impact. The project site is located in a partly developed residential, recreational and commercial area, surrounded by suburban development and is not adjacent to any wildlands of substantial size such that there is a concern of wildland fire. The proposed project would not expose people or structures to the risk of wildland fire; therefore there is no impact.

<p>Initial Study Page 57 Reso. No.</p>	<p><i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> <i>U2017-0001</i></p>
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IX. <u>HYDROLOGY AND WATER QUALITY</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Violate any water quality standards or waste discharge requirements?			X		
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X		
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X		
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X		
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X		
f) Otherwise substantially degrade water quality?			X		
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary of Flood Insurance Rate Map or other flood hazard delineation map?			X		
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			X		

Initial Study Page 58 Reso. No.	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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IX. HYDROLOGY AND WATER QUALITY (cont'd.) Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X		
j) Inundation by seiche, tsunami, or mudflow?			X		

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed project would involve grading activities that would remove vegetation and expose soil to wind and water erosion and potentially impact water quality. Waterways in the Rocklin area have the potential to flood and expose people or structures to flooding. Additional impervious surfaces would be created with the development of the proposed project.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated hydrology and water quality impacts that would occur as a result of the future urban development that was contemplated by the General Plan. These impacts included water quality, ground water quality and supply, drainage, flooding, risks of seiche, tsunami and mudflow (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.9-1 through 4.9-37). The analysis found that while development and buildout of the General Plan can result in hydrology and water quality impacts, these impacts would be reduced to a less than significant level through the application of development standards contained in the City’s Improvement Standards and Standard Specifications and in the Rocklin Municipal Code, the application of General Plan goals and policies related to hydrology, flooding and water quality, and compliance with local, state, and federal water quality standards and floodplain development requirements.

These goals, policies and standards include, but are not limited to, flood prevention and drainage requirements in the City’s Improvement Standards and Standard Specifications, the City’s Grading and Erosion and Sediment Control Ordinance, the Stormwater Runoff Pollution Control Ordinance, the State Water Resources Control Board General Construction Activity Storm Water Permit requirements, and goals and policies in the General Plan Open Space, Conservation and Recreation and Safety Elements requiring the protection of new and existing development from flood and drainage hazards, the prevention of storm drainage run-off in excess of pre-development levels, the development and application of erosion control plans

Initial Study Page 59 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> U2017-0001
------------------------------------	-----------------------------------------------------------------------------

and best management practices, the annexation of new development into existing drainage maintenance districts where warranted, and consultation with the Placer County Flood Control and Water Conservation District and other appropriate entities.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable mitigation measures from the General Plan EIR as well as relevant standards from the City’s Improvement Standards for hydrology and water quality impacts will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with the Rocklin Municipal Code and other City rules and regulations.

The project would be subject to the provisions of the City’s Grading and Erosion and Sediment Control Ordinance. Chapter 15.28 of the Rocklin Municipal Code, Grading and Erosion Sediment Control, regulates grading activity on all property within the City of Rocklin to safeguard life, limb, health, property, and public welfare; to avoid pollution of watercourses with nutrients, sediments, or other earthen materials generated or caused by surface runoff on or across the permit area; to comply with the City’s National Pollutant Discharge Elimination System permit issued by the California Regional Water Quality Control Board; and to ensure that the intended use of a graded site is consistent with the City of Rocklin General Plan, provisions of the California Building Standards Code as adopted by the City relating to grading activities, City of Rocklin improvement standards, and any applicable specific plans or other land use entitlements. This chapter (15.28) also establishes rules and regulations to control grading and erosion control activities, including fills and embankments; establishes the administrative procedure for issuance of permits; and provides for approval of plans and inspection of grading construction and erosion control plans for all graded sites. Chapter 8.30 of the Rocklin Municipal Code, Stormwater Runoff Pollution Control Ordinance, prohibits the discharge of any materials or pollutants that cause or contribute to a violation of applicable water quality standards, other than stormwater, into the municipal storm drain system or watercourse. Discharges from specified activities that do not cause or contribute to the violation of plan standards, such as landscape irrigation, lawn watering, and flows from fire suppression activities, are exempt from this prohibition.

In addition, the project would be required to prepare an erosion and sediment control plan through the application of the City’s Improvement Standards and Standard Specifications that are a part of the City’s development review process.

Significance Conclusions:

a., c., d., e. and f. Water Quality Standards and Drainage – *Less Than Significant Impact.* Storm water runoff from the project site will be collected in stormwater drainage pipes and then directed through water quality treatment devices/areas as Best Management Practices (BMP)

Initial Study Page 60 Reso. No.	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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and/or Low Impact Development (LID) features and then into the City’s storm drain system. The purpose of the BMP/LID features is to ensure that potential pollutants are filtered out before they enter the storm drain system. The City’s storm drain system maintains the necessary capacity to support development on the proposed project site. Therefore, violations of water quality standards or waste discharge requirements are not anticipated.

To address the potential for polluted water runoff during project construction, the project would be required to prepare an erosion and sediment control plan through the application of the City’s Improvement Standards and Standard Specifications as a part of the City’s development review process. The erosion and sediment control plan are reviewed against the Placer County Stormwater Management Manual and the Regional Water Quality Control Board’s Erosion and Sediment Control Field Manual. The erosion and sediment control plan includes the implementation of Best Management Practices/Best Available Technology (BMPs/BATs) to control construction site runoff. The project will also be required to comply with the City’s Grading and Erosion and Sedimentation Control Ordinance (Rocklin Municipal Code, Chapter 15.28), and the Stormwater Runoff Pollution Control Ordinance (Rocklin Municipal Code, Chapter 8.30), which includes the preparation of a Stormwater Pollution Prevention Plan (SWPPP).

The proposed project would not alter the course of a stream or a river. The proposed project would not substantially alter the existing drainage pattern of the site or area because the City’s policies of requiring new developments to detain on-site drainage such that the rate of runoff flow is maintained at pre-development levels (unless the Placer County Flood Control and Water Conservation District’s Flood Control Manual requires otherwise) and to coordinate with other projects’ master plans to ensure no adverse cumulative effects will be applied. Per the Placer County Flood Control and Water Conservation District Dry Creek Watershed Flood Control Plan, onsite stormwater detention is generally not recommended anywhere in the Dry Creek watershed because it has been determined that on-site detention would be detrimental to the overall watershed, unless existing downstream drainage facilities cannot handle post-construction runoff from the project site. Substantial erosion, siltation or flooding, on- or off-site, and exceedance of the capacity of existing or planned drainage systems would not be anticipated to occur.

Therefore, impacts related to water quality, water quality standards and drainage would be less than significant.

b. Groundwater Supplies – Less Than Significant Impact. The project will use domestic water from the Placer County Water Agency and not use wells or groundwater. Stormwater runoff collected into the Big Gun and Quinn quarries are circulated between each other and what is deemed to be excess stormwater runoff is pumped to the City’s storm drain system. Therefore, existing groundwater resources will not be depleted. The City’s policies of requiring new developments to retain on-site drainage such that the rate of runoff flow is maintained at pre-

<p>Initial Study Page 61 Reso. No.</p>	<p><i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> <i>U2017-0001</i></p>
--------------------------------------------	--------------------------------------------------------------------------------------------

development levels will ensure that groundwater recharge rates are also maintained at pre-development levels. Therefore, there is a less than significant groundwater supply impact.

g., h., i. and j. Flooding, Tsunami, Seiche, or Mudflow – Less Than Significant Impact.

According to FEMA flood maps (Map Panel 06061CO477G, effective date November 21, 2001) the developable portion of the project site is located in flood zone X, which indicates that the project is not located within a 100-year flood hazard area and outside of the 500-year flood hazard area. The project site is not located within the potential inundation area of any dam or levee failure, nor is the project site located sufficiently near any significant bodies of water or steep hillsides to be at risk from inundation by a seiche, tsunami, or mudflow. Therefore the proposed project will not expose people or structures to a significant risk or loss, injury, or death as a result of flooding nor will the project be subject to inundation by tsunami, seiche or mudflow and a less than significant impact would be anticipated

X. <u>LAND USE AND PLANNING</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Physically divide an established community?				X	
b) Conflict with any applicable land use plan, policy, regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X		
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X	

DISCUSSION OF DETERMINATION:

Project Impacts:

Approval of the project would allow the construction and operation of Rocklin Adventures at Quarry Park and associated structures, a 10,685 +/- square foot fire station, a 200 +/- space parking lot and a new two-lane roadway on an 18.3 +/- acre site. The project site is designated Mixed Use (MU) and Medium Density Residential (MDR) on the General Plan land use map and is zoned Planned Development Public/Quasi-Public (PD-PQP), Planned Development General Retail Service Commercial (PD-C-4) and Residential Development, 4 dwelling units per acre (RD-

Initial Study Page 62 Reso. No.	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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4). The project requires a Conditional Use Permit entitlement to allow the Rocklin Adventures at Quarry Park component as is being proposed. As discussed below, land use impacts are not anticipated.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts on land use as a result of the future urban development that was contemplated by the General Plan. These impacts included dividing an established community and potential conflicts with established land uses within and adjacent to the City (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.1-1 through 4.1-38). The analysis found that while development and buildout of the General Plan can result in land use impacts, these impacts would be reduced to a less than significant level through the application of General Plan goals and policies that would assist in minimizing or avoiding land use impacts.

These goals and policies include, but are not limited to goals and policies in the General Plan Land Use Element requiring buffering of land uses, reviewing development proposals for compatibility issues, establishing and maintaining development standards and encouraging communication between adjacent jurisdictions.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Significance Conclusions:

a. Division of Community – No Impact. The project is located on a currently partly developed site within the City of Rocklin. The proposed project would construct a fire station, a family adventure facility, associated parking lot and roadway at this location which would not physically divide an established community. Therefore there is no division of community impact.

Initial Study Page 63 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> <i>U2017-0001</i>
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b. Plan Conflict – *Less than Significant Impact.* The project site is designated on the City’s General Plan land use map as primarily Mixed Use (MU) but also includes a small portion of land designated Medium Density Residential (MDR).

The purpose of Mixed Use land use designation is as follows:

- A. Provide for land use patterns and mixed use development that integrate residential and non-residential land uses such that residents may easily walk or bicycle to shopping, services, employment and leisure activities.
- B. Support development and redevelopment or revitalization of areas that are in decline or economically underutilized.
- C. Promote economic vitality and diversification of the local economy by allowing creative development combinations that serve local needs and/or attract visitors to the community.
- D. Enhance activity or vitality by extending site occupancy and consumer activity outside of standard operating hour, where considered desirable.
- E. Intensity land uses and transit oriented development at appropriate locations. Mixed use development is anticipated to be concentrated in the Downtown Rocklin Area, although other locations may be considered along primary arterials or as a beneficial transition between differing land use types.

In addition the character of the Mixed Use land use designation is defined as areas where non-residential (i.e., office, retail, service, civic, cultural, entertainment and other similar uses) are permitted to be mixed and typically include medium high density to high density residential land uses within the same building, lot, block or designated project.

The purpose of the Medium Density Residential land use designation is as follows:

- A. Provide areas for single family homes on urban lots, including townhouses and condominiums.
- B. To allow for accessory uses and non-residential uses, compatible with single family neighborhoods.
- C. To discourage non-residential uses which are incompatible with single family neighborhoods.

Given that leisure activities and civic, cultural entertainment and other similar uses are anticipated within the Mixed Use land use designation and that recreational and civic uses are considered to be compatible with the Medium Density Residential land use designation and

Initial Study Page 64 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> U2017-0001
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adjacent properties, the development of the project would be compatible with the existing nearby development of residential and commercial uses. Therefore, the proposed project would not conflict with land use designations and would have a less than significant impact related to conflicts with land use plans, policies or regulations.

c. Habitat Plan Conflict - No Impact. There are no habitat conservation plans or natural community conservation plans which apply to the project site, and there would be no impact on such plans.

XI. <u>MINERAL RESOURCES</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X	
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X	

DISCUSSION OF DETERMINATION:

Project Impacts:

As discussed below, no impacts to mineral resources are anticipated because the project site does not contain any known mineral resources.

Significance Conclusions:

a. and b. Mineral Resources – No Impact. The Rocklin General Plan and associated EIR analyzed the potential for “productive resources” such as, but not limited to, granite and gravel (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.6-4 through 4.6-5 and 4.6-17). The City of Rocklin planning area has no mineral resources as classified by the State Geologist. The Planning Area has no known or suspected mineral resources that would be of value to the region and to residents of the state. The project site is not delineated in the Rocklin General Plan or any other plans as a mineral resource recovery site. Mineral resources of the project site have not changed with the passage of time since the General Plan EIR was adopted. Based on this discussion, the project is not anticipated to have a mineral resources impact.

Initial Study Page 65 Reso. No.	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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XII. <u>NOISE</u> Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X			
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X		
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X		
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X	
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X	

DISCUSSION OF DETERMINATION:

Project Impacts:

Development of the proposed project will result in an increase in short-term noise impacts from construction activities. As discussed below, the development and operation of Rocklin Adventures at Quarry Park and associated structures, a 10,685 +/- square foot fire station, a 200 +/- space parking lot and a new two-lane roadway on an 18.3 +/- acre site are not anticipated to have significant long-term operational noise impacts.

Initial Study Page 66 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> U2017-0001
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Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts of noise associated with the future urban development that was contemplated by the General Plan. These impacts included construction noise, traffic noise, operational noise, groundborne vibration, and overall increased in noise resulting from implementation of the General Plan Update (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.5-1 through 4.5-48).

Mitigation measures to address these impacts are incorporated into the General Plan in the Noise Element, which includes policies that require acoustical analyses to determine noise compatibility between land uses, application of stationary and mobile noise source sound limits/design standards, restriction of development of noise-sensitive land uses unless effective noise mitigations are incorporated into projects, and mitigation of noise levels to ensure that the noise level design standards of the Noise Element are not exceeded.

The General Plan EIR concluded that, despite these goals and policies, significant noise impacts will occur as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will result in exposure of persons to, or generation of, noise levels in excess of applicable noise standards, will result in exposure to surface transportation noise sources and stationary noise sources in excess of applicable noise standards and will contribute to cumulative transportation noise impacts within the Planning Area. Findings of fact and a statement of overriding consideration were adopted by the Rocklin City Council in regard to these impacts, which were found to be significant and unavoidable.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Project-Level Environmental Analysis:

Background Information on Noise

Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sounds and noise are highly subjective from person to person. The perceived loudness of sounds is dependent upon many

Initial Study Page 67 Reso. No.	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound and for this reason, the A-weighted sound level has become the standard tool of environmental noise assessment.

Measuring sound directly would require a very large and awkward range of numbers, so to avoid this, the decibel (dB) scale was devised. The decibel scale is logarithmic, not linear. In other words, two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic scale is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70 dBA sound is half as loud as an 80 dBA sound, and twice as loud as a 60 dBA sound.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool is the average, or equivalent, sound level (L_{eq}). The L_{eq} is the foundation of the composite noise descriptor, L_{dn} , and shows very good correlation with community response to noise. The day/night average level (L_{dn}) is based upon the average noise level over a 24-hour day, with a +10 dB weighting applied to noise occurring during nighttime (10:00 p.m. – 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

The City of Rocklin General Plan includes criteria for stationary (non-transportation) and transportation noise sources. These criteria are not applied to noise generated by the sirens of emergency service providers (i.e., fire and police vehicles, ambulances) because their sirens are deemed a necessary tool to help alert the public when an emergency situation is occurring. As such, the noise generated by the sirens of fire vehicles at the fire station component of the proposed project is not subject to the City’s noise regulations.

The Rocklin Adventures at Quarry Park component of the proposed project includes other potential noise sources, namely a public address system with ground mounted speakers to be used for safety announcements and guest notifications (e.g., lost child) and potentially low level background music, a stage area associated with the that will host musical performers and amplified music, a parking lot and the gathering of people in a park-like setting. Some of the recreational activities with the Rocklin Adventures at Quarry Park are not anticipated to generate higher voice levels (e.g., nature trail, maze), while the more active recreational activities could occasionally generate higher voice levels (e.g., free fall, zip line, rappelling). It should be noted that these more active recreational activities will take place within the Big Gun quarry pit which will provide some level of noise isolation.

<p>Initial Study Page 68 Reso. No.</p>	<p><i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> <i>U2017-0001</i></p>
--------------------------------------------	--------------------------------------------------------------------------------------------

Because the Rocklin Adventures at Quarry Park component includes the potential noise sources described above, this analysis focuses on potential stationary noise source impacts. For stationary noise sources, the maximum allowable exterior noise level standard is 55 dBA averaged over a 1 hour period for daytime hours (7:00 a.m. to 10:00 p.m.) and 45 dBA averaged over a 1 hour period for nighttime hours (10:00 p.m. to 7:00 a.m.). Because the Rocklin Adventures at Quarry Park component is not anticipated to operate beyond 10:00 p.m., the 55 dBA daytime standard is applicable. The concept of the level of stationary noise sources being averaged over a 1 hour period is an important one in that while there may be occasional higher voice levels as a result of some of the activities at the Rocklin Adventures at Quarry Park, it is highly unlikely that those higher voice levels will be sustained over a 1 hour period.

Anecdotally, the existing amphitheater at Quinn Quarry Park recently completed its' first year of operation which included a grand opening event attended by approximately 3,000-4,000 persons and a series of concert events that sometimes included crowds as large as 1,500 persons. The southwest orientation of the amphitheater stage towards some existing residences and the gathering of large crowds initially generated some concerns about noise levels into adjacent neighborhoods, however the City conducted noise measurements and noise monitoring of the concert events and determined that such concerns were unfounded. Given the scale and noise levels associated with the concert events as compared to the anticipated noise sources associated with the Rocklin Adventures at Quarry Park whose crowd sizes are anticipated to be approximately 1/2 or less of the crowd sizes at concert events, it is unlikely that crowd noises will result in the generation of significantly higher noise levels. Nonetheless, potential noise sources of the Rocklin Adventures at Quarry Park are evaluated below.

Reference Noise Levels

Based on information from an environmental noise analysis conducted by a professional acoustical engineering firm (Bollard Acoustical Consultants, Efalls Event Center, May 28, 2013), a reference noise level of 75 dB at a reference distance of 75 feet from speaker locations is assumed for the project's anticipated amplified sound and music sources.

Based on information from an environmental noise analysis conducted by a professional acoustical engineering firm (JC Brennan & Associates, Rocklin Academy, March 7, 2014), a reference noise level generated by approximately 100 children during games is approximately 60 dB at a reference distance of 75 feet from the focal point or effective noise center of the play area is assumed for the project's active recreational activities.

Based on information from an environmental noise analysis conducted by a professional acoustical engineering firm (JC Brennan & Associates, South Whitney Mixed Use Project, June 9, 2014) and using noise level data collected by JC Brennan & Associates for previous parking lot studies, a reference noise level due to automobile arrivals/departures, including car doors

Initial Study Page 69 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> <i>U2017-0001</i>
------------------------------------	------------------------------------------------------------------------------------

slamming and people conversing is approximately 71 dB at a reference distance of 50 feet is assumed for the project’s parking lot.

Anticipated Noise Levels

Amplified Music.

The Rocklin Adventures at Quarry Park proposed stage area will direct amplified sound and music primarily in a southwest direction. Using the reference noise level of 75 dB at a reference distance of 75 feet from speaker locations and applying a standard acoustical principal that noise levels attenuate (lessen) 6 dB for every doubling of distance away from the noise source, the noise levels are anticipated to be 69 dB at 150 feet, 63 dB at 300 feet, 57 dB at 600 feet and 51 dB at 1,200 feet. Using this information and extrapolating the noise levels between 600 and 1200 feet, the 55 dB noise contour (daytime noise level standard) would occur at approximately 800 feet. Within an 800 foot radius from the stage there are existing residences on Winding Lane, Ruhkala Road, Rocklin Road, San Francisco Street and High Street that could be exposed to noise levels above the City’s stationary source daytime noise standard of 55 dB. In addition there are vacant properties within an 800 foot radius from the stage that are designated in the Rocklin General Plan as Mixed Use, which means future residential uses could be developed that would be within the 55 dB noise contour limit. For that reason, noise levels associated with the project’s stage amplified music sources could exceed the City’s daytime stationary noise source standard of 55 dB and acoustical testing is recommended.

Active Recreational Activities.

The Rocklin Adventures at Quarry Park active recreational activities that could occasionally generate higher voice levels will occur primarily within the Big Gun quarry pit. Using the reference noise level of 60 dB at a reference distance of 75 feet from the center of the play area and applying a standard acoustical principal that noise levels attenuate (lessen) 6 dB for every doubling of distance away from the noise source, the noise levels are anticipated to be 54 dB at 150 feet. Using this information, the 55 dB noise contour (daytime noise level standard) would occur at approximately 150 feet. Within a 150 foot radius from the center of the Big Gun quarry pit there are no existing residences that could be exposed to noise levels above the City’s stationary source daytime noise standard of 55 dB and there are not any vacant properties within a 150 foot radius from the center of the Big Gun quarry pit that could be developed as residential uses because they are designated in the Rocklin General Plan as Mixed Use. Therefore, predicted active recreational activity noise is expected to comply with the City of Rocklin General Plan Noise Element daytime hourly noise level criterion of 55 dB.

Parking Lot.

The Rocklin Adventures at Quarry Park parking lot will be located along Pacific Street and behind the proposed fire station. Based upon the project design incorporating approximately

Initial Study Page 70 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> <i>U2017-0001</i>
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200 spaces and the anticipated long durations of stay at the Rocklin Adventures at Quarry Park, a peak hour trip generation of 75 trips per hour is conservatively predicted.

Parking lot noise levels can be determined using the following formula:

$$\text{Peak Hour Leq} = \text{SEL} + 10\log(N) - 35.6, \text{ where:}$$

The SEL is the mean sound exposure level for an automobile arrival or departure (71), N is the number of parking related operations in a peak hour (75) and 35.6 is 10 times the logarithm of the number of seconds in the peak hour.

The property line of the nearest sensitive receptor is approximately 185 feet from the center of the portion of the parking lot that is closest to the sensitive receptor. Using the equation and operations data described above, the proposed parking lot would result in a peak hour noise level of 54.2 dB at a distance of 50 feet. Applying a standard acoustical principal that noise levels attenuate (lessen) 6 dB for every doubling of distance away from the noise source, the noise levels are anticipated to be 48.2 dB at 100 feet and 42.2 dB at 200 feet. Using this information, the 55 dB noise contour (daytime noise level standard) would occur at approximately 50 feet and the noise level at the property line of the nearest sensitive receptor approximately 185 feet away would be approximately 43 dB. Therefore, predicted parking lot noise is expected to comply with the City of Rocklin General Plan Noise Element daytime hourly noise level criterion of 55 dB.

Significance Conclusions:

a., b., c., and d. Exposure to Noise, Increase in Noise – *Less Than Significant With Mitigation.*

The primary goal for the City of Rocklin General Plan with respect to noise is: “To protect City residents from the harmful and annoying effects of exposure to excessive noise”. To implement that goal, the City has adopted Noise Compatibility Guidelines prepared by the State Office of Noise Control. The objective of the Noise Compatibility Guidelines is to assure that consideration is given to the sensitivity to noise of a proposed land use in relation to the noise environment in which it is proposed to be located.

Potential noise impacts can be categorized into short-term construction noise impacts and long-term or permanent noise impacts. The City has adopted standard conditions for project approvals which address short-term impacts. These include limiting traffic speeds to 25 mph and keeping equipment in clean and tuned condition. The proposed project would be subject to these standard conditions. The proposed project would also be subject to the City of Rocklin Construction Noise Guidelines, including restricting construction-related noise generating activities within or near residential areas to between 7:00 a.m. and 7:00 p.m. on weekdays, and between 8:00 a.m. and 7:00 p.m. on weekends to the satisfaction of the City Engineer or

Initial Study Page 71 Reso. No.	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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Building Official. Therefore, impacts associated with increases in the ambient noise environment during construction would be less than significant.

As noted above, the noise levels from the stage’s amplified music and ground-mounted speakers could exceed the City’s 55 dB daytime noise standard.

To address the potential exceedance of the City’s daytime stationary noise source standard, the following mitigation measure, agreed to by the applicant, is being applied to the project:

XII.-1 Upon completion of project construction and prior to the commencement of events at the Rocklin Adventures at Quarry Park, a sound test should be completed by an acoustical engineer to determine if noise levels from the amplified music sources and ground-mounted speakers could exceed the City’s daytime stationary noise source standard of 55 dB at locations of existing residential and potential future residential uses. The sound test shall determine the maximum permissible noise level which could be generated from the amplified music and ground-mounted speakers without causing an exceedance of the daytime stationary noise source standard. Based on the results of the testing, a maximum sound level shall be set for amplified music and ground-mounted speaker use and periodically monitored by an acoustical engineer during amplified music and ground-mounted speaker use.

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce the stage’s amplified music and ground-mounted speaker noise impacts to a less than significant level.

e. and f. Public and Private Airport Noise – No Impact. The City of Rocklin, including the project site, is not located within an airport land use plan or within two miles of an airport, and is therefore not subject to obtrusive aircraft noise related to airport operations. Therefore, there is no airport related noise impact.

Initial Study Page 72 Reso. No.	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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XIII. <u>POPULATION AND HOUSING</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure.)			X		
b) Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?			X		
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			X		

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed project would allow the construction and operation of Rocklin Adventures at Quarry Park and associated structures, a 10,685 +/- square foot fire station, a 200 +/- space parking lot and a new two-lane roadway on an 18.3 +/- acre site, which would not induce substantial population growth or displace substantial numbers of people.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated population and housing impacts that would occur as a result of the future urban development that was contemplated by the General Plan. These impacts included population growth and availability of housing opportunities (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.11-1 through 4.11-13). The analysis found that while development and buildout of the General Plan can result in population and housing impacts, implementation of the General Plan would not contribute to a significant generation of growth that would substantially exceed any established growth projections nor would it displace substantial numbers of housing units or people. Moreover, the project will not construct off-site infrastructure that would induce substantial development, unplanned or otherwise. As such, population and housing impacts were determined to be less than significant.

Initial Study Page 73 Reso. No.	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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Significance Conclusions:

a. Population Growth – *Less than Significant Impact.* The project site is currently designated on the City’s General Plan land use map as Mixed Use (MU) and Medium Density Residential (MDR) and is currently is zoned Planned Development Public/Quasi-Public (PD-PQP), Planned Development General Retail Service Commercial (PD-C-4) and Residential Development, 4 dwelling units per acre (RD-4). The relocation of a fire station and the development of a roadway, parking lot and a family adventure facility is not considered to induce substantial population growth in this area or into a City that is projected to have approximately 29,283 dwelling units at the buildout of the General Plan because the project does not include any housing opportunities that would induce population growth. In addition, the project is located in an area that has already been planned for urban uses and it does not include any extension of roads or other infrastructure other than what is necessary to provide access and services to the project site. Therefore, the project will have a less than significant population growth impact.

b. and c. Displace Substantial Numbers of Existing Housing or People – *Less than Significant Impact.* The project site is currently partly vacant but does not include any existing housing. The displacement of substantial numbers of existing housing or people necessitating the construction of replacement housing elsewhere will not occur and the impact would be less than significant.

<p>Initial Study Page 74 Reso. No.</p>	<p><i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> <i>U2017-0001</i></p>
--------------------------------------------	--------------------------------------------------------------------------------------------

XIV. <u>PUBLIC SERVICES</u>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
1. Fire protection?			X		
2. Police protection?			X		
3. Schools?			X		
4. Other public facilities?			X		

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed project may increase the need for public services, but compliance with General Plan goals and policies and payment of necessary fees, including participation in any applicable financing district, would reduce the impact to a less than significant level.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts on the demand for fire and police protection and school and recreation facilities as a result of the future urban development that was contemplated by the General Plan. These impacts included increased demand for fire, police and school services, provision of adequate fire flow, and increased demand for parks and recreation (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.12-1 through 4.12-45). The analysis found that while development and buildout of the General Plan can result in public services and facilities impacts, these impacts would be reduced to a less than significant level through compliance with state and local standards related to the provision of public services and facilities and through the application of General Plan goals and policies that would assist in minimizing or avoiding impacts to public services and facilities.

Initial Study Page 75 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> U2017-0001
------------------------------------	-----------------------------------------------------------------------------

These goals, policies and standards include, but are not limited to the California Fire Code, the California Health and Safety Code, Chapters 8.12 and 8.20 of the Rocklin Municipal Code, and goals and policies in the General Plan Community Safety and Public Services and Facilities Elements requiring studies of infrastructure and public facility needs, proportional share participation in the financial costs of public services and facilities, coordination of private development projects with public facilities and services needed to serve the project, maintaining inter-jurisdictional cooperation and coordination and requiring certain types of development that may generate higher demand or special needs to mitigate the demands/needs.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Significance Conclusions:

a., 1. Fire Protection – *Less Than Significant Impact.* Development of the proposed project includes the relocation of an existing fire station and the construction and operation of a family adventure facility, of which the latter could increase the need for fire protection services. The City collects construction taxes for use in acquiring capital facilities such as fire suppression equipment. Operation and maintenance funding for fire suppression is provided through financing districts and from general fund sources. The proposed project would pay construction taxes, participate in any applicable financing districts and contribute to the general fund through property and sales taxes. Participation in these funding mechanisms would ensure fire protection service to the site and reduce fire protection impacts to less than significant.

a., 2. Police Protection – *Less Than Significant Impact.* Development of the proposed project could increase the need for police patrol and police services to the site. Funding for police services is primarily from the general fund, and is provided for as part of the City’s budget process. The proposed project would pay construction taxes, participate in any applicable financing districts and contribute to the general fund through property and sales taxes. Participation in these funding mechanisms would ensure police protection services to the site and reduce police protection impacts to less than significant.

a., 3 and 4. Schools and Other Public Facilities – *Less Than Significant Impact.* The proposed project will be required to pay applicable school impact fees in effect at the time of building

Initial Study Page 76 Reso. No.	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
------------------------------------	----------------------------------------------------------------------

permit issuance to finance school facilities. Participation in these funding mechanisms, as applicable, will reduce school impacts to a less than significant level as a matter of state law. The need for other public facilities would not be created by this project and the impact is anticipated to be less than significant.

XV. <u>RECREATION</u>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X		
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X		

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed development and operation of Rocklin Adventures at Quarry Park and associated structures, a 10,685 +/- square foot fire station, a 200 +/- space parking lot and a new two-lane roadway on an 18.3 +/- acre site would be anticipated to increase the use of, and demand for, recreational facilities but not in a way that results in a significant impact.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts on the demand for recreation facilities as a result of the future urban development that was contemplated by the General Plan. These impacts included increased demand for parks and recreation (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.12-30 through 4.12-45). The analysis found that while development and buildout of the General Plan can result in recreation facilities impacts, these impacts would be reduced to a less than significant level through the application of General Plan goals and policies that would assist in minimizing or avoiding impacts to recreation facilities. The General Plan has established a parkland standard of five acres per 1,000 population, and has adopted goals and policies to insure that this standard is met. These goals and policies call for the provision of new park and recreational facilities as needed by new development through parkland dedication

Initial Study Page 77 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> U2017-0001
------------------------------------	-----------------------------------------------------------------------------

and the payment of park and recreation fees. These programs and practices are recognized in the General Plan Open Space, Conservation and Recreation Element, which mitigates these impacts to a less than significant level.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Significance Conclusions:

a. and b. Increase Park Usage and Construction or Expansion of Recreational Facilities – *Less Than Significant Impact.* The Rocklin Adventures at Quarry Park component of proposed project would attract additional visitors to the adjacent Quinn Quarry Park and Memorial Park and increase the use of those park facilities. However, the increase in visitors is not anticipated to significantly increase the use of existing facilities to the extent that substantial physical deterioration of the facility would occur or be accelerated. In addition, the proposed project includes the construction of recreational facilities which will have a physical effect on the environment, but those effects are documented, discussed and where necessary, mitigated, within this environmental document. The increase in visitors to the adjacent City parks is not anticipated to require the construction or expansion of recreational facilities beyond what is included in the project itself. It should also be noted that the operating agreement between the City of Rocklin and Legacy Family Adventures includes provisions for the operator to maintain the capital improvements and to establish a capital reserve fund for continued capital improvements at the Rocklin Adventures at Quarry Park. Therefore, the project would have less than significant impacts regarding the increase in use of recreational facilities.

Initial Study Page 78 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> <i>U2017-0001</i>
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XVI. <u>TRANSPORTATION/TRAFFIC</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, freeways, pedestrian and bicycle paths, and mass transit)?			X		
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X	
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X		
e) Result in inadequate emergency access?			X		
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X		

Initial Study Page 79 Reso. No.	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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DISCUSSION OF DETERMINATION:

Project Impacts:

As discussed below, the proposed project is anticipated to cause increases in traffic because a partly undeveloped site will become developed, but not to a degree that would significantly affect level of service (LOS) standards.

Prior Environmental Review:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts on transportation that would occur as a result of the future urban development that was contemplated by the General Plan. These impacts included signalized intersections in Rocklin, Loomis, Roseville, Lincoln and Placer County, state/interstate highway segments and intersections, transit service, bicycle and pedestrian facilities, and conflicts with at-grade railways (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.4-1 through 4.4-98).

Mitigation measures to address these impacts are incorporated into the General Plan in the Circulation Element, and include policies that require the monitoring of traffic on City streets to determine improvements needed to maintain an acceptable level of service, updating the City’s Capital Improvement Program (CIP) and traffic impact fees, providing for inflationary adjustments to the City’s traffic impact fees, maintaining a minimum level of service (LOS) of “C” for all signalized intersections during the PM peak period on an average weekday, maintaining street design standards, and interconnecting traffic signals and consideration of the use of roundabouts where financially feasible and warranted to provide flexibility in controlling traffic movements at intersections.

The General Plan EIR concluded that, despite these goals and policies, significant transportation impacts will occur as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will result in increased traffic volumes at state/interstate highway intersections and impacts to state/interstate highway segments. Findings of fact and a statement of overriding consideration were adopted by the Rocklin City Council in regard to these impacts, which were found to be significant and unavoidable.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable policies and standards, including the mitigation measures addressing impacts of urban development under the General Plan on utility and service systems incorporated as goals and policies in the General Plan, will be applied to the project. These serve as uniformly applied

<p>Initial Study Page 80 Reso. No.</p>	<p><i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> U2017-0001</p>
--------------------------------------------	-------------------------------------------------------------------------------------

development policies and standards and/or as conditions of approval for the project to ensure consistency with the General Plan and compliance with City rules and regulations.

Project-Level Environmental Analysis:

The vehicle trips that are currently associated with Fire Station # 1 on Rocklin Road will no longer exist once that fire station is closed, and those vehicle trips would then originate from the new Fire Station # 1 location for effectively a no net gain in the level of vehicle trips for the fire station component of the project. The existing Fire Station # 1 on Rocklin Road is anticipated to be re-purposed but at this time the future use and the associated vehicle trip generation are unknown.

For the new roadway and parking lot components of the project, the construction and operation of a 200+/-space parking lot and a two-lane roadway do not in and of themselves generate new vehicle trips because those components of the project are not considered to be an independent attraction or destination for vehicle trips. That is, people would not be expected to drive to a stand-alone road or stand-alone parking lot, but rather there is another element such as a commercial business or job center associated with a road or parking lot that would prompt people to make a vehicle trip to that location.

For the reasons discussed above and because the parking lot and roadway components of the project are being developed to serve the Rocklin Adventures at Quarry Park, the discussion below focuses on the vehicle trips that would be associated with the Rocklin Adventures at Quarry Park.

It should be noted that the number of daily visitors to the Rocklin Adventures at Quarry Park is anticipated to fluctuate on a daily and seasonal basis, with higher numbers on weekends and holidays as compared to weekdays, as well as higher numbers in the spring and summer as compared to the fall and winter. The possibility for daily and seasonal fluctuations in the levels of traffic is not an uncommon phenomenon for different types of land uses, and as such the analysis and discussion of how many vehicle trips a particular land use can generate is done so on what is termed an average daily trip basis. This is akin to the idea that the number of spaces in retail commercial parking lots is designed for an average condition and not what the demand for parking spaces would be during the holiday shopping season.

The average number of daily vehicle trips generated by the Rocklin Adventures at Quarry Park component of the project would be less than the number of average daily vehicle trips that could be generated if the project site was built out per the existing Mixed Use and Medium Density Residential land use designations. The Rocklin Adventures at Quarry Park project site and the 200+/- parking lot is approximately 17.3 acres in size (not including the 1 acre fire station site), but if the 3.6 acres of non-developable land area associated with the quarries on the project site is deducted, there are approximately 13.7 acres of developable land. Of those

Initial Study Page 81 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> <i>U2017-0001</i>
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13.7 acres, 6.5 acres constitute the City’s existing Quinn Quarry Park and there will be some overlap of the Rocklin Adventures at Quarry Park use on the City’s Quinn Quarry Park.

Despite that overlap, the average number of daily vehicle trips generated by the existing Quinn Quarry Park and the Rocklin Adventures at Quarry Park together will conservatively be compared to the average number of daily vehicle trips that could be generated if the 11.7 acres of developable land were built out per the existing Mixed Use (10.4 +/- acres) and Medium Density Residential (3.3 +/- acres) land use designations.

Based on the Institute of Transportation Engineers Trip Generation Manual (9th edition), the existing Quinn Quarry Park (City park) would generate approximately 13 average daily vehicle trips (6.5 acres X 1.9 daily trips/acre for a recreation use). Based on the 130,000 anticipated visitors to the Rocklin Adventures at Quarry Park on an annual basis per the Attendance Potentials, Planning Factors and Financial Potentials for the Proposed Rocklin Adventures at Quarry Park study (Economic Consulting Services, June 2016), the proposed Rocklin Adventures at Quarry Park project would generate approximately 358 average daily vehicle trips (130,000 annual visitors/364 days per year). Collectively, the Quinn Quarry Park and the Rocklin Adventures at Quarry Park projects would generate approximately 371 average daily vehicle trips.

In comparison, the 10.4 acre Mixed Use land use designation portion of the Rocklin Quarry Park Adventures project site could allow for retail, office, or residential land uses, or any combination thereof. Assuming the lowest vehicle trip generating use of those site development options for conservative purposes, 10.4 acres of residential development at 10 units/acre would be expected to generate approximately 676 average daily vehicle trips (10.4 acres X 10 dwelling units/ acre = 104 dwelling units X 6.5 average daily vehicle trips/per multi-family dwelling unit). The 3.3 acres of Medium Density Residential could be developed at 3.5 dwelling units/acre (using the minimum density level of 3.5 dwelling units per acre for the Medium Density Residential land use category for conservative purposes), which would be expected to generate 99 average daily vehicle trips (3.3 acres X 3.5 dwelling units/acre = 11 dwelling units X 9 average daily trips/per single family dwelling unit). Collectively, a Mixed Use multi-family residential development and a Medium Density Residential single family development would generate approximately 775 average daily vehicle trips.

Thus, the Quinn Quarry Park and the Rocklin Adventures at Quarry Park would collectively generate 404 fewer average daily vehicle trips (775-371) as compared to the number of average daily vehicle trips that would be generated by residential projects allowed under the project site’s current Mixed Use and Medium Density Residential land use designations. The difference in average daily vehicle trips is considered to be a conservative estimation because of the factors noted above and because the projected 130,000 annual visitors are assumed in the above calculations to generate one vehicle trip per visitor, even though it is highly likely that

<p>Initial Study Page 82 Reso. No.</p>	<p><i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> <i>U2017-0001</i></p>
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visitors to the Rocklin Adventures at Quarry Park will come to the attraction with multiple persons per vehicle, thus reducing the projected number of 358 daily vehicle trips.

Significance Conclusions:

a. Conflict with Performance of Circulation System – *Less than Significant Impact.* The General Plan EIR’s traffic analysis assumed the development of the proposed project site with Mixed Use and Medium Density Residential land uses per the General Plan land use designations that existed at the time of the analysis and that are still in place today. In the vicinity of the proposed project, the General Plan EIR’s traffic analysis concluded that in the cumulative year 2030 condition, the intersection of Pacific Street and Rocklin Road would operate at LOS D in the PM peak hour and the intersection of Pacific Street and Farron Street would operate at LOS F in the PM peak hour (both exceeding the City’s LOS C policy). However, the General Plan EIR identified mitigation measures that would improve the operations of those intersections back to LOS C, consistent with City policy.

As evidenced by the summary of the trip generation comparison analysis presented above, capacity or level of service impacts from the proposed project are not anticipated to result in any significant impacts more severe than those identified with the General Plan EIR traffic analysis. Because the above analysis has verified that the proposed project will not result in any significant traffic impacts more severe than those disclosed in the General Plan EIR, the City finds pursuant to CEQA Guidelines section 15168, subdivision (C) (4), that these cumulative “environmental effects of the [site-specific project] were covered in the program EIR.”

The development of the proposed project will not result in any significant traffic impacts more severe than those disclosed in the General Plan EIR as demonstrated by the trip generation comparison analysis presented above. Therefore, the project would not conflict with the performance of the circulation system and the impact would be less than significant.

b. Conflict with Congestion Management Program – *No Impact.* The City of Rocklin does not have an applicable congestion management program that has been established by a county congestion management agency for designated roads or highways; therefore there is no conflict with an applicable congestion management program impact.

c. Air Traffic Levels – *No Impact.* The proposed project is not anticipated to have any impacts on air traffic because it is not located near an airport or within a flight path. In addition, the proposed project will not result in a change in location of planned development that results in substantial safety risks. Therefore, there is no change in air traffic patterns impact.

d. and e. Hazards and Emergency Access – *Less than Significant Impact.* The proposed project is evaluated by the City’s Engineering Services Manager to assess such items as hazards due to a design feature or incompatible uses. In addition, the proposed project is evaluated by representatives of the City of Rocklin’s Fire and Police Departments to ensure that adequate

Initial Study Page 83 Reso. No.	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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emergency access is provided. Through these reviews and any required changes, there will be a less than significant hazard or emergency access impact.

f. Alternative Modes of Transportation – Less Than Significant Impact. The City of Rocklin seeks to promote the use of public transit through development conditions requiring park-and-ride lots, and bus turnouts. Bike lanes are typically required along arterial and collector streets. In the vicinity of the project there are existing Class II bike facilities along Rocklin Road and Pacific Street. The proposed project does not conflict with these bike lane locations or with other policies or programs promoting alternative transportation. The proposed project is evaluated by City staff to assess potential conflicts with adopted policies, plans or programs regarding public transit, bicycle and pedestrian facilities and whether proposed projects would decrease the performance or safety of such facilities. Through these reviews and any required changes, there will be a less than significant alternative modes of transportation impact.

The City of Rocklin’s Zoning Ordinance contains off-street parking requirements for different types of uses, but it does not include an off-street parking requirement for a Fire Station or a use such as a family adventure facility. Section 17.66.190 of the Zoning Ordinance notes that for uses not listed, off-street parking shall be provided as determined by the planning commission based on the requirements for the use which is most closely analogous to the use in question. The proposed project includes visitor and staff parking for the Fire Station and a 200+/- space parking lot to accommodate visitors to the Rocklin Adventures at Quarry Park. Other nearby parking opportunities in the project vicinity include 36 parking spaces that were developed with the recently constructed Quinn Quarry Park, which is adjacent and connected to the proposed project, and other nearby City facilities (City Hall, Memorial Park, Police/Fire Station, portions of Big Gun Quarry site) that have opportunities for public parking. In addition, the City recently conducted an assessment of parking opportunities in the project vicinity and determined that there were approximately 970 on- and off-street available parking spaces within ½ mile of the project site (see Attachment C). Based on the nature of the Rocklin Adventures at Quarry Park and the project operator’s experience with other adventure park projects, it is anticipated that a high number of visitors to the park will arrive via carpool. Given the availability of nearby parking and based on the anticipation of 358 average daily vehicle trips as projected above, a parking supply impact is not anticipated.

Initial Study Page 84 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> <i>U2017-0001</i>
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XVII. TRIBAL CULTURAL RESOURCES Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or				X	
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set for in subdivision (c) of Public Resource Code section 5024.1 the lead agency shall consider the significance of the resource to a California Native American tribe.				X	

DISCUSSION OF DETERMINATION

Project Impacts:

The project site does not contain any resources that are listed with the California Register of Historical Resources or that have been determined by the lead agency to have significance to a California Native American Tribe. Therefore less than significant impacts to tribal cultural resources are anticipated.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts that would occur to historical, cultural and paleontological resources within the Planning area as a result of the future urban development that was contemplated by the

Initial Study Page 85 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> U2017-0001
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General Plan. These impacts included potential destruction or damage to any historical, cultural, and paleontological resources (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.8-1 through 4.8-21). Mitigation measures to address these impacts are incorporated into the General Plan in the Land Use and Open Space, Recreation and Conservation Elements, and include goals and policies that encourage the preservation and protection of historical, cultural and paleontological resources and the proper treatment and handling of such resources when they are discovered.

The General Plan EIR concluded that despite these goals and policies, significant cultural resources impacts will occur as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will contribute to cumulative impacts to historic character. Findings of fact and a statement of overriding considerations were adopted by the Rocklin City Council in regard to these impacts, which were found to be significant and unavoidable.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

Historically significant structures and sites as well as the potential for the discovery of unknown archaeological or paleontological resources as a result of development activities are discussed in the Rocklin General Plan. Policies and mitigation measures have been included in the General Plan to encourage the preservation of historically significant known and unknown areas.

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

Significance Conclusions:

a. and b. Tribal Cultural Resources –Less Than Significant Impact. Per Assembly Bill 52 (AB-52, Gatto 2014), as of July 1, 2015 Public Resources Code Sections 21080.3.1 and 21080.3 require public agencies to consult with the Native American Heritage Commission (NAHC) and Native American tribes for the purpose of mitigating impacts to tribal cultural resources; that consultation process is described in part below:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief

Initial Study Page 86 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> U2017-0001
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description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section (Public Resources Code Section 21080.1 (d))

As of the writing of this document, the United Auburn Indian Community (UAIC), the Lone Band of Miwok Indians (IBMI) and the Torres Martinez Desert Cahuilla Indians (TMDCI) are the only tribes that are traditionally and culturally affiliated with the project area that have requested notification. Consistent with Public Resources Code (PRC) Section 21080.3.1 (d) and per AB-52, the City of Rocklin provided formal notification of the Rocklin Adventures at Quarry Park and Fire Station # 1 project and the opportunity to consult on it to the designated contacts of the UAIC, IBMI and TMDCI in letters received by those organizations on January 9, 2017. The UAIC, IBMI and TMDCI had 30 days to request consultation on the project pursuant to AB-52 and they did not respond prior to February 8, 2017, the end of the 30-day period. As such, the City of Rocklin has complied with AB-52 and may proceed with the CEQA process for this project per PRC Section 21082.3 (d) (3). Given that the UAIC, IBMI and TMDCI did not submit a formal request for consultation on the proposed project within the required 30 day period, that no other tribes have submitted a formal request to receive notification from the City of Rocklin pursuant to PRC Section 21080.3.1, the project is not anticipated to cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code Section 21074. Therefore, the project's impact on tribal cultural resources is considered less than significant.

Initial Study Page 87 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> <i>U2017-0001</i>
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XVIII. <u>UTILITIES AND SERVICE SYSTEMS</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X		
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X		
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X		
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X		
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X		

Initial Study Page 88 Reso. No.	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed development and operation of Rocklin Adventures at Quarry Park and associated structures, a 10,685 +/- square foot fire station, a 200 +/- space parking lot and a new two-lane roadway on an 18.3 +/- acre site will increase the need for utility and service systems, but not to an extent that will impact the ability of the utility and service providers to adequately provide such services.

Prior Environmental Review:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts on utilities and service systems that would occur as a result of the future urban development that was contemplated by the General Plan. These impacts included increased generation of wastewater flow, provision of adequate wastewater treatment, increased demand for solid waste disposal, and increased demand for energy and communication services (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.13-1 through 4.13-34). The analysis found that while development and buildout of the General Plan can result in utilities and service system impacts, these impacts would be reduced to a less than significant level through the application of General Plan goals and policies that would assist in minimizing or avoiding impacts to utilities and service systems.

These goals and policies include, but are not limited to, requiring studies of infrastructure needs, proportional share participation in the financial costs of public services and facilities, coordination of private development projects with public facilities and services needed to serve the project and encouraging energy conservation in new developments.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable policies and standards, including the mitigation measures addressing impacts of urban development under the General Plan on utility and service systems incorporated as goals and policies in the General Plan, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with City rules and regulations.

Significance Conclusions:

a., b. and e. Exceed Wastewater Treatment Requirements, Exceed Wastewater Treatment Facility, Wastewater Capacity– *Less than Significant Impact.* The proposed project site is located within the South Placer Municipal Utility District (SPMUD) service area for sewer. SPMUD has provided a letter regarding the proposed project indicating that the project is

Initial Study Page 89 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> <i>U2017-0001</i>
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within their service area and eligible for service, provided that their condition requirements and standard specifications are met. SPMUD has a System Evaluation and Capacity Assurance Plan, which is periodically updated, to provide sewer to projects located within their service boundary. The plan includes future expansion as necessary. SPMUD collects participation fees to finance the maintenance and expansion of its facilities. The proposed project is responsible for complying with all requirements of SPMUD, including compliance with wastewater treatment standards established by the Central Valley Water Quality Control Board. The South Placer Wastewater Authority (SPWA) was created by the City of Roseville, Placer County and SPMUD to provide regional wastewater and recycled water facilities in southwestern Placer County. The regional facilities overseen by the SPWA include the Dry Creek and Pleasant Grove Wastewater Treatment Plants, both of which receive flows from SPMUD (and likewise from Rocklin). To project future regional wastewater needs, the SPWA prepared the South Placer Regional Wastewater and Recycled Water Systems Evaluation (Evaluation) in June 2007. The Evaluation indicates that as of June 2004, flows to both the wastewater treatment plants were below design flows. Both wastewater treatment plants are permitted discharges under the National Pollutant Discharge Elimination System (NPDES). Specifically, the Dry Creek Wastewater Treatment Plant (WWTP) is permitted to discharge an average dry weather flow not to exceed 18 mgd, while the Pleasant Grove Wastewater Treatment Plant is permitted to discharge an average dry weather flow not to exceed 12 mgd. According to SPMUD, in 2016 the Dry Creek WWTP had an average dry weather inflow of 8.2 mgd, with SPMUD’s portion being 1.8 mgd, and the Pleasant Grove WWTP had an average dry weather inflow of 7.0 mgd, with SPMUD’s portion being 1.9 mgd. Consequently, both plants are well within their operating capacities and there remains adequate capacity to accommodate the projected wastewater flows from this project. Therefore, a less than significant wastewater treatment impact is anticipated.

c. New Stormwater Facilities – *Less than Significant Impact.* The proposed project would be conditioned to require connection into the City’s storm drain system, with Best Management Practices and/or Low Impact Development features located within the project’s drainage system at a point prior to where the project site runoff will enter the City’s storm drain system. Other than on-site improvements, new drainage facilities or expansion of existing facilities would not be required as a result of this project. Therefore, a less than significant stormwater facility impact is anticipated.

d. Water Supplies – *Less than Significant.* The proposed project is located within the Placer County Water Agency (PCWA) service area. The PCWA has a Master Plan, which is periodically updated, to provide water to projects located within their service boundary. The plan includes future expansion as necessary, and includes the option of constructing additional treatment plants. The PCWA collects hook-up fees to finance the maintenance and expansion of its facilities.

Initial Study Page 90 Reso. No.	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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The PCWA service area is divided into five zones that provide treated and raw water to Colfax, Auburn, Loomis, Rocklin, Lincoln, small portion of Roseville, unincorporated areas of western Placer County, and a small community in Martis Valley near Truckee. The proposed project is located in Zone 1, which is the largest of the five zones. Zone 1 provides water service to Auburn, Bowman, Ophir, Newcastle, Penryn, Loomis, Rocklin, Lincoln, and portions of Granite Bay.

PCWA has planned for growth in the City of Rocklin and sized the water supply infrastructure to meet this growth (PCWA 2006). PCWA has provided a letter regarding the proposed project indicating that the project is within their service area and eligible for service upon execution of a facilities agreement and payment of all required fees and charges. The project site would be served by the Foothill WTP, which treats water diverted from the American River Pump Station near Auburn, and the proposed project’s estimated maximum daily water treatment demands would not exceed the plant’s permitted capacity. Because the proposed project would be served by a water treatment plant that has adequate capacity to meet the project’s projected demand and would not require the construction of a new water treatment plant, the proposed project’s water supply and treatment facility impacts would be considered less than significant.

f. Landfill Capacity – Less than Significant. The Western Regional landfill, which serves the Rocklin area, has a total capacity of 36 million cubic yards and a remaining capacity of 29 million cubic yards. The estimated closure date for the landfill is approximately 2036. Development of the project site with urban land uses was included in the lifespan and capacity calculations of the landfill, and a less than significant landfill capacity impact would be anticipated.

g. Solid Waste Regulations – Less than Significant Impact. Federal and State regulations regarding solid waste consist of the Federal Environmental Protection Agency regulations and the California Integrated Waste Management Act regulating waste reduction. These regulations primarily affect local agencies and other agencies such as the Landfill Authority. The proposed project will comply with all Federal, State, and local regulations regarding trash and waste and other nuisance-related issues as may be applicable. Recology would provide garbage collection services to the project site, provided their access requirements are met. Therefore, the project would comply with solid waste regulations and the impact would be less than significant.

Initial Study Page 91 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> U2017-0001
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XIX. <u>MANDATORY FINDINGS OF SIGNIFICANCE</u>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory?		X			
b) Does the project have impacts that are limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probably future projects)?			X		
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X		

DISCUSSION OF DETERMINATION:

Significance Conclusions:

a. Degradation of Environmental Quality – *Less than Significant with Mitigation.* The proposed project does not have the potential to: substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species, or eliminate important examples of the major

Initial Study Page 92 Reso. No.	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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periods of California history or prehistory. Although the proposed project could cause a significant effect on the environment, there will not be a significant effect in this case because of the project design and the application of the recommended mitigation measures and the City's uniformly applied development policies and standards that will reduce the potential impacts to a less than significant level. Therefore, the project would have less than significant impacts.

Development of the proposed project represents conversion of the same land area that was analyzed in the General Plan EIR, but the proposed project represents less vehicle trip generation than that which was analyzed in the General Plan EIR. Therefore, the project would have less than significant impacts.

b. Cumulatively Considerable Impacts – Less Than Significant Impact. Development in the South Placer region as a whole will contribute to regional air pollutant and greenhouse gas emissions, thereby delaying attainment of Federal and State air quality standards, regardless of development activity in the City of Rocklin and application of mitigation measures. As a result of this potential degradation of the quality of the environment, the General Plan EIR, which assumed the development of the proposed project site, determined that there would be significant and unavoidable cumulative air quality impacts. Development of the proposed project represents conversion of the same land area that was analyzed in the General Plan EIR, but the proposed project represents less vehicle trip generation and associated air quality and greenhouse gas emission impacts than that which was analyzed in the General Plan EIR. Therefore, the project would have less than significant impacts.

Development in the City and the South Placer region as a whole will alter viewsheds as mixed urban development occurs on vacant land. In addition, new development will also generate new sources of light and glare; as a result, the General Plan EIR determined that there would be significant and unavoidable cumulative aesthetic impacts. Development of the proposed project represents conversion of the same land area that was analyzed in the General Plan EIR. Therefore, the project would have less than significant impacts.

Development in the City and the South Placer region as a whole will result in cumulative, long-term impacts on biological resources (vegetation and wildlife), due to the introduction of domestic landscaping, homes, paved surfaces, and the relatively constant presence of people and pets, all of which negatively impact vegetation and wildlife habitat. As a result, the General Plan EIR, which assumed the development of the proposed project site, determined that there would be significant and unavoidable cumulative biological resource impacts. Development of the proposed project represents conversion of the same land area that was analyzed in the General Plan EIR. Therefore, the project would have less than significant impacts.

Development in the City and the South Placer region as a whole will result in significant noise impacts as a result of the introduction of new noise sources and additional traffic and people.

Initial Study Page 93 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> U2017-0001
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As a result, the General Plan EIR, which assumed the development of the proposed project site, determined that there would be significant and unavoidable cumulative noise impacts. Development of the proposed project represents conversion of the same land area that was analyzed in the General Plan EIR, but the proposed project represents less vehicle trip generation than that which was analyzed in the General Plan EIR. Therefore, the project would have less than significant impacts.

Development in the City and the South Placer region as a whole will result in significant transportation/traffic impacts as a result of the creation of additional housing, employment and purchasing opportunities which generate vehicle trips. As a result, the General Plan EIR, which assumed the development of the proposed project site, determined that there would be significant and unavoidable cumulative transportation/traffic impacts. Development of the proposed project represents conversion of the same land area that was analyzed in the General Plan EIR, but the proposed project represents less vehicle trip generation than that which was analyzed in the General Plan EIR. Therefore, the project would have less than significant impacts.

c) Adverse Effects to Humans – *Less Than Significant Impact*. Because the development of the proposed project represents conversion of the same land area that was analyzed in the General Plan EIR, the proposed project would not have environmental effects that would cause substantial adverse effect on human beings, either directly or indirectly beyond those that were previously identified in the General Plan EIR. Therefore, the project would have less than significant impacts.

Initial Study Page 94 Reso. No.	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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Section 5. References

Abacus Consulting Arborists, Arborist Report and Tree Inventory Summary, March 29, 2017
 Bollard Acoustical Consultants, Inc., Environmental Noise Assessment, Efalls Event Center, May 28, 2013
 City of Rocklin General Plan, October 2012
 City of Rocklin Design Review Guidelines
 City of Rocklin General Plan, Draft Environmental Impact Report, August 2011
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 City of Rocklin Zoning Ordinance, Title 17 of the Rocklin Municipal Code
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 Economic Consulting Services, Attendance Potentials, Planning Factors and Financial Potentials for the Proposed Rocklin Quarry Adventures Park Study, June 2016
 Foothill and Associates, Biological Resources Assessment, Quarry Park Improvements Project, City of Rocklin, California, March 26, 2015
 Foothill and Associates, Quarry Park Improvements Drainage Assessment, March 25, 2015
 JC Brennan & Associates, Environmental Noise Assessment, Rocklin Academy Charter School Buildings 6550, 6552 and 6554, July 24, 2015
 JC Brennan & Associates, Environmental Noise Assessment, South Whitney Mixed Use Project, June 9, 2014

Attachments

- Attachment A – Project Vicinity Map
 - Attachment B – Project Site Plan
 - Attachment C – Parking Supply Assessment
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Initial Study Page 95 Reso. No.	<i>Rocklin Adventures at Quarry Park and Fire Station # 1</i> U2017-0001
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EXHIBIT 3

MITIGATION MONITORING PROGRAM

The California Environmental Quality Act (CEQA, Public Resources Code Section 21000 et seq., as amended by Chapter 1232) requires all lead agencies before approving a proposed project to adopt a reporting and monitoring program for adopted or required changes to mitigate or avoid significant environmental effects. The reporting or monitoring program shall be designed to ensure compliance during project implementation as required by AB 3180 (Cortese) effective on January 1, 1989 and Public Resources Code Section 21081.6. This law requires the lead agency responsible for the certification of an environmental impact report or adoption of a mitigated negative declaration to prepare and approve a program to both monitor all mitigation measures and prepare and approve a report on the progress of the implementation of those measures.

The responsibility for monitoring assignments is based upon the expertise or authority of the person(s) assigned to monitor the specific activity. The City of Rocklin Community Development Director or his designee shall monitor to assure compliance and timely monitoring and reporting of all aspects of the mitigation monitoring program.

The Mitigation Monitoring Plan identifies the mitigation measures associated with the project and identifies the monitoring activities required to ensure their implementation through the use of a table format. The columns identify Mitigation Measure, Implementation and Monitoring responsibilities. Implementation responsibility is when the project through the development stages is checked to ensure that the measures are included prior to the actual construction of the project such as: Final Map (FM), Improvement Plans (IP), and Building Permits (BP). Monitoring responsibility identifies the department responsible for monitoring the mitigation implementation such as: Economic and Community Development (ECDD), Public Services (PS), Community Facilities (CFD), Police (PD), and Fire Departments (FD).

The following table presents the Mitigation Monitoring Plan with the Mitigation Measures, Implementation, and Monitoring responsibilities. After the table is a general Mitigation Monitoring Report Form, which will be used as the principal reporting form for this, monitoring program. Each mitigation measure will be listed on the form and provided to the responsible department.

Revisions in the project plans and/or proposal have been made and/or agreed to by the City prior to this Negative Declaration being released for public review which will avoid the effects or mitigate those effects to a point where clearly no significant effects will occur. There is no substantial evidence before the City of Rocklin that the project as revised may have a significant effect on the environment, pursuant to CEQA Guidelines, Section 15070. These mitigation measures are as follows:

<p>Page 1 of Exhibit 3 Mitigation Monitoring Plan</p>	<p><i>Rocklin Adventures at Quarry Park and Fire Station</i> # 1 U2017-0001</p>
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MITIGATION MEASURES:

Biological Resources:

To address the potential impacts to nesting raptors, migratory birds and bat species, the following mitigation measure, agreed to by the applicant, is being applied to the project:

IV.-1 The applicant/developer shall attempt to time the removal of potential nesting habitat for raptors, migratory birds and bat species to avoid the nesting season (February - August).

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

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

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

IMPLEMENTATION:

Prior to the start of grading or construction activities, the applicant shall have prepared and submit documentation of a survey for nesting raptors and migratory birds to the City’s Public Services Department (Environmental Services Division). If the survey results are negative, no further mitigation is required. If the survey results are positive, the City shall consult with the California Department of Fish and Wildlife as detailed above.

RESPONSIBILITY

Page 2 of Exhibit 3 Mitigation Monitoring Plan	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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Public Services Department (Environmental Services Division)
California Department of Fish and Wildlife

Page 3 of Exhibit 3 Mitigation Monitoring Plan	<i>Rocklin Adventures at Quarry Park and Fire Station</i> # 1 U2017-0001
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MITIGATION MEASURES:

Biological Resources:

To address the potential impacts to western pond turtles, the following mitigation measure, agreed to by the applicant, is being applied to the project:

IV.-2 A pre-construction survey for western pond turtle shall be conducted by a qualified biologist within 14 days prior to start of any grading or construction activities to determine presence of absence of this species on the project site. If no western pond turtles are found, no further mitigation is required so long as construction commences within 14 days of the preconstruction survey and, once construction begins, it does not halt for more than 14 days. If western pond turtles are found, the biologist shall relocate the species to suitable habitat away from the construction zone to similar habitat outside of the construction footprint, but within the project area.

IMPLEMENTATION:

Prior to the start of grading or construction activities, the applicant shall have prepared and submit documentation of a survey for western pond turtle to the City’s Public Services Department (Environmental Services Division). If the survey results are negative, no further mitigation is required. If the survey results are positive, the biologist shall relocate the turtles and provide documentation of such to the City.

RESPONSIBILITY

Public Services Department (Environmental Services Division)
California Department of Fish and Wildlife

Page 4 of Exhibit 3 Mitigation Monitoring Plan	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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MITIGATION MEASURES:

Biological Resources:

To address potential impacts to Hispid bird’s beak, Humboldt lily and Sanford’s arrowhead, the following mitigation measure, agreed to by the City, is being applied to the project:

IV.-3 A pre-construction botanical survey for Hispid bird’s beak and Humboldt lily within the oak woodland and Sanford’s arrowhead within the quarry ponds shall be conducted by a qualified botanist during the appropriate blooming period to determine presence of absence of these species on the project site. If no Humboldt lily or Sanford’s arrowhead are found, no further mitigation is required. If special-status plant species are found, the botanist shall establish an approximately 10-foot buffer around the individuals and the project should avoid impacts to the plants. If avoidance is not feasible, a plan should be developed prior to the commencement of construction activities that includes measures for preserving and enhancing existing populations, creating off-site populations through seed collection or transplantation, and/or restoring or creating suitable habitat to achieve no net loss of occupied habitat or individuals. The plan should also include monitoring and reporting requirements for populations to be preserved on the project site or protected or enhanced off site. The plan shall be approved by the California Department of Fish and Wildlife (CDFW).

IMPLEMENTATION:

Prior to the start of grading or construction activities, the City shall have prepared and submit documentation of a survey for Humboldt lily and Sanford’s arrowhead to the City’s Public Services Department. If the survey results are negative, no further mitigation is required. If the survey results are positive, the City shall consult with the California Department of Fish and Wildlife and implement a plan as detailed above.

RESPONSIBILITY

Public Services Department
California Department of Fish and Wildlife

Page 5 of Exhibit 3 Mitigation Monitoring Plan	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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MITIGATION MEASURES:

Biological Resources:

To ensure compliance with the City’s Oak Tree Preservation Ordinance and to compensate for the removal of the oak trees on the project site, the following mitigation measure, agreed to by the applicant, is being applied to the project:

IV.-4 Prior to the issuance of improvement plans or grading permits, the applicant shall:

- a) 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.*
- b) 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.*

IMPLEMENTATION:

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 above, including payment of necessary fees into the City’s Oak Tree Mitigation Fund.

RESPONSIBILITY

Applicant/Developer
 City of Rocklin Economic and Community Development Department

Page 6 of Exhibit 3 Mitigation Monitoring Plan	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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MITIGATION MEASURES:

Cultural Resources:

To address the potential discovery of unknown resources, the following mitigation measure, agreed to by the City, is being applied to the project:

V.-1 If an inadvertent discovery of cultural materials (e.g., unusual amounts of shell, charcoal, animal bone, bottle glass, ceramics, burned soil, structure/building remains) is made during project-related construction activities, ground disturbances in the area of the find shall be halted and a qualified professional archaeologist, the Environmental Services Manager and the Native American Heritage Commission shall be notified regarding the discovery. The archaeologist shall determine whether the resource is potentially significant as per CEQA (i.e., whether it is a historical resource, a unique archaeological resource, or a unique paleontological resource) and shall develop specific measures to ensure preservation of the resource or to mitigate impacts to the resource if it cannot feasibly be preserved in light of costs, logistics, technological considerations, the location of the find, and the extent to which avoidance and/or preservation of the find is consistent or inconsistent with the design and objectives of the project. Specific measures for significant or potentially significant resources would include, but are not necessarily limited to, preservation in place, in-field documentation, archival research, subsurface testing, and excavation. The specific type of measure necessary would be determined according to evidence indicating degrees of resource integrity, spatial and temporal extent, and cultural associations, and would be developed in a manner consistent with CEQA guidelines for preserving or otherwise mitigating impacts to archaeological and cultural artifacts.

In the event of the accidental discovery or recognition of any human remains, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains, until compliance with the provisions of Sections 15064.5 (e)(1) and (2) of the CEQA Guidelines, as well as Public Resources Code Section 5097.98, has occurred. If any human remains are discovered, all work shall stop in the immediate vicinity of the find and the County Coroner shall be notified, according to Section 7050.5 of the California Health and Safety Code. The City’s Environmental Services Manager shall also be notified. If the remains are Native American, the Coroner will notify the Native American Heritage Commission, which in turn will inform a most likely descendant. The descendant will then recommend to the landowner appropriate disposition of the remains and any grave goods, and the landowner shall comply with the requirements of AB2641 (2006).

Page 7 of Exhibit 3 Mitigation Monitoring Plan	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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IMPLEMENTATION:

If evidence of undocumented cultural resources is discovered during grading or construction operations, ground disturbance in the area shall be halted and a qualified professional archaeologist, the City’s Environmental Services Manager and the Native American Heritage Commission shall be notified regarding the discovery. Other procedures as specifically noted in the mitigation measure shall also be followed and complied with.

RESPONSIBILITY

Public Services Department and Environmental Services Manager

Page 8 of Exhibit 3 Mitigation Monitoring Plan	<i>Rocklin Adventures at Quarry Park and Fire Station</i> # 1 U2017-0001
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MITIGATION MEASURES:

Noise:

To address the potential exceedance of the City’s daytime stationary noise source standard, the following mitigation measure, agreed to by the applicant, is being applied to the project:

XII.-1 Upon completion of project construction and prior to the commencement of events at the Rocklin Adventures at Quarry Park, a sound test should be completed by an acoustical engineer to determine if noise levels from the amplified music sources and ground-mounted speakers could exceed the City’s daytime stationary noise source standard of 55 dB at locations of existing residential and potential future residential uses. The sound test shall determine the maximum permissible noise level which could be generated from the amplified music and ground-mounted speakers without causing an exceedance of the daytime stationary noise source standard. Based on the results of the testing, a maximum sound level shall be set for amplified music and ground-mounted speaker use and periodically monitored by an acoustical engineer during amplified music and ground-mounted speaker use.

IMPLEMENTATION:

Upon completion of project construction and prior to the commencement of events at the Rocklin Quarry Adventures, the applicant shall hire an acoustical engineer to conduct sound tests to determine if the noise levels from the stage’s amplified music and ground-mounted speaker sources could exceed the City’s daytime stationary noise source standard at locations of existing residential uses and potential future residential uses. Based on the results of the testing, a maximum sound level shall be set for the stage’s amplified music and ground-mounted speaker use and periodically monitored during the stage’s amplified music and ground-mounted speaker use.

RESPONSIBILITY

Public Services Department

Page 9 of Exhibit 3 Mitigation Monitoring Plan	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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MITIGATION MONITORING REPORT FORMS

Project Title:

Mitigation Measures:

Completion Date: (Insert date or time period that mitigation measures were completed)

Responsible Person:

(Insert name and title)

Monitoring/Reporting:

Community Development Director

Effectiveness Comments:

Page 10 of Exhibit 3 Mitigation Monitoring Plan	Rocklin Adventures at Quarry Park and Fire Station # 1 U2017-0001
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ATTACHMENT A – PROJECT VICINITY MAP



ATTACHMENT B – PROJECT SITE PLAN



- LEGEND**
- A BIG DEER QUARRY RT LAKE
 - B ROCKLIN QUARRY ADVENTURES - GUEST SERVICES BUILDING SEE SHEET PL 2 (TRICKERING, CAFE, SUPPORT SERVICES FACILITY)
 - C ROCKLIN ADVENTURES - (ACTUAL ADVENTURES TO BE DETERMINED):
 - c1 Jump Wall
 - +Free Fall Jump Station
 - +Traversing High Trail Event
 - c2 Gully
 - +Climbing Routes
 - c3 Main Wall
 - +Ropeclimbing Stations
 - +Climbing Routes
 - c4 City Hall Wall
 - +Front Cargo Net Combo Climb Area
 - c5 Sunny Side Wall
 - +Possible Landing Zone for Duffel or Trolley Racing Zip Lines
 - c6 Sunny Side Bottom of Wall
 - +Traversing Low Trail
 - c7 Water Flume Maintain Water level at Elevation 185'
 - c8 Quarry Floor, Lika and Foreground
 - +Aerial Adventure Park
 - +Possible Landing Zone for Duffel or Trolley racing Zip Lines
 - c9 Hanging Gardens
 - c10 King Siding
 - c11 Public Restroom/Rest House
 - c12 Kid Zips
 - c13 Aerial Adventure Course Harness and Helmet Free
 - +Kiosk Play
 - +Ropeclimbing Climb Area
 - c14 Ground School Plaza
 - c15 Reserved Birthday Pavilion, Restrooms, & PICNIC AREA
 - c16 Access Trail to Bottom
 - D PARKING - 64 CARS (LOWER LOT, 115 UPPER LOT, & HANDICAP SPACES)
 - E DROP OFF
 - F DUFFEL OR TROLLEY RACING ZIP LINE TOWER
 - G [2] 40'X80' SHADE STRUCTURES FOR PICNICKING
 - H DECK (1000 S.F.) WITH SUPPORT AND STORAGE BUILDING UNDERNEATH
 - I PAVILION AND RESTROOM
 - J GROUND SCHOOL PAVILION
 - K TRASH ENCLOSURE
 - L QUARRY PARK PISCINA AREA
 - M CONCRETE PATHWAY THROUGH TO PARKING LOT
 - N PEDESTRIAN CONNECTION TO MEMORIAL PARK
 - O OPEN SPACE TRAIL (FUTURE)
 - P STAIRS
 - Q WATER FALLS
 - R OUTDOOR TENNIS COURT
 - S PROPOSED ROCKERY RUNNING WALL
 - T EXISTING ROCKERY WALL TO REMAIN
 - U EXISTING DIRT PATH TO REMAIN

ATTACHMENT C – PARKING SUPPLY ASSESSMENT



PLANNING COMMISSION RESOLUTION NO. PC-2017-

RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF ROCKLIN RECOMMENDING APPROVAL OF A CONDITIONAL USE PERMIT
(Rocklin Adventure at Quarry Park / U2017-0001)

The Planning Commission of the City of Rocklin does resolve as follows:

Section 1. The Planning Commission of the City of Rocklin finds and determines that:

A. This Conditional Use Permit allows operation of a family adventure park, considered a “Special Use” within the Rocklin Municipal Code, within and adjacent to the City’s existing Quinn Quarry Park, further designated by Assessor Parcel Numbers (APNs) 010-170-001, -028, 010-230-004, -005, and a portion of 010-230-003.

B. A Mitigated Negative Declaration has been recommended for approval for this project via Planning Commission Resolution No. .

C. The establishment, maintenance, and operation of the proposed uses and buildings or structures will not, under the circumstances of this particular case, be detrimental or injurious to the health, safety or general welfare of persons residing or working within the neighborhood of the proposed use, to property and improvements in the neighborhood, or to the general welfare of the City.

D. The establishment, operation, and maintenance of the uses and buildings or structures is consistent with the goals, policies, and land use designations in the General Plan and with all zoning standards, regulations, and restrictions applicable to the property.

Section 2. The Conditional Use Permit for the Rocklin Adventure at Quarry Park / U-2017-0001 is hereby recommended for approval as depicted and further described in Exhibit A, attached hereto and by this reference incorporated herein, subject to the conditions listed below. Unless expressly stated otherwise, the applicant/developer shall be solely responsible for satisfying each condition and the conditions must be satisfied prior to issuance of a certificate of occupancy as determined by the Director of Community Development.

A. Notice to Applicant of Fees & Exaction Appeal Period

The conditions of project approval set forth herein include certain fees, dedication requirements, reservation requirements, and other exactions. Pursuant to Government Code §66020(d), these conditions constitute written

notice of the amount of such fees, and a description of the dedications, reservations, and other exactions.

The applicant is hereby notified that the 90-day protest period, commencing from the date of approval of the project, has begun. If the applicant fails to file a protest regarding any of the fees, dedication requirements, reservation requirements or other exaction contained in this notice, complying with all the requirements of Government Code §66020, the applicant will be legally barred from later challenging such exactions.

B. Conditions

1. Hours of Operation.

- a. General – Hours of operation for the Adventure Park “ticketed challenge courses”, paddle boats, and picnic areas, shall be 8 a.m. to 10 p.m. Sunday through Thursday and 8 a.m. to 11 p.m. Friday and Saturday. (PLANNING)
- b. Restaurant - Hours of operation for the Adventure Park restaurant are not regulated.

2. Noise.

- a. Upon completion of project construction and prior to the commencement of events at the Rocklin Adventures at Quarry Park, a sound test shall be completed by an acoustical engineer to determine if noise levels from the amplified music sources and ground-mounted speakers could exceed the City’s daytime stationary noise source standard of 55 dB at locations of existing residential and potential future residential uses. The sound test shall determine the maximum permissible noise level which could be generated from the amplified music and ground-mounted speakers without causing an exceedance of the daytime stationary noise source standard. Based on the results of the testing, a maximum sound level shall be set for amplified music and ground-mounted speaker use and periodically monitored by an acoustical engineer during amplified music and ground-mounted speaker use. (PLANNING)

(MITIGATION MEASURE XII.-1)

- b. A public address system shall be allowed to be utilized for safety announcements, guest notifications, and low-level background music. The public address system shall be adjusted so as to not be audible beyond the park boundaries. (PLANNING)

- c. Outdoor amplified music, live or recorded, related to the restaurant patio and other outdoor gathering places within the park shall generally comply with the City's daytime stationary noise source standard of 55 dB at locations of existing residential and potential future residential uses. Use of amplified music in these areas shall be limited to the normal hours of operation for the park as set forth in this resolution. (PLANNING)
 - d. In the event that a situation develops whereby the facility is frequently exceeding established City noise standards, the Economic and Community Development Director may establish new or modified regulations on noise generation as needed to rectify the situation. (PLANNING)
3. Exterior Lighting.
- a. All exterior lighting shall be designed to avoid adverse off-site glare on adjacent properties. Where feasible, the project shall utilize cut-off shoebox type lights, or equivalent, mounted such that all light is projected directly toward the ground. (PLANNING)
 - b. Lighting shall be directed away from adjacent roadways and shall not interfere with traffic or create a traffic hazard. (PLANNING)
4. Safety
- a. All elements and course design, including safety equipment, shall meet or exceed the requirements of the State of California's Department of Industrial Regulations' Division of Occupational Safety and Health (Cal/OSHA), the standards established by the Association of Challenge Course Technology (ACCT), as well as comply with ASTM A295 regulations on the use of high-carbon anti-friction steel. (PLANNING)
 - b. There shall be a minimum of one employee that is First Aid and CPR certified on site as all times that any of the ticketed challenge course activity areas are in use. (PLANNING)
 - c. No swimming shall be permitted within any quarry water feature. (PLANNING)

- d. The Rocklin Adventure operator shall make every effort to ensure that guests utilizing the ticketed challenge course activity areas are physically able, properly trained, and not intoxicated.

5. Maximum Attendance

- a. The City Fire Chief and / or Chief of Police shall have the authority to limit access to Quinn Park and / or curtail Adventure Park operations if, in their professional opinion, crowd size or other factors create a safety concern.

6. Alcohol Sales / Consumption

- a. The sale and / or consumption of alcoholic beverages may be permitted if and as allowed by the State of California and the City of Rocklin, in conformance with all applicable regulations and State licensing requirements.
- b. Consumption of alcoholic beverages shall not be permitted within any of the ticketed challenge course activity areas.

7. Smoking

Smoking shall only be allowed within designated areas and in accord with the applicable regulations of the State of California and the City of Rocklin.

8. Special Signage and Events

Within the boundaries of the Rocklin Adventure, with or without conditions of approval as determined to be appropriate, the Economic and Community Development Director shall have the authority to approve the following:

- a. On site special events of limited duration (special event approvals may include temporary deviations from the operational conditions established by this permit).
- b. Temporary signs and banners not visible from a public street.

Prior to special events and / or posting of temporary signage or banners, the park operator shall submit a written request to the City for review and approval. The Economic and Community Development Director shall have the authority to approve, approve with conditions, or deny any special event or temporary signage request as applicable.

9. Validity.

This approval shall expire in two years from the date of approval unless prior to that date a business license has been issued and the facility to the public or a time extension has been granted. (PLANNING)

PASSED AND ADOPTED this _____ day of April, 2017, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Chairperson

ATTEST:

Secretary

EXHIBIT A

LEGEND

- A BIG GUN QUARRY PIT LAKE
- B ROCKLIN QUARRY ADVENTURES - GUEST SERVICES BUILDING SEE SHEET PL 2 (TICKETING, CAFE, SUPPORT SERVICES FACILITY)
- C ROCKLIN ADVENTURES - (ACTUAL ADVENTURES TO BE DETERMINED)
 - c1 Jump Wall
 - Free Fall Jump Stations
 - Traversing High Trail Start
 - c2 Gully
 - Climbing Routes
 - c3 Main Wall
 - Repelling Stations
 - Climbing Routes
 - c4 City Hall Wall
 - Wall Cargo Net Combo Climb Area
 - c5 Sunny Side Wall
 - Possible Landing Zone for Duel or Triples Racing Zip Lines
 - c6 Sunny Side Bottom of Wall
 - Traversing Low Trail
 - c7 Water Pump Maintain Water level at Elevation 185'
 - c8 Quarry Floor, Lake and Foreground
 - Aerial Adventure Park
 - Possible Landing Zone for Duel or Triple racing Zip Lines
 - c9 Hanging Garden
 - c10 King Swing
 - c11 Paddle Boats/Boat House
 - c12 Kid Zips
 - c13 Aerial Adventure Course Harness and Helmet Free
 - Stream Play
 - Boulder Climb Area
 - c14 Ground School Patio
 - c15 Reserved Birthday Pavilion, Restrooms, & Picnic Area
 - c16 Access Trail to Bottom
- D PARKING - 64 CARS LOWER LOT, 119 UPPER LOT, 6 HANDICAP STALLS
- E DROP OFF
- F DUEL OR TRIPLE RACING ZIP LINE TOWER
- G (2) 40'X60' SHADE STRUCTURES FOR PICNICKING
- H DECK (4,000 S.F.), WITH SUPPORT AND STORAGE BUILDING UNDERNEATH
- I PAVILION AND RESTROOM
- J GROUND SCHOOL PATIO
- K TRASH ENCLOSURE
- L QUARRY PARK PICNIC AREA
- M CONCRETE PATHWAY THROUGH TO PARKING LOT
- N PEDESTRIAN CONNECTION TO MEMORIAL PARK
- O OPEN SPACE TRAIL (FUTURE)
- P STAIRS
- Q WATER FALLS
- R OUTDOOR FIRE PIT
- S PROPOSED ROCKERY RETAINING WALL
- T EXISTING ROCKERY WALL TO REMAIN
- U EXISTING DG PATH TO REMAIN



EXHIBIT A
 U2017-0001

Rocklin Quarry Adventures
 Legacy Family Entertainment

SCHEMATIC SITE PLAN

SD1

MARCH 8, 2017



City of Rocklin Economic and Community Development Department

**Planning Commission
STAFF REPORT**

Rocklin Gateway

**Design Review, DR2016-0010
General Development Plan, PDG2016-0005
Rezone, Z2017-0003
Development Agreement, DA2017-0001
Oak Tree Preservation Plan Permit, TRE2017-0001**

April 18, 2017

Recommendation

Staff recommends Planning Commission approval of the following:

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ROCKLIN RECOMMENDING APPROVAL OF A MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACTS (Rocklin Gateway / DR2016-0010, PDG2016-0005, DA2017-0001, and TRE2017-0001)

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ROCKLIN RECOMMENDING APPROVAL OF AN ORDINANCE REPEALING THE ZL ROCKLIN MIXED USE GENERAL DEVELOPMENT PLAN, ORDINANCE 930, AND ESTABLISHING THE ROCKLIN GATEWAY GENERAL DEVELOPMENT PLAN AND REZONING AN AREA FROM PLANNED DEVELOPMENT – MIXED USE (PD-MU) TO PLANNED DEVELOPMENT RESIDENTIAL – 33 DWELLINGS PER ACRE (PD-33) (Rocklin Gateway / PDG2016-0005 and Z2017-0003)

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ROCKLIN RECOMMENDING APPROVAL OF AN ORDINANCE APPROVING AN AMENDED AND RESTATED DEVELOPMENT AGREEMENT BY AND BETWEEN THE CITY OF ROCKLIN; ZL ROCKLIN, LLC; AND CATALYST HOUSING GROUP, LLC, RELATIVE TO THE DEVELOPMENT KNOWN AS THE ROCKLIN GATEWAY PROJECT (Rocklin Gateway / DA2017-0001)

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ROCKLIN RECOMMENDING APPROVAL OF A DESIGN REVIEW AND OAK TREE PRESERVATION PLAN PERMIT (Rocklin Gateway / DR2016-0005 and TRE2017-0001)

Proposal/Application Request

This application is a request for approval of the following entitlements:

- A Design Review to approve the site design, architecture, and landscaping for a multi-family development.
- A General Development Plan to rescind the existing General Development, Ordinance 930, and establish a new Rocklin Gateway General Development Plan.
- A Rezone to change the property zoning to Planned Development Residential – 33 dwellings per acre (PD-33).
- An Oak Tree Preservation Permit to allow the removal of approximately 21 oak trees.
- Amend the ZL Rocklin Development Agreement to reflect the revised project design.

Project Ownership and Location

The applicant is Catalyst Rocklin, LLC. The property owner is ZL Rocklin, LLC. The subject property is approximately 7 acres in size and is generally located on the northern intersection of Pacific Street and Midas Avenue. See **Figure 1**. APNs 010-010-016, -017, -028, -029, and 010-040-040.

Figure 1. Project Location



*Planning Commission Staff Report
Rocklin Gateway
April 18, 2017
Page 3*

Site History

The project site was included in the corporate boundaries of the City of Rocklin when the City incorporated in 1893. A lumber yard operated on the site for several years, but was closed in the early 1990's. The structures related to the lumber yard were later demolished and the site has been vacant since.

On June 24, 2008 the City Council approved the ZL Rocklin Project. The project included a General Plan Amendment from Retail Commercial (RC) to Mixed Use (MU); a Rezone from Planned Development Commercial (PD-C) to Planned Development Mixed Use (PD-MU); a General Development Plan (PDG) to establish land uses and development standards for the PD-MU zone, a Tentative Subdivision Map to create 140 residential condominium units and several commercial (office and/or retail) condominium units; a Design Review to approve the proposed site layout, landscaping, and the architectural design of proposed structures; a Tree Preservation Plan Permit to allow the removal of oak trees, a Conditional Use Permit to allow outdoor seating, display, and music; and a Development Agreement to provide for transfer of right-of-way, a land use conversion fee, formation of a community facilities district for City services, limitation on payment of impact fees, and affordable housing.

The approved PDG established development standards for the site, as well as permitted, conditionally permitted, and prohibited uses to provide a combination of residential and non-residential land uses. The approved site design included ground floor commercial uses oriented toward the street and residential uses located above street level and elsewhere on the site, at a maximum residential density of 24 dwelling units per acre. The project approved a layout of seven buildings with a combined floor area of approximately 166,483 square feet, which included 14,847 square feet of commercial space, a community recreation building, and 140 residential units.

The PDG also established project-specific design guidelines to regulate design, materials, and colors of buildings, and established parking standards unique to the plan area. Parking within the site was allowed at a ratio of 3 spaces per 1,000 square feet of floor area for commercial, office, and civic uses, 1 space per unit for studio and 1-bedroom residential units, and 1.5 spaces per unit for residential units with 2 or more bedrooms. These parking ratios were reduced from those required within the Municipal Code specifically to create walkable neighborhoods and to encourage pedestrian movement.

A Development Agreement was also approved as part of the project which extended the life of most of the project entitlements to 10 years.

Project Description

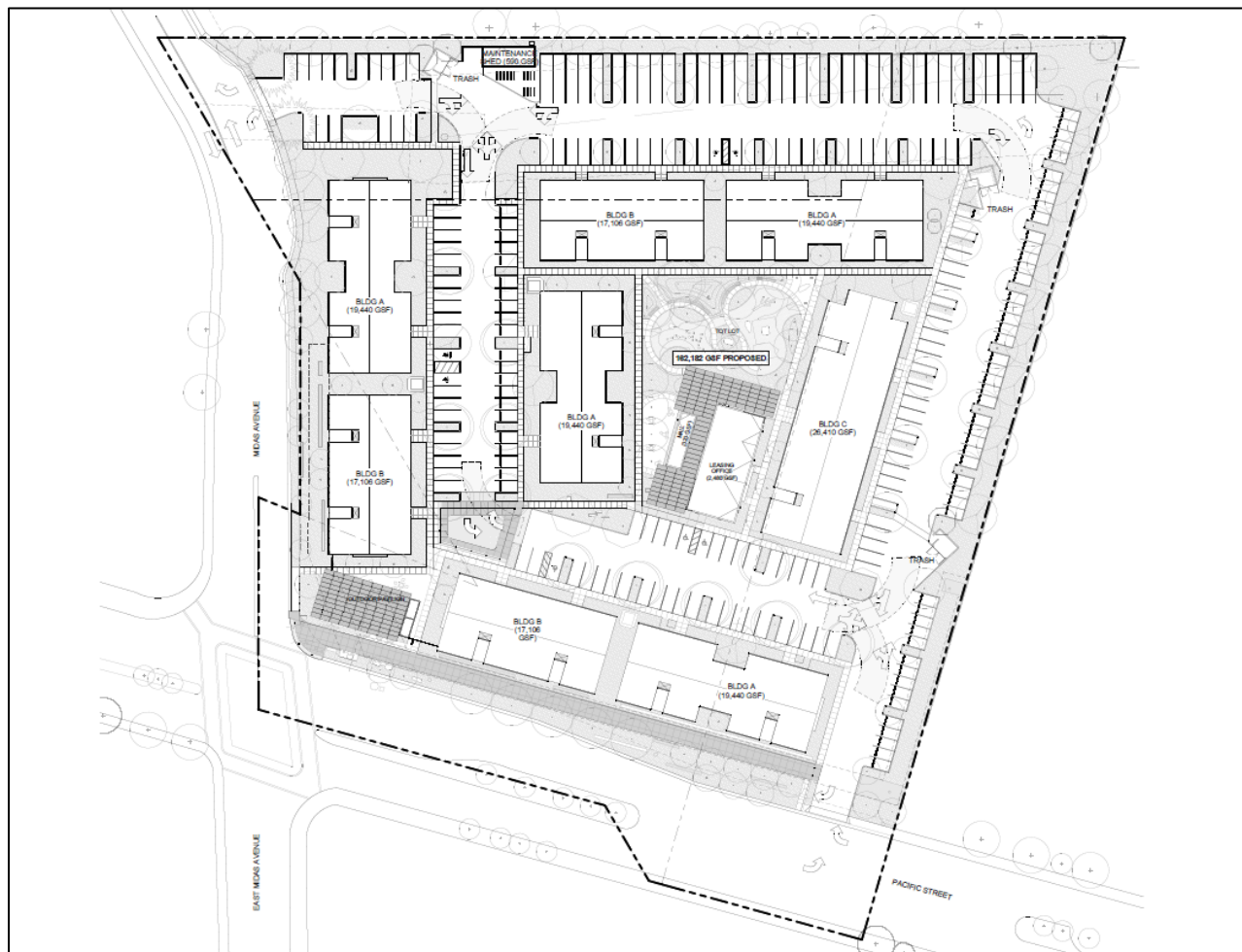
The owner of the property has indicated that the approved ZL Rocklin project is no longer economically feasible. Therefore, a new project (Rocklin Gateway) has been proposed to modify the original approvals. While the new project layout is mostly consistent with the size and scale of

the previously-approved ZL Rocklin Project, there are some key differences, the most significant of which is the elimination of the non-residential component from the project design.

The new Rocklin Gateway project proposes the construction of a multi-family apartment complex consisting of 204 multi-family residential units on an approximately 7.0-acre site in the City of Rocklin. The design would consist of eight (8) three-story garden style walk-up apartment buildings and one leasing office/clubhouse, collectively totaling approximately 162,182 square feet (see **Figure 2**). Of the 204 units, 50 percent would be one-bedroom and 50 percent would be two-bedroom. The target demographic would be locally-employed professionals, young couples/families, and students.

The project would also include a shaded tenant area, rain gardens, community lounge, and passive courtyard. It would also incorporate leftover stone from local mining operations into decorative features.

Figure 2. Proposed Site Plan



*Planning Commission Staff Report
Rocklin Gateway
April 18, 2017
Page 5*

Access to the project would be from Pacific Street and Midas Avenue. The project site is vacant and it is anticipated that the site development will include clearing and grading of the site, trenching and digging for underground utilities and infrastructure, and ultimately the construction of new roadways, driveways, buildings, and landscaping.

The project would be financed in part with State Low Income Housing Tax Credits and tax-exempt bonds. Twenty percent of Rocklin Gateway's units would be affordable, consistent with the City's Housing Element. These units would be distributed throughout the entire property, and would remain affordable for a period of 55 years. See Affordable Housing Requirement section below for further details.

Resolution of Intent

On September 27, 2016 the City Council approved a Resolution of Intent (ROI) to initiate an amendment of the ZL Rocklin General Development Plan to remove the requirement to construct non-residential development, increase the maximum allowed residential density within the Plan area, and modify development standards as necessary. This document found that the proposed Rocklin Gateway project was substantially similar to the approved ZL Rocklin project, which was no longer feasible for development.

By approving the ROI, the City did not grant any rights for the proposed project modifications, which was still required to go through the standard entitlement process. However, it provide the applicant the ability to proceed "at risk" to submit grading, utility, and foundation plans prior to approval of modified entitlements. The ROI has been included as **Attachment 1**.

TEFRA Hearing

On February 28, 2017 the City Council approved a resolution authorizing issuance of tax-exempt revenue bonds by the California Public Finance Authority (CalPFA) in one or more series in a maximum aggregate principal amount of \$45,000,000 for the purpose of financing the construction of the project.

The City had been requested to conduct a public hearing as required by the Tax Equity and Fiscal Responsibility Act (TEFRA) to approve the issuance of the Bonds for purposes of federal and state law. The Bonds are limited obligations of the California Public Finance Authority (CalPFA) payable solely by the Borrower, and will not be direct obligations of CalPFA, the City or any member of CalPFA. The source of repayment of the Bonds will be limited to payments made by the Borrower to CalPFA. Neither the City, the County, nor the State is liable in any way for repayment of the Bonds. The Resolution approving the issuance of the bonds is included as **Attachment 2**.

Site Characteristics

The project site is an undeveloped parcel that fronts on Pacific Street, and Midas Avenue. The Union Pacific Railroad tracks abut the property on the westerly side. A light Industrial facility is located to the north of the project site. When that facility was constructed, a six-foot tall masonry wall was required to be constructed along the shared boundary to screen the storage yard from the project site. The site slopes slightly from Pacific Street down toward the Union Pacific Railroad tracks. There are 23 oak trees located on or immediately adjacent to the project site. Curb, gutter, and sidewalk have been installed along the Pacific Street and Midas Avenue frontages.

The Pacific Gas and Electric Company has easements along the westerly portion of the site to accommodate a major electric transmission line that parallels the railroad tracks. The line runs underground through the downtown area and surfaces on the project site where it converts to overhead line.

Environmental Determination

Consistent with the requirements of the California Environmental Quality Act an Initial Study was prepared to determine the Rocklin Gateway project's potential impacts on the environment. The study found that the project could have significant impacts with regard to Biological Resources, Cultural Resources, Hazardous Materials, and Noise; however, it was also able to identify mitigation measures that would reduce each of these potential impacts to a less than significant level. Therefore, a Mitigated Negative Declaration (MND) of environmental impacts was prepared for the project.

General Plan Compliance

In 2008, the General Plan land use designation of the project site was changed from Retail Commercial to Mixed Use. According to the General Plan, the Mixed Use designation allows a population density of 10 to 40 dwelling units per acre. The land use description states that no individual parcel which has a Mixed Use land use designation is required to build a specific ratio of residential to non-residential. Mixed Use designated parcels may be all residential, all non-residential, or a mix of residential and non-residential uses. At a proposed density of 32.7 dwelling units per acre, the proposed project falls within the density range allowed by the General Plan.

General Development Plan and Rezone

The project was zoned Planned Development Mixed Use as part of the ZL Rocklin approval in 2008. This approval included adoption of the ZL Rocklin General Development Plan, which established allowed uses and development standards for the site. As part of the proposed project, the ZL Rocklin General Development Plan would be superseded by the Rocklin Gateway General Development Plan. This is needed to create the new zone district; Planned Development, 33 units/acre (PD-33); and establish allowable uses and development standards for the zone district.

*Planning Commission Staff Report
Rocklin Gateway
April 18, 2017
Page 7*

The PD-33 district is consistent with the Mixed Use General Plan designation described above. As part of this project, the site will be rezoned to the PD-33 zoning district.

The uses and development standards proposed are consistent with the current General Plan designation. The primary uses permitted by right in the PD-33 zone would be apartments, townhouses, and condominiums for residential use. The district would also allow accessory use and buildings, live/work units, and property management/leasing office space.

Development Agreement

The City and ZL Rocklin entered into a Development Agreement as part of the original project (ZL Rocklin / DA-2008-02). This agreement specified certain requirements for construction and utilization of the project site that need to be updated to reflect the revised project. The Rocklin Gateway project proposes to amend and modify the previously-approved Development Agreement for the ZL Rocklin project. The revised Agreement would supersede and replace, in its entirety, the original Development Agreement.

Design Review

The project site is located directly outside of and adjacent to the Quarry District. As such, the Rocklin Gateway project has been designed to acknowledge the style and character of the nearby district, while also providing a transition to a more contemporary style.

The project is comprised of eight three-story garden style walk-up apartment buildings. The buildings are sited tightly to easements along Pacific Street and Midas Avenue. Additional buildings are clustered together to form a central courtyard. The buildings are clad with board and batten that reference the adjacent Quarry District and the nearby residential buildings located within it. The color palette consists of reddish tones for the board and batten on the first and second floors and light tan for the stucco portions on the third floors. In addition, some of the street-facing portions of the buildings would utilize “greenscreen” planting walls, which will utilize a trellis system with live plants. See **Figure 3** for a rendering along Pacific Street showing these materials.

Figure 3. Rendering: Approach along Pacific Street



At the corner of Pacific and Midas, an outdoor pavilion features a Petanque court (similar to bocce ball) and gathering space with a shade canopy. The exposed wood and steel structure references Rocklin’s mining and rail past. A feature trestle structure highlights the entry to the site and creates a recognizable icon for the project. See **Figures 4 & 5**.

Figure 4. Rendering: Corner of Midas Avenue and Pacific Street



Figure 5. Rendering: View from Pavilion toward Pacific and Midas Corner



Affordable Housing Requirement

As previously discussed, a portion of the Rocklin Gateway project would be made affordable to provide for workforce housing. To satisfy its affordable housing obligation, the developer intends to apply for and obtain tax-exempt bond financing and low-income housing tax credits from the California Debt Limit Allocation Committee (CDLAC) and the California Tax Credit Allocation Committee (CTCAC), respectively, as part of its planned Project capitalization. If the project developer obtains such allocations for bond financing and tax credits from these two State agencies, acceptance and use of these allocations as part of the Project's overall capitalization would require the Project to make 20% of the units affordable to households at a maximum income level of 50% of Area Median Income (AMI) for Placer County, adjusted for household size, as published and updated annually by the U. S. Department of Housing and Urban Development (HUD) for a term of 55 years from Project completion. If the Project obtains and elects to utilize such bond and tax credit allocations, the provision of these affordable units at 50% AMI will be assured by Developer's entry into a Tax-Exempt Bond Regulatory Agreement and a Low-Income Housing Tax Credit Program Regulatory Agreement related thereto.

The process for obtaining such bond financing and tax credits is competitive, uncertain and subject to ever-changing economic and regulatory forces. The project may not be awarded the desired allocations of bond financing and tax credits and/or the developer may deem such financing options to be insufficient for successful capitalization of the Project. In such event, to satisfy its affordable housing obligations, the developer would alternatively commit to the City to provide 20% of the units as affordable to households at a maximum income level of 80% of AMI for such 55 year term. In such event, the provision of these affordable units at 80% AMI would be assured by Developer's entry into an Affordable Housing Regulatory Agreement with the City. Development of this Project under either of the foregoing approaches will significantly enhance the surrounding area, bringing greater residential density to support existing and future commercial ventures in the area and providing much needed housing opportunities for the workers and residents of the City of Rocklin.

Traffic

Roadways providing access to the project site will be Pacific Street and Midas Avenue. Pacific Street is a four lane street that runs from Rocklin's border with the City of Roseville to the border with the Town of Loomis providing access to commercial and residential areas. Midas Avenue is a two lane street providing access to residential areas.

Access to the site would be provided at two locations. One driveway would provide full access on Pacific Street near the site's easterly boundary. The existing raised median on Pacific Street would be replaced by a striped Two-Way Left-Turn (TWLT) lane to allow this access. The TWLT lane would extend roughly 250 feet and facilitate full access to both the proposed project and to the existing driveways in the area. The second location is a right-turn-only access driveway on Midas Avenue just east of the Union Pacific Railroad crossing. On Midas Avenue, the existing centerline median

*Planning Commission Staff Report
Rocklin Gateway
April 18, 2017
Page 11*

would be extended slightly to fully block left turns at the project driveway. A short right-turn lane for inbound traffic would also be provided.

As mentioned, the project site was previously approved as a 140-unit multi-family apartment and 15,000 square foot retail project known as the ZL Rocklin project, but development of that project never occurred. According to the traffic study, the previously approved ZL Rocklin project would have generated approximately 179 more daily trips than that of the proposed Rocklin Gateway apartment project. Based on the determination of the CEQA document, the proposed project is not anticipated to generate a significant impact to traffic.

For a more detailed discussion regarding traffic, please see the IS/MND prepared for the project.

Parking

The project includes a total of 271 parking spaces available for use by the tenants. This total consists of 167 standard stalls, 27 compact stalls, 7 ADA stalls, and 70 stalls of tandem parking. The tandem parking stalls would all be located along the northwestern property line near the railroad tracks. Each tandem space would be assigned to an individual two-bedroom unit.

The proposed parking allocation is consistent with the standards of the current ZL Rocklin General Development Plan, which are not proposed to be changed, requires the following:

- Attached studio and one-bedroom residential units: 1.0 space per unit
- Attached residential units with two or more bedrooms: 1.5 spaces per unit

The project proposes 102 one-bedroom units and 102 two-bedroom units, therefore requiring 255 total parking spaces based on this previously-approved requirement. The project therefore exceeds this ZL Rocklin requirement by 16 spaces.

The parking requirement is somewhat less than the RMC would typically require, however the reduced parking standard applicable in the ZL Rocklin general development plan were established consistent with the requirements of Section 65915 of the Government Code which states that local jurisdictions may provide incentives or concessions for the production of lower income housing units. Among these concessions, the bill allows for a reduction in site development standards, including the ratio of vehicular parking spaces, for affordable housing projects. Due to the fact that 20% of the units have been designated for affordable housing, the deviation in required parking is acceptable.

Although the project will provide fewer parking spaces than would normally be required of a project of this type, the available parking is anticipated to be adequate for the needs of the residents. Visitor parking will largely be provided via existing on street parking in the downtown area. In addition, the City is also moving forward with design and construction of a new public

*Planning Commission Staff Report
Rocklin Gateway
April 18, 2017
Page 12*

parking lot across Midas Avenue from the project site. This parking lot would be open to the public and would also serve as a trailhead for the City's trail system. While the construction of this parking lot is not tied to the proposed project, it is anticipated that it would be available to accommodate any overflow and guest parking from the proposed apartment complex.

The project also includes covered bicycle parking at each building's stairwell. Additional bicycle storage is located on the north end of the site.

Oak Tree Preservation Permit

The project site includes a total of twenty-three (23) native oak trees. Fifteen (15) trees are recommended for removal by the project arborist as being dead, dying, or a hazard; and six (6) of the native oak trees are proposed for removal as a part of the development of the Rocklin Gateway project. Two (2) of the oaks have been included on the Tree Protection Plan to be retained on site.

The project has been conditioned to 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).

Recommendation

Staff recommends approval of the Rocklin Gateway project as proposed and conditioned.

Prepared by Nathan Anderson, Associate Planner

Attachments

Attachment 1 - Resolution of Intent

Attachment 2 – Resolution Approving Revenue Bonds (TEFRA)

RESOLUTION NO. 2017-32

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROCKLIN
 APPROVING THE ISSUANCE BY THE CALIFORNIA PUBLIC FINANCE AUTHORITY
 OF MULTIFAMILY HOUSING REVENUE BONDS IN AN AGGREGATE PRINCIPAL
 AMOUNT NOT TO EXCEED \$45,000,000 FOR THE PURPOSE OF FINANCING OR
 REFINANCING THE ACQUISITION AND CONSTRUCTION OF ROCKLIN GATEWAY
 APARTMENTS (CATALYST HOUSING GROUP) AND CERTAIN OTHER MATTERS
 RELATING THERETO AS WELL AS AUTHORIZING THE CITY OF ROCKLIN TO JOIN
 THE CALIFORNIA PUBLIC FINANCE AUTHORITY AS AN ADDITIONAL MEMBER

WHEREAS, Catalyst Rocklin, LP is a partnership created by Catalyst Housing Group (the "Developer"), consisting at least of the Developer or a related person to the Developer and one or more limited partners, has requested that the California Public Finance Authority (the "Authority") participate in the issuance of one or more series of revenue bonds issued from time to time, including bonds issued to refund such revenue bonds in one or more series from time to time, in an aggregate principal amount not to exceed \$45,000,000 (the "Bonds") for the acquisition, construction, improvement and equipping of a 204-unit multifamily rental housing project located at 4750 Pacific Street, Rocklin, California, generally known as Rocklin Gateway Apartments (the "Project") and operated by Avenue5 Residential; and

WHEREAS, the Project is located within the City of Rocklin (the "City"); and

WHEREAS, the City proposes to become an Additional Member of the Authority pursuant to Section 12 of the Joint Exercise of Powers Agreement (the "Agreement") relating to the California Public Finance Authority; and

WHEREAS, pursuant to Section 147(f) of the Internal Revenue Code of 1986, as amended (the "Code"), the issuance of the Bonds by the Authority must be approved by the City because the Project is located within the territorial limits of the City; and

WHEREAS, the City Council of the City (the "City Council") is the elected legislative body of the City and is the applicable elected representative under Section 147(f) of the Code; and

WHEREAS, pursuant to Section 147(f) of the Code, the City Council has, following notice duly given, held a public hearing regarding the issuance of the Bonds, and now desires to approve the issuance of the Bonds by the Authority; and

WHEREAS, the City Council understands that its actions in holding this public hearing and in approving this Resolution do not obligate the City in any manner for payment of the principal, interest, fees or any other costs associated with the issuance of the Bonds, and said City Council expressly conditions its approval of this Resolution on that understanding.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Rocklin as follows:

Section 1. The City hereby requests to become an Additional Member of the Authority pursuant to Section 12 of the Agreement. The Agreement is hereby approved and

the Mayor of the City and all other proper officers and officials of the City, or a designee thereof, are hereby authorized and directed to execute the Agreement.

Section 2. The City Council hereby approves the issuance of the Bonds by the Authority for the purposes of financing the Project. It is the purpose and intent of the City Council that this Resolution constitute approval of the issuance of the Bonds by the Authority for the purpose of Section 147(f) of the Code by the applicable elected representative of the governmental unit having jurisdiction over the area in which the Project is located.

Section 3. The officers of the City Council are hereby authorized and directed, jointly and severally, to do any and all things and execute and deliver any and all documents, certificates and other instruments which they deem necessary or advisable in order to carry out, give effect to and comply with the terms and intent of this Resolution and the financing transaction approved hereby. Any actions heretofore taken by such officers are hereby ratified and approved.

Section 4. The City Council expressly conditions its approval of this Resolution on its understanding that the City shall have no obligation whatsoever to pay any principal, interest, fees or any other costs associated with the Authority's issuance of the Loan for the financing of the Project.

Section 5. This Resolution shall take effect from and after its passage and approval.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Rocklin held on this 28th day of February, 2017, by the following vote:

AYES:	Councilmembers:	Janda, Broadway, Patterson, Yuill
NOES:	Councilmembers:	None
ABSENT:	Councilmembers:	Gayaldo
ABSTAIN:	Councilmembers:	None



Scott Yuill, Mayor

ATTEST:



Barbara Ivanusich, City Clerk

RESOLUTION NO. 2016-223

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROCKLIN
OF INTENT TO INITIATE AN AMENDMENT OF THE ZL ROCKLIN GENERAL DEVELOPMENT PLAN
TO REMOVE THE REQUIREMENT TO CONSTRUCT NON-RESIDENTIAL DEVELOPMENT,
INCREASE THE MAXIMUM ALLOWED RESIDENTIAL DENSITY WITHIN THE PLAN AREA AND
MODIFY DEVELOPMENT STANDARDS AS NECESSARY

PDG2016-0005

The City Council of the City of Rocklin does resolve as follows:

Section 1. The City Council of the City of Rocklin finds and determines as follows:

The ZL Rocklin General Development Plan was adopted by City Council on June 24, 2008 and currently allows for construction of seven buildings with a combined floor area of approximately 166,483 square feet on 6.23 acres.

The property owner no longer considers the ZL Rocklin Project to be feasible for development. The applicant has proposed a new project on the site.

Due to an aggressive project schedule, the property owner is seeking the ability to modify the approved PDG to remove the requirement for non-residential development and to instead allow construction of multiple-family residential at a density of approximately 33 dwelling units per acre.

The proposed project layout is substantially similar to the previous approvals for the ZL Rocklin project.

Approval of the proposed Notice of Intent to modify the approved PDG would not grant a vested right for any development. Any future development on the site would be subject to all applicable requirements, and would be reviewed as part of a normal public hearing process. Approval would allow the applicant to move forward with the permitting process for grading, utility installation and foundations at the owners own risk. The applicant remains subject to the applicable entitlement process and applicant understands that any completed work will need to be modified at applicant's sole expense to comply with any and all future entitlement modifications or due to the inability to obtain the requested entitlement modifications.

Section 2. The City Council hereby authorizes and directs staff to prepare and process an amendment to the ZL Rocklin General Development Plan which shall address the specific terms listed in Section 1, above.

PASSED AND ADOPTED this 27th day of September, 2016, by the following vote:

AYES:	Councilmembers: Butler, Broadway, Yuill, Janda
NOES:	Councilmembers: None
ABSENT:	Councilmembers: Magnuson
ABSTAIN:	Councilmembers: None

Gregory A. Janda, Mayor

ATTEST:

Barbara Ivanusich, City Clerk

RESOLUTION NO. PC-2017-

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY
OF ROCKLIN RECOMMENDING APPROVAL OF A MITIGATED NEGATIVE
DECLARATION OF ENVIRONMENTAL IMPACTS

Rocklin Gateway

(DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001, and TRE2017-0001)

WHEREAS, the City of Rocklin's Environmental Coordinator prepared an Initial Study on the Rocklin Gateway project (DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001, and TRE2017-0001) (the "Project") which identified potentially significant effects of the Project; and

WHEREAS, revisions to and/or conditions placed on the Project, were made or agreed to by the applicant before the mitigated negative declaration was released for public review, were determined by the environmental coordinator to avoid or reduce the potentially significant effects to a level that is clearly less than significant and that there was, therefore, no substantial evidence that the Project, as revised and conditioned, would have a significant effect on the environment; and

WHEREAS, the Initial Study and mitigated negative declaration of environmental impacts were then prepared, properly noticed, and circulated for public review.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Rocklin as follows:

Section 1. Based on the Initial Study, the revisions and conditions incorporated into the Project, the required mitigation measures, and information received during the public review process, the Planning Commission of the City of Rocklin finds that there is no substantial evidence that the Project, as revised and conditioned, may have a significant effect on the environment.

Section 2. The mitigated negative declaration reflects the independent judgment of the Planning Commission.

Section 3. All feasible mitigation measures identified in the City of Rocklin General Plan Environmental Impact Reports which are applicable to this Project have been adopted and undertaken by the City of Rocklin and all other public agencies with authority to mitigate the project impacts or will be undertaken as required by this project.

Section 4. The statements of overriding considerations adopted by the City Council when approving the City of Rocklin General Plan Update are hereby readopted for the purposes of this mitigated negative declaration and the significant identified impacts of this project related to aesthetics, air quality, traffic circulation, noise, cultural and paleontological resources, biological resources, and climate change and greenhouse gases.

Section 5. A mitigated negative declaration of environmental impacts and Mitigation Monitoring Program prepared in connection with the Project, attached hereto and incorporated by this reference, are recommended for approval for the Project.

Section 6. The Project Initial Study is attached as Attachment 1 and is incorporated by reference. All other documents, studies, and other materials that constitute the record of proceedings upon which the Planning Commission has based its decision are located in the office of the Rocklin Economic and Community Development Director, 3970 Rocklin Road, Rocklin, California 95677. The custodian of these documents and other materials is the Rocklin Economic and Community Development Director.

Section 7. Upon approval of the Project by the City Council, the environmental coordinator shall file a Notice of Determination with the County Clerk of Placer County and, if the project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to the provisions of section 21152(a) of the Public Resources Code and the State EIR Guidelines adopted pursuant thereto.

PASSED AND ADOPTED this ___ day of _____, 2017, by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

ABSTAIN: Commissioners:

Chairperson

ATTEST:

Secretary



ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT
CITY OF ROCKLIN

3970 Rocklin Road
Rocklin, California 95677
(916) 625-5160

ATTACHMENT 1

INITIAL STUDY AND ENVIRONMENTAL CHECKLIST

Rocklin Gateway

DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001, and TRE2017-0001

**North corner of Pacific Street and Midas Avenue in the City of Rocklin
APN's 010-010-016, -017, -028, -029, and 010-040-040**

March 30, 2017

PREPARED BY:

David Mohlenbrok, Environmental Services Manager, (916) 625-5162

CONTACT INFORMATION:

This Initial Study has been prepared by the City of Rocklin, as Lead Agency, under the California Environmental Quality Act (CEQA). Any questions regarding this document should be addressed to David Mohlenbrok at the City of Rocklin Economic and Community Development Department, Planning Division, 3970 Rocklin Road, Rocklin, California 95677 (916) 625-5160.

APPLICANT/OWNER:

The applicant is Daniel Nethercott with Catalyst Rocklin, LLC and the property owner is ZL Rocklin, LLC.

Initial Study Page 2 Reso. No.	Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001
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SECTION 1. INTRODUCTION

A. Purpose of an Initial Study

The California Environmental Quality Act (CEQA) was enacted in 1970 for the purpose of providing decision-makers and the public with information regarding environmental effects of proposed projects; identifying means of avoiding environmental damage; and disclosing to the public the reasons behind a project’s approval even if it leads to environmental damage. The City of Rocklin has determined the proposed project is subject to CEQA and no exemptions apply. Therefore, preparation of an initial study is required.

An initial study is a preliminary analysis conducted by the lead agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the initial study concludes that the project, with mitigation, may have a significant effect on the environment, an environmental impact report should be prepared; otherwise the lead agency may adopt a negative declaration or mitigated negative declaration.

This Initial Study (IS) has been prepared in accordance with CEQA (Public Resources Code §21000 et seq.), the State CEQA Guidelines (Title 14, California Code of Regulations, §15000 et seq.), and the City of Rocklin CEQA Guidelines (1981, amended July 31, 2002).

This Initial Study has been prepared to identify and assess the anticipated environmental impacts of the Rocklin Gateway project. The document relies on a combination of a previous environmental document and site-specific studies to address in detail the effects or impacts associated with the proposed project. In particular, this Initial Study assesses the extent to which the impacts of the proposed project have already been addressed in the certified Final Environmental Impact Report for the Rocklin General Plan, as adopted by the Rocklin City Council on October 9, 2012 (the “General Plan EIR”).

B. Document Format

This Initial Study is organized into five sections as follows:

Section 1, Introduction: provides an overview of the project and the CEQA environmental documentation process.

Section 2, Summary Information and Determination: Required summary information, listing of environmental factors potentially affected, and lead agency determination.

Section 3, Project Description: provides a description of the project location, project background, and project components.

Initial Study Page 3 Reso. No.	<p style="text-align: right;"><i>Rocklin Gateway</i> DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001</p>
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Section 4, Evaluation of Environmental Impacts: provides a detailed discussion of the environmental factors that would be potentially affected by this project as indicated by the screening from the CEQA Guidelines Appendix G checklist.

Section 5, References: provides a list of reference materials used during the preparation of this Initial Study. The reference materials are available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA, and can also be found on the City’s website under Planning Department, Current Environmental Documents.

C. CEQA Process

To begin the CEQA process, the lead agency identifies a proposed project. The lead agency then prepares an initial study to identify the preliminary environmental impacts of the proposed project. This document has been prepared in accordance with the provisions of the California Environmental Quality Act (CEQA) to analyze the possible environmental impacts of the project so that the public and the City of Rocklin decision-making bodies (Planning Commission, and/or City Council) can take these impacts into account when considering action on the required entitlements.

During the project approval process, persons and/or agencies may address either the Environmental Services staff or the City Council regarding the project. Public notification of agenda items for the City Council is posted 72 hours prior to the public meeting. The Council agenda can be obtained by contacting the Office of the City Clerk at City Hall, 3970 Rocklin Road, Rocklin, CA 95667 or via the internet at <http://www.rocklin.ca.us>.

Within five days of project approval, the City will file a Notice of Determination with the County Clerk. The Notice of Determination will be posted by the County Clerk within 24 hours of receipt. This begins a 30-day statute of limitations on legal challenges to the approval under CEQA. The ability to challenge the approval in court may be limited to those persons who objected to the approval of the project, and to issues that were presented to the lead agency by any person, either orally or in writing, during the public comment period.

Initial Study Page 4 Reso. No.	<i>Rocklin Gateway</i> <i>DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001</i> <i>and TRE2017-0001</i>
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SECTION 2. INITIAL STUDY SUMMARY AND DETERMINATION

A. Summary Information

Project Title:

Rocklin Gateway

Lead Agency Name and Address:

City of Rocklin, 3970 Rocklin Road, Rocklin, CA 95677

Contact Person and Phone Number:

David Mohlenbrok, Environmental Services Manager, 916-625-5162

Project Location:

The project site is generally located on the northern corner of Pacific Street and Midas Avenue, in the City of Rocklin. The Assessor’s Parcel Numbers are 010-010-016, -017, -028, -029, and 010-040-040.

Project Sponsor’s Name:

The applicant is Daniel Nethercott of Catalyst Rocklin, LLC and the property owner is ZL Rocklin, LLC.

Current General Plan Designation: Mixed Use (MU)

Proposed General Plan Designation: Mixed Use (MU)

Current Zoning: Planned Development-Mixed Use (PD-MU)

Proposed Zoning: Planned Development Residential – 33 Dwellings Per Acre (PD-33)

Description of the Project:

The Rocklin Gateway project proposes the construction of a multi-family apartment complex consisting of 204 multi-family residential units on an approximately 7.0 +/- acre site in the City of Rocklin. This project will require Design Review, General Development Plan, Rezone, Development Agreement, and Oak Tree Preservation Permit entitlements. A project was previously approved on this site as a 140-unit multi-family apartment and 15,000 square foot retail project, but development of that project never occurred. For more detail please refer to the Project Description set forth in Section 3 of this Initial Study.

Initial Study Page 5 Reso. No.	<i>Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001</i>
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Surrounding Land Uses and Setting:

The proposed project site is vacant and is bound by Pacific Street to the southwest, Midas Avenue to the southeast, Union Pacific Railroad to the northwest, and light industrial uses to the northeast. To the west of the railroad are single-family residences and vacant land that is designated for retail commercial development. To the south and east of Pacific Street and Midas Avenue are single-family residences and retail commercial uses.

Other Actions Which May Be Required for Project Implementation (e.g., Permits, Financing Approval, or Participation Agreement):

- Rocklin Engineering Division approval of Improvement Plans
- Rocklin Building Inspections Division issuance of Building Permits
- Placer County Water Agency construction of water facilities
- South Placer Municipal Utility District construction of sewer facilities

B. Environmental Factors Potentially Affected:

Those factors checked below involve impacts that are “Potentially Significant”:

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture Resources	<input type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Geology/Soils
<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Hazards & Hazardous Materials	<input type="checkbox"/>	Hydrology/Water Quality
<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources	<input type="checkbox"/>	Noise
<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services	<input type="checkbox"/>	Recreation
<input type="checkbox"/>	Transportation/Traffic	<input type="checkbox"/>	Tribal Cultural Resources	<input type="checkbox"/>	Utilities/Service Systems
<input type="checkbox"/>	Mandatory Findings of Sig.	<input checked="" type="checkbox"/>	None After Mitigation		

Initial Study Page 6 Reso. No.	<i>Rocklin Gateway</i> DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001
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C. Determination:

On the basis of this Initial Study:

- I find that the proposed project WILL NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that as originally submitted, the proposed project could have a significant effect on the environment; however, revisions in the project have been made by or agreed to by the project proponent which will avoid these effects or mitigate these effects to a point where clearly no significant effect will occur. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on the attached Environmental Checklist. An ENVIRONMENTAL IMPACT REPORT is required, to analyze the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or (MITIGATED) NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or (MITIGATED) NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Marc Mondell
 Director of Economic and Community Development

Date

Initial Study Page 7 Reso. No.	Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001
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SECTION 3. PROJECT DESCRIPTION

A. Project Location

The project site is generally located on the north corner of Pacific Street and Midas Avenue in the City of Rocklin. The Assessor’s Parcel Numbers are 010-010-016, -017, -028, -029, and 010-040-040 (Please see Attachment A, Vicinity Map).

The City of Rocklin is located approximately 25 miles northeast of Sacramento, and is within the County of Placer. Surrounding jurisdictions include: unincorporated Placer County to the north and northeast, the City of Lincoln to the northwest, the Town of Loomis to the east and southeast, and the City of Roseville to the south and southwest.

B. Description

The Rocklin Gateway project proposes the construction of a high density residential development consisting of 204 multi-family units on a 7.0 +/- acre site in the City of Rocklin. The 204 units will consist of eight three-story garden style walk-up apartment buildings and one leasing office, collectively totaling 162,182 +/- gross square feet. The project will also include an outdoor pavilion area, a tot lot/outdoor gathering area and 271 parking stalls. This project will require the following entitlements from the City of Rocklin: a Design Review for the site design, landscaping, architectural designs, colors and materials; a General Development Plan Amendment to modify land uses and development standards for the previously approved ZL Rocklin General Development Plan (PDG-2007-01) to establish the PD-33 zoning district; a Rezone to PD-33, a Development Agreement amendment to modify the previously-approve ZL Rocklin DA, an Oak Tree Preservation Plan to address the preservation, removal and mitigation of oak trees on the project site.

Access to the project would be from Pacific Street and Midas Avenue, and the existing landscape median on Pacific Street will have to be modified to accommodate access into the project site. To accommodate potential overflow and guest parking for this project and to provide additional parking for the downtown Rocklin area, as a separate project the City will be developing a surface parking lot across Midas Avenue and off of Railroad Avenue; once design plans for that parking lot are complete, that project will undergo its own CEQA analysis. The project site is vacant and it is anticipated that site development will involve clearing and grading of the site, trenching and digging for underground utilities and infrastructure, and ultimately the construction of new roadways, driveways, buildings, and landscaping.

Initial Study Page 8 Reso. No.	<i>Rocklin Gateway</i> <i>DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001</i> <i>and TRE2017-0001</i>
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SECTION 4. EVALUATION OF ENVIRONMENTAL IMPACTS

A. Explanation of CEQA Streamlining and Tiering Utilized in this Initial Study

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

CEQA Guidelines Section 15183 provides a means of streamlining analysis for qualifying projects. Under Section 15183, effects are not considered “peculiar to the project or the parcel” if they are addressed and mitigated by uniformly applied development policies and standards adopted by the City to substantially mitigate that effect (unless new information shows that the policy or standard will not mitigate the effect). Policies and standards have been adopted by the City to address and mitigate certain impacts of development that lend themselves to uniform mitigation measures. These policies and standards include those found in the Oak Tree Ordinance (Rocklin Municipal Code, Chapter 17.77), the Flood Ordinance (Rocklin Municipal Code, Chapter 15.16), the Grading and Erosion and Sedimentation Control Ordinance (Rocklin Municipal Code, Chapter 15.28), the Stormwater Runoff Pollution Control Ordinance (Rocklin Municipal Code, Chapter 8.30), and the Goals and Policies of the Rocklin General Plan. Where applicable, the Initial Study will state how these policies and standards apply to the project. Where the policies and standards will substantially mitigate the effects of the proposed project, the Initial Study concludes that these effects are “not peculiar to the project or the parcel” and thus need not be revisited in the text of the environmental document for the proposed project.

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

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

<p>Initial Study Page 9 Reso. No.</p>	<p style="text-align: right;"><i>Rocklin Gateway</i> DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001</p>
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anticipated development identified by the General Plan. Subdivision (c) of section 15168 provides as follows:

- (c) Use with Later Activities. Subsequent activities in the program must be examined in light of the program EIR to determine whether an additional environmental document must be prepared.
 - (1) If a later activity would have effects that were not examined in the program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration.
 - (2) If the agency finds that pursuant to Section 15162, no new effects could occur or no new mitigation measures would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required.
 - (3) An agency shall incorporate feasible mitigation measures and alternatives developed in the program EIR into subsequent actions on the project.
 - (4) Where the subsequent activities involve site specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were covered in the program EIR.

Consistent with these principles, this Initial Study serves the function of a “written checklist or similar device” documenting the extent to which the environmental effects of the proposed project “were covered in the program EIR” for the General Plan. As stated below, the City has concluded that the impacts of the proposed project are “within the scope” of the analysis in the General Plan EIR. Stated another way, these “environmental effects of the [site-specific project] were covered in the program EIR.” Where particular impacts were not thoroughly analyzed in prior documents, site-specific studies were prepared for the project with respect to impacts that were not “adequately examined” in the General Plan EIR, or were not “within the scope” of the prior analysis. These studies are hereby incorporated by reference and are available for review during normal business hours at the Rocklin Economic and Community Development Department, 3970 Rocklin Road, Rocklin, CA 95677 and can also be found on the City’s website under Planning Department, Current Environmental Documents. The specific studies are listed in Section 5, References.

The Initial Study is a public document to be used by the City decision-makers to determine whether a project may have a significant effect on the environment. If the City as lead agency, finds substantial evidence that any effects of the project were not “adequately examined” in the General Plan EIR or were not “within the scope” of the analysis in that document AND that

Initial Study Page 10 Reso. No.	<p style="text-align: right;"><i>Rocklin Gateway</i> DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001</p>
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these effects may have a significant effect on the environment if not mitigated, the City would be required to prepare an EIR with respect to such potentially significant effects. On the other hand, if the City finds that these unaddressed project impacts are not significant, a negative declaration would be appropriate. If in the course of analysis, the City identified potentially significant impacts that could be reduced to less than significant levels through mitigation measures to which the applicant agrees, the impact would be considered to be reduced to a less than significant level, and adoption of a mitigated negative declaration would be appropriate.

B. Significant Cumulative Impacts; Statement of Overriding Considerations

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

1. Air Quality:

Development in the City and the Sacramento Valley Air Basin as a whole will result in the following: violations of air quality standards as a result of short-term emissions from construction projects, increases in criteria air pollutants from operational air pollutants and exposure to toxic air contaminants, the generation of odors and a cumulative contribution to regional air quality impacts.

2. Aesthetics/Light and Glare:

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

3. Traffic and Circulation:

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

4. Noise

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

Initial Study Page 11 Reso. No.	<i>Rocklin Gateway</i> <i>DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001</i> <i>and TRE2017-0001</i>
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5. Cultural and Paleontological Resources

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

Initial Study Page 12 Reso. No.	<i>Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001</i>
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6. Biological Resources

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

7. Climate Change and Greenhouse Gases

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

C. Mitigation Measures Required and Considered

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

D. Evaluation of Environmental Checklist:

- 1) A brief explanation is provided for all answers except “No Impact” answers that are adequately supported by the information sources cited in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer is explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers take account of the whole action involved, including off-site as well as on-site elements, cumulative as well as project-level impacts, indirect as well as direct impacts, and construction as well as operational impacts.
- 3) If a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant.

Initial Study Page 13 Reso. No.	<i>Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001</i>
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- 4) Answers of “Less than Significant with Mitigation Incorporated” describe the mitigation measures agreed to by the applicant and briefly explain how they reduce the effect to a less than significant level. Mitigation measures and supporting explanation from earlier EIRs or Negative Declaration may be cross-referenced and incorporated by reference.

- 5) Earlier analyses may be used where an effect has been adequately analyzed in an earlier EIR or negative declaration, and the City intends to use tiering. All prior EIRs and Negative Declarations and certifying resolutions are available for review at the Rocklin Economic and Community Development Department. In this case, a brief discussion will identify the following:
 - a) Which effects are within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and whether such effects are addressed by mitigation measures based on the earlier analysis; and

 - b) For effects that are “Less than Significant with Mitigation Measures Incorporated,” the mitigation measures which are incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

Initial Study Page 14 Reso. No.	<i>Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001</i>
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E. Environmental Checklist

I. <u>AESTHETICS</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Have a substantial adverse effect on a scenic vista?				X	
b) Substantially degrade the existing visual character or quality of the site and its surroundings?			X		
c) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.				X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X		

DISCUSSION OF DETERMINATION:

Project Impacts:

The development of a 204 unit multi-family subdivision on a 7.0 +/- acre site will change the existing visual nature or character of the project site and area. The development of the project site would create new sources of light and glare typical of urban development. As discussed below, impacts to scenic vistas or viewsheds would not be anticipated.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts that would occur to the visual character of the Planning Area as a result of the future urban development that was contemplated by the General Plan. When previously undeveloped land becomes developed, aesthetic impacts include changes to scenic character and new sources of light and glare (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.3-1 through 4.3-18). Mitigation measures to address these impacts are incorporated into the

Initial Study Page 15 Reso. No.	<i>Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001</i>
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General Plan in the Land Use and the Open Space, Conservation, and Recreation Elements, and include policies that encourage the use of design standards for unique areas and the protection of natural resources, including open space areas, natural resource areas, hilltops, waterways and oak trees, from the encroachment of incompatible land use.

The General Plan EIR concluded that, despite the goals and policies addressing visual character, views, and light and glare, significant aesthetic impacts will occur as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will change and degrade the existing visual character, will create new sources of light and glare and will contribute to cumulative impacts to scenic vistas, scenic resources, existing visual character and creation of light and glare. Findings of fact and a statement of overriding consideration were adopted by the Rocklin City Council in regard to these cumulative impacts, which were found to be significant and unavoidable.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Significance Conclusions:

a. Scenic Vista - No Impact. While vacant or mostly vacant areas have a natural aesthetic quality, there are no designated scenic vistas within the City of Rocklin or Planning Area. Alteration of mostly vacant areas of the project site through the construction of 204 multi-family residential units would change the visual quality of the project site and surrounding area. However, since there are no designated scenic vistas, no impact would occur in this regard.

b. Visual Quality – Less than Significant. The construction of 204 multi-family residential units is consistent with the type of development contemplated and analyzed for this area of Rocklin within the Rocklin General Plan EIR. The General Plan EIR analysis included the development of this area with mixed uses adjacent to light industrial, retail commercial, and medium density residential development. The building structures that are anticipated are of consistent height and scale with the land use designations of the site and the surrounding development and anticipated future development. Existing buildings in the area include one- and two-story single family residential buildings and single and multi-story commercial and light industrial buildings. These buildings and the anticipated future development of buildings within the nearby and adjacent retail commercial, light industrial and mixed use land use designations are collectively all of similar size and scale to the proposed project.

<p>Initial Study Page 16 Reso. No.</p>	<p style="text-align: right;"><i>Rocklin Gateway</i> <i>DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001</i> <i>and TRE2017-0001</i></p>
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All development in the Rocklin Planning Area is subject to existing City development standards set forth in the City’s Zoning Ordinance. In addition, one of the entitlements required for this project is Design Review so the project is subject to the City’s Design Review Guidelines. Together, the Zoning Ordinance and Design Review Guidelines help to ensure that development form, character, height, and massing are consistent with the City’s vision for the character of the community.

The change in the aesthetics of the visual nature or character of the site and the surroundings is consistent with the surrounding development and the future nearby development that is anticipated by the City’s General Plan. As noted above, the General Plan EIR concluded that development under the General Plan will result in significant unavoidable aesthetic impacts and a Statement of Overriding Consideration was adopted by the Rocklin City Council in regard to these cumulative impacts. The project does not result in a change to the finding because the site would be developed with typical urban uses that are consistent and compatible with surrounding existing and anticipated future development and the proposed project is consistent with the Mixed Use land use designation that was assumed in the General Plan EIR analysis. Therefore, the visual impact would be less than significant.

c. Scenic Highway – No Impact. The proposed project is not located adjacent to or within the proximity of a state listed scenic highway (Interstate 80 is not a state listed scenic highway). The project site does not contain scenic resources. There are eight trees on the site that would be removed as a result of the project, but because they are part of an urban rather than a natural or rural setting, these trees are not considered a scenic resource. Therefore, the proposed project would not substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway and there would be no impact.

d. Light and Glare – Less than Significant. There are no specific features within the proposed project that would create unusual light and glare. Project homes and streets would have external lighting which would result in increased sources of light and glare being introduced to the project area. However, implementation of existing City Design Review Guidelines and the General Plan policies addressing light and glare would also ensure that no unusual daytime glare or nighttime lighting is produced. As a part of the design and development review process for this project, the City will require that lighting standards and fixtures be of a design and size that is compatible with the building and with adjacent areas and be complementary to the architectural style of the buildings. Adverse glare onto adjacent properties is prohibited and more, smaller scale parking lot lights instead of fewer, overly tall and large parking lot lights should be installed. The use of bollard lighting, decorative pole and fixtures is strongly encouraged and out light fixtures mounted on building walls should relate to the height of pedestrians and not exceed 8 to 10 feet. Adherence to the design and development review process standards will minimize light and glare impacts to a less than significant level.

<p>Initial Study Page 17 Reso. No.</p>	<p style="text-align: right;"><i>Rocklin Gateway</i> <i>DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001</i> <i>and TRE2017-0001</i></p>
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The General Plan EIR acknowledged that impacts associated with increased light and glare would not be eliminated entirely, and the overall level of light and glare in the Planning Area would increase in general as urban development occurs and that increase cannot be fully mitigated. As noted above, the General Plan EIR concluded that development under the General Plan will result in significant unavoidable aesthetic impacts and a Statement of Overriding Consideration was adopted by the Rocklin City Council in regard to these cumulative impacts. The project does not result in a change to the finding because the site would be developed with typical urban uses that are consistent and compatible with surrounding existing and anticipated future development and the proposed project is consistent with the Mixed Use land use designation that was assumed in the General Plan EIR analysis.

Initial Study Page 18 Reso. No.	<i>Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001</i>
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II.

AGRICULTURAL RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X	
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X	
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220 (g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?				X	
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X	
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X	

Initial Study Page 19 Reso. No.	<i>Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001</i>
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DISCUSSION OF DETERMINATION:

Project Impacts:

There are no agricultural or forestry impacts for the project or project site due to a lack of these resources on the project site, as further discussed below.

Significance Conclusions:

a., b., and c. Farmland, Williamson Act, Cumulative Loss of Farmland - *No Impact.* The Farmland Mapping and Monitoring Program (FMMP) land classifications system monitors and documents land use changes that specifically affect California’s agricultural land and is administered by the California Department of Conservation (CDC). The FMMP land classification system is cited by the State CEQA Guidelines as the preferred information source for determining the agricultural significance of a property (CEQA Guidelines, Appendix G). The CDC, Division of Land Resource Protection, Placer County Important Farmland Map of 2014 designates the project site as urban and built-up land. This category is not considered Important Farmland under the definition in CEQA of “Agricultural Land” that is afforded consideration as to its potential significance (See CEQA Section 21060.1[a]), nor is it considered prime farmland, unique farmland, or farmland of statewide importance; therefore the proposed project would not convert farmland to a non-agricultural use. Also, the project site contains no parcels that are under a Williamson Act contract. Because the project would not convert important farmland to non-agricultural uses, would not conflict with existing agricultural or forestry use zoning or Williamson Act contracts, or involve other changes that could result in the conversion of important farmlands to non-agricultural uses, there would be no agricultural use impacts.

d. and e. Conversion of Forest Land – *No Impact.* The project site contains no parcels that are considered forestry lands or timberland. The project would not conflict with existing forestry use zoning or involve other changes that could result in the conversion of forest lands to non-forest uses, and there would be no impact on forestry resources.

<p>Initial Study Page 20 Reso. No.</p>	<p style="text-align: right;"><i>Rocklin Gateway</i> <i>DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001</i> <i>and TRE2017-0001</i></p>
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<p>III. <u>AIR QUALITY</u> Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determination. Would the project:</p>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Conflict with or obstruct implementation of applicable air quality plan?			X		
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X		
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X		
d) Expose sensitive receptors to substantial pollutant concentrations?			X		
e) Create objectionable odors affecting a substantial number of people?			X		

<p>Initial Study Page 21 Reso. No.</p>	<p><i>Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001</i></p>
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DISCUSSION OF DETERMINATION:

Project Impacts:

In the short-term, air quality impacts from the proposed project will result from construction related activities associated with grading and excavation to prepare the site for the installation of utilities and above ground structures and improvements.

In the long term, air quality impacts from the proposed project will result from vehicle trip generation to and from the project site and the resultant mobile source emissions of air pollutants (primarily carbon monoxide and ozone precursor emissions).

As discussed below, a multi-family residential development of this type would not be expected to create objectionable odors.

Prior Environmental Analysis:

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

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

Initial Study Page 22 Reso. No.	<i>Rocklin Gateway</i> <i>DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001</i> <i>and TRE2017-0001</i>
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Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Project Level Environmental Analysis:

The firm of Raney Planning and Management, Inc., a California consulting firm with recognized expertise in air quality, prepared an Air Quality and Greenhouse Gas Analysis report for the proposed project. The report, dated October 2016, is available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA and is incorporated into this Mitigated Negative Declaration by this reference. City staff has reviewed the documentation and is also aware that Raney Planning and Management, Inc. has a professional reputation that makes its conclusions presumptively credible and prepared in good faith. Based on its review of the analysis and these other considerations, City staff accepts the conclusions in the Raney Planning and Management, Inc. report, which is summarized below.

The analysis was prepared to estimate the criteria pollutant emissions from project construction and operation. The proposed Rocklin Gateway project’s short-term construction-related and long-term operational emissions were estimated using the CalEEMod modeling program. CalEEMod estimates the emissions that result from various land uses, and includes considerations for trip generation rates, vehicle mix, average trip length by trip type, and average speed. Where project-specific data was available, that data was input into the CalEEMod model (i.e., construction phases and timing).

Construction Emissions

During construction of the project, various types of equipment and vehicles would temporarily operate on the project site. Construction exhaust emissions would be generated from construction equipment, vegetation clearing and earth movement activities, construction workers’ commute, and construction material hauling for the entire construction period. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria air pollutants. Project construction activities also represent a source of fugitive dust, which includes particulate matter (PM) emissions. As construction of the proposed project would generate air pollutant emissions intermittently within the site and the vicinity of the site, until all construction has been completed, construction is a potential concern because the proposed project is in a non-attainment area for ozone and PM.

<p>Initial Study Page 23 Reso. No.</p>	<p style="text-align: right;"><i>Rocklin Gateway</i> <i>DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001</i> <i>and TRE2017-0001</i></p>
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The project is required to comply with all PCAPCD rules and regulations for construction, including, but not limited to, the following, which would be noted with City-approved construction plans:

- Rule 202 related to visible emissions; Rule 218 related to architectural coatings; Rule 228 related to fugitive dust, and Regulation 3 related to open burning.

The analysis found that the overall project’s maximum daily emissions from construction operations would be as follows:

CONSTRUCTION EMISSIONS (lbs/day)

	Reactive Organic Gases (ROG)	Nitrous Oxides (NOx)	Inhalable Particulate Matter (PM₁₀)
Maximum Daily Emissions	30.85	52.00	20.99
Placer County Air Pollution Control District (PCAPCD) Significance Thresholds	82	82	82
Exceedance of PCAPCD Threshold	NO	NO	NO

As shown, the project’s short-term construction-related emissions are not anticipated to exceed the PCAPCD’s significance thresholds for emissions of ROG, NOx, and PM10, which means the proposed project would have less than significant construction-related impacts to air quality.

Operational Emissions

Operational emissions of ROG, NOx, PM₁₀ and CO would be generated by the proposed project from both mobile and stationary sources. Day-to-day activities such as vehicle trips to and from the project site would make up the majority of the mobile emissions. Emissions would occur from stationary sources such as natural gas combustion from heating mechanisms, landscape maintenance equipment exhaust, and consumer products (e.g., deodorants, cleaning products, spray paint, etc.). The modeling performed for the project takes these factors into consideration.

The project is required to comply with all PCAPCD rules and regulations, such as those listed previously for construction, as well as the following for operations:

- Rule 225 related to wood-burning appliances, and Rule 246 related to water heaters.

Initial Study Page 24 Reso. No.	<i>Rocklin Gateway</i> DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001
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The analysis found that the overall project’s maximum operational emissions on a daily basis would be as follows:

OPERATIONAL EMISSIONS (lbs/day)

	ROG	NOx	PM₁₀
Maximum Daily Emissions	10.62	13.72	7.82
Placer County Air Pollution Control District (PCAPCD) Significance Thresholds	55	55	82
Exceedance of PCAPCD Threshold	NO	NO	NO

As shown, the project’s operational emissions of ROG, NOx, and PM₁₀ would be below the applicable PCAPCD thresholds of significance. Accordingly, the project’s operational emissions would not contribute to the PCAPCD’s nonattainment status of ozone and PM, operations of the project would not violate an air quality standard or contribute to an existing or projected air quality violation and operationally-related impacts would be considered less than significant.

Cumulative Air Quality

Due to the dispersive nature and regional sourcing of air pollutants, air pollution is largely a cumulative impact. The nonattainment status of regional pollutants, including ozone and PM, is a result of past and present development, and, thus, cumulative impacts related to these pollutants could be considered cumulatively significant.

The project is part of a pattern of urbanization occurring in the greater Sacramento ozone nonattainment area. The growth and combined vehicle usage, and business activity within the nonattainment area from the project, in combination with other past, present, and reasonably foreseeable projects within Rocklin and surrounding areas, could either delay attainment of the standards or require the adoption of additional controls on existing and future air pollution sources to offset emission increases. Thus, the project could cumulatively contribute to regional air quality health effects through emissions of criteria and mobile source air pollutants.

The PCAPCD recommends using the region’s existing attainment plans as a basis for analysis of cumulative emissions. If a project would interfere with an adopted attainment plan, the project would inhibit the future attainment of AAQS, and thus result in a cumulative impact. As discussed above, the PCAPCD’s recommended thresholds of significance for ozone precursors and PM₁₀ are based on attainment plans for the region. Thus, the PCAPCD concluded that if a project’s ozone precursor and PM₁₀ emissions would be less than the PCAPCD’s operational project level thresholds, the project would not be expected to conflict with relevant attainment plans, and would not result in a cumulatively considerable contribution to a significant cumulative impact.

Initial Study Page 25 Reso. No.	<i>Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001</i>
------------------------------------	----------------------------------------------------------------------------------------------------

As shown in the Operational Emissions table above, the proposed project would not result in emissions in exceedance of the applicable operational-level thresholds of significance for ozone precursors (ROG and NOx) or PM₁₀; therefore, impacts related to the cumulative emissions of criteria pollutants for which the PCAPCD area is in non-attainment would be considered less than significant.

The General Plan EIR identified a cumulative contribution to regional air quality impacts as a significant and unavoidable impact, and the City of Rocklin adopted Findings of Fact and a Statement of Overriding Considerations in recognition of this impact. The project does not result in a change to this finding because the site is being developed with a high density residential land use that is consistent with the Mixed Use land use that was anticipated by and analyzed within the General Plan EIR.

Significance Conclusions:

a., b. and c. Conflict with or obstruct implementation of the applicable air quality plan, Violate any air quality standard or contribute substantially to an existing or projected air quality violation, and Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors) – Less Than Significant Impact. The proposed project area is located within the Sacramento Valley Air Basin (SVAB) and is under the jurisdiction of the Placer County Air Pollution Control District (PCAPCD). The SVAB is designated nonattainment for the federal particulate matter 2.5 microns in diameter (PM_{2.5}) and the State particulate matter 10 microns in diameter (PM₁₀) standards, as well as for both the federal and State ozone standards. The federal Clean Air Act requires areas designated as federal nonattainment to prepare an air quality control plan referred to as the State Implementation Plan (SIP). The SIP contains the strategies and control measures for states to use to attain the national ambient air quality standards (NAAQS). The SIP is periodically modified to reflect the latest emissions inventories, planning documents, rules, and regulations of air basins as reported by the agencies with jurisdiction over them. In compliance with regulations, the PCAPCD periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the NAAQS, including control strategies to reduce air pollutant emissions via regulations, incentive programs, public education, and partnerships with other agencies.

The current applicable air quality plan for the proposed project area is the *Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* (Ozone Attainment Plan), adopted September 26, 2013. The U.S. Environmental Protection Agency (USEPA) determined the Plan to be adequate and made such findings effective August 25, 2014. On January 9, 2015, the USEPA approved the 2013 Ozone Attainment Plan.

Initial Study Page 26 Reso. No.	Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001
------------------------------------	-------------------------------------------------------------------------------------------

The 2013 Ozone Attainment Plan demonstrates how existing and new control strategies would provide the necessary future emission reductions to meet the CAA requirements, including the NAAQS. It should be noted that in addition to strengthening the 8-hour ozone NAAQS, the USEPA also strengthened the secondary 8-hour ozone NAAQS, making the secondary standard identical to the primary standard. The SVAB remains classified as a severe nonattainment area with an attainment deadline of 2027. On October 26, 2015 the USEPA released a final implementation rule for the revised NAAQS for ozone to address the requirements for reasonable further progress, modeling and attainment demonstrations, and reasonably available control measures (RACM) and reasonably available control technology (RACT). With the publication of the new NAAQS ozone rules, areas in nonattainment must update their ozone attainment plans and submit new plans by 2020/2021.

General conformity requirements of the regional air quality plan include whether a project would cause or contribute to new violations of any NAAQS, increase the frequency or severity of an existing violation of any NAAQS, or delay timely attainment of any NAAQS. In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants that the area is designated nonattainment, the PCAPCD has recently proposed updates to the District’s recommended significance thresholds for emissions of PM₁₀, and ozone precursors – reactive organic gases (ROG) and oxides of nitrogen (NO_x).

The significance thresholds, expressed in pounds per day (lbs/day), listed in the table above are the PCAPCD’s updated recommended thresholds of significance for use in the evaluation of air quality impacts associated with proposed development projects. The City of Rocklin, as lead agency, is considering a phased in approach of the newly proposed thresholds but for this analysis is utilizing the PCAPCD’s recommended thresholds of significance for CEQA evaluation purposes. Thus, if a project’s emissions exceed the PCAPCD’s pollutant thresholds presented above, the project could have a significant effect on air quality, the attainment of federal and State AAQS, and could conflict with or obstruct implementation of the applicable air quality plan. Notably, the project’s construction and operational emissions would be below the PCAPCD’s newly adopted thresholds (82 lbs./day for ROG, NO_x and PM₁₀ for construction emissions, 55 lbs./day for ROG and NO_x for project level and cumulative level operational emissions and 82 lbs./day for PM₁₀ for project level and cumulative level operational emissions).

Through the combustion of fossil fuels, motor vehicle use produces significant amounts of pollution. In fact, the PCAPCD cites motor vehicles as a primary source of pollution for residential, commercial, and industrial development. Because motor vehicles emit air quality pollutants during their operations, changing the amount of motor vehicle operations in an area would change the amount of air pollutants being emitted in that area.

As shown in the Construction Emissions and Operational Emissions tables above, the project’s construction and operational emissions of ROG, NO_x, and PM₁₀ would be below the applicable

<p>Initial Study Page 27 Reso. No.</p>	<p style="text-align: right;"><i>Rocklin Gateway</i> <i>DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001</i> <i>and TRE2017-0001</i></p>
--------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------

PCAPCD thresholds of significance. These thresholds take into account strategies for attaining air quality standards. Accordingly, the project’s construction and operational emissions would not contribute to the PCAPCD’s nonattainment status of ozone and PM, operations of the project would not violate an air quality standard or contribute to an existing or projected air quality violation and construction-related and operationally-related impacts would be considered less than significant.

d. Sensitive Receptors – Less than Significant Impact. The proposed project involves the development of residential uses; thus, the project would introduce sensitive receptors to the area. The nearest existing sensitive receptors to the project site are the residences located to the west and southeast of the project site. Emissions of CO would result from the incomplete combustion of carbon-containing fuels such as gasoline or wood and are particularly related to traffic levels. The project site is already planned for urban development; thus traffic on the surrounding roadways and intersections would not increase more than already anticipated for the area due to project implementation. Accordingly, CO levels at nearby intersections would not be expected to be higher than anticipated for the area. It should be noted that as older, more polluting vehicles are retired and replaced with newer, cleaner vehicles, the overall rate of emissions of CO for vehicle fleet throughout the State has been, and is expected to continue, decreasing. Therefore, emissions of CO would likely decrease from current levels over the lifetime of the project.

Per PCAPCD guidance, if a project will degrade an intersection in the project vicinity from an acceptable Level of Service (LOS) (e.g., LOS A, B, C, or D) to an unacceptable LOS (e.g., LOS E or F), or if the project will substantially worsen an already existing LOS F, then the project has the potential to cause a potential a CO intersection hotspot. The Traffic Impact Analysis Report for Rocklin Gateway (KD Anderson & Associates, February 15, 2017) examined Level of Service (LOS) for six study intersections affected by the project. The analysis showed that all six study intersections would not be degraded to an unacceptable LOS by the project; therefore the project would not generate localized concentrations of CO that would exceed standards.

In addition to the CO emissions discussed above, Toxic Air Contaminants (TACs) are also a category of environmental concern. The California Air Resources Board (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) provides recommendations for siting new sensitive land uses near sources typically associated with significant levels of TAC emissions, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards. CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC. High volume freeways/roadways, stationary diesel engines, and facilities attracting heavy and constant diesel traffic were identified as having the highest associated health risks from DPM. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure. Health-related risks associated with DPM in particular are primarily associated with long-term exposure and associated risk of contracting cancer.

Initial Study Page 28 Reso. No.	Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001
------------------------------------	-------------------------------------------------------------------------------------------

Due to the residential nature of the project, relatively few vehicle trips associated with the proposed project would be expected to be composed of heavy-duty diesel-fueled trucks and their associated emissions. The project does not involve long-term operation of any stationary diesel engine or other on-site stationary source of TACs. In addition, emissions of DPM resulting from construction equipment and vehicles are minimal and temporary, affecting a specific receptor for a period of weeks or perhaps months, and would be regulated through compliance with PCAPCD's rules and regulations.

For freeways and roads with high traffic volumes, Table 4-1 of the CARB Handbook recommends "Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day." The shortest distance between the project and Interstate 80 (I-80) is approximately 3,750 feet; therefore the project would not be within 500 feet of I-80 and would not be impacted by elevated concentrations of TAC emissions from freeway sources. Thus, the proposed project would not result in the exposure of sensitive receptors to substantial pollutant concentrations and the impact will be less than significant.

e. Odors – Less Than Significant Impact. Odors are generally regarded as an annoyance rather than a health hazard. Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, quantitative methodologies to determine the presence of a significant odor impact do not exist. Certain land uses such as wastewater treatment facilities, landfills, confined animal facilities, composting operations, food manufacturing plants, refineries, and chemical plants have the potential to generate considerable odors. The proposed project does not involve such land uses nor is it located near any such land uses. Although less common, emissions of DPM from heavy-duty diesel truck traffic could result in objectionable odors. While the proposed project would increase the total amount of vehicle trips in the area, the increase in area vehicle activity would not necessarily create an increase in heavy-duty diesel truck traffic, because the traffic increase would be a result of increased residential land uses. Residential land uses are not typically associated with heavy-duty diesel truck traffic, and thus the increase in daily trips attributable to residential land uses would mainly involve single passenger vehicles that are not typically considered to be sources of objectionable odors.

In addition, PCAPCD Rule 205, Nuisance, addresses the exposure of "nuisance or annoyance" air contaminant discharges, including odors, and provides enforcement of odor control. Rule 205 is complaint-based, where if public complaints are sufficient to cause the odor source to be a public nuisance, then the PCAPCD is required to investigate the identified source as well as determine an acceptable solution for the source of the complaint, which could include operational modifications to correct the nuisance condition. Thus, although not anticipated, if odor or air quality complaints are made upon the future development under the proposed project, the PCAPCD would be required to ensure that such complaints are addressed and mitigated, as necessary.

Initial Study Page 29 Reso. No.	Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001
------------------------------------	-------------------------------------------------------------------------------------------

Because the proposed project does not include the development of odor-generating land uses or development in proximity to odor-generating land uses, and because the increase in project area traffic would be largely through increased use of single passenger vehicles rather than heavy-duty diesel trucks, the proposed project would not be anticipated to create objectionable odors in the project area. Therefore, the proposed project would result in a less than significant impact related to objectionable odors.

Initial Study Page 30 Reso. No.	<i>Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001</i>
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IV. <u>BIOLOGICAL RESOURCES</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X			
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X		
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X		
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		X			
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X	

Initial Study Page 31 Reso. No.	<i>Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001</i>
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DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed project will modify habitats through the removal of native and other plant material; the project site does contain oak trees, some of which will be removed with implementation of the project. Impacts to wetlands/waters of the U.S., and special status animal and plant species are not anticipated to occur due to their lack of presence or potential presence on the project site.

Prior Environmental Analysis

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

The General Plan EIR concluded that, despite these goals, policies and rules and regulations protecting biological resources, significant biological resources impacts will occur as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically the General Plan EIR found that buildout of the Rocklin General Plan will impact sensitive biological communities, will result in the loss of native oak and heritage trees, will result in the loss of oak woodland habitat and will contribute to cumulative impacts to biological resources. Findings of fact and a statement of overriding considerations were adopted by the Rocklin City Council in regard to these impacts, which were found to be significant and unavoidable.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Initial Study Page 32 Reso. No.	<i>Rocklin Gateway</i> <i>DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001</i> <i>and TRE2017-0001</i>
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Significance Conclusions:

a. Effect on Protected Species – *Less Than Significant With Mitigation.* The Rocklin General Plan Draft EIR does not identify the project site as a location that contains sensitive biological resources and the project site is not known to be inhabited by any species identified as a candidate, sensitive or special-status species by any local, state or federal agency. The site is located in a partly developed, suburban environment and as such it provides habitat to rodents, small mammals, and birds and bats, typical of a suburban area. Tree-nesting raptor species forage and nest in a variety of habitats throughout Placer County and the mature trees on the project site do provide suitable nesting habitat.

To address the potential impacts to nesting raptors and migratory birds, the following mitigation measure is being applied to the project:

IV.-1 The applicant/developer shall attempt to time the removal of potential nesting habitat for raptors and migratory birds to avoid the nesting season (February - August).

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

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

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

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts to nesting raptors, migratory birds and bat species to a less than significant level.

Initial Study Page 33 Reso. No.	Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001
------------------------------------	-------------------------------------------------------------------------------------------

b. and c. Riparian Habitat and Wetlands – *Less Than Significant Impact.* The United States Fish and Wildlife Service’s National Wetlands Inventory database does not identify any wetlands on the project site. The project site is a generally flat, open field with scattered trees and does not contain any riparian habitat or wetlands which are subject to the California Department of Fish and Wildlife, the U.S. Fish and Wildlife Service, or the U.S. Army Corps of Engineers jurisdiction. A less than significant impact to riparian habitat and wetlands is anticipated.

d. Fish and Wildlife Movement – *Less than Significant Impact.* The majority of the surrounding area is developed in an urban fashion, including residential uses to the east and west, commercial uses to the south, and light industrial uses to the north of the project. Due to the proximity of local roadways to the site (Pacific Street and Midas Avenue), the amount of surrounding development and the lack of established wildlife corridors and perennial water courses on the project site, the proposed project is not anticipated to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or wildlife nursery sites. Therefore, a less than significant impact is anticipated.

e. Local Policies/Ordinances – *Less than Significant with Mitigation.* The City of Rocklin regulates the removal of and construction within the dripline of native oak trees with a trunk diameter of 6 inches or more at 4.5 feet above ground level under the Oak Tree Preservation Ordinance and the Oak Tree Preservation Guidelines. Seven oak species and five hybrids between these species are defined as “native oaks” by the City. Per the City’s oak tree ordinance, the diameter at breast height (DBH) of a multiple trunk tree is the measurement of the largest trunk only, and heritage trees are defined as native oak trees with a trunk diameter of 24 inches or more.

The City of Rocklin commissioned the firm of Phytosphere Research to evaluate, characterize, and make recommendations on the City’s urban forest, and from that effort, a 2006 report titled “Planning for the Future of Rocklin’s Urban Forest” was produced. One of the findings of this report was that the City’s overall tree canopy cover has increased from 11% in 1952 to 18% in 2003 (a 63% increase) due to the protection of existing oaks and growth of both new and existing trees. This finding supports the City’s on-going practice of requiring mitigation for oak tree removal through its Oak Tree Preservation Ordinance as being an effective way to maintain or even increase urban forest canopy.

There are a total of twenty-three (23) native oak trees within the boundaries of the project site. Fifteen (15) trees are recommended for removal by the project arborist as being dead, dying, or a hazard, and eight (8) of the native oak trees are proposed for removal as a part of the development of the Rocklin Gateway project.

<p>Initial Study Page 34 Reso. No.</p>	<p style="text-align: right;"><i>Rocklin Gateway</i> DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001</p>
--------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------

To ensure compliance with the City’s Oak Tree Preservation Ordinance and to compensate for the removal of the oak trees on the project site, the following mitigation measure, agreed to by the applicant, is being applied to the project:

IV.-3 Prior to the issuance of improvement plans or grading permits, the applicant shall:

a) 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.

b) 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.*

The applicant is agreeable to the above mitigation measure; implementation of the above measure will comply with the City’s Oak Tree Preservation Ordinance and reduce impacts related to oak tree removal to a less than significant level.

There are no facts or circumstances presented by the proposed project which create conflicts with other local policies or ordinances protecting biological resources.

f. Habitat Conservation Plan/Natural Communities Conservation Plan – No Impact The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state Habitat Conservation Plan because the site is not subject to any such plan; therefore there is no impact related to a conflict with a habitat conservation plan or natural communities conservation plan.

<p>Initial Study Page 35 Reso. No.</p>	<p style="text-align: right;"><i>Rocklin Gateway</i> <i>DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001</i> <i>and TRE2017-0001</i></p>
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V. <u>CULTURAL RESOURCES</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		X			
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X			
d) Disturb any human remains, including those interred outside of dedicated cemeteries?		X			

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed project could affect known or unknown/undiscovered historical, archaeological, and/or paleontological resources or sites as development occurs.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts that would occur to historical, cultural and paleontological resources within the Planning area as a result of the future urban development that was contemplated by the General Plan. These impacts included potential destruction or damage to any historical, cultural, and paleontological resources (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.8-1 through 4.8-21). Mitigation measures to address these impacts are incorporated into the General Plan in the Land Use and Open Space, Recreation and Conservation Elements, and include goals and policies that encourage the preservation and protection of historical, cultural and paleontological resources and the proper treatment and handling of such resources when they are discovered.

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

Initial Study Page 36 Reso. No.	<i>Rocklin Gateway</i> <i>DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001</i> <i>and TRE2017-0001</i>
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to historic character. Findings of fact and a statement of overriding considerations were adopted by the Rocklin City Council in regard to these impacts, which were found to be significant and unavoidable.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

Historically significant structures and sites as well as the potential for the discovery of unknown archaeological or paleontological resources as a result of development activities are discussed in the Rocklin General Plan. Policies and mitigation measures have been included in the General Plan to encourage the preservation of historically significant known and unknown areas.

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

Significance Conclusions:

a. Historic Resources – No Impact. CEQA Statutes Section 21084.1 identifies historic resources as those listed in or eligible for listing in the California Register of Historic Resources, based on a range of criteria, including association with events or patterns of events that have made significant contributions to broad patterns of historical development in the United States or California, including local, regional, or specific cultural patterns (California Register Criterion 1), structures which are directly associated with important persons in the history of the state or country (Criterion 2), which embody the distinctive characteristics of type, period, or other aesthetic importance (Criterion 3), or which have the potential to reveal important information about the prehistory or history of the state or the nation (such as archaeological sites) (Criterion 4).

In addition to meeting at least one of the above criteria, the structure must typically be over 50 years old (a state guideline rather than a statutory requirement) and have retained historic integrity sufficient to be clearly evident as a historic resource through a combination of location, design, setting, materials, workmanship, feeling and association with historic patterns. The definition of “integrity” in this context is based on criteria established by the National Register of Historic Places.

The project site does not contain any historic resources as defined in §15064.5 therefore no impacts to historic resources are anticipated.

b. and c. Archaeological Resources and Paleontological Resources – Less Than Significant With Mitigation. The project site may contain unknown/undiscovered cultural resources.

Initial Study Page 37 Reso. No.	Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001
------------------------------------	-------------------------------------------------------------------------------------------

To address the potential of impacts to known cultural resources and the potential discovery of unknown cultural resources, the following mitigation measures are being applied to the project:

V.-1 If an inadvertent discovery of cultural materials (e.g., unusual amounts of shell, charcoal, animal bone, bottle glass, ceramics, burned soil, structure/building remains) is made during project-related construction activities, ground disturbances in the area of the find shall be halted and a qualified professional archaeologist, the Environmental Services Manager and the Native American Heritage Commission shall be notified regarding the discovery. The archaeologist shall determine whether the resource is potentially significant as per CEQA (i.e., whether it is a historical resource, a unique archaeological resource, or a unique paleontological resource) and shall develop specific measures to ensure preservation of the resource or to mitigate impacts to the resource if it cannot feasibly be preserved in light of costs, logistics, technological considerations, the location of the find, and the extent to which avoidance and/or preservation of the find is consistent or inconsistent with the design and objectives of the project. Specific measures for significant or potentially significant resources would include, but are not necessarily limited to, preservation in place, in-field documentation, archival research, subsurface testing, and excavation. The specific type of measure necessary would be determined according to evidence indicating degrees of resource integrity, spatial and temporal extent, and cultural associations, and would be developed in a manner consistent with CEQA guidelines for preserving or otherwise mitigating impacts to archaeological and cultural artifacts.

In the event of the accidental discovery or recognition of any human remains, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains, until compliance with the provisions of Sections 15064.5 (e)(1) and (2) of the CEQA Guidelines, as well as Public Resources Code Section 5097.98, has occurred. If any human remains are discovered, all work shall stop in the immediate vicinity of the find and the County Coroner shall be notified, according to Section 7050.5 of the California Health and Safety Code. The City’s Environmental Services Manager shall also be notified. If the remains are Native American, the Coroner will notify the Native American Heritage Commission, which in turn will inform a most likely descendant. The descendant will then recommend to the landowner appropriate disposition of the remains and any grave goods, and the landowner shall comply with the requirements of AB2641 (2006).

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts to known and unknown/ undiscovered cultural resources to a less than significant level.

d. Human Remains – Less Than Significant With Mitigation. No evidence of human remains is known to exist at the project site. However, in the event that during construction activities, human remains of Native American origin are discovered on the site during project demolition, it would be necessary to comply with state laws relating to the disposition of Native American burials, which fall under the jurisdiction of the Native American Heritage Commission (NAHC)

Initial Study Page 38 Reso. No.	Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001
------------------------------------	-------------------------------------------------------------------------------------------

(Public Resources Code Section 5097). In addition, State law (CEQA Guidelines Section 15064.5 and the Health and Safety Code Section 7050.5) requires that the Mitigation Measure V.-1 be implemented should human remains be discovered; implementation of Mitigation Measure V.-1 will reduce impacts regarding the discovery of human remains to a less than significant level.

Initial Study Page 39 Reso. No.	<i>Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001</i>
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VI. <u>GEOLOGY AND SOILS</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zone Map issued by the state Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. 			X		
<ul style="list-style-type: none"> ii) Strong seismic ground shaking? 			X		
<ul style="list-style-type: none"> iii) Seismic-related ground failure, including liquefaction? 			X		
<ul style="list-style-type: none"> iv) Landslides? 			X		
b) Result in substantial soil erosion or the loss of topsoil?			X		
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X		
d) Be located on expansive soil, as defined in Table I8-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X		
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X	

Initial Study Page 40 Reso. No.	<i>Rocklin Gateway</i> DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001
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DISCUSSION OF DETERMINATION:

Project Impacts:

Branches of the Foothill Fault system, which are not included on the Alquist-Priolo maps, pass through or near the City of Rocklin and could pose a seismic hazard to the area including ground shaking, seismic ground failure, and landslides. Construction of the proposed project will involve clearing and grading of the site, which could render the site susceptible to a temporary increase in erosion from the grading and construction activities.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts of local soils and geology on development that would occur as a result of the future urban development that was contemplated by the General Plan. These impacts included seismic hazards such as groundshaking and liquefaction, erosion, soil stability, and wastewater conflicts (City of Rocklin General Plan Update Draft EIR, 2011 pages 4.6-1 through 4.6-27). The analysis found that while development and buildout of the General Plan can result in geological impacts, these impacts would be reduced to a less than significant level through the application of development standards contained in the City’s Improvement Standards and Standard Specifications and in the Rocklin Municipal Code, the application of General Plan goals and policies that would assist in minimizing or avoiding geologic hazards and compliance with local, state and federal standards related to geologic conditions.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

In addition, the project would be subject to the provisions of the City’s Grading and Erosion and Sediment Control Ordinance. Chapter 15.28 of the Rocklin Municipal Code, Grading and Erosion Sediment Control, regulates grading activity on all property within the City of Rocklin to safeguard life, limb, health, property, and public welfare; to avoid pollution of watercourses with nutrients, sediments, or other earthen materials generated or caused by surface runoff on or across the permit area; to comply with the City’s National Pollutant Discharge Elimination System permit issued by the California Regional Water Quality Control Board; and to ensure that the intended use of a graded site is consistent with the City of Rocklin General Plan, provisions of the California Building Standards Code as adopted by the City relating to grading activities, City of Rocklin improvement standards, and any applicable specific plans or other

<p>Initial Study Page 41 Reso. No.</p>	<p style="text-align: right;"><i>Rocklin Gateway</i> <i>DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001</i> <i>and TRE2017-0001</i></p>
--------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------

land use entitlements. This chapter (15.28) also establishes rules and regulations to control grading and erosion control activities, including fills and embankments; establishes the administrative procedure for issuance of permits; and provides for approval of plans and inspection of grading construction and erosion control plans for all graded sites.

Also, a geotechnical report, prepared by a qualified engineer, will be required with the submittal of project improvement plans. The report will provide site-specific recommendations for the construction of all features of the building foundations and structures to ensure that their design is compatible with the soils and geology of the project site.

Significance Conclusions:

a., i. and ii. Fault Rupture, Ground Shaking – *Less than Significant Impact.* The City of Rocklin is located in an area known to be subject to seismic hazards, but it is not near any designated Alquist-Priolo active earthquake faults. The Foothill Fault System has been identified in previous environmental studies as potentially posing a seismic hazard to the area; however, the Foothill Fault system is located near Folsom Lake, and not within the boundaries of the City of Rocklin. There are, however, two known and five inferred inactive faults within the City of Rocklin. Existing building code requirements are considered adequate to reduce potential seismic hazards related to the construction and operation of the proposed project to a less than significant level.

a., iii. and iv. Liquefaction, Landslides – *Less than Significant Impact.* The site does not contain significant grade differences and therefore, does not possess the slope/geological conditions that involve landslide hazards. The potential for liquefaction due to earthquakes and groundshaking is considered minimal due to the site specific characteristics that exist in Rocklin; Rocklin is located over a stable granite bedrock formation and much of the area is covered by volcanic mud (not unconsolidated soils which have liquefaction tendencies). Application of seismic safety and construction and design standards contained in the City’s Improvement Standards and Standard Specifications and in the Rocklin Municipal Code would reduce risks associated with seismic hazards such as liquefaction. Compliance with these, and state and federal standards related to geologic conditions would reduce the potential impact from liquefaction to a less than significant level.

b. Soil Erosion – *Less Than Significant Impact.* Standard erosion control measures are required by Chapter 15.28 of the Municipal Code, including revegetation and slope standards. The project proponent will be required to prepare an erosion and sediment control plan through the application of the City’s Improvement Standards and Standard Specifications as a part of the City’s development review process. The erosion and sediment control plan are reviewed against the Placer County Stormwater Management Manual and the Regional Water Quality Control Board’s Erosion and Sediment Control Field Manual. The erosion and sediment control plan includes the implementation of Best Management Practices/Best Available Technology

Initial Study Page 42 Reso. No.	<p style="text-align: right;"><i>Rocklin Gateway</i> DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001</p>
------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------

(BMPs/BATs) to control construction site runoff. The project will also be required to comply with the City’s Grading and Erosion and Sedimentation Control Ordinance (Rocklin Municipal Code, Chapter 15.28), and the Stormwater Runoff Pollution Control Ordinance (Rocklin Municipal Code, Chapter 8.30). The application of standard erosion control measures to the proposed project, as well as compliance with the above noted Ordinances, would reduce potential erosion-related impacts to a less than significant level for on-site grading.

c. and d. Unstable and Expansive Soil – *Less Than Significant Impact.* A geotechnical report, prepared by a qualified engineer, will be required with the submittal of the project improvement plans. The report will be required to provide site-specific recommendations for the construction of all features of the building foundations and structures to ensure that their design is compatible with the soils and geology of the project site. Through the preparation of such a report and implementation of its recommendations as required by City policy during the development review process, impacts associated with unstable soil or geologic conditions would be reduced to a less than significant level.

e. Inadequate Soils for Disposal - *No Impact.* Sewer service is available to the project site and the proposed project will be served by public sewer. Septic tanks or alternative wastewater disposal systems would not be necessary; therefore there are no impacts associated with the disposal of wastewater.

Initial Study Page 43 Reso. No.	<i>Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001</i>
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VII. <u>GREENHOUSE GAS EMISSIONS</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X		
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X		

DISCUSSION OF DETERMINATION:

Project Impacts:

An individual project, even a very large project, does not in itself generate enough greenhouse gas emissions to measurably influence global climate change. Global climate change is therefore by definition a cumulative impact. A project contributes to this potential cumulative impact through its cumulative incremental contribution combined with the emissions of all other sources of greenhouse gases (GHG).

Area- and mobile-source emissions of greenhouse gases would be generated by the construction and operation of the proposed project. Individual projects can contribute to greenhouse gas emission reductions by incorporating features that reduce vehicle emissions and maximize energy-efficiency.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts that would occur related to climate change and greenhouse gas emissions as a result of the future urban development that was contemplated by the General Plan. These impacts included consistency with greenhouse gas reduction measure, climate change environmental effects on the City and generation of greenhouse gas emissions (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.15-1 through 4.15-25). Mitigation measures to address these impacts are incorporated into the General Plan in the Land Use and Circulation Elements, and include goals and policies that encourage the use of alternative modes of transportation and promote mixed use and infill development.

The General Plan EIR concluded that despite these goals and policies, significant greenhouse gas emission impacts will occur as a result of development under the General Plan and further,

Initial Study Page 44 Reso. No.	<i>Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001</i>
------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------

that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will result in the generation of greenhouse gas emissions which are cumulatively considerable. Findings of fact and a statement of overriding considerations were adopted by the Rocklin City Council in regard to this impact, which was found to be significant and unavoidable.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

Generation of greenhouse gas emissions as a result of development activities are discussed in the Rocklin General Plan. Policies and mitigation measures have been included in the General Plan that encourage the use of alternative modes of transportation and promote mixed use and infill development.

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

Project Level Environmental Analysis:

The firm of Raney Planning and Management, Inc., a California consulting firm with recognized expertise in air quality, prepared an Air Quality and Greenhouse Gas Analysis report for the proposed project. This analysis was prepared to estimate the project’s greenhouse gas emissions from construction activities, motor vehicle trips, and utility use. Their report, dated October 2016, is available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA and is incorporated into this Mitigated Negative Declaration by this reference. City staff has reviewed the documentation and is also aware that Raney Planning and Management, Inc. has a professional reputation that makes its conclusions presumptively credible and prepared in good faith. Based on its review of the analysis and these other considerations, City staff accepts the conclusions in the Raney Planning and Management, Inc. report, which is summarized below.

Greenhouse Gas Setting

Gases that trap heat in the atmosphere are referred to as greenhouse gas (GHG) emissions because they capture heat radiated from the sun as it is reflected back into the atmosphere, similar to a greenhouse. The accumulation of GHG emissions has been implicated as a driving force for Global Climate change. Definitions of climate change vary between and across regulatory authorities and the scientific community, but in general can be described as the changing of the earth’s climate caused by natural fluctuations and the impact of human activities that alter the composition of the global atmosphere.

<p>Initial Study Page 45 Reso. No.</p>	<p style="text-align: right;"><i>Rocklin Gateway</i> <i>DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001</i> <i>and TRE2017-0001</i></p>
--------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------

Emissions of greenhouse gases (GHGs) contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential and agricultural sectors. Therefore, the cumulative global emission of GHGs contributing to global climate change can be attributed to every nation, region, city and virtually every individual on Earth. A project’s GHG emissions are at a micro-scale relative to global emissions, but could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact

The major concern is that increases in GHG emissions are causing Global Climate Change. Global Climate Change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the speed of global warming and the extent of the impacts attributable to human activities, the vast majority of the scientific community now agrees that there is a direct link between increased GHG emissions and long term global temperature increases. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, more drought years, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. In California, GHGs are defined to include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), nitrogen trifluoride (NF₃), and hydrofluorocarbons. To account for the warming potential of GHGs, GHG emissions are quantified and reported as CO₂ equivalents (CO₂e).

An individual project, even a very large project, does not in itself generate enough greenhouse gas emissions to measurably influence global climate change. Global climate change is therefore by definition a cumulative impact. A project contributes to this potential cumulative impact through its cumulative incremental contribution combined with the emissions of all other sources of greenhouse gases (GHG). In assessing cumulative impacts, it must be determined if a project’s incremental effect is “cumulatively considerable” (CEQA Guidelines Sections 15064 (h)(1) and 15130). To make this determination, the incremental impacts of the project must be compared to with the effects of past, current and probable future projects. To gather sufficient information on a global scale of all past, current, and probable future projects to make this determination is a difficult, if not impossible, task.

Regulatory Framework

In September 2006, then Governor Arnold Schwarzenegger signed AB 32, the California Climate Solutions Act of 2006. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. AB 32 delegated the authority for its implementation to the California Air Resources Board (CARB) and directs CARB to enforce the statewide cap. In accordance with AB 32, CARB prepared the *Climate Change Scoping Plan* (Scoping Plan) for California, which was approved in 2008. The Scoping Plan provides the outline for actions to reduce California’s GHG

Initial Study Page 46 Reso. No.	Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001
------------------------------------	-------------------------------------------------------------------------------------------

emissions. Based on the reduction goals called for in the 2008 Scoping Plan, a 29 percent reduction in GHG levels relative to a Business As Usual (BAU) scenario would be required to meet 1990 levels by 2020. The BAU condition is project and site specific and varies. The BAU scenario is based on what could or would occur on a particular site in the year 2020 without implementation of a proposed project or consideration of any State regulation emission reductions or voluntary GHG reduction measures. The CARB, per the 2008 Scoping Plan, explicitly recommends that local governments utilize a 15 percent GHG reduction below “today’s” levels by 2020 to ensure that community emissions match the State’s reduction target, where today’s levels would be considered 2010 BAU levels.

In 2011, the baseline or BAU level for the Scoping Plan was revised to account for the economic downturn and State regulation emission reductions (i.e., Pavley, Low Carbon Fuel Standard [LCFS], and Renewable Portfolio Standard [RPS]). Accordingly, the Scoping Plan emission reduction target from BAU levels required to meet 1990 levels by 2020 was modified from 29 percent to 21.7 percent where the BAU level is based on 2010 levels singularly, or 16 percent where the BAU level is based on 2010 levels and includes State regulation emission reductions noted above. The amended Scoping Plan was re-approved August 24, 2011.

The Scoping Plan must be updated every five years. The *First Update to the Climate Change Scoping Plan* (Scoping Plan Update) was approved by CARB on May 22, 2014 and builds upon the initial Scoping Plan with new strategies and recommendations. The Scoping Plan Update highlights the State’s progress towards the 2020 GHG emission reduction goals defined in the original Scoping Plan and evaluates how to align the State’s longer-term GHG reduction strategies with other State policy priorities for water, waste, natural resources, clean energy, transportation and land use. According to the Scoping Plan Update, the State is on track to meet the 2020 GHG goal and has created a framework for ongoing climate action that could be built upon to maintain and continue economic sector-specific reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050, as required by AB 32.

Significance Conclusions:

a. and b.) Generate Greenhouse Gas and Conflict with Greenhouse Gas Plan – *Less Than Significant Impact.* Implementation of the proposed project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO₂) and, to a lesser extent, other GHG pollutants, such as methane (CH₄) and nitrous oxide (N₂O) associated with mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. Because the proposed project involves increased vehicle use in the area, the GHG emissions related to increased vehicle use in the area must be analyzed. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO₂ equivalents (MT CO₂e), based on the global warming potential of the individual pollutants.

Initial Study Page 47 Reso. No.	Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001
------------------------------------	-------------------------------------------------------------------------------------------

Previously, the City of Rocklin relied on methodology included in the California Air Resources Board’s original *Climate Change Scoping Plan* for the analysis of potential impacts related to GHG emissions. The original Scoping Plan recommended an analysis methodology based on project-specific reductions in GHG emissions compared to a Business-As-Usual (BAU) scenario. The BAU scenarios were based off of GHG emissions projections for anticipated growth without the inclusion of measures that would reduce GHG emissions, such as improvements in vehicle fuel efficiency, energy efficiency, and the increased use of renewable energy sources for energy supply. However, on November 30, 2015, the California Supreme Court issued a decision in the *Center for Biological Diversity v. California Department of Fish and Wildlife* (Newhall Ranch) case, in which the court ruled that analysis based on BAU scenarios was insufficient to support conclusions that proposed projects would have less-than-significant impacts. In response to the Newhall Ranch Ruling, the City of Rocklin is relying on the proposed new guidance from the PCAPCD to determine the significance of proposed projects in regards to GHG emissions.

The proposed thresholds begin with a screening emission level of 1,100 MT CO₂e/yr. Any project below the 1,100 MT CO₂e/yr threshold is judged by the PCAPCD as having a less than significant impact on GHG emissions within the District and thus would not conflict with any state or regional GHG emissions reduction goals. Projects that would result in emissions above the 1,100 MT CO₂e/yr threshold would not necessarily result in substantial impacts, if certain efficiency thresholds are met. The efficiency thresholds, which are based on service populations and square footage, are presented in the PCAPCD GHG Operational Thresholds of Significance table below.

PCAPCD GHG OPERATIONAL THRESHOLDS OF SIGNIFICANCE			
Efficiency Thresholds			
Residential (MT CO ₂ e/capita)		Non-Residential (MT CO ₂ e/1,000 sf)	
Urban	Rural	Urban	Rural
4.5	5.5	26.5	27.3
<i>Source: Placer County Air Pollution Control District. CEQA Thresholds. Accessible at http://www.placer.ca.gov/departments/air/landuseceqa/ceqathresholds. Accessed October 2016.</i>			

Projects that fall below the 1,100 MT CO₂e/yr threshold or meet the efficiency thresholds are considered to be in keeping with statewide GHG emissions reduction targets, which would ensure that the proposed project would not inhibit the State’s achievement of GHG emissions reductions. Thus, projects which involve emissions below the 1,100 MT CO₂e/yr threshold or below the efficiency thresholds presented in the PCAPCD GHG Operational Thresholds of Significance table above are considered to result in less-than-significant impacts in regards GHG emissions within the District and would not conflict with any state or regional GHG emissions reduction goals. Finally, the PCAPCD has also established a Bright Line Cap, which shall be the

Initial Study Page 48 Reso. No.	<i>Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001</i>
------------------------------------	----------------------------------------------------------------------------------------------------

maximum limit for any proposed project. The Bright Line Cap is 10,000 MT CO₂e/yr for all types of projects.

Short-term emissions of GHG associated with construction of the proposed project are estimated to be 464.39 MTCO₂e, which is below the 1,100 MTCO₂e/year threshold. Construction GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change. Due to the size of the proposed project, the project’s estimated construction-related GHG contribution to global climate change would be considered negligible on the overall global emissions scale.

The long-term operational GHG emissions estimate for the proposed project incorporates the project’s potential area source and vehicle emissions, emissions associated with utility and water usage, and the generation of wastewater and solid waste. The annual GHG emissions associated with the proposed project by year 2020 would be 1,945.37 MTCO₂e/year which is higher than the 1,100 MTCO₂e significance threshold. The efficiency of the proposed project must therefore be evaluated to determine if there will be a GHG impact. The proposed project consists of 204 units and the Housing Element of the General Plan estimates approximately 2.73 persons per household, therefore 557 residents are anticipated for the project (204 units x 2.73 residents per unit = 557 residents). The efficiency rate for the project would be 3.49 MTCO₂e/capita (1,945.37 MTCO₂e divided by 557 residents = 3.49 MTCO₂e/capita) which is below the 4.5 MTCO₂e/capita threshold. The proposed project would therefore not hinder the State’s ability to reach the GHG reduction target nor conflict with any applicable plan, policy, or regulation related to GHG reduction and the impact of the proposed project on global climate change is considered less than significant and no mitigation measures are required.

This Initial Study evaluates a “subsequent activity” that was already evaluated by the General Plan EIR, and the proposed project is actually a similar intensity use than which was evaluated by that EIR. The General Plan EIR identified the generation of greenhouse gas emissions as a significant and unavoidable impact, and the City of Rocklin adopted Findings of Fact and a Statement of Overriding Considerations in recognition of this impact. The project does not result in a change to this finding because the development and operation of the proposed project will generate greenhouse gas emissions. The project-specific GHG study confirms that a project of this type falls within the prior General Plan EIR analysis. While the proposed project would cumulatively contribute to the significant and unavoidable impact of generation of greenhouse gas emissions as recognized in the General Plan EIR, the proposed project itself will not generate enough greenhouse gas emissions to measurably influence global climate change; project-specific impacts related to GHG emission and global climate change would be less than significant as a result of the level of the project’s emissions being lower than the PCACPD’s 4.5 MTCO₂e/capita significance threshold and through the application of General Plan policies and mitigation measures that encourage the use of alternative modes of transportation and promote mixed use and infill development.

<p>Initial Study Page 49 Reso. No.</p>	<p style="text-align: right;"><i>Rocklin Gateway</i> <i>DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001</i> <i>and TRE2017-0001</i></p>
--------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------

VIII. <u>HAZARDS AND HAZARDOUS MATERIALS</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X		
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.		X			
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X		
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X	
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X	
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X		
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X	

Initial Study Page 50 Reso. No.	<i>Rocklin Gateway</i> DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001
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DISCUSSION OF DETERMINATION:

Project Impacts:

As discussed below, compliance with the mitigation measures incorporated into the General Plan goals and policies and applicable City Code and compliance with applicable Federal, State and local laws and regulations would reduce impacts related to hazards and hazardous materials to a less-than-significant level.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated human health and hazards impacts that would occur as a result of the future urban development that was contemplated by the General Plan. These impacts included wildland fire hazards, transportation, use and disposal of hazardous materials, and emergency response and evacuation plans (City of Rocklin General Plan Update Draft EIR, 2011 pages 4.7-1 through 4.7-30). The analysis found that while development and buildout of the Rocklin General Plan can introduce a variety of human health and hazards impacts, these impacts would be reduced to a less than significant level through the application of development standards in the Rocklin Municipal Code, the application of General Plan goals and policies that would assist in minimizing or avoiding hazardous conditions, and compliance with local, state and federal standards related to hazards and hazardous materials.

These goals, policies and standards include, but are not limited to, Chapter 2.32 of the Rocklin Municipal Code which requires the preparation and maintenance of an emergency operations plan, preventative measures in the City’s Improvement Standards and Standard Specifications, compliance with local, state and federal standards related to hazards and hazardous materials and goals and policies in the General Plan Community Safety and Open Space, Conservation and Recreation Elements requiring coordination with emergency management agencies, annexation into fee districts for fire prevention/suppression and medical response, incorporation of fuel modification/fire hazard reduction planning, and requirements for site-specific hazard investigations and risk analysis.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for human health and hazards impacts incorporated as goals and policies in the General Plan and the City’s Improvement Standards, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with the Rocklin Municipal Code and other City rules and regulations.

<p>Initial Study Page 51 Reso. No.</p>	<p style="text-align: right;"><i>Rocklin Gateway</i> <i>DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001</i> <i>and TRE2017-0001</i></p>
--------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------

In addition, Chapter 2.32 of the Rocklin Municipal Code requires the development of emergency procedures in the City through the Emergency Operations Plan. The Emergency Operations Plan provides a framework to guide the City’s efforts to mitigate and prepare for, respond to, and recover from major emergencies or disasters. To implement the Emergency Operations Plan, the City has established a Disaster Council, which is responsible for reviewing and recommending emergency operations plans for adoption by the City Council. The Disaster Council plans for the protection of persons and property in the event of fires, floods, storms, epidemic, riot, earthquake and other disasters.

Project Level Analysis:

The firm of Youngdahl Consulting Group, Inc., a California consulting firm with recognized expertise in Environmental Site Assessments, prepared a Phase II Environmental Site Assessment report for the proposed project. Their report, dated December 13, 2016, is available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA and is incorporated into this Mitigated Negative Declaration by this reference. City staff has reviewed the documentation and is also aware that Youngdahl Consulting Group, Inc. has a professional reputation that makes its conclusions presumptively credible and prepared in good faith. Based on its review of the analysis and these other considerations, City staff accepts the conclusions in the Youngdahl Consulting Group, Inc. report, which is summarized below. This analysis was prepared to address the following environmental concerns:

- Two former Spills, Leaks, Investigations, and Cleanup (SLIC) sites locates on the subject property until the mid-1990’s;
- A listing of an aviation fuel release on the subject property;
- A railroad spur that was located on the subject property trending north-south in the middle of the property;
- A current SLIC site located adjacent to the northern boundary of the subject property with known groundwater and soil contamination; and
- A historical Underground Storage Tank (UST) located on the subject property with no documentation of tank removal or if the tank was filled.

Multiple soil samples were taken throughout the project site and were analyzed for CAM17 metals, chlorinated pesticides, and bulk asbestos. All samples were below regulatory thresholds for asbestos, chlorinated pesticides and all CAM17 metals except for lead and arsenic. Tittle 22 of the California Code of Regulations provides the Soluble Threshold Limit Concentration (STLC) and the Total Threshold Limit Concentration (TTLC) for characterizing hazardous waste. Concentrations exceeding the TTLC are considered hazardous waste. The STLC is meant to simulate the conditions that may be present in a landfill where water passing through the surface may dissolve soluble materials and transport them into groundwater. A target analyte

<p>Initial Study Page 52 Reso. No.</p>	<p style="text-align: right;"><i>Rocklin Gateway</i> <i>DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001</i> <i>and TRE2017-0001</i></p>
--------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------

that exceeds ten times the STLC but not the TTLC may be subject to a Waste Extraction Test (WET) to check for soluble chemicals above the STLC. Lead concentrations in all samples were below the TTLC, and below the STLC when WET tests were conducted. Arsenic is naturally occurring in soils and the USEPA does not require site mitigation for concentrations at or below naturally occurring background levels regardless of whether that level is in exceedance of other regulatory thresholds. Naturally occurring arsenic values have not been studied for the project site however studies in the San Francisco Bay area and Southern California estimate concentrations to be 11 mg/kg and 12 mg/kg respectively. A statistical analysis of the arsenic concentrations in the samples found the mean value of arsenic concentrations to be 4.07 mg/kg which falls below both estimated background levels.

Significance Conclusion:

a. and b. Transport, Use or Disposal of Hazardous Materials, Release of Hazardous Materials – Less than Significant With Mitigation. Construction, operation and maintenance activities would use hazardous materials, including fuels (gasoline and diesel), oils and lubricants; paints and paint thinners; glues; cleaners (which could include solvents and corrosives in addition to soaps and detergents), and fertilizers, pesticides, herbicides and yard/landscaping equipment. While these products noted above may contain known hazardous materials, the volume of material would not create a significant hazard to the public through routine transport, use, or disposal and would not result in a reasonably foreseeable upset and accident condition involving the release of hazardous materials. Compliance with various Federal, State, and local laws and regulations (including but not limited to Titles 8 and 22 of the Code of California Regulations, Uniform Fire Code, and Chapter 6.95 of the California Health and Safety Code) addressing hazardous materials management and environmental protection would be required to ensure that there is not a significant hazardous materials impact associated with the construction, operation and maintenance of the proposed project.

As discussed above, the project site has been identified as a former spill site that could have potential residual contamination. Soil samples from the project site were taken and tested for CAM17 metals, chlorinated pesticides, and bulk asbestos. Concentration levels for all contaminants were found to be within acceptable levels. Although most of the project site will be capped by development, contamination of soil in the project site is not homogeneous; therefore the possibility of soil contamination above acceptable levels still exists.

To address the potential impacts from hazardous materials in project site soil, the following mitigation measures are being applied to the project:

VIII.-1 After completion of finish grading but prior to issuance of building permits, any soil surfaces derived from soils that were present prior to grading and that will be remain exposed after installation of foundations, walkways, access and parking lot paving shall be tested for heavy metals by a professional environmental site assessment firm to verify that concentrations

Initial Study Page 53 Reso. No.	Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001
------------------------------------	-------------------------------------------------------------------------------------------

are not present above current residential environmental screening levels. A report of the test results shall be prepared and provided to the City's Environmental Services Division. If concentrations of heavy metals in exposed soils are found to be above current residential environmental screening levels, a site management/remediation plan addressing contaminants shall be prepared by the applicant and reviewed by the Placer County Department of Environmental Health and the City's Environmental Services Division. Any recommendations made within the site management/remediation plan shall be implemented to the satisfaction of the Placer County Department of Environmental Health and the City's Environmental Services Division prior to the issuance of a certificate of occupancy.

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts related to hazardous materials on the project site to a less than significant level.

c. Hazardous Emissions Near Schools – Less Than Significant Impact. There is one school within one-quarter mile (1,320 feet) of the project site. The closest school is Holy Cross Lutheran Preschool and Kindergarten on Grove Street which is approximately 720 feet away and the next closest school is Springview Middle School on 5th street which is approximately 1,590 feet away. Although residential projects of this nature would not typically emit any significant amounts of hazardous materials, substances, or waste or be involved in the transportation of hazardous materials, substances, or waste. Further, there are existing rules and regulations, as indicated above, that address hazardous materials management and environmental protection. Therefore, the impact related to hazardous emissions or hazardous materials within one quarter mile of a school is less than significant.

d. Hazardous Site List – Less Than Significant Impact. The project site is not on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Government Code 65962.5 is known as the Cortese List. The Cortese database identifies public drinking water wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with Underground Storage Tanks (USTs) having a reportable release and all solid waste disposal facilities from which there is known migration. The Department of Toxic Substances Control (DTSC) EnviroStor database and State Water Resources Control Board GeoTracker database were searched on December 1, 2016 and no open hazardous sites were identified on the project site.

e. and f. Public Airport Hazards and Private Airport Hazards – No Impact. The project is not located within an airport land use plan, or within two miles of a public airport or public use airport; therefore there is no public or private airport hazard impact.

g. Emergency Response Plan – Less than Significant Impact. The City's existing street system, particularly arterial and collector streets, function as emergency evacuation routes. The

<p>Initial Study Page 54 Reso. No.</p>	<p style="text-align: right;"><i>Rocklin Gateway</i> <i>DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001</i> <i>and TRE2017-0001</i></p>
--------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------

project's design and layout will not impair or physically interfere with the street system emergency evacuation route or impede an emergency evacuation plan. Additionally, the proposed project is reviewed by the Rocklin Fire Department and has been designed with adequate emergency access for use by the Rocklin Fire Department. Therefore a less than significant impact on emergency routes/plans would be anticipated.

h. Wildland Fires – *No Impact*. The project site is located in a mostly developed commercial and residential area, surrounded by suburban development. The proposed project would not expose people or structures to the risk of wildland fire; therefore there is no impact.

Initial Study Page 55 Reso. No.	<i>Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001</i>
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IX. <u>HYDROLOGY AND WATER QUALITY</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Violate any water quality standards or waste discharge requirements?			X		
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X		
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X		
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X		
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X		
f) Otherwise substantially degrade water quality?			X		
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary of Flood Insurance Rate Map or other flood hazard delineation map?			X		
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			X		

Initial Study Page 56 Reso. No.	Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001
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IX. HYDROLOGY AND WATER QUALITY (cont'd.) Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X		
j) Inundation by seiche, tsunami, or mudflow?			X		

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed project would involve grading activities that would remove vegetation and expose soil to wind and water erosion and potentially impact water quality. Waterways in the Rocklin area have the potential to flood and expose people or structures to flooding. Additional impervious surfaces would be created with the development of the proposed project.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated hydrology and water quality impacts that would occur as a result of the future urban development that was contemplated by the General Plan. These impacts included water quality, ground water quality and supply, drainage, flooding, risks of seiche, tsunami and mudflow (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.9-1 through 4.9-37). The analysis found that while development and buildout of the General Plan can result in hydrology and water quality impacts, these impacts would be reduced to a less than significant level through the application of development standards contained in the City’s Improvement Standards and Standard Specifications and in the Rocklin Municipal Code, the application of General Plan goals and policies related to hydrology, flooding and water quality, and compliance with local, state, and federal water quality standards and floodplain development requirements.

These goals, policies and standards include, but are not limited to, flood prevention and drainage requirements in the City’s Improvement Standards and Standard Specifications, the City’s Grading and Erosion and Sediment Control Ordinance, the Stormwater Runoff Pollution Control Ordinance, the State Water Resources Control Board General Construction Activity Storm Water Permit requirements, and goals and policies in the General Plan Open Space, Conservation and Recreation and Safety Elements requiring the protection of new and existing development from flood and drainage hazards, the prevention of storm drainage run-off in

Initial Study Page 57 Reso. No.	<i>Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001</i>
------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------

excess of pre-development levels, the development and application of erosion control plans and best management practices, the annexation of new development into existing drainage maintenance districts where warranted, and consultation with the Placer County Flood Control and Water Conservation District and other appropriate entities.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable mitigation measures from the General Plan EIR as well as relevant standards from the City’s Improvement Standards for hydrology and water quality impacts will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with the Rocklin Municipal Code and other City rules and regulations.

The project would be subject to the provisions of the City’s Grading and Erosion and Sediment Control Ordinance. Chapter 15.28 of the Rocklin Municipal Code, Grading and Erosion Sediment Control, regulates grading activity on all property within the City of Rocklin to safeguard life, limb, health, property, and public welfare; to avoid pollution of watercourses with nutrients, sediments, or other earthen materials generated or caused by surface runoff on or across the permit area; to comply with the City’s National Pollutant Discharge Elimination System permit issued by the California Regional Water Quality Control Board; and to ensure that the intended use of a graded site is consistent with the City of Rocklin General Plan, provisions of the California Building Standards Code as adopted by the City relating to grading activities, City of Rocklin improvement standards, and any applicable specific plans or other land use entitlements. This chapter (15.28) also establishes rules and regulations to control grading and erosion control activities, including fills and embankments; establishes the administrative procedure for issuance of permits; and provides for approval of plans and inspection of grading construction and erosion control plans for all graded sites. Chapter 8.30 of the Rocklin Municipal Code, Stormwater Runoff Pollution Control Ordinance, prohibits the discharge of any materials or pollutants that cause or contribute to a violation of applicable water quality standards, other than stormwater, into the municipal storm drain system or watercourse. Discharges from specified activities that do not cause or contribute to the violation of plan standards, such as landscape irrigation, lawn watering, and flows from fire suppression activities, are exempt from this prohibition.

In addition, the project would be required to prepare an erosion and sediment control plan through the application of the City’s Improvement Standards and Standard Specifications that are a part of the City’s development review process.

Significance Conclusions:

a., c., d., e. and f. Water Quality Standards and Drainage – *Less than Significant Impact.* Storm water runoff from the project site will be collected in stormwater drainage pipes and then

Initial Study Page 58 Reso. No.	Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001
------------------------------------	-------------------------------------------------------------------------------------------

directed through water quality treatment devices/areas as Best Management Practices (BMP) and/or Low Impact Development (LID) features and then into the City’s storm drain system. The purpose of the BMP/LID features is to ensure that potential pollutants are filtered out before they enter the storm drain system. The City’s storm drain system maintains the necessary capacity to support development on the proposed project site. Therefore, violations of water quality standards or waste discharge requirements are not anticipated.

To address the potential for polluted water runoff during project construction, the project would be required to prepare an erosion and sediment control plan through the application of the City’s Improvement Standards and Standard Specifications as a part of the City’s development review process. The erosion and sediment control plan are reviewed against the Placer County Stormwater Management Manual and the Regional Water Quality Control Board’s Erosion and Sediment Control Field Manual. The erosion and sediment control plan includes the implementation of Best Management Practices/Best Available Technology (BMPs/BATs) to control construction site runoff. The project will also be required to comply with the City’s Grading and Erosion and Sedimentation Control Ordinance (Rocklin Municipal Code, Chapter 15.28), and the Stormwater Runoff Pollution Control Ordinance (Rocklin Municipal Code, Chapter 8.30), which includes the preparation of a Stormwater Pollution Prevention Plan (SWPPP).The proposed project would not alter the course of a stream or a river.

The proposed project would not substantially alter the existing drainage pattern of the site or area because the City’s policies of requiring new developments to detain on-site drainage such that the rate of runoff flow is maintained at pre-development levels (unless the Placer County Flood Control and Water Conservation District’s Flood Control Manual requires otherwise) and to coordinate with other projects’ master plans to ensure no adverse cumulative effects will be applied. Per the Placer County Flood Control and Water Conservation District Dry Creek Watershed Flood Control Plan, onsite stormwater detention is generally not recommended anywhere in the Dry Creek watershed because it has been determined that on-site detention would be detrimental to the overall watershed, unless existing downstream drainage facilities cannot handle post-construction runoff from the project site. Substantial erosion, siltation or flooding, on- or off-site, and exceedance of the capacity of existing or planned drainage systems would not be anticipated to occur.

Therefore, impacts related to water quality, water quality standards and drainage would be less than significant.

b. Groundwater Supplies – *Less than significant.* The project will use domestic water from the Placer County Water Agency and not use wells or groundwater; therefore existing groundwater resources will not be depleted. The project site itself is not a substantial recharge area because of its smaller size and distance from creeks and drainages. Therefore, there is a less than significant groundwater supply impact.

<p>Initial Study Page 59 Reso. No.</p>	<p style="text-align: right;"><i>Rocklin Gateway</i> <i>DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001</i> <i>and TRE2017-0001</i></p>
--------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------

g., h., i. and j. Flooding, Inundation by Tsunami, Seiche, or Mudflow – Less Than Significant Impact. According to FEMA flood maps (Map Panel 06061CO414F, effective date June 8, 1998) the developable portion of the project site is located in flood zone X, which indicates that the project is not located within a 100-year flood hazard area and outside of the 500-year flood hazard area. The project site is not located within the potential inundation area of any dam or levee failure, nor is the project site located sufficiently near any significant bodies of water or steep hillsides to be at risk from inundation by a seiche, tsunami, or mudflow. Therefore the proposed project will not expose people or structures to a significant risk or loss, injury, or death as a result of flooding nor will the project be subject to inundation by tsunami, seiche or mudflow and a less than significant impact would be anticipated

X. <u>LAND USE AND PLANNING</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Physically divide an established community?				X	
b) Conflict with any applicable land use plan, policy, regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X		
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X	

DISCUSSION OF DETERMINATION:

Project Impacts:

Approval of the project would allow the construction and occupation of a 204-unit multi-family apartment project on a 7.0 +/- acre site. The project site is designated Mixed Use (MU) on the General Plan land use map and is zoned Planned Development – Mixed Use (PD-MU). The project requires Design Review, General Development Plan, Rezone, Development Agreement, and Oak Tree Preservation Permit entitlements to allow for a multi-family residential project as is being proposed. As discussed below, land use impacts are not anticipated.

Initial Study Page 60 Reso. No.	<i>Rocklin Gateway</i> DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001
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Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts on land use as a result of the future urban development that was contemplated by the General Plan. These impacts included dividing an established community and potential conflicts with established land uses within and adjacent to the City (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.1-1 through 4.1-38). The analysis found that while development and buildout of the General Plan can result in land use impacts, these impacts would be reduced to a less than significant level through the application of General Plan goals and policies that would assist in minimizing or avoiding land use impacts.

These goals and policies include, but are not limited to goals and policies in the General Plan Land Use Element requiring buffering of land uses, reviewing development proposals for compatibility issues, establishing and maintaining development standards and encouraging communication between adjacent jurisdictions.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Significance Conclusions:

a. Division of Community – No Impact. The proposed project site is currently vacant and the entire project is within the City of Rocklin. The proposed project would construct 204 multi-family residences at this location, which would not physically divide an established community. Therefore there is no division of community impact.

b. Plan Conflict – Less than Significant Impact. The project site is designated Mixed Use (MU) on the General Plan land use map and is zoned Planned Development – Mixed Use (PD-MU). The project requires Design Review, General Development Plan, Rezone, Development Agreement, and Oak Tree Preservation Permit entitlements to allow for a multi-family apartment project as is being proposed. The proposed project is consistent with the site’s land use designation and would be compatible with the existing development of light industrial, retail commercial and residential uses in the project vicinity. The project includes a General Development Plan which would establish allowable land uses and development standards for the PD-33 zoning district. As part of the project, the site would be rezoned to PD-33. The uses and development standards proposed are consistent with the current MU General Plan

Initial Study Page 61 Reso. No.	<p style="text-align: right;"><i>Rocklin Gateway</i> DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001</p>
------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------

designation. Therefore, the development of the project would not conflict with land use designations and would have a less than significant impact related to conflicts with land use plans, policies or regulations.

c. Habitat Plan Conflict - No Impact. There are no habitat conservation plans or natural community conservation plans which apply to the project site, and there would be no impact on such plans.

XI. <u>MINERAL RESOURCES</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X	
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X	

DISCUSSION OF DETERMINATION:

Project Impacts:

As discussed below, no impact is anticipated because the project site does not contain known mineral resources.

Significance Conclusions:

a. and b. Mineral Resources – No Impact. The Rocklin General Plan and associated EIR analyzed the potential for “productive resources” such as, but not limited to, granite and gravel (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.6-4 through 4.6-5 and 4.6-17). The City of Rocklin has no mineral resources as classified by the State Geologist. The City has no known or suspected mineral resources that would be of value to the region and to residents of the state. The project site is not delineated in the Rocklin General Plan or any other plans as a mineral resource recovery site. Mineral resources of the project site have not changed with the passage of time since the General Plan EIR was adopted. Based on this discussion, the project is not anticipated to have a mineral resources impact.

Initial Study Page 62 Reso. No.	Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001
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XII. <u>NOISE</u> Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X			
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X		
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X		
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X	
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X	

DISCUSSION OF DETERMINATION:

Project Impacts:

As discussed below, development of the proposed project will result in an increase in short-term noise impacts from construction activities. Compliance with the mitigation measures incorporated into the General Plan goals and policies, and the City of Rocklin Construction Noise Guidelines would reduce noise related impacts to a less-than-significant level.

Initial Study Page 63 Reso. No.	<i>Rocklin Gateway</i> DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001
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Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts of noise associated with the future urban development that was contemplated by the General Plan. These impacts included construction noise, traffic noise, operational noise, groundborne vibration, and overall increased in noise resulting from implementation of the General Plan Update (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.5-1 through 4.5-48).

Mitigation measures to address these impacts are incorporated into the General Plan in the Noise Element, which includes policies that require acoustical analyses to determine noise compatibility between land uses, application of stationary and mobile noise source sound limits/design standards, restriction of development of noise-sensitive land uses unless effective noise mitigations are incorporated into projects, and mitigation of noise levels to ensure that the noise level design standards of the Noise Element are not exceeded.

The General Plan EIR concluded that, despite these goals and policies, significant noise impacts will occur as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will result in exposure of persons to, or generation of, noise levels in excess of applicable noise standards, will result in exposure to surface transportation noise sources and stationary noise sources in excess of applicable noise standards and will contribute to cumulative transportation noise impacts within the Planning Area. Findings of fact and a statement of overriding consideration were adopted by the Rocklin City Council in regard to these impacts, which were found to be significant and unavoidable.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Project-Level Environmental Analysis:

The firm of JC Brennan & Associates, Inc., a California consulting firm with recognized expertise in noise, prepared an environmental noise assessment of the Rocklin Gateway project. Their report, dated November 1, 2016 is available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA, and is incorporated into this Mitigated Negative Declaration by this reference. City staff has reviewed the documentation and is also aware that JC Brennan & Associates has a professional reputation that makes its

<p>Initial Study Page 64 Reso. No.</p>	<p style="text-align: right;"><i>Rocklin Gateway</i> <i>DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001</i> <i>and TRE2017-0001</i></p>
--------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------

conclusions presumptively credible and prepared in good faith. Based on its review of the analysis and these other considerations, City staff accepts the conclusions in the JC Brennan & Associates report, which is summarized below.

Background Information on Noise

Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sounds and noise are highly subjective from person to person. The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound and for this reason, the A-weighted sound level has become the standard tool of environmental noise assessment.

Measuring sound directly would require a very large and awkward range of numbers, so to avoid this, the decibel (dB) scale was devised. The decibel scale is logarithmic, not linear. In other words, two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic scale is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70 dBA sound is half as loud as an 80 dBA sound, and twice as loud as a 60 dBA sound.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool is the average, or equivalent, sound level (L_{eq}). The L_{eq} is the foundation of the composite noise descriptor, L_{dn} , and shows very good correlation with community response to noise. The day/night average level (L_{dn}) is based upon the average noise level over a 24-hour day, with a +10 dB weighting applied to noise occurring during nighttime (10:00 p.m. – 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

The City of Rocklin General Plan includes criteria for stationary (non-transportation) and transportation noise sources. Because the proposed project is located within close proximity to the Union Pacific Railroad (UPRR) and Pacific Street and Midas Avenue, this analysis focuses on whether railroad or roadway noise levels would exceed City of Rocklin exterior or interior noise level standards at the residences of the project. For transportation noise sources, the maximum allowable exterior noise level standard for outdoor activity areas is 60 dB Ldn and the maximum allowable interior noise level standard is 45 dB Ldn.

Initial Study Page 65 Reso. No.	<i>Rocklin Gateway</i> <i>DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001</i> <i>and TRE2017-0001</i>
------------------------------------	----------------------------------------------------------------------------------------------------------------

Noise Sources

As noted above, the noise source concerns for this project are associated with the adjacent roadways and the UPRR tracks. Noise impacts associated with these noise sources were evaluated and compared to noise level performance criteria for transportation noise sources contained within the City of Rocklin General Plan Noise Element.

Traffic Noise

To determine traffic noise levels on the project site, JC Brennan and Associates, Inc. prepared an environmental noise assessment of the Rocklin Gateway project. Noise measurements were taken at four locations on the project site. The table below shows the predicted future traffic noise levels at the building facades closest to the adjacent roadways and UPRR tracks, and the outdoor activity areas of the proposed project site.

PREDICTED FUTURE TRAFFIC NOISE LEVELS		
Location	Distance (ft)	Noise Levels, Ldn (dB)
Pacific Street – East of Midas Avenue (ADT 26,200)		
1 st Floor Façade	80	66
2 nd /3 rd Floor Façade	80	69
Courtyards (Outdoor Activity Area)	350	47
East Midas Avenue – Northwest of Pacific Street (ADT 14,200)		
1 st Floor Façade	50	60
2 nd /3 rd Floor Façade	50	63
Courtyards (Outdoor Activity Area)	340	37
UPRR Tracks		
1 st Floor Façade	245	65
2 nd /3 rd Floor Façade	245	73
Courtyards (Outdoor Activity Area)	400	56
Sources: J.C. Brennan & Associates, Inc., 2016		

It should be noted that the City of Rocklin 60 dB Ldn exterior noise level standard applies specifically to outdoor use areas or “outdoor activity” areas, which in the project’s case is an internal courtyard area. In addition to outdoor activity areas, noise levels are predicted at the building facades located closest to each of the project-area roadways. These building façade noise levels are used for predicting interior noise levels and are not subject to the City’s exterior noise level standard. For example, the 2nd/3rd floor facades of the units along Pacific Street would be exposed to exterior noise levels of 69 dB Ldn. This is not an exceedance of the City’s 60 dB Ldn exterior noise level standard as no outdoor use occurs at this location.

Initial Study Page 66 Reso. No.	<i>Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001</i>
------------------------------------	----------------------------------------------------------------------------------------------------

The estimated noise level at the first floor facades closest to the UPRR tracks includes shielding from the property line sound wall. The data in the table above indicates that future traffic noise levels at outdoor activity areas of the proposed project site are predicted to comply with the City of Rocklin 60 dB Ldn exterior noise level standard. Some of the building facades are predicted to have an exterior noise level above 60 dB however the 60 dB Ldn exterior noise standard is not exceeded because no outdoor activity occurs at these locations. Therefore, no additional exterior traffic noise reduction measures would be required.

Interior Traffic Noise Levels

Standard construction practices, consistent with the Uniform Building Code typically provides an exterior-to-interior noise level reduction of approximately 25 dB, assuming that air conditioning is included for each unit, which allows residents to close windows for the required acoustical isolation. Therefore, as long as exterior noise levels at the building facades do not exceed 70 dB Ldn, the interior noise levels will typically comply with the interior noise level standard of 45 dB Ldn.

Based upon an exterior noise exposure of up to 69 dB Ldn, interior noise levels of up to 44 dB Ldn are predicted along Pacific Street. Based upon an exterior noise exposure of up to 63 dB Ldn, interior noise levels of up to 38 dB Ldn are predicted along Midas Avenue. These noise levels comply with the City of Rocklin 45 dB Ldn interior noise level standard.

Based upon an exterior noise exposure of up to 73 dB Ldn interior noise levels of up to 48 dB Ldn are predicted from railroad operations, and interior noise reduction measures would be required.

Significance Conclusions:

a., b., c., and d. Exposure to Noise, Increase in Noise – *Less than Significant With Mitigation.*

The primary goal for the City of Rocklin General Plan with respect to noise is: “To protect City residents from the harmful and annoying effects of exposure to excessive noise”. To implement that goal, the City has adopted Noise Compatibility Guidelines prepared by the State Office of Noise Control. The objective of the Noise Compatibility Guidelines is to assure that consideration is given to the sensitivity to noise of a proposed land use in relation to the noise environment in which it is proposed to be located.

Potential noise impacts can be categorized into short-term construction noise impacts and long-term or permanent noise impacts. The City has adopted standard conditions for project approvals which address short-term impacts. These include limiting traffic speeds to 25 mph and keeping equipment in clean and tuned condition. The proposed project would be subject to these standard conditions. The proposed project would also be subject to the City of Rocklin Construction Noise Guidelines, including restricting construction-related noise generating

Initial Study Page 67 Reso. No.	Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001
------------------------------------	-------------------------------------------------------------------------------------------

activities within or near residential areas to between 7:00 a.m. and 7:00 p.m. on weekdays, and between 8:00 a.m. and 7:00 p.m. on weekends to the satisfaction of the City Engineer or Building Official. Therefore, impacts associated with increases in the ambient noise environment during construction would be less than significant.

As noted above, based upon the measured and predicted noise levels at the residences, the building facades closest to the UPRR tracks would be exposed to a maximum exterior noise level of 73 dB Ldn. This exterior noise level equates to interior noise levels of up to 48 dB Ldn, which exceeds the City’s 45 dB Ldn interior noise level standard. Therefore, noise reduction measures will be required.

To address the potential interior noise level impacts, the following mitigation measures, agreed to by the applicant, are being applied to the project:

XII.-1 All second or third floor windows or glass doors in the first row of units closest to the UP railroad line and with a view of the UP railroad line shall be fitted with Sound Transmission Class (STC) rating 35 minimum rated assemblies, and units in the second row and beyond shall be fitted with Sound Transmission Class (STC) rating 27 minimum rated assemblies.

XII.-2 Mechanical ventilation penetrations for bath fans shall not face towards the UP railroad line or Pacific Street. Where feasible these vents shall be routed towards the opposite side of the building to minimize sound intrusion to sensitive areas of the building. Where vents must face towards the UP railroad line or Pacific Street, the duct work shall be increased in length and make as many “S” turns as feasible prior to exiting the dwelling. Flexible duct work is the preferred ducting for this noise mitigation. Where the vents exit the building, a spring loaded flap with a gasket shall be installed to reduce sound entering the duct work when the vent is not in use.

The applicant is agreeable to the above mitigation measures; implementation of the above measures will reduce interior noise level impacts to a less than significant level.

e. and f. Public and Private Airport Noise – No Impact. The City of Rocklin, including the project site, is not located within an airport land use plan or within two miles of an airport, and is therefore not subject to obtrusive aircraft noise related to airport operations. Therefore, there is no airport related noise impact.

Initial Study Page 68 Reso. No.	Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001
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XIII. <u>POPULATION AND HOUSING</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure.)			X		
b) Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?			X		
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X	

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed project will result in the construction of 204 multi-family residential units on a vacant site, which would not induce substantial population growth or displace substantial numbers of people.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated population and housing impacts that would occur as a result of the future urban development that was contemplated by the General Plan. These impacts included population growth and availability of housing opportunities (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.11-1 through 4.11-13). The analysis found that while development and buildout of the General Plan can result in population and housing impacts, implementation of the General Plan would not contribute to a significant generation of growth that would substantially exceed any established growth projections nor would it displace substantial numbers of housing units or people. Moreover, the project will not construct off-site infrastructure that would induce substantial development, unplanned or otherwise. As such, population and housing impacts were determined to be less than significant.

Initial Study Page 69 Reso. No.	<i>Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001</i>
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Significance Conclusions:

a. Population Growth – *Less than Significant Impact.* The project site is currently designated on the City’s General Plan land use map as Planned Development – Mixed Use (PD-MU). The addition of 204 multi-family residences is not considered to induce substantial population growth in this area, nor does the project represent a significant addition to a City that is projected to have approximately 29,283 dwelling units at the buildout of the General Plan (the proposed project’s 204 units equates to 0.007 percent of the anticipated 29,283 citywide dwelling units). In addition, the project does not include any extension of roads or other infrastructure other than what is necessary to provide access and services to the project site. Finally, the current General Plan and Housing Element anticipate 140 residential units and 15,000+/- square feet of retail commercial uses via the previously approved ZL Rocklin project; the proposed project’s increase of 64 units and reduction of commercial uses is not considered to be significant. Therefore, the project will have a less than significant population growth impact.

b. and c. Displace Substantial Numbers of Existing Housing or People – *Less Than Significant Impact.* The project site is currently vacant and the project includes the construction of 204 residential units which represents an increase in housing. The displacement of substantial numbers of existing housing or people necessitating the construction of replacement housing elsewhere will not occur and the impact would be less than significant.

<p>Initial Study Page 70 Reso. No.</p>	<p style="text-align: right;"><i>Rocklin Gateway</i> <i>DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001</i> <i>and TRE2017-0001</i></p>
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XIV. <u>PUBLIC SERVICES</u>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
1. Fire protection?			X		
2. Police protection?			X		
3. Schools?			X		
4. Other public facilities?			X		

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed project would create a need for the provision of new and/or expanded public services or facilities, but compliance with General Plan goals and policies and payment of necessary fees, including participation in any applicable financing district, would reduce the impact to a less than significant level.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts on the demand for fire and police protection and school and recreation facilities as a result of the future urban development that was contemplated by the General Plan. These impacts included increased demand for fire, police and school services, provision of adequate fire flow, and increased demand for parks and recreation (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.12-1 through 4.12-45). The analysis found that while development and buildout of the General Plan can result in public services and facilities impacts, these impacts would be reduced to a less than significant level through compliance with state and local standards related to the provision of public services and facilities and

Initial Study Page 71 Reso. No.	<i>Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001</i>
------------------------------------	----------------------------------------------------------------------------------------------------

through the application of General Plan goals and policies that would assist in minimizing or avoiding impacts to public services and facilities.

These goals, policies and standards include, but are not limited to the California Fire Code, the California Health and Safety Code, Chapters 8.12 and 8.20 of the Rocklin Municipal Code, and goals and policies in the General Plan Community Safety and Public Services and Facilities Elements requiring studies of infrastructure and public facility needs, proportional share participation in the financial costs of public services and facilities, coordination of private development projects with public facilities and services needed to serve the project, maintaining inter-jurisdictional cooperation and coordination and requiring certain types of development that may generate higher demand or special needs to mitigate the demands/needs.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

California Fire Code, the California Health and Safety Code, Chapters 8.12 and 8.20 of the Rocklin Municipal Code, and goals and policies in the General Plan Community Safety and Public Services and Facilities Elements require studies of infrastructure and public facility needs, proportional share participation in the financial costs of public services and facilities, coordination of private development projects with public facilities and services needed to serve the project, maintaining inter-jurisdictional cooperation and coordination and requirements for certain types of development that may generate higher demand or special needs to mitigate the demands/needs.

Significance Conclusions:

a., 1. Fire Protection – *Less than Significant Impact.* The development of this project site has been anticipated in the planning, staffing, equipping and location of fire stations within the City of Rocklin; the closest fire station to the project site is Fire Station # 1 on Rocklin Road, which is approximately 0.56 road miles away. Development of the proposed project could increase the need for fire protection services. The City collects construction taxes for use in acquiring capital facilities such as fire suppression equipment. Operation and maintenance funding for fire suppression is provided through financing districts and from general fund sources. The proposed project would pay construction taxes, participate in any applicable financing districts and contribute to the general fund through property and sales taxes. Participation in these

<p>Initial Study Page 72 Reso. No.</p>	<p style="text-align: right;"><i>Rocklin Gateway</i> DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001</p>
--------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------

funding mechanisms would ensure fire protection service to the site and reduce fire protection impacts to less than significant.

a., 2. Police Protection – Less than Significant Impact. The development of this project site has been anticipated in the planning, staffing, and equipping of the police station within the City of Rocklin. Development of the proposed project could increase the need for police patrol and police services to the site. Funding for police services is primarily from the general fund, and is provided for as part of the City’s budget process. The proposed project would pay construction taxes, participate in any applicable financing districts and contribute to the general fund through property and sales taxes. Participation in these funding mechanisms would ensure police protection services to the site and reduce police protection impacts to less than significant.

a., 3. and 4. Schools and Other Public Facilities – Less than Significant Impact. The proposed project will be required to pay applicable school impact fees in effect at the time of building permit issuance to finance school facilities. The assessment of developer fees is regulated through the State Government Code. Proposition 1A/Senate Bill 50 (Chapter 407, Statutes of 1998) establishes the base amount that developers can be assessed per square foot of residential and non-residential development. If a district meets certain standards, the base adjustment can be adjusted upward of a certain amount. Under SB 50, payment of the identified fees by a developer is deemed to be “full and complete mitigation” of impacts on schools resulting from new development. Participation in these funding mechanisms, as applicable, will reduce school impacts to a less than significant level as a matter of state law.

The need for other public facilities would not be created by this project and the impact is anticipated to be less than significant.

Initial Study Page 73 Reso. No.	<i>Rocklin Gateway</i> <i>DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001</i> <i>and TRE2017-0001</i>
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XV. <u>RECREATION</u>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X		
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X		

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed project, the development and occupation of a 204-unit multi-family residential project would be anticipated to increase the use of, and demand for, recreational facilities but not in a way that results in a significant impact.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts on the demand for recreation facilities as a result of the future urban development that was contemplated by the General Plan. These impacts included increased demand for parks and recreation (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.12-30 through 4.12-45). The analysis found that while development and buildout of the General Plan can result in recreation facilities impacts, these impacts would be reduced to a less than significant level through the application of General Plan goals and policies that would assist in minimizing or avoiding impacts to recreation facilities. The General Plan has established a parkland standard of five acres per 1,000 population, and has adopted goals and policies to insure that this standard is met. These goals and policies call for the provision of new park and recreational facilities as needed by new development through parkland dedication and the payment of park and recreation fees. These programs and practices are recognized in the General Plan Open Space, Conservation and Recreation Element, which mitigates these impacts to a less than significant level.

Initial Study Page 74 Reso. No.	<i>Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001</i>
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Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Significance Conclusions:

a. and b. Increase Park Usage and Construction or Expansion of Recreational Facilities – *Less than Significant.* The proposed residential project includes private recreational facilities and is not anticipated to significantly increase the use of, and demand for, public recreational facilities. The City of Rocklin provides parkland dedication and/or collection of park fees to mitigate for the increased recreational impacts of new residential developments at the time that a parcel or subdivision map is recorded. Although the proposed project includes a small recreational areas, the residents of the proposed project would likely utilize City recreational facilities but the use is anticipated to be minimal and is not anticipated to significantly increase the use of existing facilities to the extent that substantial physical deterioration of the facility would occur or be accelerated, nor is the minimal use anticipated to require the construction or expansion of recreational facilities. Therefore, the project would have less than significant impacts regarding the increase in use of recreational facilities.

Initial Study Page 75 Reso. No.	<i>Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001</i>
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XVI. <u>TRANSPORTATION/TRAFFIC</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, freeways, pedestrian and bicycle paths, and mass transit)?			X		
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X	
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X		
e) Result in inadequate emergency access?			X		
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X		

Initial Study Page 76 Reso. No.	Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001
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DISCUSSION OF DETERMINATION:

Project Impacts:

As discussed below, the proposed project is anticipated to cause increases in traffic because an undeveloped site will become developed, but not to a degree that would significantly affect level of service (LOS) standards.

Prior Environmental Review:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts on transportation that would occur as a result of the future urban development that was contemplated by the General Plan. These impacts included signalized intersections in Rocklin, Loomis, Roseville, Lincoln and Placer County, state/interstate highway segments and intersections, transit service, bicycle and pedestrian facilities, and conflicts with at-grade railways (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.4-1 through 4.4-98).

Mitigation measures to address these impacts are incorporated into the General Plan in the Circulation Element, and include policies that require the monitoring of traffic on City streets to determine improvements needed to maintain an acceptable level of service, updating the City’s Capital Improvement Program (CIP) and traffic impact fees, providing for inflationary adjustments to the City’s traffic impact fees, maintaining a minimum level of service (LOS) of “C” for all signalized intersections during the PM peak period on an average weekday, maintaining street design standards, and interconnecting traffic signals and consideration of the use of roundabouts where financially feasible and warranted to provide flexibility in controlling traffic movements at intersections.

The General Plan EIR concluded that, despite these goals and policies, significant transportation impacts will occur as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will result in increased traffic volumes at state/interstate highway intersections and impacts to state/interstate highway segments. Findings of fact and a statement of overriding consideration were adopted by the Rocklin City Council in regard to these impacts, which were found to be significant and unavoidable.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable policies and standards, including the mitigation measures addressing impacts of urban development under the General Plan on utility and service systems incorporated as goals and policies in the General Plan, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for the project to ensure consistency with the General Plan and compliance with City rules and regulations.

<p>Initial Study Page 77 Reso. No.</p>	<p style="text-align: right;"><i>Rocklin Gateway</i> <i>DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001</i> <i>and TRE2017-0001</i></p>
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Project-Level Environmental Analysis:

The firm of KD Anderson & Associates, Inc., a Sacramento area consulting firm with recognized expertise in transportation, prepared a traffic impact analysis of the proposed project. Their report, dated February 15, 2017, is available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA, and is incorporated into this Mitigated Negative Declaration by this reference. City staff has reviewed the documentation and is also aware that KD Anderson & Associates, Inc. has a professional reputation that makes its conclusions presumptively credible and prepared in good faith. Based on its review of the analysis and these other considerations, City staff accepts the conclusions in the KD Anderson & Associates, Inc. report, which is summarized below.

Daily Trip Generation

The project site was previously approved as a 140-unit multi-family apartment and 15,000 square foot retail project, but development of that project never occurred. An estimate of the proposed project’s daily and p.m. peak hour trip generation has been made based on trip generation rates derived from the City of Rocklin Travel Demand Model and the Institute of Traffic Engineers (ITE) 9th Edition Trip Generation Manual. Because development of the project site has been assumed in previous city-wide traffic analyses such as the General Plan Update (2011), the table and discussion below compare and evaluate the relative impact of the proposed project based on the difference in the site’s previously approved development project and actual daily trip generation of the Rocklin Gateway project. The project site was designated as a Mixed Use land use when the General Plan Update traffic analysis was completed. The table below identifies the trip generation estimates for the proposed project. As shown, the previously approved mixed-use project have generated approximately 179 more daily trips that the proposed Rocklin Gateway apartment project.

PROJECT TRIP GENERATION COMPARISON					
Land Use Category	Quantity	Daily Trips	PM Peak Hour Trip Rate/Unit		
			Inbound	Outbound	Total
<i>Previously Approved Project(*)</i>					
Retail	15 ksf	644	29	31	60
Apartments	140 du	992	62	33	95
Gross Total		1,636	91	64	155
Less Pass-by Retail and Internal Trips		131	14	12	26
Net New External Trips		1,505	77	52	129
<i>Proposed Project</i>					
Multi-Family Residences	204 du	1,326	82	44	126
Net Difference		<149>	5	<8>	<3>
(*) Source: <i>Traffic Impact Analysis for Mixed-Use Development Pacific Street @ Midas Avenue, Kimley Horn, 1/14/08</i>					

Initial Study Page 78 Reso. No.	Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001
------------------------------------	-------------------------------------------------------------------------------------------

The above comparison is provided for informational purposes only; the analysis below that addresses intersection Level of Service (LOS) considers the trip generation that would be yielded by the proposed residential project (1,326 daily trips).

Current Background Traffic Conditions

Roadways providing access to the project site will be Pacific Street and Midas. Pacific Street is a four lane street that runs from Rocklin’s border with the City of Roseville to the border with the Town of Loomis providing access to commercial and residential areas. Midas Avenue is a two lane street providing access to residential areas.

New traffic counts were made for the City of Rocklin in April 2016, when Rocklin schools were in session, and data from 2014 was used at the Pacific Street/Americana Drive intersection for this study. Intersection turning movement counts were made at study intersections (Midas Avenue/5th Street, Pacific Street/Midas Avenue, Pacific Street/Rocklin Road and Pacific Street/Americana Way/Sierra Meadows Drive) during the two hour periods of 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.; the highest hourly traffic volume period within the two hour window was identified as the peak hour.

The table below identifies current intersection Levels of Service (LOS) at the four study locations. As shown, the overall LOS at each intersection is LOS C or greater for both AM and PM peak hours, which meets the City’s minimum LOS C standard.

EXISTING PEAK HOUR INTERSECTION LEVELS OF SERVICE							
Intersection	Control	Time Period					
		AM Peak Hour (7:00-9:00 AM)			PM Peak Hour (4:00-6:00 PM)		
		LOS	Volume/ Capacity	Average Delay (sec/veh)	LOS	Volume/ Capacity	Average Delay (sec/veh)
Midas Avenue/5 th Street	All Way Stop	C	-	23.3	C	-	15.5
Rocklin Road/Pacific Street	Signal	A	0.486	-	A	0.537	-
Pacific Street/Midas Avenue	Signal	A	0.378	-	A	0.492	-
Pacific Street/Americana Way/ Sierra Meadows Drive	Signal	A	0.311	-	A	0.392	-

Initial Study Page 79 Reso. No.	<i>Rocklin Gateway</i> DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001
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Existing Plus Project Traffic Conditions and Levels of Service

Project trips were superimposed onto the current background traffic volumes to create the “Existing Plus Project” condition, which is reflected in the table below.

EXISTING PLUS PROJECT PEAK HOUR INTERSECTION LEVELS OF SERVICE							
Intersection	Control	Existing			Existing Plus Project		
		LOS	Volume/ Capacity	Average Delay (sec/veh)	LOS	Volume/ Capacity	Average Delay (sec/veh)
AM Peak Hour (7:00 – 9:00 AM)							
Midas Avenue/5 th Street	All Way Stop	C	-	23.3	C	-	24.0
Midas Avenue/ Project Access (overall)	WB Stop	-	-	-	(A)	-	(0.2)
Westbound right turn		-	-	-	A	-	9.9
Rocklin Road/Pacific Street	Signal	A	0.486	-	A	0.501	-
Pacific Street/Midas Avenue	Signal	A	0.378	-	A	0.398	-
Pacific Street/Project Access (overall)	SB Stop	-	-	-	(A)	-	(0.8)
Southbound left + right turn		-	-	-	B	-	12.0
Pacific Street/Americana Way/ Sierra Meadows Drive	Signal	A	0.311	-	A	0.319	-
PM Peak Hour (4:00-6:00 PM)							
Midas Avenue/5 th Street	All Way Stop	C	-	15.5	C	-	15.9
Midas Avenue/ Project Access (overall)	WB Stop	-	-	-	(A)	-	(0.1)
Westbound right turn		-	-	-	B	-	12.0
Rocklin Road/Pacific Street	Signal	A	0.537	-	A	0.551	-
Pacific Street/Midas Avenue	Signal	A	0.492	-	A	0.522	-
Pacific Street/Project Access (overall)	SB Stop	-	-	-	(A)	-	(0.7)
Southbound left + right turn		-	-	-	C	-	17.6
Pacific Street/Americana Way/ Sierra Meadows Drive	Signal	A	0.392	-	A	0.399	-

As shown, because the amount of traffic associated with the project is relatively small, the addition of project traffic would not appreciably increase the length of delays occurring at study intersections, and the project does not result in any change to the AM or PM peak hours Level of Service at any location. Levels of Service at each intersection will remain LOS A or C, which are within the adopted minimum standard (i.e., LOS C or better).

Existing Plus Approved Projects Plus Project

The traffic impacts of the proposed project have also been considered within the context of future traffic conditions in this area of Rocklin assuming other approved but as yet unconstructed projects under an “Existing Plus Approved Projects (EPAP)” condition, which is

Initial Study Page 80 Reso. No.	Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001
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reflected in the table below. The other approved but as yet unconstructed (or partially constructed) projects include: Avalon Subdivision, Brighton Subdivision, Garnet Creek, Granite and Dominguez Subdivision, Los Cerros Subdivision, Grove Street Subdivision, Croftwood Unit 1 Subdivision, Rocklin 60 Subdivision, Granite Terrace, Granite Marketplace, Rocklin Crossings, Rocklin Commons, the Center at Secret Ravine, Parklands Subdivision, Clover Valley, Winding Lane Estates, Rocklin Audi and Sierra Gateway Apartments

EXISTING PLUS APPROVED PROJECTS (EPAP) PLUS PROJECT PEAK HOUR INTERSECTION LEVELS OF SERVICE							
Intersection	Control	Existing Plus Approved Projects			EPAP Plus Project		
		LOS	Volume/ Capacity	Average Delay (sec/veh)	LOS	Volume/ Capacity	Average Delay (sec/veh)
AM Peak Hour (7:00 – 9:00 AM)							
Midas Avenue/5 th Street	All Way Stop	E	-	35.6	E	-	37.0
Midas Avenue/ Project Access (overall)	WB Stop	-	-	-	(A)	-	(0.1)
Westbound right turn		-	-	-	B	-	10.3
Rocklin Road/Pacific Street	Signal	A	0.509	-	A	0.523	-
Pacific Street/Midas Avenue	Signal	A	0.437	-	A	0.456	-
Pacific Street/Project Access (overall)	SB Stop	-	-	-	(A)	-	(0.8)
Southbound left + right turn		-	-	-	B	-	13.5
Pacific Street/Americana Way/ Sierra Meadows Drive	Signal	A	0.364	-	A	0.372	-
PM Peak Hour (4:00-6:00 PM)							
Midas Avenue/5 th Street	All Way Stop	C	-	18.5	C	-	19.1
Midas Avenue/ Project Access (overall)	WB Stop	-	-	-	(A)	-	(0.1)
Westbound right turn		-	-	-	B	-	12.4
Rocklin Road/Pacific Street	Signal	A	0.597	-	B	0.611	-
Pacific Street/Midas Avenue	Signal	A	0.549	-	A	0.578	-
Pacific Street/Project Access (overall)	SB Stop	-	-	-	(A)	-	(0.76)
Southbound left + right turn		-	-	-	C	-	19.8
Pacific Street/Americana Way/ Sierra Meadows Drive	Signal	A	0.451	-	A	0.459	-
Bold indicates conditions in excess of adopted minimum LOS standard							

As shown above, with one exception, the City of Rocklin’s minimum LOS C standard will be maintained at study intersections. The Midas Avenue/5th Street intersection is projected to operate at LOS E in the AM peak hour with and without the project, and LOS E exceeds the minimum LOS C standard. Because conditions are forecast to exceed the minimum standard with and without the project, the significance of the project’s impact is based on its incremental change in intersection traffic volume. If an un-signalized intersection is already operating at an unsatisfactory Level of Service (i.e., LOS D or worse), then the addition of more than 5% of the total traffic at the intersection would be a significant project impact. In this case, the project

Initial Study Page 81 Reso. No.	Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001
------------------------------------	-------------------------------------------------------------------------------------------

adds 18 vehicles to a location that is expected to carry 1,220 vehicles in the AM peak hour. Project trips represent 1.5% of the background volume, which is less than the 5% increment accepted by the City of Rocklin, and as a result, the project's impact is not considered to be significant.

The City of Rocklin traffic impact fee program includes improvements to the Midas Avenue/5th Street intersection, and when deemed warranted by the City, an applicable solution would be identified through a public process.

Initial Study Page 82 Reso. No.	<i>Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001</i>
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Future (Cumulative Year 2030) Traffic Conditions

Information from the General Plan EIR has been employed to identify long term traffic conditions in the project vicinity. The table below compares cumulative AM and PM peak hour Levels of Service at study area intersections with and without the proposed project.

CUMULATIVE PLUS PROJECT PEAK HOUR INTERSECTION LEVELS OF SERVICE							
Intersection	Control	Cumulative Base			Cumulative with Project		
		LOS	Volume/ Capacity	Average Delay (sec/veh)	LOS	Volume/ Capacity	Average Delay (sec/veh)
AM Peak Hour (7:00 – 9:00 AM)							
Midas Avenue/5 th Street	All Way Stop	E	-	38.3	E	-	38.7
	Signal	B	0.665	-	B	0.672	-
	Roundabout	A	-	6.8	A	-	6.9
Midas Avenue/ Project Access (overall) Westbound right turn	WB Stop	-	-	-	(A)	-	(0.1)
		-	-	-	B	-	10.8
Rocklin Road/Pacific Street	Roundabout	C	-	16.9	C	-	17.3
Pacific Street/Midas Avenue	Signal	B	0.588	-	A	0.597	-
	Modify SB Approach	-		-			
Pacific Street/Project Access (overall) Southbound left + right turn	SB Stop	-	-	-	(A)	-	(0.8)
		-	-	-	C	-	21.1
Pacific Street/Americana Way/ Sierra Meadows Drive	Signal	A	0.504	-	A	0.512	-
PM Peak Hour (4:00-6:00 PM)							
Midas Avenue/5 th Street	All Way Stop	F	-	53.4	F	-	53.5
	Signal	A	0.538	-	A	0.542	-
	Roundabout	A	-	7.1	A	-	7.2
Midas Avenue/ Project Access (overall) Westbound right turn	WB Stop	-	-	-	(A)	-	(0.0)
		-	-	-	B	-	14.3
Rocklin Road/Pacific Street	Roundabout	C	-	22.9	C	-	23.6
Pacific Street/Midas Avenue	Signal	D	0.800	-	D	0.829	-
	Modify SB Approach	B	0.690		C	0.716	
Pacific Street/Project Access (overall) Southbound left + right turn	Signal	-	-	-	(A)	-	(1.4)
		-	-	-	F	-	93.3
Pacific Street/Americana Way/ Sierra Meadows Drive	Signal	C	0.749	-	C	0.757	-

Bold indicates conditions in excess of adopted minimum LOS standard

As shown, two intersections are projected to operate with Levels of Service that do not satisfy the City of Rocklin’s minimum LOS C standard with and without the project. The Midas

Initial Study Page 83 Reso. No.	Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001
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Avenue/5th Street intersection is projected to operate at LOS E in the AM peak hour and LOS F in the PM peak hour with its current configuration. The Rocklin General Plan EIR did not address this intersection, however the intersection could be upgraded to yield LOS B with the installation of a traffic signal or LOS A with the installation of a roundabout if projected volumes do occur in the future. The City of Rocklin traffic impact fee program includes improvements to this intersection, and when deemed warranted by the City, an applicable solution would be identified through a public process. This analysis presents Levels of Service assuming, alternatively, a traffic signal or roundabout is installed. However, as noted above, no decision has been made as the design that may ultimately be chosen by the City would be in response to actual conditions.

Because the LOS E and F condition at the Midas Avenue/5th Street intersection exceeds the City's LOS C standard with and without the project, the significance of the project's impact is based on its incremental change in intersection traffic volume. If an un-signalized intersection is already operating at an unsatisfactory Level of Service (i.e., LOS D or worse), then the addition of more than 5% of the total traffic at the intersection would be a significant project impact. In this case, the project's PM trips (16) represent only 0.9% of the total intersection volume without the project (1,669). As this is less than the 5.0% increment permitted under City guidelines, the project's impact is not significant and no mitigation is required.

The Midas Avenue/Pacific Street intersection is projected to operate at LOS D in the PM peak hour with and without the project, which exceeds the City's LOS minimum. The General Plan EIR did not identify mitigation for this intersection, however it would be possible to achieve LOS C by reconfiguring the intersection to allow left turns to also be made from the through lane on the southbound Midas Avenue approach (i.e., left turn lane and combined left + through lane).

Because the LOS D condition at the Pacific Street/Midas Avenue intersection exceeds the City's LOS C standard with and without the project, the significance of the project's impact is based on its incremental change in intersection traffic volume. If an un-signalized intersection is already operating at an unsatisfactory Level of Service (i.e., LOS D or worse), then the addition of more than 5% of the total traffic at the intersection would be a significant project impact. In this case, the project's PM trips (84) represent only 2.5% of the total intersection volume without the project (3,421). As this is less than the 5.0% increment permitted under City guidelines, the project's impact is not significant and no mitigation is required.

Significance Conclusions:

a. Conflict with Performance of Circulation System – *Less than Significant Impact.* As evidenced by the summary of the traffic impact analysis, capacity or level of service impacts from the proposed project are not anticipated. Because the above analysis has verified that the proposed project will not result in any significant traffic impacts more severe than those disclosed in the General Plan EIR, the City finds pursuant to CEQA Guidelines section 15168,

Initial Study Page 84 Reso. No.	<p style="text-align: right;"><i>Rocklin Gateway</i> DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001</p>
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subdivision (C) (4), that these cumulative “environmental effects of the [site-specific project] were covered in the program EIR.”

Senate Bill 743 (SB-743), signed by Governor Brown on September 27, 2013, created a process to change the way transportation impacts are analyzed under CEQA by moving away from the more traditional traffic flow and delay metric of Level of Service (LOS) to an alternative metric known as Vehicle Miles of Travel (VMT). VMT is a transportation performance metric that is used as an input to air quality and noise analyses. VMT not only addresses the number of trips generated by a given land use, but also the length of those trips. By doing so, the placement of a given land use in proximity to complementary land uses, and available transit, walking and bicycling facilities are all considered. VMT can also be used to quantify the effects of proposed changes to a roadway network, transportation demand strategies, and investments in non-auto travel modes. VMT may be expressed in absolute numbers of as “per capita” rations, such as VMT per person, household, dwelling unit, employee, or service population (persons plus employees). For information and comparison purposes (not analysis purposes), the proposed Rocklin Gateway project is projected to generate approximately 1,357 Vehicle Miles of Travel on a daily basis.

The project will be conditioned to contribute its fair share to the cost of circulation improvements via the existing citywide traffic impact mitigation (TIM) fee program that would be applied as a uniformly applied development policy and standard. The traffic impact mitigation fee program is one of the various methods that the City of Rocklin uses for financing improvements identified in the Capital Improvement Program (CIP). The CIP, which is overseen by the City’s Public Services Department, is updated periodically to respond to changing conditions and to assure that growth in the City and surrounding jurisdictions does not degrade the level of service on the City’s roadways. The roadway improvements that are identified in the CIP in response to anticipated growth in population and development in the City are consistent with the City’s Circulation Element. The traffic impact fee program collects funds from new development in the City to finance a portion of the roadway improvements that result from traffic generated by the new development. Fees are calculated on a citywide basis, differentiated by type of development in relationship to their relative traffic impacts. The intent of the fee is to provide an equitable means of ensuring that future development contributes their fair share of roadway improvements, so that the City’s General Plan Circulation policies and quality of life can be maintained.

South Placer Regional Transportation Authority

The South Placer Regional Transportation Authority (SPRTA) was formed through the establishment of a joint powers authority including the cities of Rocklin, Roseville and Lincoln, Placer County and the Placer County Transportation and Planning Agency in January 2002. SPRTA was formed for the implementation of fees to fund specialized regional transportation projects including planning, design, administration, environmental compliance, and

<p>Initial Study Page 85 Reso. No.</p>	<p style="text-align: right;"><i>Rocklin Gateway</i> <i>DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001</i> <i>and TRE2017-0001</i></p>
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construction costs. Regional transportation projects included in the SPRTA include Douglas Boulevard/Interstate 80 Interchange, Placer Parkway, Lincoln Bypass, Sierra College Boulevard Widening, State Route 65 Widening, Rocklin Road/Interstate 80 Interchange, Auburn Folsom Boulevard Widening, and Transit Projects. Similar to other members of SPRTA, the City of Rocklin has adopted a SPRTA fee for all development, and the proposed project would be subject to payment of such a fee.

Highway 65 Interchange Improvement Fee

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

The development of the proposed project and the resulting addition of 204 multi-family residences would not result in project-specific significant effects as demonstrated by the summary of the project’s traffic impact analysis presented above. Payment of traffic impact fees as described above will reduce traffic impacts from the proposed project to a less than significant level.

b. Conflict with Congestion Management Program – No Impact. The City of Rocklin does not have an applicable congestion management program that has been established by a county congestion management agency for designated roads or highways; therefore there is no conflict with an applicable congestion management program impact.

c. Air Traffic Levels – No Impact. The proposed project is not anticipated to have any impacts on air traffic because it is not located near an airport or within a flight path. In addition, the proposed project will not result in a change in location of planned development that results in substantial safety risks. Therefore, there is no change in air traffic patterns impact.

d. and e. Hazards and Emergency Access – Less than Significant Impact. The proposed project is evaluated by the City’s Engineering Services Manager to assess such items as hazards due to a design feature or incompatible uses. In addition, the proposed project is evaluated by representatives of the City of Rocklin’s Fire and Police Departments to ensure that adequate emergency access is provided. Through these reviews and any required changes, there will be a less than significant hazard or emergency access impact.

f. Alternative Modes of Transportation – Less Than Significant Impact. The City of Rocklin seeks to promote the use of public transit through development conditions requiring park-and-ride lots, and bus turnouts. Bike lanes are typically required along arterial and collector streets.

<p>Initial Study Page 86 Reso. No.</p>	<p style="text-align: right;"><i>Rocklin Gateway</i> DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001</p>
--------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------

In the vicinity of the project there are existing Class II bike facilities along Pacific Street and Grove Street. The proposed project does not conflict with these bike lane locations or with other policies or programs promoting alternative transportation. The proposed project is evaluated by City staff to assess potential conflicts with adopted policies, plans or programs regarding public transit, bicycle and pedestrian facilities and whether proposed projects would decrease the performance or safety of such facilities. Through these reviews and any required changes, there will be a less than significant alternative modes of transportation impact.

XVII. <u>TRIBAL CULTURAL RESOURCES</u> Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or			X		
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set for in subdivision (c) of Public Resource Code section 5024.1 the lead agency shall consider the significance of the resource to a California Native American tribe.			X		

DISCUSSION OF DETERMINATION

Project Impacts:

The project site does not contain any resources that are listed with the California Register of Historical Resources or that have been determined by the lead agency to have significance to a

Initial Study Page 87 Reso. No.	<i>Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001</i>
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California Native American Tribe. Therefore no impacts to tribal cultural resources are anticipated.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts that would occur to historical, cultural and paleontological resources within the Planning area as a result of the future urban development that was contemplated by the General Plan. These impacts included potential destruction or damage to any historical, cultural, and paleontological resources (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.8-1 through 4.8-21). Mitigation measures to address these impacts are incorporated into the General Plan in the Land Use and Open Space, Recreation and Conservation Elements, and include goals and policies that encourage the preservation and protection of historical, cultural and paleontological resources and the proper treatment and handling of such resources when they are discovered.

The General Plan EIR concluded that despite these goals and policies, significant cultural resources impacts will occur as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will contribute to cumulative impacts to historic character. Findings of fact and a statement of overriding considerations were adopted by the Rocklin City Council in regard to these impacts, which were found to be significant and unavoidable.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

Historically significant structures and sites as well as the potential for the discovery of unknown archaeological or paleontological resources as a result of development activities are discussed in the Rocklin General Plan. Policies and mitigation measures have been included in the General Plan to encourage the preservation of historically significant known and unknown areas.

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

Significance Conclusions:

a. and b. Tribal Cultural Resources –Less Than Significant Impact. Per Assembly Bill 52 (AB-52, Gatto 2014), as of July 1, 2015 Public Resources Code Sections 21080.3.1 and 21080.3 require public agencies to consult with the Native American Heritage Commission (NAHC) and Native

<p>Initial Study Page 88 Reso. No.</p>	<p style="text-align: right;"><i>Rocklin Gateway</i> <i>DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001</i> <i>and TRE2017-0001</i></p>
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American tribes for the purpose of mitigating impacts to tribal cultural resources; that consultation process is described in part below:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section (Public Resources Code Section 21080.1 (d))

As of the writing of this document, the United Auburn Indian Community (UAIC), the Lone Band of Miwok Indians (IBMI) and the Torres Martinez Desert Cahuilla Indians (TMDCI) are the only tribes that are traditionally and culturally affiliated with the project area that have requested notification. Consistent with Public Resources Code (PRC) Section 21080.3.1 (d) and per AB-52, the City of Rocklin provided formal notification of the Rocklin Gateway project and the opportunity to consult on it to the designated contacts of the UAIC, IBMI and TMDCI in a letter received by those organizations on September 12, 2016. The UAIC, IBMI and TMDCI had 30 days to request consultation on the project pursuant to AB-52 and the IBMI and TMDCI did not respond prior to October 12, 2016, the end of the 30-day period. The UAIC contacted the City via e-mail on September 27, 2016 to request AB-52 consultation and the City of Rocklin responded on October 12, 2016 and offered several potential meeting dates and times. The UAIC did not respond to the suggested dates and times and the City again provided a series of potential meeting dates and times on two other occasions, November 8, 2016 and December 20, 2016. Per PRC Section 21082.3 (4) (d) (2), the California Native American tribe has requested consultation pursuant to Section 21080.3.1 and has failed to provide comments to the lead agency, or otherwise failed to engage in the consultation process. As such, the City of Rocklin has complied with AB-52 and may proceed with the CEQA process for this project per PRC Section 21082.3 (d) (3). Given that the IBMI and TMDCI did not submit a formal request for consultation on the proposed project within the required 30 day period, the UAIC failed to engage in the consultation process, and that no other tribes have submitted a formal request to receive notification from the City of Rocklin pursuant to PRC Section 21080.3.1, the project is not anticipated to cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code Section 21074. Therefore, the project’s impact on tribal cultural resources is considered less than significant.

Initial Study Page 89 Reso. No.	<i>Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001</i>
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XVIII. <u>UTILITIES AND SERVICE SYSTEMS</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X		
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X		
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X		
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X		
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X		
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X		
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X		

Initial Study Page 90 Reso. No.	<i>Rocklin Gateway</i> <i>DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001</i> <i>and TRE2017-0001</i>
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DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed development and occupation of a 204-unit multi-family residential subdivision will increase the need for utility and service systems, but not to an extent that will impact the ability of the utility and service providers to adequately provide such services.

Prior Environmental Review:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts on utilities and service systems that would occur as a result of the future urban development that was contemplated by the General Plan. These impacts included increased generation of wastewater flow, provision of adequate wastewater treatment, increased demand for solid waste disposal, and increased demand for energy and communication services (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.13-1 through 4.13-34). The analysis found that while development and buildout of the General Plan can result in utilities and service system impacts, these impacts would be reduced to a less than significant level through the application of General Plan goals and policies that would assist in minimizing or avoiding impacts to utilities and service systems.

These goals and policies include, but are not limited to, requiring studies of infrastructure needs, proportional share participation in the financial costs of public services and facilities, coordination of private development projects with public facilities and services needed to serve the project and encouraging energy conservation in new developments.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable policies and standards, including the mitigation measures addressing impacts of urban development under the General Plan on utility and service systems incorporated as goals and policies in the General Plan, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with City rules and regulations.

Significance Conclusions:

a., b. and e. Exceed Wastewater Treatment Requirements, Exceed Wastewater Treatment Facility, Wastewater Capacity– *Less than Significant Impact.* The proposed project site is located within the South Placer Municipal Utility District (SPMUD) service area for sewer. SPMUD has provided a letter regarding the proposed project indicating that the project is within their service area and eligible for service, provided that their condition requirements and standard specifications are met. SPMUD has a System Evaluation and Capacity Assurance Plan,

Initial Study Page 91 Reso. No.	Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001
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which is periodically updated, to provide sewer to projects located within their service boundary. The plan includes future expansion as necessary. SPMUD collects participation fees to finance the maintenance and expansion of its facilities. The proposed project is responsible for complying with all requirements of SPMUD, including compliance with wastewater treatment standards established by the Central Valley Water Quality Control Board. The South Placer Wastewater Authority (SPWA) was created by the City of Roseville, Placer County and SPMUD to provide regional wastewater and recycled water facilities in southwestern Placer County. The regional facilities overseen by the SPWA include the Dry Creek and Pleasant Grove Wastewater Treatment Plants, both of which receive flows from SPMUD (and likewise from Rocklin). To project future regional wastewater needs, the SPWA prepared the South Placer Regional Wastewater and Recycled Water Systems Evaluation (Evaluation) in June 2007. The Evaluation indicates that as of June 2004, flows to both the wastewater treatment plants were below design flows. Both wastewater treatment plants are permitted discharges under the National Pollutant Discharge Elimination System (NPDES). Specifically, the Dry Creek Wastewater Treatment Plant (WWTP) is permitted to discharge an average dry weather flow not to exceed 18 mgd, while the Pleasant Grove Wastewater Treatment Plant is permitted to discharge an average dry weather flow not to exceed 12 mgd. According to SPMUD, in 2016 the Dry Creek WWTP had an average dry weather inflow of 8.2 mgd, with SPMUD’s portion being 1.8 mgd, and the Pleasant Grove WWTP had an average dry weather inflow of 7.0 mgd, with SPMUD’s portion being 1.9 mgd. Consequently, both plants are well within their operating capacities and there remains adequate capacity to accommodate the projected wastewater flows from this project. Therefore, a less than significant wastewater treatment impact is anticipated.

c. New Stormwater Facilities – *Less than Significant Impact.* The proposed project would be conditioned to require connection into the City’s storm drain system, with Best Management Practices and/or Low Impact Development features located within the project’s drainage system at a point prior to where the project site runoff will enter the City’s storm drain system. Other than on-site improvements, new drainage facilities or expansion of existing facilities would not be required as a result of this project. Therefore, a less than significant stormwater facility impact is anticipated.

d. Water Supplies – *Less than Significant Impact.* The proposed project is located within the Placer County Water Agency (PCWA) service area. The PCWA has a Master Plan, which is periodically updated, to provide water to projects located within their service boundary. The plan includes future expansion as necessary, and includes the option of constructing additional treatment plants. The PCWA collects hook-up fees to finance the maintenance and expansion of its facilities.

The PCWA service area is divided into five zones that provide treated and raw water to Colfax, Auburn, Loomis, Rocklin, Lincoln, small portion of Roseville, unincorporated areas of western Placer County, and a small community in Martis Valley near Truckee. The proposed project is

Initial Study Page 92 Reso. No.	<p style="text-align: right;"><i>Rocklin Gateway</i> DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001</p>
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located in Zone 1, which is the largest of the five zones. Zone 1 provides water service to Auburn, Bowman, Ophir, Newcastle, Penryn, Loomis, Rocklin, Lincoln, and portions of Granite Bay.

PCWA has planned for growth in the City of Rocklin and sized the water supply infrastructure to meet this growth (PCWA 2006). PCWA has provided a letter regarding the proposed project indicating that the project is within their service area and eligible for service upon execution of a facilities agreement and payment of all required fees and charges. The project site would be served by the Foothill WTP, which treats water diverted from the American River Pump Station near Auburn, and the proposed project’s estimated maximum daily water treatment demands would not exceed the plant’s permitted capacity. Because the proposed project would be served by a water treatment plant that has adequate capacity to meet the project’s projected demand and would not require the construction of a new water treatment plant, the proposed project’s water supply and treatment facility impacts would be considered less than significant.

f. Landfill Capacity – Less than Significant Impact. The Western Regional landfill, which serves the Rocklin area, has a total capacity of 36 million cubic yards and a remaining capacity of 29 million cubic yards. The estimated closure date for the landfill is approximately 2036. Development of the project site with urban land uses was included in the lifespan and capacity calculations of the landfill, and a less than significant landfill capacity impact would be anticipated.

g. Solid Waste Regulations – Less than Significant Impact. Federal and State regulations regarding solid waste consist of the Federal Environmental Protection Agency regulations and the California Integrated Waste Management Act regulating waste reduction. These regulations primarily affect local agencies and other agencies such as the Landfill Authority. The proposed project will comply with all Federal, State, and local regulations regarding trash and waste and other nuisance-related issues as may be applicable. Recology would provide garbage collection services to the project site, provided their access requirements are met. Therefore, the project would comply with solid waste regulations and the impact would be less than significant.

Initial Study Page 93 Reso. No.	Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001
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XIX. <u>MANDATORY FINDINGS OF SIGNIFICANCE</u>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory?		X			
b) Does the project have impacts that are limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probably future projects)?			X		
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X		

DISCUSSION OF DETERMINATION:

Project Impacts:

The preceding analysis demonstrates that these effects will not occur as a consequence of the project. The construction and operation of the Rocklin Gateway project would be consistent with the Rocklin General Plan and the Rocklin General Plan EIR.

Initial Study Page 94 Reso. No.	<i>Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001</i>
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Significance Conclusions:

a. a. Degradation of Environment Quality – *Less than Significant with Mitigation.* The proposed project site is mostly surrounded by developed land. Based on the project location and non-unique biological and cultural resources site characteristics as discussed above, the proposed project does not have the potential to: substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species. Through the application of the recommended mitigation measures and the City’s uniformly applied development policies and standards, the project would have less than significant biological and cultural resources impacts as related to the Mandatory Findings of Significance checklist questions.

b. b. Cumulatively Considerable Impacts – *Less than Significant.* Development in the South Placer region as a whole will contribute to regional air pollutant emissions, thereby delaying attainment of Federal and State air quality standards, regardless of development activity in the City of Rocklin and application of mitigation measures. As a result of this potential degradation of the quality of the environment, the General Plan EIR, which assumed the development of the proposed project site, determined that there would be significant and unavoidable cumulative air quality impacts. Development of the proposed project represents conversion of the same mostly vacant land area that was analyzed in the General Plan EIR, but the proposed project represents less vehicle trip generation and associated air quality and greenhouse gas emission impacts than that which was analyzed in the General Plan EIR. In addition, the project-specific air quality analysis discussed above demonstrated that the proposed project would have a less than significant cumulative air quality and greenhouse gas emissions impact. Therefore, the project would have less than significant impacts.

Development in the City and the South Placer region as a whole will alter viewsheds as mixed urban development occurs on vacant land. In addition, new development will also generate new sources of light and glare; as a result, the General Plan EIR determined that there would be significant and unavoidable cumulative aesthetic impacts. Development of the proposed project represents conversion of the same vacant land area that was analyzed in the General Plan EIR. Therefore, the project would have less than significant impacts.

Development in the City and the South Placer region as a whole will result in cumulative, long-term impacts on biological resources (vegetation and wildlife), due to the introduction of domestic landscaping, homes, paved surfaces, and the relatively constant presence of people and pets, all of which negatively impact vegetation and wildlife habitat. As a result, the General Plan EIR, which assumed the development of the proposed project site, determined that there would be significant and unavoidable cumulative biological resource impacts, both at a project-specific Rocklin General Plan buildout level as it relates to biological resources solely within the City of Rocklin, as well as in the context of a cumulative contribution from Rocklin General Plan

Initial Study Page 95 Reso. No.	Rocklin Gateway DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001
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buildout as it relates to biological resources in the region. Development of the proposed project represents conversion of the same vacant land area that was analyzed in the General Plan EIR. Therefore, the project would have less than significant impacts.

Development in the City and the South Placer region as a whole will result in significant noise impacts as a result of the introduction of new noise sources and additional traffic and people. As a result, the General Plan EIR, which assumed the development of the proposed project site, determined that there would be significant and unavoidable cumulative noise impacts. Development of the proposed project represents conversion of the same vacant land area that was analyzed in the General Plan EIR, but the proposed project represents less vehicle trip generation than that which was analyzed in the General Plan EIR. In addition, the project-specific noise analysis discussed above demonstrated that the proposed project would have a less than significant cumulative noise impact. Therefore, the project would have less than significant impacts.

Development in the City and the South Placer region as a whole will result in significant transportation/traffic impacts as a result of the creation of additional housing, employment and purchasing opportunities which generate vehicle trips. As a result, the General Plan EIR, which assumed the development of the proposed project site, determined that there would be significant and unavoidable cumulative transportation/traffic impacts. Development of the proposed project represents conversion of the same vacant land area that was analyzed in the General Plan EIR, but the proposed project represents less vehicle trip generation than that which was analyzed in the General Plan EIR. Therefore, the project would have less than significant impacts.

The approval of the proposed project would not result in any new impacts that are limited, but cumulatively considerable, that are not already disclosed in the previously prepared environmental documents cited in this report. Therefore, the project would have less than significant impacts.

c. Adverse Effects to Humans – Less than Significant. Because the development of the proposed project represents conversion of the same vacant land area that was analyzed in the General Plan EIR, the proposed project would not have environmental effects that would cause substantial adverse effect on human beings, either directly or indirectly beyond those that were previously identified in the General Plan EIR. Therefore, the project would have less than significant impacts.

Initial Study Page 96 Reso. No.	<i>Rocklin Gateway</i> <i>DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001</i> <i>and TRE2017-0001</i>
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Section 5. References

- City of Rocklin General Plan, October 2012
- City of Rocklin General Plan, Final Environmental Impact Report, August 2012
- City of Rocklin General Plan, Draft Environmental Impact Report, August 2011
- City of Rocklin Zoning Ordinance, Title 17 of the Rocklin Municipal Code
- City of Rocklin Design Review Guidelines
- Davey Resource Group, Arborist Report Rocklin Gateway Project, Rocklin, California, October 31, 2016
- JC Brennan and Associates, Inc., Environmental Noise Assessment, Rocklin Gateway Residential, November 1, 2016
- KD Anderson & Associates, Inc., Traffic Impact Analysis for Pacific Street/Midas Avenue Multi-Family Residential Project, Rocklin, California, February 15, 2017
- Raney Planning and Management, Inc., Air Quality and Greenhouse Gas Analysis, Rocklin Gateway Project, October 2016
- Youngdahl Consulting Group, Inc., Downtown Gateway Phase II Environmental Assessment, December 13, 2016

Attachments

- Attachment A – Project Vicinity Map
- Attachment B – Project Site Plan

<p>Initial Study Page 97 Reso. No.</p>	<p style="text-align: right;"><i>Rocklin Gateway</i> <i>DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001</i> <i>and TRE2017-0001</i></p>
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MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT

ROCKLIN GATEWAY

(DR2016-0010, PDG2016-0005, Z2017-0003, DA2017-0001 and TRE2017-0001)

Project Name and Description

The Rocklin Gateway project proposes the construction of a multi-family development consisting of 204 multi-family residential units on an approximately 7.0 +/- acre site in the City of Rocklin. This project will require Design Review, General Development Plan, Rezone, Development Agreement, and Oak Tree Preservation Permit entitlements. For more detail please refer to the Project Description set forth in Section 3 of this Initial Study.

Project Location

The project site is generally located on the northern corner of Pacific Street and Midas Avenue, in the City of Rocklin. The Assessor’s Parcel Numbers are 010-010-016, -017, -028, -029, and 010-040-040.

Project Proponent’s Name

The applicant is Daniel Nethercott of Catalyst Rocklin, LLC and the property owner is ZL Rocklin, LLC.

Basis for Mitigated Negative Declaration Determination

The City of Rocklin finds that as originally submitted the proposed project could have a significant effect on the environment. However, revisions in the project have been made by or agreed to by the project proponent, which will avoid these effects or mitigate these effects to a point where clearly no significant effect will occur. Therefore a MITIGATED NEGATIVE DECLARATION has been prepared. The Initial Study supporting the finding stated above and describing the mitigation measures including in the project is incorporated herein by this reference. This determination is based upon the criteria of the Guidelines of the State Secretary of Resources Section 15064 – Determining the Significance of the Environmental Effects Caused by a Project, Section 15065 – Mandatory Findings of Significance, and 15070 – Decision to Prepare a Negative Declaration or Mitigated Negative Declaration, and the mitigation measures described in the Mitigation Monitoring Plan for this Project.

Date Circulated for Review: _____ March 30, 2017 _____

Date Adopted: _____

Signature: _____

Marc Mondell, Economic and Community Development Department Director

**MITIGATION MONITORING PROGRAM
Rocklin Gateway
(DR2016-0010, PDG2016-0005 Z2017-0003, DA2017-0001 and TRE2017-0001)**

The California Environmental Quality Act (CEQA, Public Resources Code Section 21000 et seq., as amended by Chapter 1232) requires all lead agencies before approving a proposed project to adopt a reporting and monitoring program for adopted or required changes to mitigate or avoid significant environmental effects. The reporting or monitoring program shall be designed to ensure compliance during project implementation as required by AB 3180 (Cortese) effective on January 1, 1989 and Public Resources Code Section 21081.6. This law requires the lead agency responsible for the certification of an environmental impact report or adoption of a mitigated negative declaration to prepare and approve a program to both monitor all mitigation measures and prepare and approve a report on the progress of the implementation of those measures.

The responsibility for monitoring assignments is based upon the expertise or authority of the person(s) assigned to monitor the specific activity. The City of Rocklin Community Development Director or his designee shall monitor to assure compliance and timely monitoring and reporting of all aspects of the mitigation monitoring program.

The Mitigation Monitoring Plan identifies the mitigation measures associated with the project and identifies the monitoring activities required to ensure their implementation through the use of a table format. The columns identify Mitigation Measure, Implementation and Monitoring responsibilities. Implementation responsibility is when the project through the development stages is checked to ensure that the measures are included prior to the actual construction of the project such as: Final Map (FM), Improvement Plans (IP), and Building Permits (BP). Monitoring responsibility identifies the department responsible for monitoring the mitigation implementation such as: Economic and Community Development (ECDD), Public Services (PS), Community Facilities (CFD), Police (PD), and Fire Departments (FD).

The following table presents the Mitigation Monitoring Plan with the Mitigation Measures, Implementation, and Monitoring responsibilities. After the table is a general Mitigation Monitoring Report Form, which will be used as the principal reporting form for this, monitoring program. Each mitigation measure will be listed on the form and provided to the responsible department.

Revisions in the project plans and/or proposal have been made and/or agreed to by the applicant prior to this Negative Declaration being released for public review which will avoid the effects or mitigate those effects to a point where clearly no significant effects will occur. There is no substantial evidence before the City of Rocklin that the project as revised may have a significant effect on the environment, pursuant to CEQA Guidelines, Section 15070. These mitigation measures are as follows:

MITIGATION MEASURES:**Biological Resources:**

To address the potential impacts to nesting raptors and migratory birds, the following mitigation measure is being applied to the project:

IV.-1 The applicant/developer shall attempt to time the removal of potential nesting habitat for raptors and migratory birds to avoid the nesting season (February - August).

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

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

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

IMPLEMENTATION:

Prior to the start of grading or construction activities to occur within the nesting season, the applicant shall submit documentation of a survey for nesting raptors and migratory birds to the City's Public Services and Economic and Community Development Departments. If the survey results are negative, no further mitigation is required. If the survey results are positive, the biologist shall consult with the City and the California Department of Fish and Wildlife as detailed above.

RESPONSIBILITY

Applicant/Developer

City of Rocklin Public Services Department

City of Rocklin Economic and Community Development Department

California Department of Fish and Wildlife

Page 2 of

Mitigated Negative Declaration/Mitigation Monitoring Program

Reso No.

MITIGATION MEASURES:

Biological Resources:

To ensure compliance with the City’s Oak Tree Preservation Ordinance and to compensate for the removal of the oak trees on the project site, the following mitigation measure, agreed to by the applicant, is being applied to the project:

IV.-3 Prior to the issuance of improvement plans or grading permits, the applicant shall:

b) 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.

b) 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.*

IMPLEMENTATION:

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 above, including payment of necessary fees into the City’s Oak Tree Mitigation Fund.

RESPONSIBILITY

Applicant/Developer

City of Rocklin Economic and Community Development Department

MITIGATION MEASURES:**Cultural Resources:**

To address the potential of impacts to known cultural resources and the potential discovery of unknown cultural resources, the following mitigation measures are being applied to the project:

V.-1 If an inadvertent discovery of cultural materials (e.g., unusual amounts of shell, charcoal, animal bone, bottle glass, ceramics, burned soil, structure/building remains) is made during project-related construction activities, ground disturbances in the area of the find shall be halted and a qualified professional archaeologist, the Environmental Services Manager and the Native American Heritage Commission shall be notified regarding the discovery. The archaeologist shall determine whether the resource is potentially significant as per CEQA (i.e., whether it is a historical resource, a unique archaeological resource, or a unique paleontological resource) and shall develop specific measures to ensure preservation of the resource or to mitigate impacts to the resource if it cannot feasibly be preserved in light of costs, logistics, technological considerations, the location of the find, and the extent to which avoidance and/or preservation of the find is consistent or inconsistent with the design and objectives of the project. Specific measures for significant or potentially significant resources would include, but are not necessarily limited to, preservation in place, in-field documentation, archival research, subsurface testing, and excavation. The specific type of measure necessary would be determined according to evidence indicating degrees of resource integrity, spatial and temporal extent, and cultural associations, and would be developed in a manner consistent with CEQA guidelines for preserving or otherwise mitigating impacts to archaeological and cultural artifacts.

In the event of the accidental discovery or recognition of any human remains, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains, until compliance with the provisions of Sections 15064.5 (e)(1) and (2) of the CEQA Guidelines, as well as Public Resources Code Section 5097.98, has occurred. If any human remains are discovered, all work shall stop in the immediate vicinity of the find and the County Coroner shall be notified, according to Section 7050.5 of the California Health and Safety Code. The City's Environmental Services Manager shall also be notified. If the remains are Native American, the Coroner will notify the Native American Heritage Commission, which in turn will inform a most likely descendant. The descendant will then recommend to the landowner appropriate disposition of the remains and any grave goods, and the landowner shall comply with the requirements of AB2641 (2006).

IMPLEMENTATION:

If evidence of undocumented cultural resources is discovered during grading or construction operations, ground disturbance in the area shall be halted and a qualified professional archaeologist, the City's Environmental Services Manager and the Native American Heritage Commission shall be notified regarding the discovery. Other procedures as specifically noted in the mitigation measure shall also be followed and complied with.

RESPONSIBILITY

Applicant/Developer

City of Rocklin Public Services Department (Environmental Services Manager)

City of Rocklin Economic and Community Development Department

Native American Heritage Commission

MITIGATION MEASURES:**Hazardous Materials:**

To address the potential impacts from hazardous materials in project site soil, the following mitigation measures are being applied to the project:

VIII.-1 After completion of finish grading but prior to issuance of building permits, any soil surfaces derived from soils that were present prior to grading and that will be remain exposed after installation of foundations, walkways, access and parking lot paving shall be tested for heavy metals by a professional environmental site assessment firm to verify that concentrations are not present above current residential environmental screening levels. A report of the test results shall be prepared and provided to the City's Environmental Services Division. If concentrations of heavy metals in exposed soils are found to be above current residential environmental screening levels, a site management/remediation plan addressing contaminants shall be prepared by the applicant and reviewed by the Placer County Department of Environmental Health and the City's Environmental Services Division. Any recommendations made within the site management/remediation plan shall be implemented to the satisfaction of the Placer County Department of Environmental Health and the City's Environmental Services Division prior to the issuance of a certificate of occupancy.

IMPLEMENTATION:

Upon completion of construction and prior to issuance of the certificate of occupancy, the applicant shall hire a professional environmental site assessment firm to test any exposed soil surfaces derived from soils that were present prior to grading for heavy metals to verify that concentrations are not present above current residential environmental screening levels. If concentrations of heavy metals in exposed soils are found to be above current residential environmental screening levels, a site management/remediation plan addressing contaminants shall be prepared by the applicant and reviewed by the Placer County Department of Environmental Health and the City's Environmental Services Division. Any recommendations made within the site management/remediation plan shall be implemented to the satisfaction of the Placer County Department of Environmental Health and the City's Environmental Services Division prior to the issuance of a certificate of occupancy.

RESPONSIBILITY

Applicant/Developer

City of Rocklin Public Services Department (Environmental Services Division)

Placer County Department of Environmental Health

MITIGATION MEASURES:**Noise:**

To address the potential interior noise level impacts, the following mitigation measures, agreed to by the applicant, are being applied to the project:

XII.-1 All second or third floor windows or glass doors in the first row of units closest to the UP railroad line and with a view of the UP railroad line shall be fitted with Sound Transmission Class (STC) rating 35 minimum rated assemblies, and units in the second row and beyond shall be fitted with Sound Transmission Class (STC) rating 27 minimum rated assemblies.

XII.-2 Mechanical ventilation penetrations for bath fans shall not face towards the UP railroad line or Pacific Street. Where feasible these vents shall be routed towards the opposite side of the building to minimize sound intrusion to sensitive areas of the building. Where vents must face towards the UP railroad line or Pacific Street, the duct work shall be increased in length and make as many "S" turns as feasible prior to exiting the dwelling. Flexible duct work is the preferred ducting for this noise mitigation. Where the vents exit the building, a spring loaded flap with a gasket shall be installed to reduce sound entering the duct work when the vent is not in use.

IMPLEMENTATION:

Prior to the approval of building plans and prior to the issuance of a building permit, the applicant shall demonstrate that the residential units in the first row of units closest to the UPRR tracks and with a view of the UPRR tracks are provided with STC rating 35 or higher assemblies for second and third floor windows and glass doors and that all of the residential units in the second row and beyond are fitted with STC rating 27 or higher assemblies as described in the above mitigation measure.

Prior to approval of building plans and prior to issuance of a building permit, the applicant shall demonstrate that mechanical ventilation penetrations for bath fans shall not face towards the UP railroad line or Pacific Street. Where feasible these vents shall be routed towards the opposite side of the building to minimize sound intrusion to sensitive areas of the building. Where vents must face towards the UP railroad line or Pacific Street, the duct work shall be increased in length and make as many "S" turns as feasible prior to exiting the dwelling. Flexible duct work is the preferred ducting for this noise mitigation. Where the vents exit the building, a spring loaded flap with a gasket shall be installed to reduce sound entering the duct work when the vent is not in use.

RESPONSIBILITY

Applicant/Developer

Public Services Department

Economic and Community Development Department

MITIGATION MONITORING REPORT FORMS

Project Title:

Mitigation Measures:

Completion Date: (Insert date or time period that mitigation measures were completed)

Responsible Person:

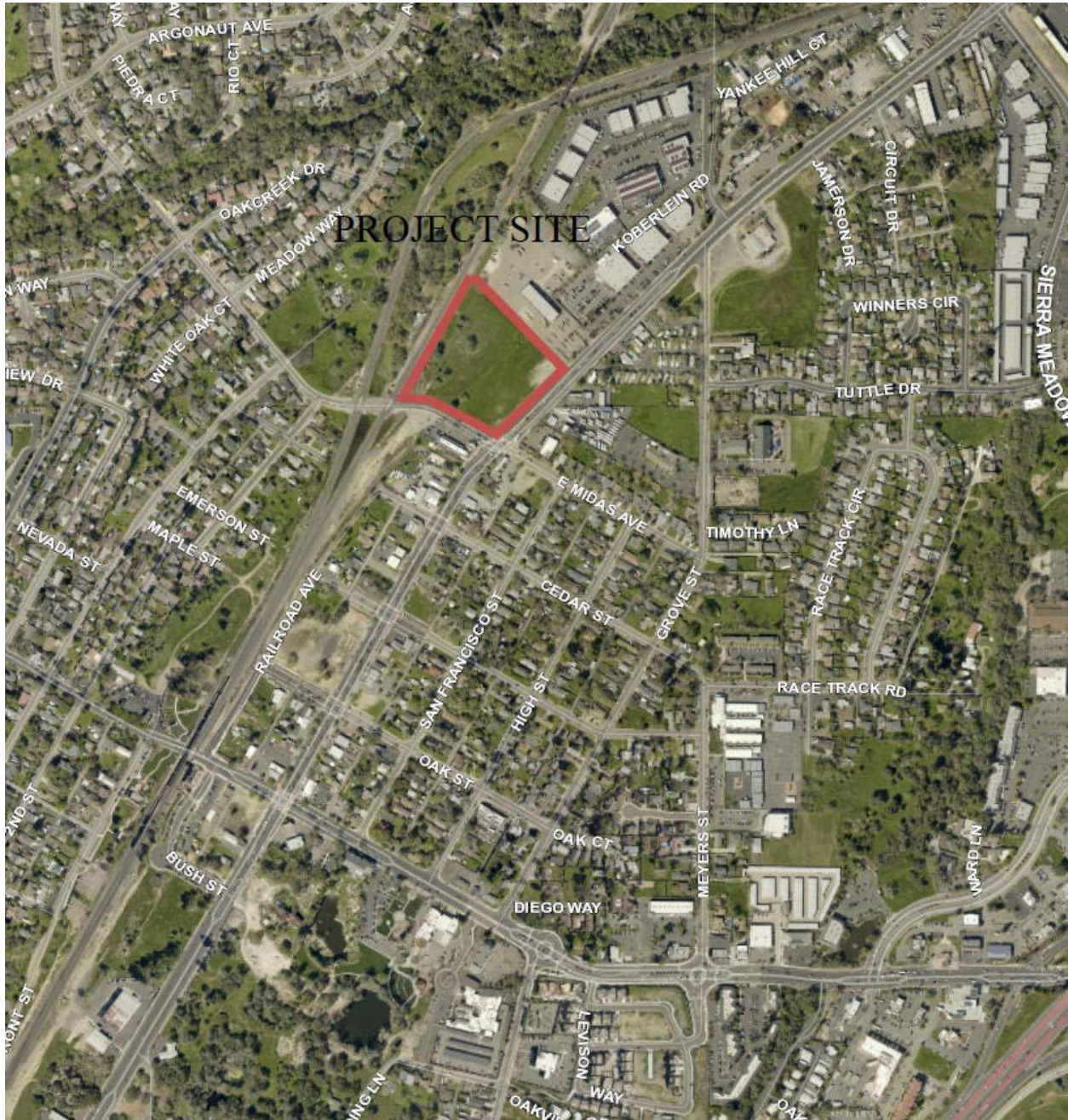
(Insert name and title)

Monitoring/Reporting:

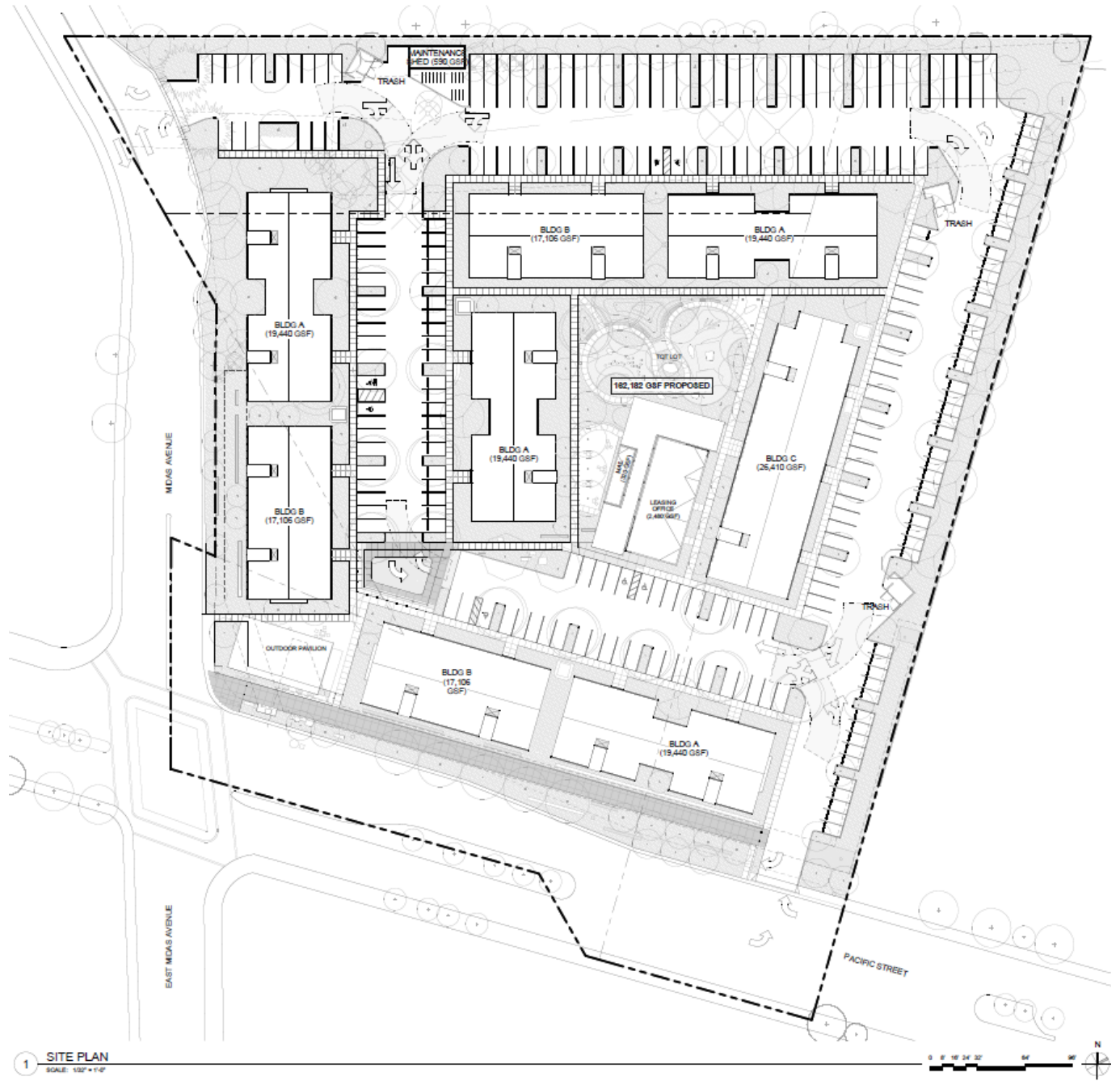
Community Development Director

Effectiveness Comments:

ATTACHMENT A – PROJECT VICINITY MAP



ATTACHMENT B – PROJECT SITE PLAN



1 SITE PLAN
SCALE: 1/32" = 1'-0"

RESOLUTION NO. PC-2017-

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ROCKLIN
 RECOMMENDING APPROVAL OF AN ORDINANCE REPEALING THE ZL ROCKLIN MIXED
 USE GENERAL DEVELOPMENT PLAN, ORDINANCE 930, AND ESTABLISHING THE ROCKLIN
 GATEWAY GENERAL DEVELOPMENT PLAN AND REZONING AN AREA FROM PLANNED
 DEVELOPMENT – MIXED USE (PD-MU) TO PLANNED DEVELOPMENT RESIDENTIAL – 33
 DWELLINGS PER ACRE (PD-33)

(Rocklin Gateway / PDG2016-0005, Z2017-0003)

The Planning Commission of the City of Rocklin does resolve as follows:

Section 1. The Planning Commission of the City of Rocklin finds and determines that:

A. The proposed General Development Plan would rescind the existing ZL Rocklin General Development Plan, Ordinance 930, and approve a new Rocklin Gateway General Development Plan on an approximately 7.0 acre site (APNs: 010-010-016, -017, -028, -029, and 010-040-040) to establish a Planned Development Residential – 33 dwellings per acre (PD-33) zone district consistent with the Mixed Use General Plan designation for the property. The proposed General Development Pan would establish land uses and development criteria for the new PD-33 zoning district, and amend the City Zoning Map to reflect the new zoning, as indicated in Exhibits A and B of Attachment 1.

B. A Mitigated Negative Declaration of Environmental Impacts prepared for this project has been recommended for approval via Planning Commission Resolution No. .

C. The proposed General Development Plan and Rezone are consistent with and implement the policies of the City of Rocklin's General Plan, including the Housing Element.

D. The area is physically suited to the uses authorized in the proposed General Development Plan and Rezone.

E. The proposed General Development Plan and Rezone are compatible with the land uses existing and permitted on the properties in the vicinity.

F. The land uses, and their density and intensity, allowed in the proposed general development plan and zoning are not likely to create serious health problems or create nuisances on properties in the vicinity.

G. The Planning Commission has considered the effect of the proposed general development plan and zoning on the housing needs of the region and has balanced those needs against the public service needs of its residents and available fiscal and environmental resources.

Section 2. The Planning Commission of the City of Rocklin hereby recommends approval of the General Development Plan and Rezone in the form as shown on Attachment 1, attached hereto and incorporated by reference herein.

PASSED AND ADOPTED this day of , , by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

ABSTAIN: Commissioners:

Chairman

ATTEST:

Secretary

ATTACHMENT 1

ORDINANCE NO.

ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ROCKLIN APPROVING AN ORDINANCE REPEALING THE ZL ROCKLIN MIXED USE GENERAL DEVELOPMENT PLAN, ORDINANCE 930, AND ESTABLISHING THE ROCKLIN GATEWAY GENERAL DEVELOPMENT PLAN AND REZONING AN AREA FROM PLANNED DEVELOPMENT – MIXED USE (PD-MU) TO PLANNED DEVELOPMENT RESIDENTIAL – 33 DWELLINGS PER ACRE (PD-33)

(Rocklin Gateway / PDG2016-0005, Z2017-0003)

The City Council of the City of Rocklin does ordain as follows:

Section 1. The City Council of the City of Rocklin finds and determines that:

A. The proposed General Development Plan would rescind the existing ZL Rocklin General Development Plan, Ordinance 930, and approve a new Rocklin Gateway General Development Plan on an approximately 7.0 acre site (APNs: 010-010-016, -017, -028, -029, and 010-040-040) to establish a Planned Development Residential – 33 dwellings per acre (PD-33) zone district consistent with the Mixed Use General Plan designation for the property. The proposed General Development Pan would establish land uses and development criteria for the new PD-33 zoning district, and amend the City Zoning Map to reflect the new zoning, as indicated in Exhibits A and B of Attachment 1.

B. A mitigated negative declaration of environmental impacts prepared for this project has been approved via City Council Resolution No. [REDACTED].

C. The proposed general development plan and zoning are consistent with and implement the policies of the City of Rocklin's General Plan, including the Housing Element.

D. The area is physically suited to the uses authorized in the proposed general development plan and zoning.

E. The proposed general development plan and zoning are compatible with the land uses existing and permitted on the properties in the vicinity.

F. The land uses, and their density and intensity, allowed in the proposed general development plan and zoning are not likely to create serious health problems or create nuisances on properties in the vicinity.

G. The City Council has considered the effect of the proposed general development plan and zoning on the housing needs of the region and has balanced those needs against the public service needs of its residents and available fiscal and environmental resources.

Section 2. The City Council of the City of Rocklin hereby approves the general development plan and zoning in the form as shown on Exhibits A & B, attached hereto and incorporated by reference herein.

Section 3. Within 15 days of the passage of this ordinance, the City Clerk shall cause the full text of the ordinance, with the names of those City Council members voting for and against the ordinance, to be published in the Placer Herald. In lieu of publishing the full text of the ordinance, the City Clerk, if so directed by the City Attorney and within 15 days, shall cause a summary of the ordinance, prepared by the City Attorney and with the names of the City Council members voting for and against the ordinance, to be published in the Placer Herald, and shall post in the office of the City Clerk a certified copy of the full text of the ordinance, along with the names of those City Council members voting for and against the ordinance. The publication of a summary of the ordinance in lieu of the full text of the ordinance is authorized only where the requirements of Government Code section 36933(c)(1) are met.

INTRODUCED at a regular meeting of the City Council of the City of Rocklin held on _____, 20__, by the following vote:

AYES: Councilmembers:

NOES: Councilmembers:

ABSENT: Councilmembers

ABSTAIN: Councilmembers

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Rocklin held on _____, 20__, by the following vote:

AYES: Councilmembers:

NOES: Councilmembers:

ABSENT: Councilmembers:

ABSTAIN: Councilmembers:

Mayor

ATTEST:

City Clerk

First Reading:
Second Reading:
Effective Date:

EXHIBIT A
Z2017-0003

Area to be zoned Planned Development Residential 33 Dwellings per Acre (PD-33)



EXHIBIT B

ROCKLIN GATEWAY (ZL ROCKLIN) GENERAL DEVELOPMENT PLAN

1. PURPOSE.

The Rocklin Gateway project area, located at the northwesterly corner of Pacific Street and Midas Avenue, is an infill high density, multi-family residential project. The General Development Plan is intended to establish development standards, permitted, conditionally permitted, and prohibited land uses, and encourage a creative and flexible approach to the development of the 6.86-acre property with a high density residential project in a manner that integrates development with the site and surrounding development.

Residential uses shall include a mix of affordable and market-rate units and a range of sizes and amenities to attract a diverse group of residents compatible with energizing the downtown area. The design of the development shall create and maintain a viable and interesting street presence and entry to the City of Rocklin.

This General Development Plan is established per the provisions of Rocklin Municipal Code Chapter 17.60 PD Zone. Compatibility of this project with the surrounding development is addressed by establishing design standards and limiting potential land uses to those deemed to be compatible or potentially compatible with surrounding development.

2. ZONE BOUNDARIES / MAP.



Map indicating the area included in the Rocklin Gateway General Development Plan, PDG-2016-0005.

3. RELATIONSHIP TO THE ROCKLIN MUNICIPAL CODE.

All provisions and definitions of the Rocklin Municipal Code (R.M.C.) shall apply to this project unless otherwise specified in this General Development Plan. Whenever there is a conflict between Title 17 of the R.M.C. and this General Development Plan, the provisions of the General Development Plan shall prevail.

4. ZONING DISTRICT.

The following zoning district is designated in the Rocklin Gateway General Development Plan:

PD-33 Planned Development – 33 dwellings per acre.

Purpose:

- A. Provide for land use patterns and high density residential development that integrate residential land uses with adjoining non-residential uses such that residents may easily walk or bicycle to shopping, services, employment, and leisure activities.
- B. Support development and redevelopment or revitalization of areas that are in decline or economically underutilized.
- C. Promote economic vitality and diversification of the local economy by allowing creative development combinations that serve local needs and/or attract visitors to the community.
- D. Provide and promote transit oriented development and intensified land uses at appropriate locations within the City of Rocklin.

5. USES APPLICABLE TO THE PD-33 ZONE.

The following identifies “Permitted” uses within the PD-33 zoning district. Uses not listed are considered “Prohibited”, unless determined to be substantially compliant by the Economic Development Director.

Permitted Uses

- A. Apartments, townhouses, condominiums (for residential use, including cluster developments)
- B. Accessory buildings subject to regulations in R.M.C. Chapter 17.08.
- C. Accessory uses subject to regulations in R.M.C. Chapter 17.08.
- D. Live/Work Units (including artist lofts)
- E. Leasing/Property Management Office Space

6. DEVELOPMENT STANDARDS.

Page 2 to Exhibit B
To Attachment 1 of Reso No.

- a) Minimum lot area
 - i. Corner Lots: 6,500 sq. ft.
 - ii. Interior Lots: 6,000 sq. ft.

- b) Minimum lot width
 - i. Corner Lots: 65 ft.
 - ii. Interior Lots: 60 ft.

- c) Minimum Structural Setbacks:
 - i. Street Side: 20 Feet
 - ii. Interior Side: 10 Feet

- d) Parking Lot Minimum Setbacks:
 - i. Street Side: 10 ft.
 - ii. Interior Side: 5 ft.

- e) Maximum Building Height

60 feet

- f) Special Requirements
 - i. Enhanced architectural features for the building(s) located at the northeast corner of the project site along Pacific Street and at the corner of Pacific Street and Midas Avenue shall be incorporated to promote the visual impact of this project along this major entry to the City.

 - ii. Parking shelters within the project must be located in a manner that does not interfere with fire truck access to the buildings within the site.

- g) Maximum Residential Density

33 dwelling units/acre **.

** For the purposes of this code, residential density is calculated as the total number of residential units divided by the net acreage of the site. Net acreage is the site acreage located inside the parcel boundary, excluding dedicated public right-of-ways. The minimum required residential density shall be the lower limit of the density range set forth in the Rocklin General Plan for the Mixed Use designation

- h) Parking

- i. Attached studio and 1-bedroom residential units: 1.0 space per unit
- ii. Attached residential units with 2 bedrooms: 1.5 spaces per unit
- iii. Attached residential units with 3 or more bedrooms: 2.0 spaces per unit
- iv. Parking spaces may be any or a combination of uncovered, carport, or garage parking spaces
- v. Tandem parking may be used for assigned residential spaces. Tandem spaces shall be 9'x38' minimum and are to be used for assigned parking only.

RESOLUTION NO. PC-2017-

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ROCKLIN
 RECOMMENDING APPROVAL OF AN ORDINANCE APPROVING AN AMENDED AND
 RESTATED DEVELOPMENT AGREEMENT BY AND BETWEEN THE CITY OF ROCKLIN AND ZL
 ROCKLIN, LLC, RELATIVE TO THE DEVELOPMENT KNOWN AS THE ROCKLIN GATEWAY
 PROJECT
 (Rocklin Gateway / DA2017-0001)

The Planning Commission of the City of Rocklin does resolve as follows:

Section 1. The Planning Commission of the City of Rocklin finds and determines that:

A. A Mitigated Negative Declaration of Environmental Impacts prepared for this project has been recommended for approval via Planning Commission Resolution No. .

B. The amended Development Agreement is consistent with and implements the policies of the City of Rocklin's General Plan, including the Housing Element;

C. The amended Development Agreement is compatible with the land uses and development regulations prescribed by the General Development Plan (PDG-2016-0005) for the site;

D. The amended Development Agreement will not be detrimental to the health, safety, and welfare of persons residing in the immediate area, nor be detrimental or injurious to property or persons in the general neighborhood or to the general welfare of residents of the city as a whole;

E. The amended Development Agreement will not adversely affect the orderly development of property or the preservation of property, on or off the project site;

F. The amended Development Agreement is consistent with the provisions of Government Code Sections 65864 through 65869.5.

Section 2. The Planning Commission of the City of Rocklin hereby recommends approval of the Development Agreement by and between the City of Rocklin and ZL Rocklin, LLC, Relative To The Development Known As The Downtown Gateway Project, in the form as shown on Attachment 1, attached hereto and incorporated by reference herein.

PASSED AND ADOPTED this day of , , by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

ABSTAIN: Commissioners:

Chairman

ATTEST:

Secretary

ATTACHMENT 1

ORDINANCE NO.

ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ROCKLIN APPROVING AN AMENDED
AND RESTATED DEVELOPMENT AGREEMENT BY AND BETWEEN THE CITY OF ROCKLIN,
AND ZL ROCKLIN, LLC, RELATIVE TO THE DEVELOPMENT KNOWN AS THE ROCKLIN
GATEWAY PROJECT
(Rocklin Gateway / DA2017-0001)

The City Council of the City of Rocklin does resolve as follows:

Section 1. The City Council of the City of Rocklin finds and determines that:

A. A Mitigated Negative Declaration of Environmental Impacts prepared for this project has been recommended for approval via Planning Commission Resolution No. .

B. The amended Development Agreement is consistent with and implements the policies of the City of Rocklin's General Plan, including the Housing Element;

C. The amended Development Agreement is compatible with the land uses and development regulations prescribed by the General Development Plan (PDG-2016-0005) for the site;

D. The amended Development Agreement will not be detrimental to the health, safety, and welfare of persons residing in the immediate area, nor be detrimental or injurious to property or persons in the general neighborhood or to the general welfare of residents of the city as a whole;

E. The amended Development Agreement will not adversely affect the orderly development of property or the preservation of property, on or off the project site;

F. The amended Development Agreement is consistent with the provisions of Government Code Sections 65864 through 65869.5.

Section 2. The City Council of the City of Rocklin hereby approves the amended and restated Development Agreement by and between the City of Rocklin, and ZL Rocklin, LLC, and Catalyst Housing Group, LLC, Relative To The Development Known As The Downtown Gateway Project, in the form as shown on Exhibit A, attached hereto and incorporated by reference herein.

Section 3. The City Council of the City of Rocklin hereby directs the Mayor to sign the Amended and Restated Development Agreement By and Between the City of Rocklin, and ZL Rocklin, LLC, Relative To The Development Known As The Downtown Gateway Project on behalf of the City of Rocklin and directs the City Clerk to record said document with the Placer County Recorder.

Section 4. Within 15 days of the passage of this ordinance, the City Clerk shall cause the full text of the ordinance, with the names of those City Council members voting for and against the ordinance, to be published in the Placer Herald. In lieu of publishing the full text of the ordinance, the City Clerk, if so directed by the City Attorney and within 15 days, shall cause a summary of the ordinance, prepared by the City Attorney and with the names of the City Council members voting for and against the ordinance, to be published in the Placer Herald, and shall post in the office of the City Clerk a certified copy of the full text of the ordinance, along with the names of those City Council members voting for and against the ordinance. The publication of a summary of the ordinance in lieu of the full text of the ordinance is authorized only where the requirements of Government Code section 36933(c)(1) are met.

INTRODUCED at a regular meeting of the City Council of the City of Rocklin held on _____, 20___, by the following vote:

- AYES: Councilmembers:
- NOES: Councilmembers:
- ABSENT: Councilmembers
- ABSTAIN: Councilmembers

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Rocklin held on _____, 20___, by the following vote:

- AYES: Councilmembers:
- NOES: Councilmembers:
- ABSENT: Councilmembers:
- ABSTAIN: Councilmembers:

Mayor

ATTEST:

City Clerk

First Reading:
Second Reading:
Effective Date:

Exhibit A

RECORDING REQUESTED BY AND
WHEN RECORDED, MAIL TO:

City Clerk
City of Rocklin
3970 Rocklin Road
Rocklin, CA 95677
Attn: Barbara Ivanusich

(SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE)

**AMENDED AND RESTATED DEVELOPMENT AGREEMENT
BY AND BETWEEN THE CITY OF ROCKLIN AND
ZL ROCKLIN, LLC RELATIVE TO
THE DEVELOPMENT KNOWN AS THE
DOWNTOWN GATEWAY PROJECT
(ZL Rocklin, LLC / DA-2017-0xx)**

This Amended and Restated Development Agreement ("**Agreement**") is entered into this ___nd day of _____, 2017, by and between ZL Rocklin, LLC, a Delaware Limited Liability Company ("**Developer**"), and the City Of Rocklin, a Municipal Corporation of the State of California ("**City**"), pursuant to the authority of Government Code Section 65865, et seq.

RECITALS

A. To strengthen the public planning process, encourage private participation in comprehensive long-range planning, and reduce the economic risk of development, the Legislature of the State of California adopted Government Code §65864, et seq., which authorizes the City to enter into an agreement with any person or business entity having a legal or equitable interest in real property within the City, regarding the development of such property and establishing certain development rights therein.

B. City has adopted policies, ordinances, procedures and requirements regarding its consideration of development agreements. This Agreement has been processed, considered and executed in accordance with those City policies, ordinances, procedures and requirements.

C. Developer owns those certain parcels of land consisting of approximately 5.98± (net) acres at the north corner of Midas Avenue and Pacific Street situated in the City of Rocklin, as more particularly described in Attachment 1, attached hereto and by this reference incorporated herein ("**Property**").

D. The City and Developer entered into that certain agreement entitled "Development Agreement By and Between The City of Rocklin and Rocklin Crossings Relative to the Development Known as the Downtown Gateway Project (ZL Rocklin, LLC / DA-2008-02)", which was recorded in the Official Records of Placer County on January 29, 2009, as Document No. 2009-0006182-00 (the "**Original Development Agreement**"). Upon the Effective Date (as defined herein), this Agreement shall supersede and replace, in its entirety, the Original Development Agreement.

E. Developer has entered into a purchase and sale agreement to sell the Property to Catalyst Housing Group, LLC, a Delaware limited liability company ("**Catalyst Housing**"), who intends to develop the Property consistent with the Amended Project Approvals described below. Upon acquisition of the Property by Catalyst Housing or its designee and assignment of this Development Agreement from Developer to Catalyst Housing or its designee in accordance with the provisions of Section 10 below, Catalyst Housing or such designee shall become the "Developer" and succeed to all rights, obligations, title and interests of Developer under the Agreement.

F. Developer desires to amend and replace the mixed-use project previously approved by the City and vested for the Property by the Original Development Agreement with a 100% residential community upon the Property containing approximately 204 for-rent residential units. In connection with this change in use, Developer has received, concurrent with the consideration of this Agreement, approval of the following additional entitlements for the Property: a Mitigated Negative Declaration of Environmental Impacts and adoption of the corresponding Mitigation Monitoring Program; General Development Plan (GDP-2016-0005); Design Review (DR-2016-0005); and Oak Tree Preservation Permit (TRE-2017-001) (the "**Amended Project Approvals**"). The Amended Project Approvals amend, replace and supersede the prior project approvals that had established commercial, business profession and residential uses for the Property and establish residential uses for the Property (the "**Project**").

G. To satisfy its affordable housing obligation, Developer intends to apply for and obtain tax-exempt bond financing and low-income housing tax credits from the California Debt Limit Allocation Committee ("**CDLAC**") and the California Tax Credit Allocation Committee ("**CTCAC**"), respectively, as part of its planned Project capitalization. If Developer obtains such allocations for bond financing and tax credits from these two State agencies, acceptance and use of these allocations as part of the Project's overall capitalization will require the Project to provide 20% of the units affordable to households at a maximum income level of 50% of Area Median Income ("**AMI**") for Placer County, adjusted for household size, as published and updated annually by the U. S. Department of Housing and Urban Development ("**HUD**") for a term of 55 years from Project completion. If the Project obtains and elects to utilize such bond and tax credit allocations, the provision of these affordable units at 50% AMI will be assured by Developer's entry into a Tax-Exempt Bond Regulatory Agreement (a

“Bond Regulatory Agreement”) and a Low-Income Housing Tax Credit Program Regulatory Agreement (the **“LIHTC Regulatory Agreement”**) related thereto.

The process for obtaining such bond financing and tax credits is competitive, uncertain and subject to ever changing economic and regulatory forces. The Project may not be awarded the desired allocations of bond financing and tax credits and/or Developer may deem such financing options to be insufficient for successful capitalization of the Project. In such event, to satisfy its affordable housing obligations, Developer will alternatively commit to the City to provide 20% of the units as affordable to households at a maximum income level of 80% of AMI for such 55 year term. In such event, the provision of these affordable units at 80% AMI will be assured by Developer’s entry into an Affordable Housing Regulatory Agreement with the City (the **“Alternative Affordable Housing Regulatory Agreement”**). Development of this Project under either of the foregoing approaches will significantly enhance the surrounding area, bringing greater residential density to support existing and future commercial ventures in the area and providing much needed affordable housing opportunities for the workers and residents of the City of Rocklin.

H. Development of the Project in accordance with the Amended Project Approvals and this Agreement will provide for the orderly development of the Property consistent with the goals, policies and other provisions of the Rocklin General Plan. In particular, and without limitation thereof, the project is compatible with General Plan goal LU-72, which promotes infill and higher density development and the creation of affordable housing in Mixed Use zones.

I. City has determined that the development of the Project as provided in the Amended Project Approvals and this Agreement is beneficial to the City, because the Project will provide for the development of a key residential development and entry to the City in furtherance of City’s Downtown Development vision and will otherwise achieve the goals and objectives contained in the Rocklin General Plan.

J. City acknowledges that development of the Project is a large-scale undertaking, involving major investments by Developer. Developer is unwilling to incur the required investment in development and construction of the Project without assurance from the City of the continuity of the Amended Project Approvals and the Developer’s vested right to develop the Project as contemplated by, and in accordance with, the Amended Project Approvals. City, in turn, cannot be assured of realizing the benefits of the Project without granting to Developer assurance of continuity of the Amended Project Approvals and the Developer’s vested right to develop.

K. On _____, 2017, the City Planning Commission, designated as the City’s planning agency for purposes of development agreement review pursuant to Government Code Section 65867, in a duly noticed and conducted public hearing, considered this Agreement and recommended that the City Council approve this Agreement.

L. In adopting the ordinance approving this Agreement, the City Council of City specifically finds as follows:

1. The Agreement and the Amended Project Approvals are consistent with the objectives, policies, general land uses, and programs in the Rocklin General Plan;
2. The Agreement and the Amended Project Approvals are compatible with the uses authorized within, and the regulations prescribed for, the land use districts in which the Project is located;
3. The Agreement and the Amended Project Approvals are in conformity with the public convenience, general welfare and good land use practices;
4. The Agreement and the Amended Project Approvals will not be detrimental to the health, safety and general welfare of persons residing in the general neighborhood of the Project or the City as a whole;
5. The Agreement and the Amended Project Approvals will not adversely affect the orderly development of Property or the preservation of property values; and
6. The Agreement is consistent with and is subject to the provisions of Government Code Sections 65864 through 65869.5.

M. City and Developer recognize that the terms and conditions of this Agreement are to bind, and be legally enforceable by, each of them, and/or their respective successors in interest.

AGREEMENT

SECTION 1 - DEFINITIONS

Unless the context requires a different meaning or otherwise defined elsewhere in this Agreement, the terms and phrases used in this Agreement shall have the following meanings:

"Affordable Unit" means any residential unit which is provided and maintained as an affordable rental housing unit under either a Bond Regulatory Agreement and LIHTC Regulatory Agreement between Developer and CDLAC and CTCAC, respectively, or under an Alternative Affordable Housing Regulatory Agreement between the City and Developer, as applicable.

"Alternative Affordable Housing Regulatory Agreement" means that certain Affordable Housing Regulatory Agreement to be entered into between Developer and the City if the Project is not included for financing under a tax-exempt bond financing program and the LIHTC Program.

"Amended Project Approvals" shall mean as defined in Recitals paragraph F, above.

"AMI" means Area Median Income for Placer County, adjusted for household size, as published and updated annually by HUD.

"Assessment" shall have the meaning provided in Subdivision (b) of Section 2 of Article XIII D of the California Constitution, and shall refer only to assessments adopted by the City or its electorate.

"City Manager" shall mean the City Manager of the City of Rocklin.

"County" shall mean the County of Placer.

"Council" shall mean the City Council of the City of Rocklin.

"Developer" means and refers initially to ZL Rocklin, LLC, and then to Catalyst Housing, or any designee thereof, upon the acquisition of the Property by Catalyst Housing or its designee and assignment of this Agreement from ZL Rocklin, LLC to Catalyst Housing or its designee in accordance with the provisions of Section 10 below.

"Developer Improvements" shall mean those improvements required of Developer under this Agreement, the Amended Project Approvals and any Subsequent Approvals.

"Effective Date" shall mean the date the City ordinance authorizing execution of this Agreement is effective, which date shall also be the date this Agreement takes effect, as provided in Section 2.A.1.

"General Plan" shall mean the General Plan of the City of Rocklin.

"Impact Fee" shall have the meaning provided in Subdivision (b) of Government Code § 66000.

“LIHTC Program” means the Low-Income Housing Tax Credit Program, as defined by Section 42 of the Internal Revenue Code.

“LIHTC Regulatory Agreement” has the meaning assigned thereto in Recital G above.

“Project” means the residential development of approximately 204 for-rent residential units within the Property described in Recital F above.

“Subsequent Approvals” shall mean all approvals by City, whether discretionary or ministerial, requested or agreed to by Developer, required under the Amended Project Approvals, or this Agreement, or required by City laws, rules, regulations, or official policies, which are necessary or desirable for development of the Project and which occur on or after the Effective Date. Subsequent Approvals may include, but are not limited to, tentative and final subdivision maps, improvement agreements and other agreements relating to subdivision maps, conditional use permits, grading permits, improvement plan approvals, encroachment permits, building permits, zoning approvals, boundary adjustments, certificates of occupancy, certificates of compliance, modifications to the current zoning and modifications to the Amended Project Approvals.

"Tax" shall have the meaning provided in Subdivision (d) of Section 1 of Article XIII C of the California Constitution, and shall refer only to taxes adopted by the City or its electorate.

“Transferee” shall mean any person or entity to whom all or any portion of the Project is transferred subject to the provisions of Section 10.

SECTION 2 - GENERAL PROVISIONS

A. Term

1. The term of this Agreement shall be five (5) years. The term shall commence on the Effective Date (as defined in Section 1) and shall extend up to and including the fifth (5th) anniversary of the Effective Date. Upon notice of either party to the other, no later than 180 days prior to the fifth (5th) anniversary of the Effective Date, the parties shall meet to negotiate in good faith an extension of the term for up to an additional five years, if the Parties find the extension to be of benefit to Developer and the public.

2. If any litigation affecting the Project is filed challenging the Amended Project Approvals, any Subsequent Approvals, or this Agreement, including, but not limited to, any environmental determinations related to any of the foregoing, or challenging the validity and binding nature of this Agreement, the term of this Agreement shall be extended for the period of time such

litigation is pending, and upon the conclusion of such litigation by dismissal or entry of final judgment, Developer and City shall indicate the period of such extension by amendment to this Agreement and record a notice of such effect.

SECTION 3 - DEVELOPMENT OF PROJECT SITE

A. Permitted Uses

The permitted uses of the Property, the maximum density and intensity of use, the maximum height and size of proposed buildings, provisions for reservation or dedication of land for public purposes, and location of public improvements, and other terms and conditions of development applicable to the Property shall be those set forth in the Amended Project Approvals and this Agreement.

B. Vested Rights

1. **Amended Project Approvals.** Subject to the provisions and conditions of this Agreement, City agrees that City is granting, and grants herewith, a fully vested entitlement and right to develop the Property in accordance with the terms and conditions of this Agreement and the Amended Project Approvals. Such uses shall be developed in accordance with the Amended Project Approvals as such Amended Project Approvals provide on the Effective Date of this Agreement. Developer's vested right to proceed with the development of the Property may be subject to Subsequent Approvals, provided that any conditions, terms, restrictions and requirements for such Subsequent Approvals shall not prevent development of the Property for the uses, or reduce the density and intensity of development set forth in the Amended Project Approvals, so long as Developer is not in default under this Agreement.

2. **Moratoria, Quotas, Restrictions or Other Growth Limitations.** Developer and City intend that, except as otherwise provided in this Agreement, this Agreement shall vest the Amended Project Approvals against any and all later-adopted resolutions, ordinances, and initiatives, whether adopted by the City Council or voter initiative, that directly or indirectly limit the rate, timing, or sequencing of development, or prevent or conflict with the permitted uses, density and intensity of uses as set forth in the Amended Project Approvals. Developer shall be subject to any growth limitation ordinance, resolution, rule, regulation or policy which is adopted on a uniformly applied, City-wide or area-wide basis and which directly concerns a public health or safety issue, in which case City shall treat Developer in a uniform, equitable and proportionate manner with all properties, public and private, which are impacted by that public health or safety issue. By way of example only an ordinance which precluded the issuance of a building permit because the district providing sewer service had inadequate sewage treatment capacity to meet the demand therefor (either

City-wide or in a designated sub-area of the City) would directly concern a public health issue under the terms of this paragraph and would support a denial of a building permit within the Property, so long as City were also denying City-wide or area-wide all other requests for building permits which require sewage treatment capacity; however, an attempt to limit the issuance of building permits because of a general increase in traffic congestion levels in the City would not directly concern a public health or safety issue under the terms of this paragraph.

C. Term of Amended Project Approvals

The term of all Amended Project Approvals shall be the longer of the term therefor under the Rocklin Municipal Code, or as stated in the applicable Amended Project Approval, or the remaining Term of this Agreement.

D. Rules, Regulations and Official Policies

1. **Inconsistency.** To the extent any future rules, ordinances, regulations or policies applicable to development of the Property are inconsistent with the permitted uses, density or intensity of use, rate or timing of construction, maximum building height and size, or provisions for reservation and dedication of land under the Amended Project Approvals and as provided in this Agreement, the terms of the Amended Project Approvals and this Agreement shall prevail, unless the parties mutually agree to alter this Agreement. To the extent any future rules, ordinances, regulations or policies applicable to development of the Property are not inconsistent with the permitted uses, density and intensity of use, rate or timing of construction, maximum building height and size, or provisions for reservation or dedication of land under the Amended Project Approvals or under any other terms of this Agreement, such rules, ordinances, taxes, regulations or policies shall be applicable. Fees and assessments are addressed in and governed by section 3.F. of this Agreement.

2. **Application of Changes.** This section shall not preclude the application to development of the Property of changes in City laws, regulations, plans or policies, the terms of which are specifically mandated and required by changes in State or federal laws or regulations. To the extent that such changes in City laws, regulations, plans or policies prevent, delay or preclude compliance with one or more provisions of this Agreement, City and Developer shall take such action as may be required pursuant to Section 4.I. of this Agreement to comply therewith.

3. **Authority of City.** This section shall not be construed to limit the authority or obligation of City to hold necessary public hearings, or to limit

discretion of City or any of its officers or officials with regard to rules, regulations, ordinances, laws and entitlements of use which require the exercise of discretion by City or any of its officers or officials, provided that subsequent discretionary actions shall not unreasonably prevent or delay development of the Property for the uses and to the density and intensity of development as provided by the Amended Project Approvals and this Agreement, in effect as of the Effective Date of this Agreement.

E. City Fees and Assessments

1. **Processing Fees and Charges.** Developer shall pay those processing, inspection, and plan checking fees and charges required by City under then current regulations for processing applications and requests for permits, approvals, and other actions; monitoring compliance with any permits issued, approvals granted, or the performance of any conditions with respect thereto; or any performance required of Developer hereunder.

2. **City-Wide Impact Fees, Taxes and Assessments.** Development of the Property and the Project under this Agreement shall be subject to all existing and future City Impact Fees, Taxes and Assessments; provided that Developer's obligation to pay future Impact Fees, Taxes and Assessments is limited to those Impact Fees, Taxes and Assessments adopted on a City-wide basis or that apply uniformly to all properties within the City of Rocklin that are similarly situated to the Property as set forth in the Amended Project Approvals.

3. **Participation in Existing City Services Financing Districts.** Developer acknowledges that, to mitigate the Project's anticipated impacts on the demands for City services, the Property shall be annexed into the existing City of Rocklin Community Facilities District No. 1 and Community Facilities District No. 5 and the existing City of Rocklin Landscape and Lighting Maintenance District No. 2 (the "**Services Districts**"), which later annexation will also involve the Property's removal from City of Rocklin Landscape and Lighting Maintenance District No. 1 ("**LLD #1**"). The Project's inclusion and participation in these Services Districts will provide City the funding for ongoing maintenance and operation of public facilities and improvements required herein or in the Project Approvals. Developer shall cooperate in the annexation of the Property to the Services Districts and its removal from LLD #1 and consents herewith to the levy of the special taxes or assessments consistent with the provisions of the Services Districts. No building permit shall be issued until the annexation and inclusion of the Property in the Services District. For purposes of Article XIID of the California Constitution, Developer acknowledges hereby that all the services described herein to be provided by the Services District will provide a "special benefit" to the Property, as defined by said Article, and that the foregoing

support and consent shall apply as to any claim that any portion of the services supported by the special tax does not provide special benefit to the Property.

4. **Participation in Fee Deferral Program.** City acknowledges that Developer and the City may mutually agree to include the Project for participation in the City's fee deferral program to defer some or all of the fees otherwise payable at building permit for up to five (5) years, pursuant to a separate agreement. City agrees not to unreasonably withhold its consent to a fee deferral agreement that is in the City's standard form for such fee deferrals.

SECTION 4 - PROCESSING OF PERMITS AND APPROVALS

A. Subsequent Approvals; Application of Development Agreement

City shall accept for processing, review, and action any and all applications submitted by Developer for Subsequent Approvals, necessary or convenient for the exercise of Developer's rights under the Amended Project Approvals for the use and development of the Property. Upon approval, a Subsequent Approval shall be deemed an Amended Project Approval under this Agreement.

B. Application of Development Agreement to After – Acquired Real Property

Should Developer need to acquire legal or equitable interest in certain parcels of land to complete development of the Project, upon acquisition of legal or equitable interest in any such parcel by Developer, that parcel shall be deemed to be a portion of the Property subject to the Agreement.

C. City Cooperation

The City agrees to cooperate with Developer in securing all permits which may be required by City. In the event state or federal laws or regulations are enacted after this Agreement has been executed, or the action of any governmental jurisdiction prevents, delays, or precludes compliance with one or more provisions of this Agreement, or requires changes in plans, maps, or permits approved by City, the parties agree that the provisions of this Agreement shall be modified, extended or suspended as may be necessary to comply with such State and federal laws or regulations or the regulations of other governmental jurisdictions. Each party agrees to extend to the other its prompt and reasonable cooperation in so modifying this Agreement or approved plans.

SECTION 5 - IMPLEMENTATION

A. Timing of Projection Construction

Except as provided in this Agreement or the Amended Project Approvals, Developer shall not be required to develop any portion of the Project or to develop the Project in accordance with any time schedule except the Developer's schedule.

B. Other Government Permits

Developer shall be responsible for applying for and obtaining approvals required by other governmental agencies having jurisdiction over, or providing services to the Project. To the extent possible, City shall reasonably cooperate with Developer in obtaining all such approvals in as timely a manner as possible.

C. Satisfaction of On-Site Parking Requirements

City recognizes the value to the surrounding downtown area and the addition to the city's housing provided by the Project. The Project includes a total of 271 parking spaces available for use by the tenants. This total consists of 167 standard stalls, 27 compact stalls, 7 ADA-accessible stalls, and 70 stalls of tandem parking. While this is below the City's standard parking requirements of the Municipal Code, this parking allocation meets the requirements of the General Development Plan, which requires the following:

- Attached studio and 1-bedroom residential units: 1.0 space per unit.
- Attached residential units with 2 or more bedrooms: 1.5 spaces per unit.

The project includes 102 1-bedroom units and 102 2-bedroom units, requiring 255 total parking spaces under the General Development Plan. The project exceeds this requirement by 16 spaces.

Furthermore, Section 65915 of the Government Code empowers local jurisdictions to provide incentives or concessions for the production of lower income affordable housing units. Among these concessions, this Section allows for a reduction in site development standards, including the ratio of vehicular parking spaces, for affordable housing projects. Due to the fact that 20% of the units within this Project are designated for affordable housing, the City finds that this deviation in required parking is acceptable and consistent with and supported by Section 65915 of the Government Code.

City further acknowledges that, if the City elects to proceed with its plans to develop a public parking lot across Midas Avenue, the residents of the Project

shall have the same opportunities to use such public parking as residents of the City would have generally, including the opportunity, if offered by the City, to participate in any long term parking program for the lot (such as, the opportunity to obtain monthly parking passes for such lot, if offered by the City).

D. De Minimis Street Improvements/No Prevailing Wage Determination

In connection with the approved design of the Project, City agrees to install certain median improvements along Pacific Street to restore two-way access to and from the Property and improve traffic flow within the City's roadway network. These improvements generally consist of removal of a portion of the existing raised concrete medians, restoration of the affected roadway structural section, relocation of the Quarry District sign, and restriping two-way left turn in median along Pacific Street adjacent to the Property. City shall employ its best efforts, subject to compliance with all applicable laws, to complete the design and construction of such improvements in a timely, efficient and expeditious manner.

The City finds that the installation of these median improvements and turning pocket along Pacific Street by the City, although in part benefitting the Project by restoring access to the Project, does not trigger prevailing wages on the part of Developer due to the relatively de minimis contribution by the City in the context of the overall cost of the Project. The estimated cost of these improvements to the City is approximately \$250,000 and the estimated cost of the Project, including the land acquisition cost, cost of construction and cost of planning, financing and project management related thereto and in support thereof, is approximately \$ \$40,000,000. Accordingly, the relative contribution to the Project by the City, even if all of the benefits thereof were attributed to the Project and none to the City's general road network, represents approximately 0.625% of the overall project cost. In consideration of this relatively small percentage contribution by the City to the overall project cost, the City finds that Developer is not required to comply with the prevailing wage laws in connection with its development of the Project, unless otherwise required by law or due to any other factors unrelated to the City's installation of these de minimis median improvements. The City's finding and determination is in compliance with and based on California Labor Code section 1720(c)(3) which states: "If the state or a political subdivision reimburses a private developer for costs that would normally be borne by the public, or provides directly or indirectly a public subsidy to a private development project that is de minimis in the context of the project, an otherwise private development project shall not thereby become subject to the requirements of [prevailing wages]", and on past precedent where the State Department of Industrial Relations has held that public contributions of less than 1.64% of total project costs were de minimis in the context of interpreting this Code section exemption.

E. Requirement for Affordable Housing

1. If the Project obtains allocations for tax-exempt bond financing and low-income housing tax credits from CDLAC and CTCAC, respectively, and Developer elects to accept and use such allocations as part of its capitalization program for the Project, the Project's affordable housing obligation shall be deemed satisfied by its commitment thereunder to maintain at least 20% of the dwelling units constructed in the Project as affordable to households earning not more than 50% of AMI for a period of 55 years and its entry into the corresponding Bond Regulatory Agreement and LIHTC Regulatory Agreement related thereto. In such event, if the Project obtains and uses such tax-exempt bond financing and tax credit allocations, then prior to the issuance of the first building permit for the Project, Developer shall provide the City with copies of the approvals and documents that confirm the inclusion of the Project in the tax-exempt bond financing program and LIHTC Program, including copies of the fully executed Bond Regulatory Agreement and LIHTC Regulatory Agreement confirming the Project's foregoing affordable housing commitment.

2. Alternatively, if the Project does not obtain and/or elects not to utilize allocations for such tax-exempt bond financing and low-income housing tax credits, then prior to the issuance of the first building permit for the Project, Developer and the City shall enter into an Alternative Affordable Housing Regulatory Agreement on terms and conditions acceptable to both the City and the Developer that commits Developer to maintain 20% of the dwelling units constructed in the Project as affordable to households earning not more than 80% of AMI for 55 years from the completion of the Project.

3. The Developer shall determine the locations of the Affordable Units within the Project, subject to and consistent with the terms of the applicable Regulatory Agreement.

4. If the Project is allocated and uses such tax-exempt bond financing from CDLAC and low-income housing tax credits under the LIHTC Program from CTCAC, then upon request of City, Developer shall provide the City with copies of any and all notices, reports, or other such documents or communications provided by Developer to any state or federal housing agency in connection with its compliance with the applicable Regulatory Agreement and/or participation in the tax-exempt bond financing program or the LIHTC Program and shall make its records related to such participation available to the City for inspection during normal business hours. The City agrees to maintain the confidentiality of

all information obtained from its review of such records consistent with the California Public Records Act.

5. Developer shall be solely responsible for any and all costs, expenses, damages or liabilities incurred or assigned to the City arising from or related to any breach or default by Developer under any Bond Regulatory Agreement and/or LIHTC Regulatory Agreement and/or Developer participation in any tax-exempt bond financing program and/or LIHTC Program.

6. The above obligations shall fully satisfy the Project's affordable housing obligations. City agrees that no additional affordable housing obligation will be imposed on Developer or the Project in connection with development and operation of the Project consistent with this Agreement and the Bond Regulatory Agreement, LIHTC Regulatory Agreement and/or Alternative Affordable Housing Regulatory Agreement, as applicable.

SECTION 6 - AMENDMENT OF AGREEMENT

This Agreement may be amended from time to time by mutual consent of City and Developer (and/or any successor owner of any portion of the Property, to the extent subject to or affected by the proposed amendment), in accordance with the provisions of the Development Agreement Statute. If the proposed amendment affects less than the entire property, then such amendment need only be approved by the owner(s) in fee of the portion(s) of the Property that is subject to or affected by such amendment. If and when the parties find that clarifications, minor changes or minor adjustments are necessary or appropriate to the implementation of this Agreement or development of the Project, the clarification, minor change or minor adjustment shall be stated in a written operating memorandum agreed to and approved by Developer and City Manager acting on behalf of City. As used in this section, "minor" shall not include an increase in the number of dwelling units otherwise allowed by the Project and applicable rules, regulations, ordinances, and policies, or a reduction in the amount of open space by more than one percent (1%). An operating memorandum under this section, which is consistent with this Agreement, shall not constitute nor require an amendment to this Agreement or prior public notice or hearing to be effective.

SECTION 7 - COOPERATION IN THE EVENT OF LEGAL ACTION**A. Third Party Challenge**

If any legal action or proceeding is instituted challenging the validity of any provision of this Agreement, the Project, or Amended Project Approvals, the parties shall cooperate in defending against such challenge. Developer, at Developer's expense, shall defend such action as the real party in interest and assist City in its defense. To the extent that any such action challenges Developer's right to proceed with the Project under this Agreement, Developer shall have the control of the defense of the action or proceeding and may utilize legal counsel of its choice, subject to the approval of City, which approval shall not be unreasonably withheld, conditioned, or delayed. Developer shall reimburse City for reasonable expenses of City's attorneys resulting from representation of City in any such legal action or proceeding. In addition, Developer shall indemnify City for any liability incurred by City as a result of any such action or proceeding, including any award to opposing counsel of attorneys' fees or costs.

B. Cure, Reapproval

If any litigation which results in a judgment wherein the courts order the City to reconsider any matter pertaining to this Agreement or Amended Project Approvals, the City and Developer agree that any reconsideration shall be expeditiously performed to remedy any defects noted in such judgment. If such remedy includes the need to readopt any or all of the Amended Project Approvals, City agrees to expeditiously readopt any or all of the Amended Project Approvals in a manner consistent with the requirements of the judgment, and to the extent readoption is in harmony with the spirit and intent of this Agreement, the Amended Project Approvals, and the public welfare.

SECTION 8 - DEFAULT; ANNUAL REVIEW; REMEDIES; TERMINATION**A. Defaults**

1. Failure by City or Developer to perform any other material term or provision of this Agreement shall constitute a default under this Agreement.

2. The Party alleging the default shall give the other not less than thirty (30) days' written notice of the default. Any notice of default shall specify the nature of the alleged default and, where appropriate, the manner in which said default may be satisfactorily cured. If notice of default is given, the Parties shall make reasonable efforts to agree to an action plan to cure the default within the thirty (30) days or longer time as agreed.

3. If any default is not cured within the time allowed, the party alleging the default may institute legal action against the party in default or give notice of intent to terminate the agreement pursuant to California Government Code §65868 and regulations of City implementing said Government Code section. Following any default by Developer and notice by City of intent to terminate this Agreement, the matter shall be scheduled for consideration and review by the Council within thirty (30) calendar days in the manner set forth in Government Code §§65865, 65867 and 65868 and City regulations implementing such sections. Developer shall have the right to offer written and oral evidence at such public hearing. Following consideration of evidence presented at such public hearing, either party alleging the default by the other party may give written notice of termination of this Agreement to the other party.

4. Failure or delay in giving notice of default shall not constitute a waiver of any default. Any failure or delay by either party in asserting any of its rights or remedies as to any default shall not operate as a waiver of any default of its rights or remedies, and shall not deprive either party of its right to institute and maintain any actions or proceedings which it may deem necessary to protect, assert or enforce any such rights or remedies.

5. No party shall be in default of this Agreement for delays in performance due to war, acts of terrorism, litigation, insurrection, strikes, flood, earthquakes, fires, casualties, acts of God, governmental restrictions imposed or mandated by governmental entities other than City, enactment of conflicting state or federal laws or regulations, or similar basis beyond the reasonable control of the party to be excused. Any action or proceeding addressing the validity of this Agreement, any Project Approval, or any permit approval, agreement or other entitlement related to the Project, or any action of a governmental agency necessary or desirable to the development of the Project shall create an excusable delay as to Developer or to City.

B. Remedies

In addition to any other rights or remedies, either party may institute an equitable action to cure, correct, or remedy any default, enforce any covenant or agreement herein, enjoin any threatened or attempted violation thereof, enforce by specific performance the obligations and rights of the parties hereto, or to obtain any other remedies consistent with the foregoing and the purposes of this Agreement. Prior to the initiation of any litigation hereunder, the parties agree to pursue mediation to resolve any disputes.

C. Annual Review

1. On or about the first anniversary of the Effective Date, and on or about each anniversary of this Agreement thereafter, City shall conduct a review of the good-faith compliance by Developer with the terms of this Agreement (the "Annual Review"). Said review shall be limited in scope to compliance with the terms of this Agreement pursuant to Section 65865.1 of the Government Code and the Rocklin Municipal Code, Chapter 17.92. The findings of the Annual Review and compliance or non-compliance with this Agreement shall be made available to Developer at the conclusion of the annual Review.

2. City shall notify the Developer that the review will take place. Upon not less than thirty (30) days' written notice by the Community Development Director of the City, Developer shall provide such information as may be reasonably requested and deemed to be required by the Community Development Director to ascertain compliance with this Agreement.

3. Developer shall pay an annual review fee in the amount then required by the City for such annual review.

4. At the conclusion of the Annual Review, City shall make written findings and determinations on the basis of substantial evidence in the record, regarding whether Developer has complied in good faith with the terms of this Agreement. If City finds and determines that Developer has not complied with such terms, and that such non-compliance amounts to a default if not cured, then City shall deliver to Developer a notice of default and opportunity to cure, in which case the parties shall proceed as provided in Section 8.A. If notice of default is not sent within thirty (30) days after conclusion of the Annual Review, Developer shall be deemed to be in compliance with this Agreement.

5. City shall deliver to Developer, pursuant to subsection 13.C herein, a copy of all staff reports and documents to be used or relied upon in conducting the Annual Review at least ten (10) days before City's Annual Review. Developer shall be permitted to respond to City's evaluation orally at a public hearing before the City Council, by a written statement, or both.

6. If City fails to conduct the Annual Review and Developer is not in default with respect to its performance under this Agreement during the past year as evidenced by the absence of any notice of default being delivered by City to Developer, such failure shall be deemed an approval by the City and Developer's compliance with the terms of this Agreement for that Annual Review period.

D. Termination

This Agreement shall terminate under the following circumstances:

1. Automatic Termination. This Agreement shall automatically terminate upon the fifth (5th) anniversary of the Effective Date, unless extended as provided in section 2.

2. Termination Upon Developer Request. This Agreement may also be terminated, at the election of the then property owner, with respect to any legally subdivided parcel designated by the General Plan for residential use, when receiving a certificate of occupancy or final inspection, whichever is applicable, for a multi-family building within a legally subdivided parcel, by giving written notice to City of its election to terminate the Agreement for such parcel, provided that all improvements which are required to serve the parcel, as determined by City, have been accepted by City. City shall cause any written notice of termination approved pursuant to this subsection to be recorded against the applicable parcel with the County Recorder.

E. Effect of Termination

1. If this Agreement is terminated following any event of default of Developer or for any other reason, such termination shall not affect the validity of any building or improvement within the Property which is completed as of the date of termination, provided that such building or improvement has been constructed pursuant to a building permit issued by the City. Furthermore, no termination of this Agreement shall prevent Developer from completing and occupying any building or other improvement authorized pursuant to a valid building permit previously issued by the City that is under construction at the time of termination, provided that any such building or improvement is completed in accordance with said building permit in effect at the time of such termination.

2. Termination of this Agreement shall not affect any of Developer's obligations to comply with City's General Plan, the Amended Project Approvals, any Subsequent Approvals, and all other zoning and subdivision regulations applicable to the Project and the Property in connection with construction and development pursuant to paragraph 8.V.1.

3. Termination of this Agreement shall not affect any of Developer's obligations which have been expressly made conditions of Subsequent Approvals, unless said obligations are conditioned on the existence of this Agreement.

SECTION 9 - NOTICES

A. Form of Notice

Any notice, demand or other communication (“**Notice**”) given under this Agreement shall be in writing and given personally, or by registered or certified mail (return receipt requested). If given by registered or certified mail, a notice shall be deemed to have been given and received on actual receipt by the addressee. If personally delivered, a notice shall be deemed to have been given when delivered to the party to whom it is addressed. Any party may designate any other address in substitution of the address contained hereby by like written notice.

B. Notice Addresses

Notices shall be given to the parties at their addresses set forth below:

If to City, to:

City Manager
City of Rocklin
3970 Rocklin Road
Rocklin, California 95677

If to Developer, to:

ZL Rocklin, LLC
1050 University Dr. Ste. 210
Menlo Park, CA 94025
Attention: Michael Stoner

with a copy to:

Director of Community Development
City of Rocklin
3970 Rocklin Road
Rocklin, California 95677

and a copy to:

City Attorney
City of Rocklin
3970 Rocklin Road
Rocklin, California 95677

SECTION 10 - ASSIGNMENT

A. Right to Assign

Developer may assign its rights to develop the Project, or any portion or phase thereof, to any successor in interest which acquires any legal or equitable interest in any portion of the Project, which rights shall run with the property on which the Project is constructed. Each successor in interest to Developer shall

be bound by all of the terms and provisions hereof applicable to that portion of the Project acquired by it. Subject to the foregoing, this Agreement shall be binding upon and inure to the benefit of the parties' successors, assigns and legal representatives. Developer shall provide City with written notice of any assignments within ten (10) days after the occurrence thereof.

B. Release Upon Transfer

Upon the sale, transfer or assignment in whole or in part of Developer's rights and interests under this Agreement, Developer shall be released from its obligations under this Agreement with respect to the portion of the Project so transferred; provided, however, that (i) Developer is not then in default under this Agreement; (ii) Developer has provided written notice of such transfer to the City; and (iii) subject to the exceptions stated herein below, the transferee executes and delivers to the City a written Assumption Agreement in which (a) the name and address of the transferee is set forth, and (b) the transferee expressly and unconditionally assumes all of the obligations of Developer under this Agreement with respect to the portion of the Project transferred. Developer shall in any event, given written notice to the City of such transferee's address no later than ten (10) days after any such transfer.

SECTION 11 - COVENANTS RUN WITH THE LAND

During the term of this Agreement, all of the provisions, agreements, rights, powers, standards, terms, covenants and obligations contained in this Agreement shall be binding upon the parties and their respective heirs, successors (by merger, consolidation or otherwise) and assigns, devisees, administrators, representatives, lessees and all other persons or entities acquiring the Property, any lot, parcel or any portion thereof, or any interest therein, whether by sale, operation of law or in any manner whatsoever, and shall inure to the benefit of the parties and their respective heirs, successors (by merger, consolidation or otherwise) and assigns. All of the provisions of this Agreement shall be enforceable as equitable servitudes and constitute covenants running with the land pursuant to applicable law, including, without limitation, Section 1648 of the California Civil Code. Each covenant to do or refrain from doing some act on the Property (i) is for the benefit of the Property and shall be a burden upon the Property; (ii) runs with the Property; (iii) is binding upon each party and each permitted successor owner during its ownership of the Property or any portion thereof, and each person or entity having any interest therein derived in any manner through any owner of the Property, or any portion thereof, and shall benefit each party and the Property hereunder, and each other person or entity succeeding to an interest in the Property.

SECTION 12 - NOTICE OF COMPLIANCE

A. Request for Notice of Compliance

Within thirty (30) days following any written request that Developer may make from time to time, City shall execute and deliver to Developer in recordable form a written "Notice of Compliance," duly executed and acknowledged by City. The notice shall describe this Agreement and the Project and state:

1. That this Agreement is unmodified and in full force and effect, or if there have been modifications hereto, that this Agreement is in full force and effect as modified and state the date and nature of such modification;
2. That there are no uncured defaults under this Agreement, or if defaults exist, specify the dates and nature of such default;
3. The findings of City with respect to the most recent Annual Review; and
4. Such other reasonable information requested by Developer.

B. Deemed Compliance

The failure of City to deliver such a Notice of Compliance within such thirty (30) day period shall constitute a conclusive presumption that may be relied upon by third parties and transferees that, except as may be otherwise stated by Developer, this Agreement is in full force and effect without modification and that there are no uncured defaults in the performance of Developer.

SECTION 13 - MISCELLANEOUS**A. No Agency, Joint Venture or Partnership**

It is specifically understood that the Project is a private development, and the Developer shall have full power over and exclusive control of the Project, subject to the terms and conditions of this Agreement. Although City and Developer intend to cooperate and work together to carry out the Project, the parties renounce the existence of any form of agency relationship, joint venture, partnership or other association between City and developer, and nothing contained herein or in any document executed in connection herewith shall be construed as creating any such legal relationship.

B. Severability

If any provision of this Agreement or the application of any provision of this Agreement to a particular situation is held by a court of competent jurisdiction to be invalid, void, or unenforceable, such provision shall be disregarded and this Agreement shall continue in effect unless enforcement of this Agreement without the invalidated provision would be unreasonable or grossly inequitable under all the circumstances or would frustrate the purposes of this Agreement. If any provision of this Agreement is determined to be invalid or unenforceable and the effect thereof is to deprive a party hereof of an essential benefit of its bargain hereunder, then such party so deprived shall have the option to terminate this entire Agreement from and after such determination.

C. Other Necessary Acts

Each party shall execute and deliver to the other all further instruments and documents as may be reasonably necessary to carry out this Agreement, the Project and Subsequent Approvals, and the Applicable Law in order to provide and secure to each party the full and complete enjoyment of its rights and privileges hereunder.

D. Construction

This Agreement has been reviewed and revised by legal counsel for both City and Developer, and no presumption or rule that ambiguities shall be construed against the drafting party shall apply to the interpretation or enforcement of this Agreement.

E. California Law/Attorneys' Fees

This Agreement shall be construed and enforced in accordance with the laws of the State of California. If the services of any attorney are required by any party to secure the performance of this Agreement or otherwise upon the breach or default of another party, or if any judicial remedy or arbitration is necessary to enforce or interpret any provisions of this Agreement or the rights and duties of any person in relation to this Agreement, the prevailing party shall be entitled to reasonable attorneys' fees, costs and other expenses, in addition to any other relief to which such party may be entitled. Prevailing party includes (a) a party who dismisses an action in exchange for sums allegedly due; (b) the party that receives performance from the other party of an alleged breach of covenant or a desired remedy, if it is substantially equal to the relief sought in an action; or (c) the party determined to be prevailing by a court of law.

Whenever provision is made in this Agreement for the payment of attorney's fees, such fees shall be payable whether the legal services are rendered by a salaried employee for the party or by independent counsel and shall include such fees as are incurred in connection with any pretrial proceeding, trial or appeal of the action. Any award of damages following judicial remedy or arbitration as a result of the breach of this Agreement or any of its provisions shall include an award of prejudgment interest from the date of the breach at the maximum amount of interest allowed by law.

F. Waivers

No provision or condition of the Agreement shall be considered waived unless such waiver is in writing and signed by the party to be bound.

G. Duty to Act Reasonably and in Good Faith

Unless otherwise expressly provided, each party shall act reasonably in giving consent, approval, or taking any other action under this Agreement. City and Developer agree that each of them shall at all times act in good faith in order to carry out the terms of this Agreement, and each of them covenants that it will not at any time voluntarily engage in any actions which frustrate the purpose and intent of the parties which is to develop the Property in conformity with the terms and conditions specified in this Agreement.

H. Recordation

Except when this Agreement is automatically terminated due to the expiration of the Term or the provisions of Section 8 above, the City shall cause this Agreement, an amendment hereto and any other termination thereof to be recorded with the County Recorder within ten (10) days of the Effective Date or the date of such amendment or termination becoming effective. Any amendment or termination of the Agreement to be recorded that affects less than all the Property shall describe the portion thereof that is the subject of such amendment or termination.

I. Time of Essence

Time is of the essence in the performance of each and every covenant and obligation to be performed by the parties hereunder.

J. Severability

If any provision, clause, sentence or paragraph of this Agreement, or application thereof to any person or circumstances be held invalid, such invalidity shall not

affect other provisions or application of the Agreement which can be given effect without the invalid provisions or applications and, therefore, the provisions of this Agreement declared to be severable.

K. Entire Agreement

This Agreement, together with all exhibits hereto, constitutes the entire agreement between the parties with respect to the subject matter of this Agreement. This Agreement is specifically intended by the parties to supersede all prior agreements, whether written or oral, for the Property which may exist between the City and Developer.

IN WITNESS WHEREOF, this Agreement has been executed by the parties hereto on the day and year first above written.

CITY:

DEVELOPER:

**CITY OF ROCKLIN,
A Municipal Corporation**

**ZL Rocklin, LLC,
a Delaware limited liability company**

By: _____
Scott Yuill
Mayor

By: _____
Michael Stoner
Managing Member

ATTEST:

By: _____
Vincent K. Butler III
Managing Member

Barbara Ivanusich
City Clerk

APPROVED AS TO FORM:

Stephen P. Rudolph
City Attorney

ATTACHMENT 1**Description of Property**

Real property in the City of Rocklin, County of Placer, State of California, described as follows:

PARCEL A-1:

ALL THAT PORTION OF THE SOUTHEAST QUARTER OF SECTION 18, TOWNSHIP 11 NORTH, RANGE 7 EAST, MOUNT DIABLO BASE AND MERIDIAN, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE SOUTHERLY LINE OF SAID SECTION 18 WITH A LINE LYING PARALLEL TO AND 50.00 FEET SOUTHEASTERLY OF THE CENTERLINE OF THE EAST BOUND TRACT OF THE RECONSTRUCTION OF THE CENTRAL PACIFIC RAILROAD BETWEEN ROCKLIN AND COLFAX, AS SHOWN ON RAILROAD MAP NO. V-112/S-8B, THENCE ALONG SAID SOUTHEASTERLY LINE, NORTH 29 DEGREES 34 MINUTES 00 SECONDS EAST 540.48 FEET; THENCE LEAVING SAID SOUTHEASTERLY LINE, SOUTH 45 DEGREES 35 MINUTES 43 SECONDS EAST 124.74 FEET; THENCE SOUTH 28 DEGREES 34 MINUTES 00 SECONDS WEST 438.37 FEET TO A POINT ON SAID SOUTHERLY LINE; THENCE ALONG SAID SOUTHERLY LINE, SOUTH 89 DEGREES 00 MINUTES 20 SECONDS WEST 137.96 FEET TO THE POINT OF BEGINNING.

PARCEL A-2:

ALL THAT PORTION OF THE SOUTHEAST QUARTER OF SECTION 18, AND THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 11 NORTH, RANGE 7 EAST, MOUNT DIABLO BASE AND MERIDIAN, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTHERLY LINE OF SAID SECTION 18 FROM WHICH POINT THE INTERSECTION OF THE SOUTHERLY LINE OF SAID SECTION 18 WITH A LINE LYING PARALLEL TO AND 50.00 FEET SOUTHEASTERLY OF THE CENTERLINE OF THE EAST-BOUND TRACT OF THE RECONSTRUCTION OF THE CENTRAL PACIFIC RAILWAY BETWEEN ROCKLIN AND COLFAX, AS SHOWN ON RAILROAD MAP NO. V-112/S-8B BEARS SOUTH 89 DEGREES 00 MINUTES 20 SECONDS WEST 137.96 FEET; THENCE LEAVING SAID SOUTHERLY LINE NORTH 28 DEGREES 34 MINUTES 00 SECONDS EAST 438.37 FEET; THENCE SOUTH 45 DEGREES 35 MINUTES 43 SECONDS EAST 526.09 FEET TO A POINT ON THE SOUTHEASTERLY RIGHT OF WAY OF PACIFIC AVENUE (90 FEET WIDE); THENCE ALONG SAID SOUTHERLY RIGHT OF WAY SOUTH 44 DEGREES 24 MINUTES 30 SECONDS WEST 9.58 FEET TO A POINT ON SAID SOUTHERLY LINE; THENCE ALONG SAID SOUTHERLY LINE, SOUTH 89 DEGREES 00 MINUTES 20 SECONDS WEST 64.09 FEET TO A POINT ON THE CENTERLINE OF PACIFIC AVENUE; THENCE LEAVING SAID SOUTHERLY LINE, ALONG SAID CENTERLINE OF PACIFIC AVENUE, SOUTH 44 DEGREES 24 MINUTES 30 SECONDS WEST 259.78 TO THE INTERSECTION WITH SAID CENTERLINE OF PACIFIC AVENUE WITH THE CENTERLINE OF MIDAS AVENUE (60 FEET WIDE); THENCE LEAVING SAID CENTERLINE OF PACIFIC AVENUE, ALONG SAID CENTERLINE OF MIDAS AVENUE, NORTH 61 DEGREES 18 MINUTES 30 SECONDS WEST 156.89 FEET; THENCE LEAVING SAID CENTERLINE OF MIDAS AVENUE, NORTH 51 DEGREES 11 MINUTES 30 SECONDS EAST 170.77 FEET TO A POINT ON SAID SOUTHERLY LINE OF SECTION 18, THENCE ALONG SAID SOUTHERLY LINE SOUTH 89 DEGREES 00 MINUTES 20 SECONDS WEST 328.40 FEET TO THE POINT OF BEGINNING.

PARCEL A-3:

ALL THAT PORTION OF THE SOUTHEAST QUARTER OF SECTION 18, TOWNSHIP 11 NORTH, RANGE 7 EAST, MOUNT DIABLO BASE AND MERIDIAN, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE LINE LYING PARALLEL TO AND 50.00 FEET SOUTHEASTERLY OF THE CENTERLINE OF THE EAST BOUND TRACT OF THE RECONSTRUCTION OF THE CENTRAL PACIFIC RAILWAY BETWEEN ROCKLIN AND COLFAX, AS SHOWN ON THE RAILROAD MAP NO. V-112/S-8B, FROM WHICH POINT THE INTERSECTION OF SAID SOUTHEASTERLY LINE WITH THE SOUTHERLY LINE OF SAID SECTION 18 BEARS SOUTH 28 DEGREES 34 MINUTES 00 SECONDS WEST 540.48 FEET, THENCE ALONG SAID SOUTHEASTERLY LINE NORTH 28 DEGREES 34 MINUTES 00 SECONDS EAST 155.92 FEET; THENCE LEAVING SAID SOUTHEASTERLY LINE, SOUTH 45 DEGREES 35 MINUTES 43 SECOND EAST 693.39 FEET TO A POINT ON THE SOUTHEASTLY RIGHT OF WAY OF PACIFIC AVENUE (90 FEET WIDE); THENCE ALONG SAID SOUTHEASTERLY RIGHT OF WAY, SOUTH 44 DEGREES 24 MINUTES 30 SECONDS WEST 150.00 FEET; THENCE LEAVING SAID SOUTHEASTERLY RIGHT OF WAY, NORTH 45 DEGREES 35 MINUTES 43 SECONDS WEST 650.83 FEET TO THE POINT OF BEGINNING.

EXCEPTING THERFROM THAT PORTION OF PROPERTY CONVEYED IN THE GRANT DEED TO THE CITY OF ROCKLIN RECORDED ON AUGUST 02, 2005, AS INSTRUMENT NO. 2005-101146 OF OFFICIAL RECORD.

THE ABOVE DESCRIPTIONS ARE DESCRIBED IN LOT LINE ADJUSTMENT RECORDED DECEMBER 23, 1998, SERIES NO. 98-0109015, OFFICIAL RECORDS.

EXCEPTING FROM ALL OF THE ABOVE DESCRIBED PARCELS:

ALL MINERALS AND ALL MINERAL RIGHTS OF EVERY KIND AND CHARACTER NOW KNOWN TO EXIST OR HEREAFTER DISCOVERED, INCLUDING, WITHOUT LIMITING THE GENERALITY OF THE FOREGOING, OIL AND GAS AND RIGHTS THERETO, TOGETHER WITH THE SOLE, EXCLUSIVE AND PERPETUAL RIGHT TO EXPLORE FOR, REMOVE, AND DISPOSE OF SAID MINERALS BY ANY MEANS OR METHODS SUITABLE TO GRANTOR, ITS SUCCESSORS AND ASSIGNS, BUT WITHOUT ENTERING UPON OR USING THE SURFACE OF THE PROPERTY, AND IN SUCH MANNER AS NOT TO DAMAGE THE SURFACE OF SAID LANDS OR TO INTERFERE WITH THE USE THEREOF BY GRANTEE, ITS SUCCESSORS OR ASSIGNS; AS RESERVED IN DEED RECORDED DECEMBER 31, 1998, SERIES NO. 98-0111831, OFFICIAL RECORDS.

PARCEL A-4:

A PARCEL OF LAND SITUATED IN THE CITY OF ROCKLIN, COUNTY OF PLACER, STATE OF CALIFORNIA, BEING A PORTION OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 11 NORTH, RANGE 7 EAST, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE WESTERLY LINE OF LAND OF SOUTHERN PACIFIC COMPANY THAT IS THE MOST WESTERLY CORNER OF BLOCK A AS SHOWN ON THAT PLAT OF THE WHITNEY ADDITION TO THE TOWN OF ROCKLIN, RECORDED ON OCTOBER 22, 1888 IN BOOK A OF MAPS, PAGE 18, PLACER COUNTY RECORDS, SAID POINT A IS ALSO THE MOST WESTERLY CORNER OF BLOCK A AS SHOWN ON DRAWING NO. O-2092 FROM SOUTHERN PACIFIC COMPANY PACIFIC LINES, DATED OCTOBER 1, 1965, REVISED OCTOBER 27, 1965 AND FURTHER REVISED ON JANUARY 16, 1967.

THENCE FROM SAID POINT OF BEGINNING NORTH 45 DEGREES 36 MINUTES 28 SECONDS EAST ALONG SAID NORTHWESTERLY LINE OF SAID BLOCK A, A DISTANCE OF 40.29 FEET TO A POINT ON THE NORTHERLY RIGHT OF WAY OF MIDAS AVENUE THENCE CONTINUING ALONG SAID NORTHERLY RIGHT OF WAY THE FOLLOWING TWO (2) CONSECUTIVE COURSES:

1) NORTH 89 DEGREES 44 MINUTES 00 SECONDS EAST A DISTANCE OF 353.41 FEET, THENCE 2) EASTERLY ON A CURVE TO THE RIGHT, HAVING A RADIUS OF 330.00 FEET, A CENTRAL ANGLE OF 29 DEGREES 42 MINUTES 00 SECONDS (TANGENT TO SAID CURVE AT LAST MENTIONED POINT IS LAST DESCRIBED COURSE) AN ARC DISTANCE OF 171.06 FEET (CHORD = SOUTH 75 DEGREES 25 MINUTES 00 SECONDS EAST, 169.15 FEET) TO THE TRUE POINT OF BEGINNING. THENCE FROM SAID TRUE POINT OF BEGINNING, CONTINUING ALONG SAID NORTHERLY RIGHT OF WAY OF MIDAS AVENUE SOUTH 61 DEGREES 18 MINUTES 30 SECONDS EAST A DISTANCE OF 168.20 FEET TO A POINT COMMON WITH THE BOUNDARY OF PARCEL A-2 AND THE NORTHERLY RIGHT OF WAY OF MIDAS AVENUE AS SAID PARCEL A-2 IS SHOWN ON THAT LOT LINE ADJUSTMENT APPROVAL RECORDED PER DOCUMENT NUMBER 98-0111831; THENCE LEAVING SAID NORTHERLY RIGHT OF WAY OF MIDAS AVENUE AND CONTINUING ALONG THE BOUNDARY OF SAID PARCEL A-2 THE FOLLOWING TWO (2) CONSECUTIVE COURSES:

1) NORTH 51 DEGREES 11 MINUTES 30 SECONDS EAST A DISTANCE OF 138.30 FEET TO A POINT COMMON WITH THE NORTH SECTION LINE OF SECTION 19, THENCE 2) SOUTH 89 DEGREES 00 MINUTES 20 SECONDS WEST A DISTANCE OF 258.02 FEET ALONG SAID NORTH SECTION LINE TO A POINT COMMON WITH THE NORTHERLY RIGHT OF WAY OF MIDAS AVENUE. THENCE FOLLOWING SAID NORTHERLY RIGHT OF WAY OF MIDAS AVENUE, ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 330.00 FEET, A CENTRAL ANGLE OF 00 DEGREES 31 MINUTES 32 SECONDS A DISTANCE OF 3.03 FEET (CHORD: SOUTH 61 DEGREES 43 MINUTES 16 SECONDS EAST, 3.03 FEET) TO THE TRUE POINT OF BEGINNING. CONTAINING 10,937 SQUARE FEET MORE OR LESS.

APN: 010-010-016-000 (Affects Parcel A-1), 010-010-017 (Affect Parcel A-2), 010-010-028 (Affects Parcel A-3), 010-010-029 (The remainder of Parcel A-3) and 010-040-040 (Affects Parcel A-4).

PLANNING COMMISSION RESOLUTION PC-2017-
RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF ROCKLIN RECOMMENDING APPROVAL OF A DESIGN REVIEW AND AN
OAK TREE PRESERVATION PERMIT

(Rocklin Gateway / DR2016-0010 and TRE2017-0001)

The Planning Commission of the City of Rocklin does resolve as follows:

Section 1. The Planning Commission of the City of Rocklin finds and determines that:

A. The Design Review and Oak Tree Preservation Plan Permit (DR2016-0010 and TRE2017-0001) approves the site design, landscaping and architectural designs, colors and materials of a multi-family apartment project and the associated oak tree removal on an approximately 7.0-acre site generally located at the northern intersection of Pacific Street and Midas Avenue (APNs 010-010-016, -017, -028, -029, and 010-040-040).

B. A Mitigated Negative Declaration has been recommended for approval for this project via Planning Commission Resolution No. .

C. The design of the site is compatible with surrounding development, natural features and constraints.

D. The height, bulk, area, color scheme and materials of the buildings and structures are compatible with surrounding development.

E. The buildings and structures have been oriented with consideration given to minimizing energy consumption and maximizing use of natural lighting.

F. Adverse light and glare impacts upon adjoining properties have been eliminated or reduced to a less than significant level by consideration and / or modification of the location and height of light standards, orientation of exterior lighting fixtures, and conditioning the project to use light fixtures that will direct light downward.

G. The landscaping design is compatible with surrounding development and has been designed with provisions for minimizing water usage and maintenance needs.

H. The design of the site and buildings or structures is consistent with the goals, policies, and land use designations in the General Plan and with the zoning, regulations, standards, and restrictions applicable to the property.

Section 2. The Design Review and Oak Tree Preservation Permit for the Rocklin Gateway Apartments (DR2016-0010 and TRE2017-0001) as depicted in Exhibit A attached hereto and by this reference incorporated herein, are hereby recommended for approval subject to the conditions listed below. Exhibit A shall govern the design and construction of the project. Any condition directly addressing an element incorporated into Exhibit A shall be controlling and shall modify Exhibit A. All other plans, specifications, details, and information contained within Exhibits A shall be specifically applicable to the project and shall be construed as if directly stated within the conditions for approval. Unless otherwise expressly stated, the applicant / developer shall be solely responsible for satisfying each condition prior a final Building Permit Inspection or Issuance of a Certificate of Occupancy as applicable. The agency and / or City department(s) responsible for ensuring implementation of each condition is indicated in parenthesis with each condition.

A. Notice to Applicant of Fees & Exaction Appeal Period

The conditions of project approval set forth herein include certain fees, dedication requirements, reservation requirements, and other exactions. Pursuant to Government Code §66020(d), these conditions constitute written notice of the amount of such fees, and a description of the dedications, reservations, and other exactions.

The applicant is hereby notified that the 90-day protest period, commencing from the date of approval of the project, has begun. If the applicant fails to file a protest regarding any of the fees, dedication requirements, reservation requirements or other exaction contained in this notice, complying with all the requirements of Government Code §66020, the applicant will be legally barred from later challenging such exactions.

B. Conditions

1. Utilities

- a. All utilities, including but not limited to water, sewer, telephone, gas, electricity, and conduit for cable television shall be provided to the project in compliance with all-applicable standards and requirements of the applicable provider. (APPLICABLE UTILITY)
- b. Water meters and backflow devices shall be separated from the back of the sidewalk and from each other to the satisfaction of PCWA. The layout of above and at ground facilities shall assure ample room for the placement of the facilities and adequate room for PCWA's access and maintenance. All public water facilities shall be placed within the public right-of-way or public utility easement(s). (ENGINEERING, PCWA)

- b. Solid Waste Disposal – The applicant shall install masonry trash enclosures with solid metal gates to the satisfaction of the Economic and Community Development Director. The location and design of trash enclosures shall provide for a minimum clear width and gate opening of 11 feet, a minimum interior depth of 14 feet (to accommodate two trash bins), and gates designed to clear adjacent curbing to the satisfaction of Recology Auburn Placer. (RECOLOGY AUBURN PLACER, ENGINEERING, BUILDING, PLANNING)
- c. Prior to issuance of a Building Permit, the project shall be included in the appropriate City financing districts, as needed, to most efficiently provide for public maintenance of public landscaping, improvements such as sound walls, and provision of new or enhanced services such as street lighting to the satisfaction of the City Finance Officer (FINANCE, ENGINEERING, PUBLIC WORKS)

It is anticipated that the following will be necessary:

De-Annexation from: Lighting & Landscaping District No. 1
 Annexation into: CFD No. 1 and CFD No. 5

2. Schools

At the time of issuance of a Building Permit, the developer shall pay to the Rocklin Unified School District all fees required under Education Code section 17620 and Government Code Section 65995. (ROCKLIN UNIFIED SCHOOL DISTRICT, BUILDING)

3. Fire

- a. Improvement plans shall show the location and size of fire hydrants and water mains in conformance with the standards and requirements of the Rocklin Fire Chief and PCWA. (PCWA, ENGINEERING, FIRE)
- b. Improvement plans shall reflect a looped water supply main to the satisfaction of the Rocklin Fire Chief and PCWA. (PCWA, ENGINEERING, FIRE)

4. Improvements/Improvement Plans

Prior to any grading, site improvements, or other construction activities associated with this project improvement plans shall be prepared consistent with the exhibits and conditions incorporated as a part of this entitlement, and

in compliance with all applicable city standards, for the review and approval of the City Engineer.

Improvement plans shall be valid for a period of two years from date of approval by the City Engineer. If substantial work has not been commenced within that time, or if the work is not diligently pursued to completion thereafter, the City Engineer may require the improvement plans to be resubmitted and/or modified to reflect changes in the standard specifications or other circumstances.

The project improvement plans shall include the following:

- a. A detailed grading and drainage plan prepared by a registered civil engineer, in substantial compliance with the approved project exhibit(s) and in accord with the City of Rocklin Post-Construction Manual. The grading and drainage plan shall include the following:
 - 1) Stormwater Management
 - a. Prior to issuance of improvement plans, to ensure compliance with the National Pollutant Discharge Elimination System MS4s General Permit and the regulations and orders of the State Water Resources Control Board, the applicant shall prepare and implement a Stormwater Management Facility Operation and Maintenance Plan. All specified treatment systems and hydromodification controls shall be privately owned and maintained. (BUILDING, PUBLIC SERVICES)
 - b. Prior to issuance of improvement plans, unless waived by the City Engineer, the developer shall grant a Stormwater Management Compliance Easement over the project site to the City of Rocklin, in a form acceptable to the City Attorney. The Stormwater Management Compliance Easement shall be recorded with the County Clerk's office and a copy of the recorded document shall be provided to the Environmental Services division. Said easement shall provide for the following: (CITY ATTORNEY, BUILDING, PUBLIC SERVICES)
 - i. Grant site access to City employees for the purpose of performing operations and maintenance inspections of the installed treatment system(s) and hydromodification control(s) (if any).

- ii. Grant site access to City employees for the purpose of performing operations and maintenance work on the installed treatment system(s) and hydromodification control(s) (if any) in the event that that the Director of Public Services determines, based upon the inspection results, that said work is not being performed adequately and has or will compromise the system's ability to function as required.
 - iii. A statement that the City may, at its option, cause the operational and maintenance responsibilities set forth in the Stormwater Management Facility Operation and Maintenance Plan to be performed and place a special assessment against the project site to recover the costs to the City in the event the project is not operated and maintained in accord with the approved Stormwater Management Facility Operation and Maintenance Plan. (RMC §8.30.150).
- c. All storm drainage inlets shall be stamped with City Engineer approved wording indicating that dumping of waste is prohibited and identifying that the inlets drain into the creek system. (BUILDING, PUBLIC SERVICES)
 - d. Site design measures for detaining run off at pre-development levels, including location and specifications of on-site or off-site detention basins, if any. (BUILDING, PUBLIC SERVICES)
 - e. Individual lot drainage management areas including individual drainage features, such as lined drainage swales. (BUILDING, PUBLIC SERVICES)
 - f. The developer shall prepare a Storm Water Pollutant Protection Plan (SWPPP) for review and approval by the State Regional Water Quality Control Board as part of the project's drainage improvement plans. (BUILDING, PUBLIC SERVICES)
- 2) Prior to the commencement of grading operations, and if the project site will not balance with respect to grading, the contractor shall identify the site where any excess earthen

material shall be deposited. If the deposit site is within the City of Rocklin, the contractor shall submit a report issued by a technical engineer to verify that the exported materials are suitable for the intended fill and show proof of all approved grading plans. Haul routes to be used shall be specified. If the site requires importing of earthen material, then prior to the commencement of grading operations, the contractor shall identify the site where the imported earthen material is coming from and the contractor shall submit a report issued by a technical engineer to verify that the imported materials are suitable for the intended fill and show proof of all approved grading plans. Haul routes to be used shall be specified. (BUILDING, PUBLIC SERVICES)

- 3) If at any time during the course of grading or construction activities evidence of the existence of old wells, septic systems or other similar features is encountered, work shall be halted within 100 feet of the find and the City of Rocklin Engineer shall be notified. The City Engineer shall make a determination as to the nature of the feature (or features), the appropriate size for a buffer around the feature beyond which work could continue on the balance of the site, and which outside agencies, if any, should be notified and involved in addressing and/or remediation of the feature. At the discretion of the City Engineer and at the applicant's expense, a qualified consultant(s) shall be retained to assess and characterize the feature and to determine appropriate remediation, if any. Remediation of the feature including obtaining any special permits and/or approvals as needed shall be completed and documented to the satisfaction of the City Engineer and any responsible agencies, such as but not limited to the Placer County Department of Environmental Health, prior to completion of grading/construction in the affected area. (BUILDING, PUBLIC SERVICES)
 - b. All on-site standard improvements, including but not limited to:
 - i. Paving, curbs (including concrete curbs to contain all landscape areas adjacent to vehicle parking areas or travel lanes), gutters, sidewalks, drainage improvements, irrigation improvements (main lines and distribution where located under paved areas), utility improvements, parking lot lights, fire hydrants (where necessary), retaining walls, fences, pilasters, enhanced pavement treatments, trash enclosures, etc. (BUILDING, PUBLIC SERVICES)

- ii. All necessary easements for drainage, access, utilities, etc. shall be shown and offered for dedication (or Irrevocable Offer of Dedication provided) with the improvement plans. (BUILDING, PUBLIC SERVICES)
 - iii. To the extent possible underground facilities such as but not limited to electrical, gas, water, drainage, and irrigation lines shall be located outside of or to the edge of areas designated for landscaping so as to minimize impacts to the viability of these areas. (BUILDING, PUBLIC SERVICES)
 - iv. A detailed parking lot striping plan designed per City standards, which indicates all parking spaces, aisles, entrances, and exits. (BUILDING, PUBLIC SERVICES, PLANNING)
 - v. A fence shall be installed along the length of the shared boundary with the railroad consistent with the Design Packet. (BUILDING, PLANNING)
- c. The following off-site improvements:
- i) A portion of the existing landscape median in Pacific Street shall be removed to provide for a two-way-left-turn-lane (TWLTL) to accommodate the project's access point on Pacific Street. The required length of the turn lane shall be 235 feet. (ENGINEERING, PUBLIC SERVICES)
- d. Improvement plans shall include landscape plans for changes and modifications to landscaping in the public right-of-way (medians and back of sidewalk) along Midas Avenue and Pacific Street. (BUILDING, PUBLIC SERVICES)
- e. Prior to any grading or construction activities including issuance of improvement plans, the developer shall submit a design-level soil investigation for the review and approval of the City Engineer and Chief Building Official that evaluates soil and rock conditions, particularly the potential for expansive soils. The professional engineer that prepared the soil investigation shall recommend appropriate roadway construction and foundation techniques and other best practices that are to be implemented by the project during construction. These techniques and practices shall address expansive soils or other geological concerns requiring remediation, including but not limited to:
- Recommendations for building pad and footing construction;

- Use of soil stabilizers or other additives; and
 - Recommendations for surface drainage.
- (BUILDING, PUBLIC SERVICES)

- f. Provisions for dust control, re-vegetation of disturbed areas, and erosion control, in conformance with the requirements of the City of Rocklin, including but not limited to the following (which shall be included in the project notes on the improvement plans): (BUILDING, PUBLIC SERVICES)
- i. The prime contractor shall submit to the District a comprehensive inventory (e.g., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used in aggregate of 40 or more hours for the construction project. If any new equipment is added after submission of the inventory, the prime contractor shall contact the District prior to the new equipment being utilized. At least three business days prior to the use of subject heavy-duty off-road equipment, the project representative shall provide the District with the anticipated construction timeline including start date, name, and phone number of the property owner, project manager, and on-site foreman.
 - ii. During construction the contractor shall utilize existing power sources (e.g., power poles) or clean fuel (e.g., gasoline, biodiesel, natural gas) generators to minimize the use of temporary diesel power generators.
 - iii. During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel powered equipment.
 - iv. Traffic speeds on all unpaved road surfaces shall be posted at 15 mph or less.
 - v. All grading operations shall be suspended when fugitive dust emissions exceed District Rule 228-Fugitive Dust limitations. The prime contractor shall be responsible for having an individual who is CARB-certified to perform Visible Emissions Evaluations (VEE). This individual shall evaluate compliance with Rule 228 on a weekly basis.
 - vi. Fugitive dust emissions shall not exceed 40% opacity and shall not go beyond the property boundary at any time. If lime or other drying agents are utilized to dry out wet grading areas, the developer shall ensure such agents are controlled so as not to exceed District Rule 228-Fugitive Dust limitations.
 - vii. The prime contractor shall be responsible for keeping adjacent public thoroughfares clean of silt, dirt, mud, and debris, and shall “wet broom” the streets (or use another method to control dust

- as approved by the individual jurisdiction) if silt, dirt mud or debris is carried over to adjacent public thoroughfares.
- viii. The prime contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) are excessive and dust is impacting adjacent properties.
 - ix. The contractor shall apply water or use other method to control dust impacts offsite. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site.
 - x. All construction equipment shall be maintained in clean condition.
 - xi. 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).
 - xii. All exposed surfaces shall be revegetated as quickly as feasible.
 - xiii. If fill dirt is brought to or exported from the construction site, tarps or soil stabilizers shall be placed on the dirt piles to minimize dust problems.
 - xiv. 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.
 - xv. Processes that discharge 2 pounds per day or more of air contaminants, as defined by California State Health and Safety Code Section 39013, to the atmosphere may require a permit. Developers / Contractors should contact the PCAPCD prior to construction or use of equipment and obtain any necessary permits.
 - xvi. In order to minimize wind driven dust during construction, the prime contractor shall apply methods such as surface stabilization, establishment of a vegetative cover, paving, (or use another method to control dust as approved by the City).
 - xvii. Construction equipment exhaust emissions shall not exceed Placer County APCD Rule 202 Visible Emission limitations. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified by APCD to cease operations and the equipment must be repaired within 72 hours.
 - xviii. Open burning of any kind shall be prohibited. All removed vegetative material shall be either chipped on site or taken to an appropriate recycling site, or if a site is not available, a licensed disposal site.
 - xix. Any diesel powered equipment used during project construction shall be Air Resources Board (ARB) certified.

- g. If an inadvertent discovery of cultural materials (e.g., unusual amounts of shell, charcoal, animal bone, bottle glass, ceramics, burned soil, structure/building remains) is made during project-related construction activities, ground disturbances in the area of the find shall be halted and a qualified professional archaeologist, the Environmental Services Manager and the Native American Heritage Commission shall be notified regarding the discovery. The archaeologist shall determine whether the resource is potentially significant as per CEQA (i.e., whether it is a historical resource, a unique archaeological resource, or a unique paleontological resource) and shall develop specific measures to ensure preservation of the resource or to mitigate impacts to the resource if it cannot feasibly be preserved in light of costs, logistics, technological considerations, the location of the find, and the extent to which avoidance and/or preservation of the find is consistent or inconsistent with the design and objectives of the project. Specific measures for significant or potentially significant resources would include, but are not necessarily limited to, preservation in place, in-field documentation, archival research, subsurface testing, and excavation. The specific type of measure necessary would be determined according to evidence indicating degrees of resource integrity, spatial and temporal extent, and cultural associations, and would be developed in a manner consistent with CEQA guidelines for preserving or otherwise mitigating impacts to archaeological and cultural artifacts.

In the event of the accidental discovery or recognition of any human remains, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains, until compliance with the provisions of Sections 15064.5 (e)(1) and (2) of the CEQA Guidelines, as well as Public Resources Code Section 5097.98, has occurred. If any human remains are discovered, all work shall stop in the immediate vicinity of the find and the County Coroner shall be notified, according to Section 7050.5 of the California Health and Safety Code. The City's Environmental Services Manager shall also be notified. If the remains are Native American, the Coroner will notify the Native American Heritage Commission, which in turn will inform a most likely descendant. The descendant will then recommend to the landowner appropriate disposition of the remains and any grave goods, and the landowner shall comply with the requirements of AB2641 (2006).
(MITIGATION MEASURE V.-1)

- h. The applicant/developer shall attempt to time the removal of potential nesting habitat for raptors and migratory birds to avoid the nesting season (February - August).

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

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

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

(MITIGATION MEASURE IV.-1)

5. Improvements in the Public Right-of-Way

The applicant shall obtain an encroachment permit for all improvements within the public right-of-way. Applicant shall post a performance bond and labor and materials payment bond (or other equivalent financial security) in the amount of 100% of the cost of the improvements to be constructed in the public right-of-way as improvement security to ensure the faithful performance of all duties and obligations required of applicant in the construction of the improvements. Such improvement security shall be in a form acceptable to the City Attorney. Such security shall be either a corporate surety bond, a letter of credit, or other instrument of credit issued by a banking institution subject to regulation by the State or Federal government and pledging that the funds necessary to carry out this Agreement are on deposit and guaranteed for payment, or a cash deposit made either directly with the City or deposited with a recognized escrow agent for the benefit of the City. (PUBLIC SERVICES)

6. Oak Trees

Prior to the issuance of improvement plans or grading permits, the applicant shall:

- a. 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. (PLANNING, PUBLIC SERVICES)
- b. 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.

(MITIGATION MEASURE IV.-3)

7. Landscaping

- a. Final landscape plans shall be provided by the developer and approved by the Economic and Community Development Director. The landscape plans shall comply with the following requirements (PLANNING):
 - i) The landscaping plan shall be prepared by a landscape architect and shall include:
 - (1) A legend of the common and botanical names of specific plant materials to be used. The legend should indicate the size of plant materials.
 - (a) Shrubs shall be a minimum five-(5) gallon and trees a minimum of 15 gallon and meet the minimum height specified by the American Standards for Nursery Stock.
 - (2) A section diagram of proposed tree staking.

- (3) An irrigation plan including an automatic irrigation system. The plan shall include drip irrigation wherever possible.
 - (4) Berming of landscape strips along the public right-of-way and the installation of shrubs to screen the undercarriages of vehicles as viewed from off-site.
 - (5) Provision for the shading of the parking lot spaces by shade trees planted at a minimum of one for every five parking spaces.
 - (6) Granite or moss rock boulders along the planting strips.
- ii) The plan shall be certified by the landscape architect that the landscape plan meets the requirements of the Water Conservation in Landscaping Act. Government Code §65591, et seq.
- b. The parking lot lighting plan shall be designed to accommodate shade trees and provide for illumination of the parking areas. Light standards and underground utilities shall be located such that required parking lot shade trees can still be planted. (ENGINEERING, BUILDING, PLANNING)
 - c. All landscaping shall be installed and the landscape architect shall certify, in writing, that the landscaping and irrigation system have been installed in full compliance with the approved plans prior to issuance of a Certificate of Occupancy. (PLANNING)

8. Landscaping Maintenance Agreement

Prior to issuance of the Certificate of Occupancy, the property owner shall enter into an agreement with the City of Rocklin providing for the maintenance of landscaping within the public right-of-way along Midas and Pacific. The agreement shall indemnify the City against claims arising from developer's activities and shall be recorded and binding on successors in interest of the developer. (ENGINEERING, PUBLIC SERVICES)

9. Lighting

- a. All exterior lighting shall be designed and installed to avoid adverse glare on adjacent properties. Cut-off shoebox type or decorative lighting fixtures, or equivalent, shall be used and mounted such that all light is projected directly toward the ground. Light poles shall be a maximum of 20' in height as measured from grade to the top of the light. The lighting

design plan shall be approved by the Director of Economic and Community Development for compliance with this condition. (PLANNING)

10. Screening of Mechanical Equipment

- a. All mechanical equipment, whether ground or roof mounted shall be screened from view from all public rights of way to the satisfaction of the Economic and Community Development Director. The design of the screening shall be in harmony with the architectural design of the building. (PLANNING)
- b. The appearance of large utility features such as double detector check valves shall be minimized through the use of utility blankets or other acceptable screening methods. The developer shall also demonstrate that these facilities have been moved as far as possible from the public right-of-way. (PLANNING)

11. Security

- a. Prior to building permit issuance the applicant shall prepare a security plan for review by the Rocklin Police Department, and shall provide the Rocklin Police Department with the name(s) and telephone number(s) of a responsible party to contact. (POLICE)
- b. Prior to building / unit occupancy the property owner, or each tenant, shall obtain and maintain at all times, an Alarm System Permit for each security system installed and operated in the complex, if any, in accord with the requirements of Chapter 9.44 of the Rocklin Municipal Code. (POLICE)

12. Outdoor Storage

All incidental and miscellaneous outdoor storage areas shall be completely screened from public view by a decorative masonry or concrete wall or approved equal. All gates shall be solid and view obstructing, constructed of metal or other durable and sturdy materials acceptable to the Economic and Community Development Director. (PLANNING)

13. Maintenance

- a. The property owner shall remove within 72 hours all graffiti placed on any fence, wall, existing building, paved area or structure on the property consistent with the provisions of Rocklin Municipal Code Section 9.32.

Prior to removal of said graffiti, the property owner shall report the graffiti vandalism to the Rocklin Police Department. (PLANNING, POLICE)

- b. The project, including but not limited to paving, landscaping, structures, and improvements shall be maintained by the property owners, to the standard of similarly situated properties in equivalent use zones, to the satisfaction of the Economic and Community Development Director. (PLANNING)

14. Parks

- a. Park Development Fees shall be paid as required by Rocklin Municipal Code Chapter 17.71 and Chapter 16.28. (BUILDING)
- b. Community Park Fees shall be paid as required by City Council Resolution 99-82. (BUILDING)

15. Noise

- a. All “self-powered” construction equipment and stationary noise sources (i.e. pumps, electrical generators, etc.) shall be equipped with noise control devices (e.g., mufflers). (ENGINEERING, BUILDING)
- b. Equipment “warm-up” areas, water storage tanks, equipment storage areas, and stationary noise-generating machinery (i.e. pumps, electrical generators, etc.) shall be located away from existing residences and other sensitive noise receptors to the extent feasible. (ENGINEERING, BUILDING)
- c. All phases of project development shall be subject to the City of Rocklin Construction Noise Guidelines, including restricting construction-related noise generating activities within or near residential areas to between 7:00 a.m. and 7:00 p.m. on weekdays, and between 8:00 a.m. and 7:00 p.m. on weekends. The Economic and Community Development Director may grant exceptions to the Construction Noise Guidelines if, in the opinion of the Economic and Community Development Director, special and unusual circumstances exist that make strict adherence to the Construction Noise Guidelines infeasible. (ENGINEERING, BUILDING)
- d. All second or third floor windows or glass doors in the first row of units closest to the UP railroad line and with a view of the UP railroad line shall be fitted with Sound Transmission Class (STC) rating 35 minimum rated assemblies, and units in the second row and beyond shall be fitted with

Sound Transmission Class (STC) rating 27 minimum rated assemblies.
(ENGINEERING, BUILDING, PLANNING)
(MITIGATION MEASURE XII.-1)

- e. Mechanical ventilation penetrations for bath fans shall not face towards the UP railroad line or Pacific Street. Where feasible these vents shall be routed towards the opposite side of the building to minimize sound intrusion to sensitive areas of the building. Where vents must face towards the UP railroad line or Pacific Street, the duct work shall be increased in length and make as many “S” turns as feasible prior to exiting the dwelling. Flexible duct work is the preferred ducting for this noise mitigation. Where the vents exit the building, a spring loaded flap with a gasket shall be installed to reduce sound entering the duct work when the vent is not in use. (ENGINEERING, BUILDING, PLANNING)
(MITIGATION MEASURE XII.-2)

16. Monitoring

Prior to any grading on the property, the developer shall deposit with the City of Rocklin the current fee to pay for the City’s time and material cost to administer the Mitigation Monitoring Program. The Economic and Community Development Director shall determine if and when additional deposits must be paid for administering the Mitigation Monitoring Program, including additional deposits on subsequent phases of construction. These amounts shall be paid prior to construction for additional phases on this project. (ENGINEERING, PUBLIC WORKS, BUILDING, PLANNING)

17. Special

- a. Prior to issuance of building permits, the project site shall be merged into a single parcel. (PLANNING)
- b. After completion of finish grading but prior to issuance of building permits, any soil surfaces derived from soils that were present prior to grading and that will remain exposed after installation of foundations, walkways, access and parking lot paving shall be tested for heavy metals by a professional environmental site assessment firm to verify that concentrations are not present above current residential environmental screening levels. A report of the test results shall be prepared and provided to the City’s Environmental Services Division. If concentrations of heavy metals in exposed soils are found to be above current residential environmental screening levels, a site management/remediation plan addressing contaminants shall be prepared by the applicant and reviewed by the Placer County Department of Environmental Health and the City’s

Environmental Services Division. Any recommendations made within the site management/remediation plan shall be implemented to the satisfaction of the Placer County Department of Environmental Health and the City's Environmental Services Division prior to the issuance of a certificate of occupancy.

(MITIGATION MEASURE VIII.-1)

18. Indemnification and Duty to Defend

Within 30 days of approval of this entitlement by the City, the subdivider shall execute an Indemnity Agreement, approved by the City Attorney's Office, to indemnify, defend, reimburse, and hold harmless the City of Rocklin and its agents, officers and employees from any claim, action, or proceeding against the City of Rocklin to set aside, void or annul an approval of the entitlement by the City's planning commission or City Council, which action is brought within the time period provided for in Section 66499.37 of the Government Code. The City will promptly notify the applicant of any such claim, action or proceeding, and the City will cooperate in the defense of the claim, action or proceeding. Unless waived by the City, no further processing, permitting, implementation, plan checking or inspections related to the subdivision or parcel map shall be performed by the City if the Indemnity Agreement has not been fully executed within 30 days. (CITY ATTORNEY)

19. Validity

This entitlement shall expire two years from the date of approval unless prior to that date a building permit has been issued or a time extension has been granted. (PLANNING)

PASSED AND ADOPTED this day of , 20 , by the following roll call
vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

ABSTAIN: Commissioners:

Chairman

ATTEST:

Secretary

EXHIBIT A

DR2016-0010 / TRE2017-0001

Available at the Community Development Department, Planning Division

EXHIBIT A

DR2016-0010

ROCKLIN GATEWAY

Rocklin, California

DESIGN PACKET

RESUBMITTAL #2 — February 03, 2017

Table of Contents

Set 1 of 3

1.0	Development Objectives	01
2.0	Site Context Analysis	06
3.0	Design Guidelines	14
4.0	Design Concept	16

Set 2 of 3 *Reference November 2, 2016 Submittal*

5.0	Material Board Supplemental Information	
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Set 3 of 3 *Reference November 2, 2016 Submittal*

6.0	Technical Drawings	
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Proposed Development Breakdown



Rocklin Gateway consists of several parcels comprising ±7 gross acres located at the northeast corner of Pacific Street and East Midas Avenue in Rocklin, CA. The development site is bordered by an active rail line to the north and light industrial to the east. Rocklin’s Amtrak station, less than a 10-minute walk from the site, connects Rocklin to Roseville, Sacramento and the greater Bay Area MSA. Pacific Avenue is one of Rocklin’s major thoroughfares, directly linking the site to one of the region’s premier shopping districts and employment centers, anchored by the 1.3 million square foot Roseville Galleria. In addition to the Galleria, one mile to the north is the Rocklin Commons and Crossings Shopping Center, a 1 million square foot big box retail center.

We envision Rocklin to be a walkable, semi-urban, 3-story garden-style project with clean, contemporary design. The target demographic will be locally-employed professionals, young couples/families, and students. The current concept anticipates a leasing office, shaded tenant entertainment area, rain gardens, community lounge, passive courtyard, and incorporating local mining remnants into features that will become public artwork.

Twenty percent of the units within the Rocklin Gateway project would be affordable, consistent with the City’s Housing Element. These affordable units would be distributed throughout the entire property.

Key Development Figures

204 Total Units
 271 Parking Stalls
 162,182 GSF

*32.74 Units per Acre, 50% 1 Bedroom - 50% 2 Bedroom
 1.33 Parking Stalls per Unit*

1.0 Development Objectives

Team Introduction

The Wolff Company (“Wolff”) is a fully integrated middle market real estate private equity firm focused primarily on the ownership, acquisition, development and asset management of high-quality multifamily properties. The company’s legacy dates back to 1949, when it was founded by Alvin J. Wolff, Sr. in Spokane, Washington. Wolff initially developed, brokered, and managed single-family lots and homes. In the 1960s, the focus shifted to income property investments. Alvin J. (“Fritz”) Wolff Jr. acquired the firm from his father in 1976 and focused its efforts on the multifamily sector. In 1993, various operating entities were brought together under a common holding company. During the 1990’s the third generation of Wolff’s became increasingly involved in the firm’s day-to-day business. The Wolff Company moved its headquarters to Scottsdale, Arizona in 2001. Over the last 15 years, The Wolff Company, under the ownership and leadership of its 3rd generation, has managed, invested in, acquired or developed more than 22,500 multifamily units.

As the firm’s capital sources shifted from its own balance sheet and a three-generation pledge investor base to private fund vehicles, the organization grew and evolved. In the early 2000’s, Fritz H. Wolff became the CEO and repositioned the company as a real estate private equity firm which continued to focus exclusively on the multifamily segment. Despite its enduring success, The Wolff Company maintains a hunger and focus reflective of the high technology and finance industries from which it receives a large portion of its investment capital. The Company invests in stabilized Class-A and B assets, development, rehabilitation/ reposition, and adaptive re-use opportunities. Investments in multifamily assets are made nationally, in core and non-core markets, with a regional focus on the Western U.S. and the Boston to D.C. corridor. Please note that for purposes of contracting we will utilize the firm’s contracting enterprise Wolff Enterprises II, LLC, a Washington limited liability company, but that prior to closing, we will assign any purchase contract to a special-purpose Delaware or Washington LLC that is owned by the Fund associated with the development opportunity (i.e., WREP II/WREP I A, L.P.).



RANGE RANCH, SANTA ROSA

Team Introduction



Katerra was founded in January of 2015 by a collection of construction industry veterans and highly successful Silicon Valley technologists to revolutionize the global building industry. From our headquarters in Scottsdale, Arizona and offices in Menlo Park, California; Seattle, Washington; Shanghai and Shenzhen, China; and Guadalajara, Mexico, Katerra is on a mission to improve the economics, speed-to-market and build-quality of building construction projects. We do so by first delivering the highest level of client service and by leveraging the same advancements in information technology, sourcing, manufacturing and supply chain management that revolutionized Silicon Valley.

When these capabilities come together on a project with Katerra's comprehensive supply chain management and precision logistics expertise, we are able to deliver projects faster, with superior quality, less waste and lower operating costs than ever before.

Katerra Construction

Katerra Inc.'s vertically integrated, direct general contracting arm, Katerra Construction LLC, was launched in 2015 as part of the company's overall strategy to expand on an efficient and client-focused contracting solution. Katerra Construction has assembled a construction delivery team to drive innovation and time/cost efficiencies. This diverse group of talented individuals have strategically been united so that the best aspects of all construction delivery types will be utilized.

With a focus on multifamily marketplace and wood frame experience, the team integrates all of Katerra's design, supply chain management, logistics and manufacturing expertise as an extension of traditional site building methods. Katerra Construction has intentionally sought after the best technical solutions and aggregated those solutions to create the most efficient construction processes.

We build every project with the entrepreneurial spirit and progressive culture that Katerra Construction was founded on. This culture is a belief that the best experience possible starts with an understanding of the client's vision. It's a client-centric delivery method that's simple, focusing on strong relationships and efficient communication is simply part of our DNA.

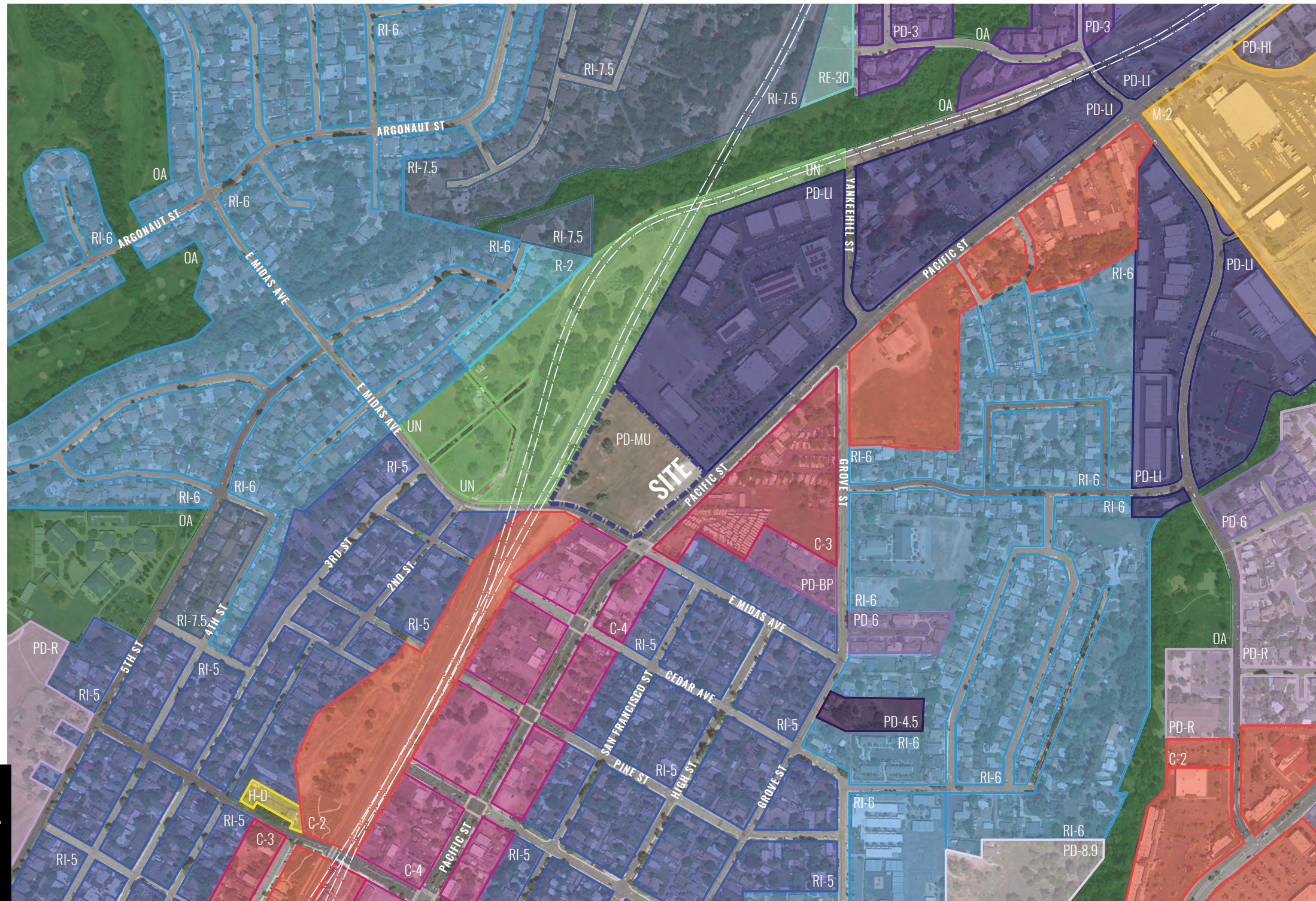
Katerra Architecture

Katerra's vision is to make leading-edge buildings and building features affordable and accessible to everyone in the world. We apply tech-centric innovation to architectural design, product design and sourcing, procurement and supply-chain, logistics, construction and customer service to create a modularized and vertically-integrated system that can drastically reduce the time and costs of conventional building methods. The Design Office is led by Craig Curtis, FAIA, most recently of Miller Hull where he has been a partner and design leader for nearly 30 years. Other key staff hail from Seattle's top design firms. Our firm is devoted to addressing the glaring ailments within our industry by pushing the boundaries of technology to create beautiful buildings that optimize time and the planet's resources.

DDG Landscape Architects, Inc.

DDG Landscape Architects, Inc. is a design studio based in Clayton, California providing Landscape Architecture, Urban Design, and Environmental Design services to clients in California and Oregon. Established in 2013, we approach projects with a design-oriented sensibility and a passion for the sustainable interface of regional context, ecologies, and the built environment in which we live.

Adjacent Zoning



■	C-2	RETAIL BUSINESS
■	C-3	GENERAL SERVICE COMMERCIAL
■	C-4	GENERAL RETAIL SERVICE COMMERCIAL
■	H-D	HISTORICAL DISTRICT
■	M-2	HEAVY INDUSTRIAL
■	PD-3	PLANNED DEVELOPMENT RESIDENTIAL
■	PD-4.5	PLANNED DEVELOPMENT RESIDENTIAL
■	PD-6	PLANNED DEVELOPMENT RESIDENTIAL
■	PD-8.9	PLANNED DEVELOPMENT RESIDENTIAL
■	PD-BP	PLANNED DEVELOPMENT BUSINESS PROFESSIONAL
■	PD-C	PLANNED DEVELOPMENT COMMERCIAL
■	PD-HI	PLANNED DEVELOPMENT HEAVY INDUSTRIAL
■	PD-LI	PLANNED DEVELOPMENT LIGHT INDUSTRIAL
■	PD-R	PLANNED DEVELOPMENT RESIDENTIAL
■	R1-5	RESIDENTIAL SINGLE FAMILY 10,000 SQ FT MINIMUM LOTS
■	R1-6	RESIDENTIAL SINGLE FAMILY 6,000 SQ FT MINIMUM LOTS
■	R1-7.5	RESIDENTIAL SINGLE FAMILY 7,500 SQ FT MINIMUM LOTS
■	R-2	DUPLEX/TRIPLEX
■	RE-30	RESIDENTIAL SINGLE FAMILY 30,000 SQ FT MINIMUM LOTS
■	UN	UNCLASSIFIED
■	OA	OPEN AREA
■	PD-MU	PLANNED DEVELOPMENT MIXED USE
■	SITE	

2.0 Site | Context Analysis

Road | Pedestrian | Bus Routes

- PRINCIPAL ARTERIAL ROADS
- MINOR ARTERIAL ROADS
- SITE
- RAILWAY
- BUS STOP



Climate - Sun Path & Wind Rose

Rocklin, California

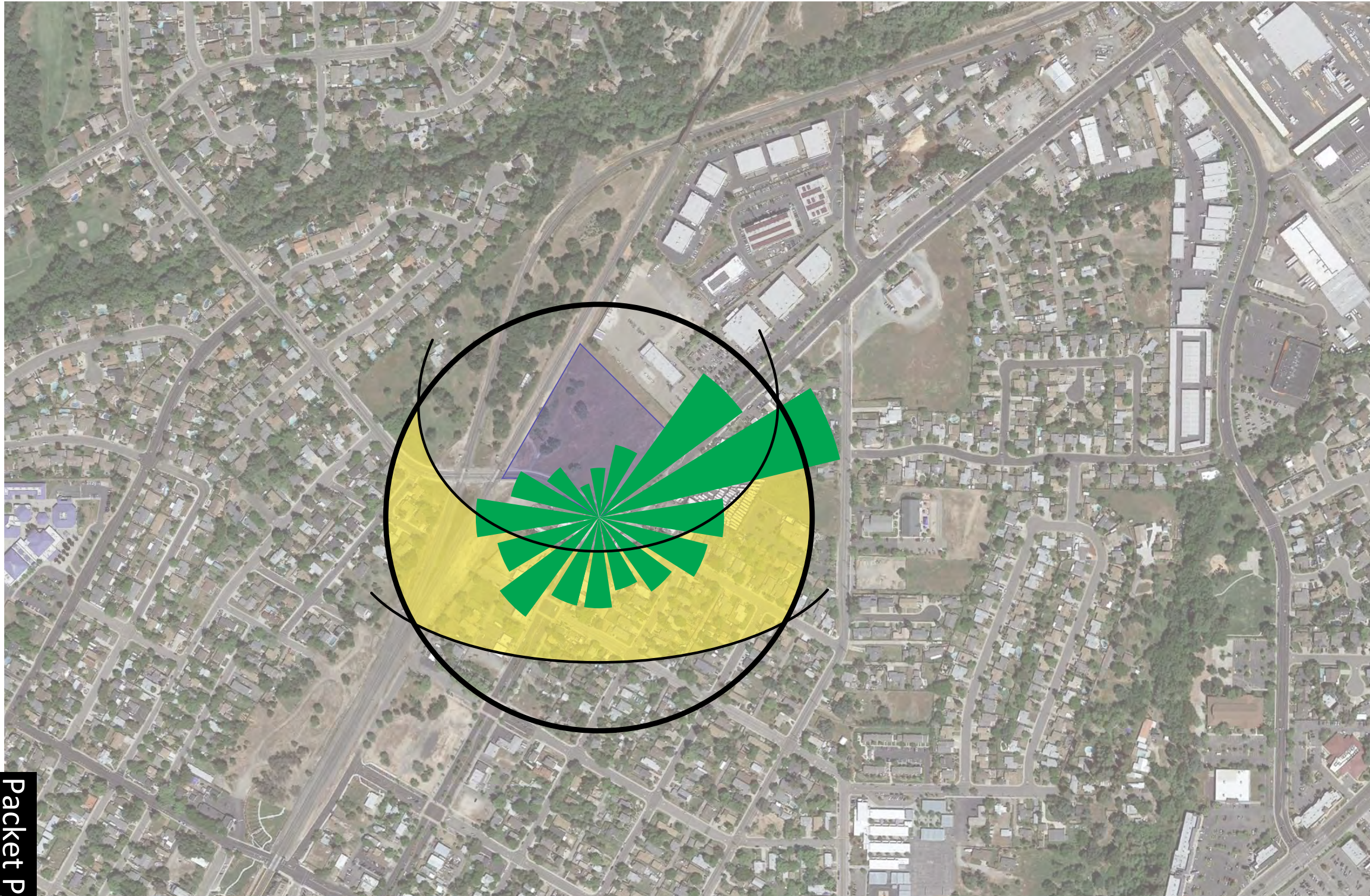
Latitude: +38.79083 (38°47'26.988"N)

Longitude: -121.23472 (121°14'04.992"W)

Rocklin gets roughly 22 inches of rain per year and on average, there are 255 sunny days per year in Rocklin, California. The July high is around 97 degrees while the January low is around 33 degrees.

Winds are predominantly from the east and south.

The site has good solar exposure. The goal for the project is to have all roofs solar ready.



2.0 Site | Context Analysis

Streetscape

The site sits just north of the edge of the Quarry District, described as a safe, walkable, and inviting village. The buildings south of the site in the Quarry District are typically one story, residential with a few commercial developments. Some of the houses have been converted into storefronts and businesses.

To the north, the scale adjusts to light industrial and commercial with parking facing Pacific Street and buildings set back from the street edge. A small, commercial mall is located across the site on East Midas Avenue.

Along Midas Avenue, buildings quickly become residential off of Pacific Street. The architectural style is mostly ranch along Midas, while the residential buildings along Pacific in the Quarry District are mostly craftsman.

A wide variety of architectural styles occur in the immediate vicinity of the site. Materials vary with the majority of the buildings including stucco and/or wood siding.



Small, commercial mall at the corner of Midas Avenue and Pacific Street.



Restaurant and small commercial spaces along Pacific Street at East Midas Avenue.



Restaurant and small commercial spaces along Pacific Street at East Midas Avenue.



Mobile Park located along Pacific Street across site.



Commercial building with outdoor showroom across project site on Pacific.



Quarry District signage along Pacific Street.



Adjacent property, equipment rental business, along Pacific Street.



Pacific Street edge.



Residential properties along Pacific at edge of Quarry District.



Pacific Street edge.



All businesses along Pacific Street, outside of Quarry District.



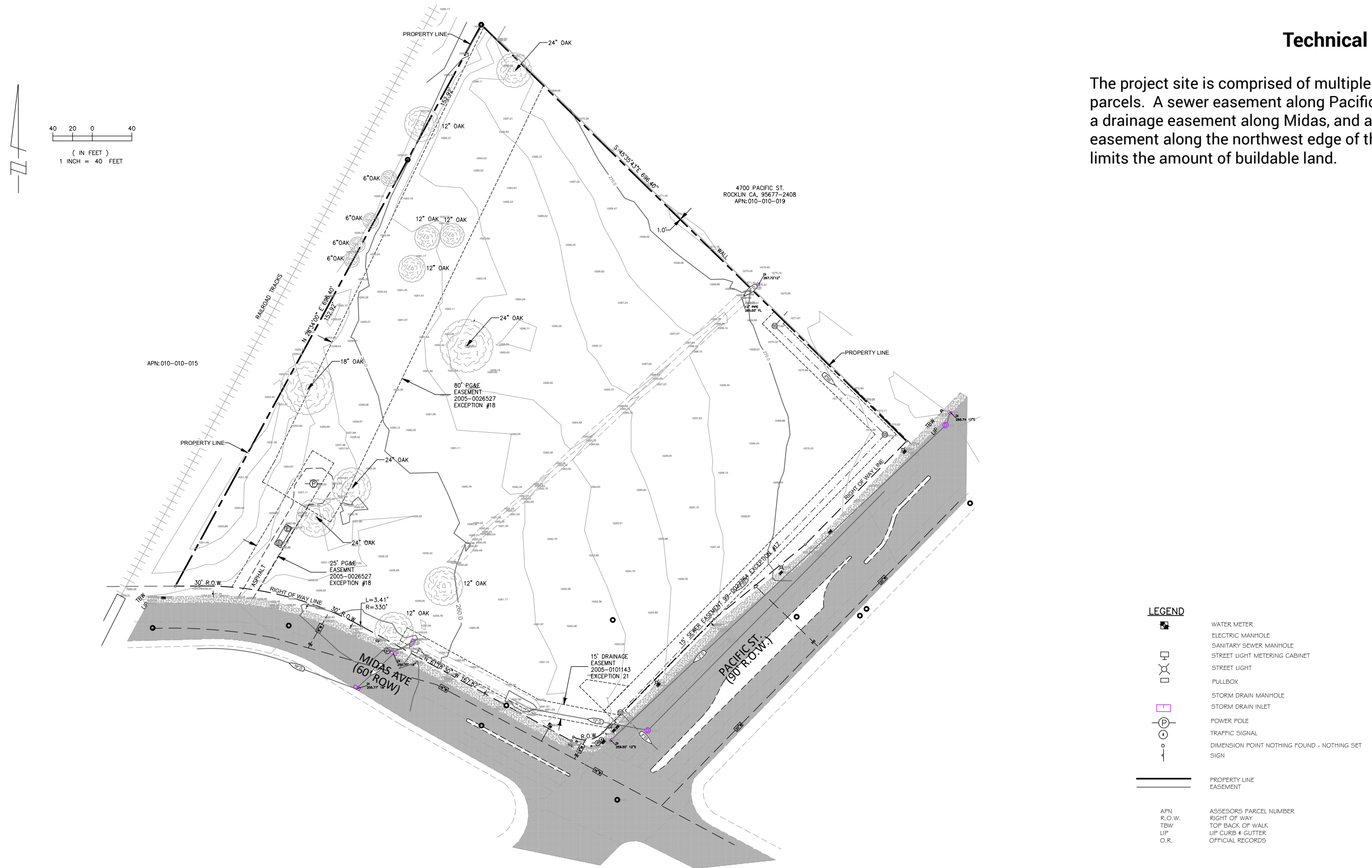
Industrial Park along Pacific Street.



Pacific Street edge.

Technical Survey

The project site is comprised of multiple parcels. A sewer easement along Pacific Street, a drainage easement along Midas, and a power easement along the northwest edge of the site limits the amount of buildable land.



Design Guidelines 3.0

Design Guidelines

Just outside the edge of the Quarry District, the Rocklin Gateway seeks to acknowledge the style and character of the nearby district while providing a transition to the existing fabric.

The Quarry District is comprised of rustic and vernacular architecture with granite and exposed wood elements that honor Rocklin's mining and rail heritage.

Materials included in the district are stucco, wood siding, and stone masonry.



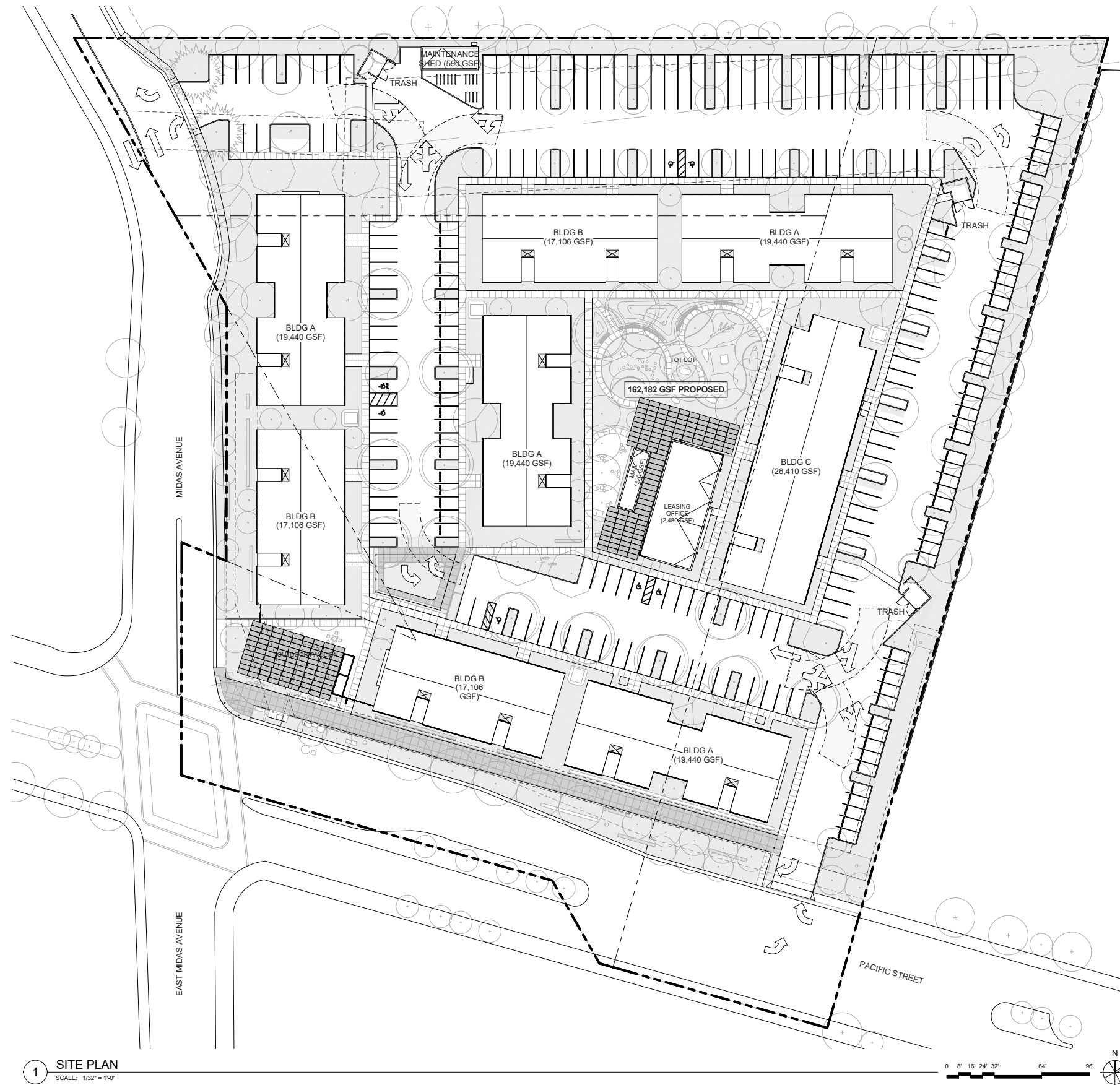
Architectural Site Plan

Rocklin Gateway is comprised of eight three-story garden style walk-up apartment buildings. The buildings are sited tightly to easements along Pacific Street and Midas Avenue to create a semi-urban edge. Additional apartment buildings are clustered together to form a central courtyard.

The apartment buildings are clad with board and batten that reference the adjacent Quarry District and the nearby residential buildings located within it. The color palette is earthy and subdued.

At the corner of Pacific and Midas, an outdoor pavilion features a Petanque court and gathering space with a shade canopy. The exposed wood and steel structure references Rocklin's mining and rail past. A feature trestle structure highlights the entry to the site and creates a recognizable icon for the project.

The clubhouse and leasing offices located at the heart of the project further reference Rocklin's mining and rail past with reclaimed wood siding and a steel clad mail outdoor mail room.



1 SITE PLAN
SCALE: 1/32" = 1'-0"

Rendering - Corner of Midas Avenue and Pacific Street



Corner of Midas Avenue and Pacific Street

4.0 Design Concept

Rendering - Entry view from across Pacific street



Entry view from across Pacific Street



View from Pavilion towards Pacific and Midas Corner



Approach along Pacific Street

4.0 Design Concept

Elevation - Midas Avenue



Stucco

Gabion walls

Board and batten

Greenscreen planting walls

Design Concept 4.0



Salvaged granite boulders from Rocklin used at Corner of Midas and Pacific



Reclaimed heavy timber fence

Green screen fence

Granite boulders salvaged from Big Gun Quarry,
see inset photos above

Midas Avenue Elevation

4.0 Design Concept

Elevation - Pacific Street



Steel and wood canopy structure

Green screen fence

Salvaged granite boulders

Reclaimed heavy timber trestle structure

Steel grating gate



Board and batten

Stucco

Gabion walls

Greenscreen planting walls

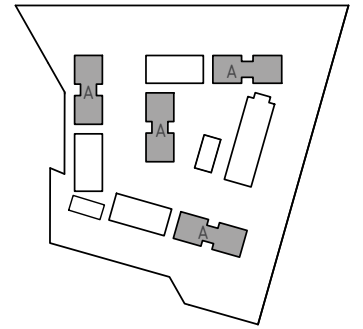
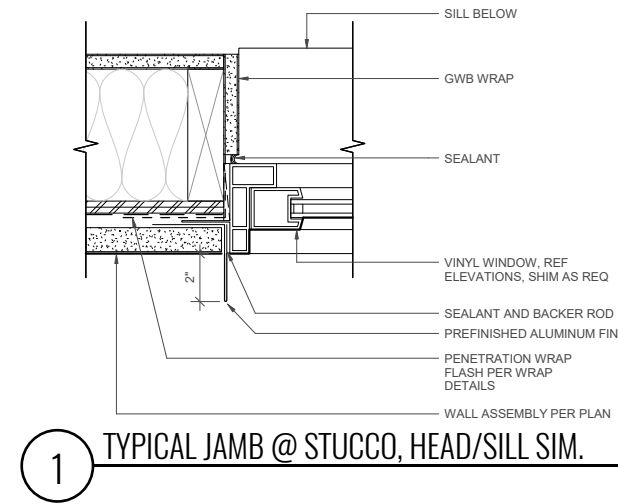
Pacific Street Elevation

4.0 Design Concept

Elevations - Building A



Building A - Front Elevation

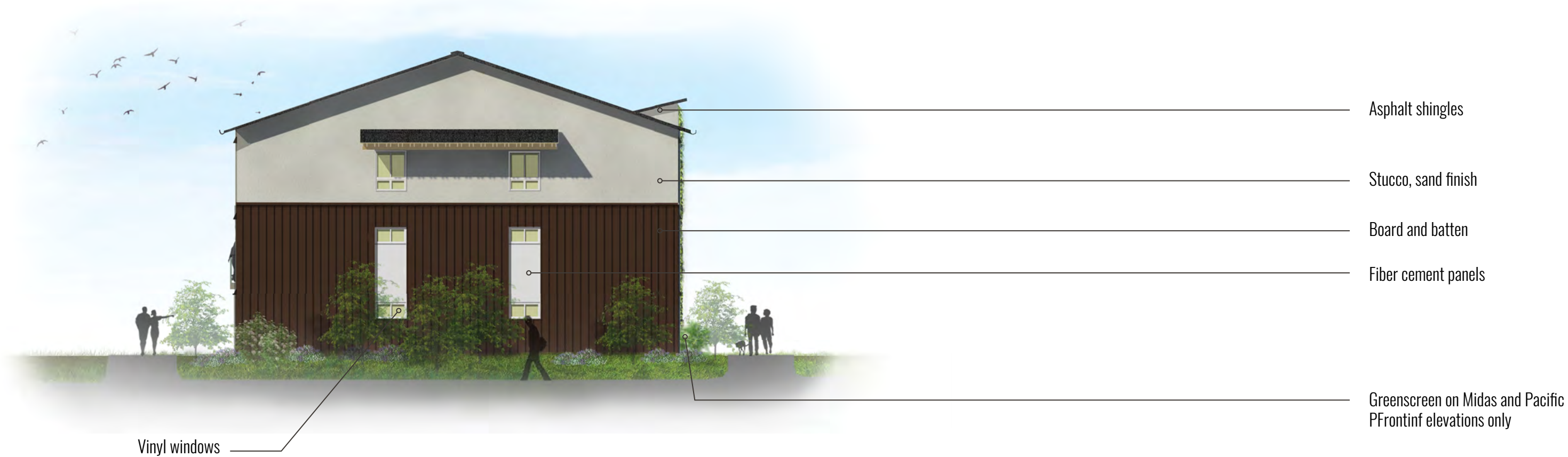


- Asphalt shingles
- Metal louver
- Stucco, sand finish
- Board and batten
- Fiber cement panels
- Vinyl windows
- Greenscreen

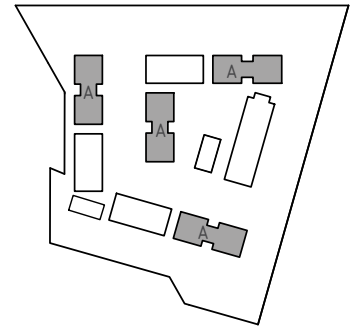
Building A - Rear Elevation, street facing

4.0 Design Concept

Elevations - Building A



Building A - Side Elevation



Board and batten, Red maple,
Ref. material board

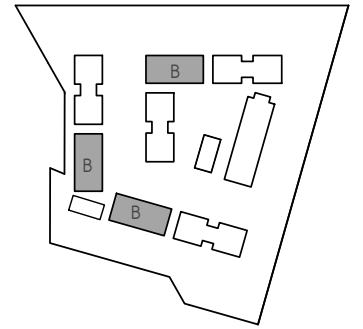


4.0 Design Concept

Elevations - Building B



Building B - Front Elevation



Asphalt shingles

Metal louver

Stucco, sand finish

Board and batten

Fiber cement panels

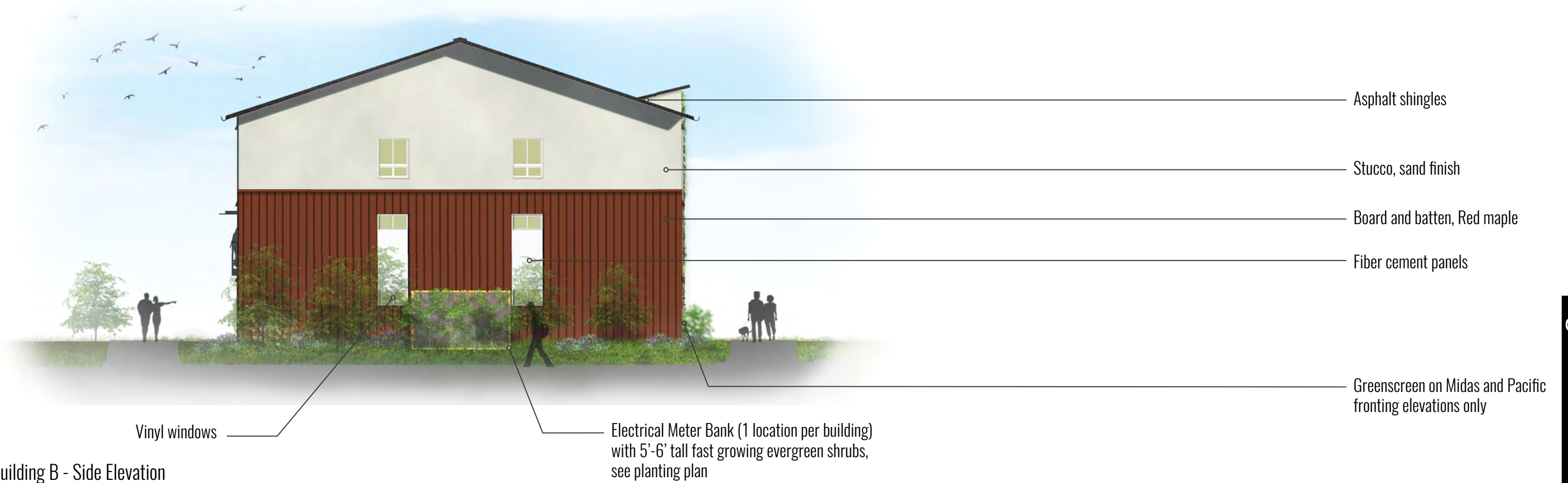
Vinyl windows

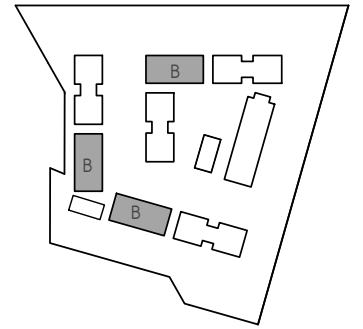
Gree screen

Building B - Rear Elevation, street facing

4.0 Design Concept

Elevations - Building B

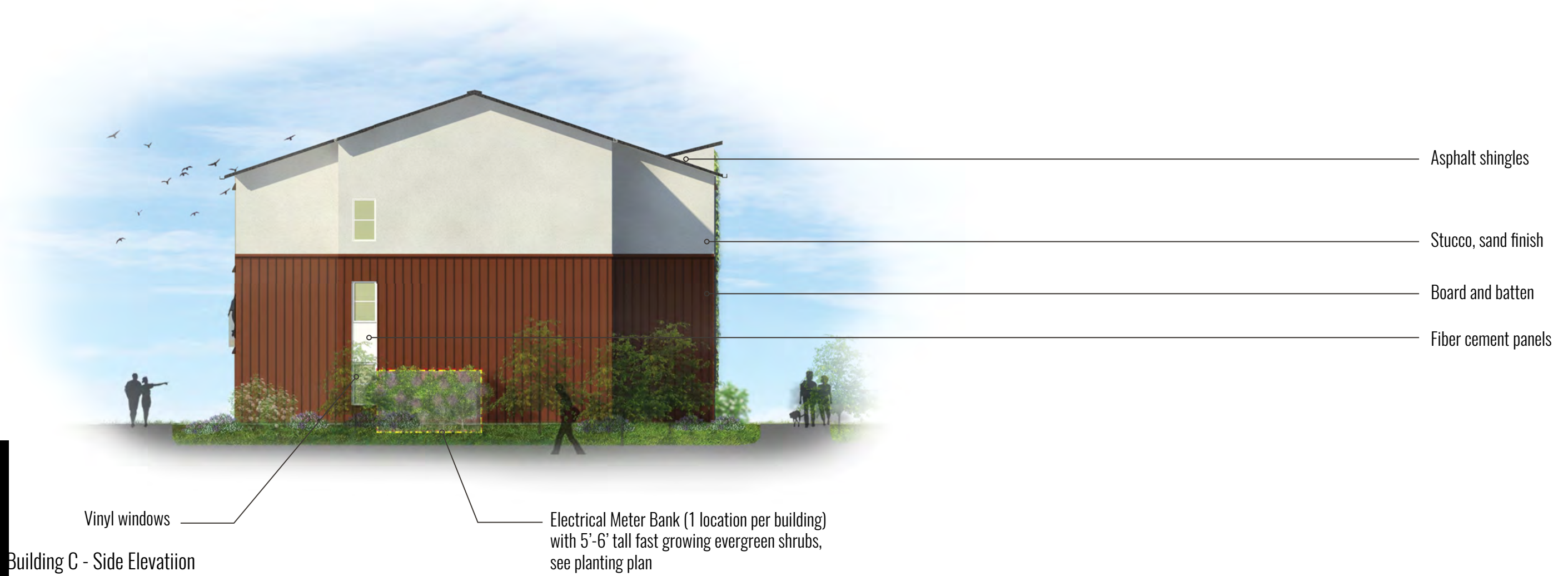


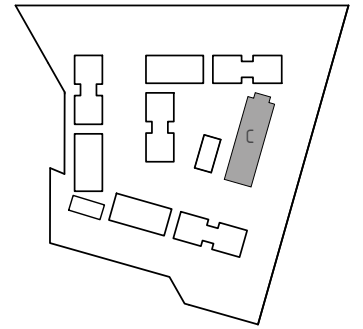


Building B - Rear Elevation @ Interior (non-street facing)

4.0 Design Concept

Elevations - Building C





Building C - Front Elevation

4.0 Design Concept

Elevations - Building C



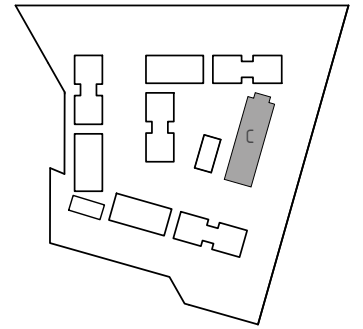
Vinyl windows

Asphalt shingles

Stucco, sand finish

Board and batten

Fiber cement panels



4.0 Design Concept

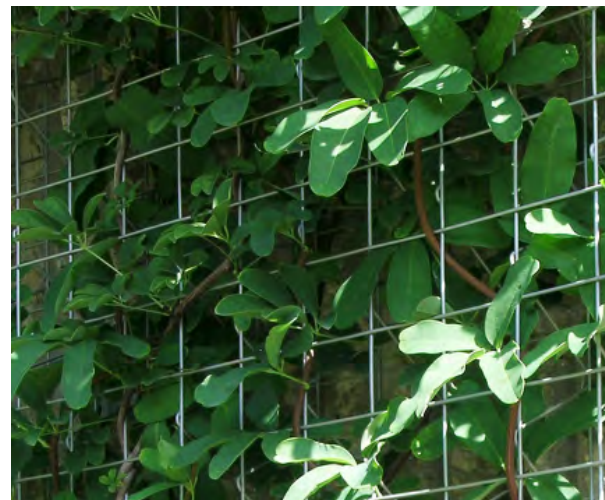
Renderings - Lightwell

The stairways feature a lightwell at the end of the entry halls. The lightwell provides light and air into what would otherwise be a dark, uninviting entry sequence. The end of the stairway is punctuated by a vertical green screen wall comprised of varying vines depending on orientation on the site.

Fire sprinkler riser and IDF closets are located within the entry halls. Protected bike storage is provided within each hall.



Lightwell Precedents - Greenscreen



4.0 Design Concept

Material Board

With Rocklin Gateway, there is a focus on durable, long lasting materials that reference Rocklin's mining and rail past. Board and batten and stucco material selections reference prevalent materials found in the adjacent Quarry District.



Stucco, Sand Finish, Color Match
Valspar Paint® Rippling Stone
Third floors and stairways



Board and Batten, Painted
Valspar Paint® Deeply Deanna or Red Maple
First and second floors



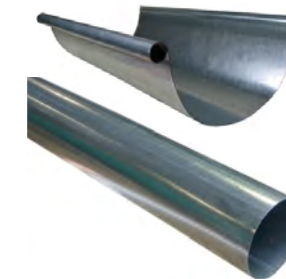
Hardie® Reveal® Panel System, Painted,
Valspar Paint® Party Ice
Spandrel between second and first floor



GAF® Timberline Ultra HD® Shingles
Color: Slate



Dark Bronze Metal Louver



Painted Steel Gutters & Downspouts
Valspar Paint® Magpie



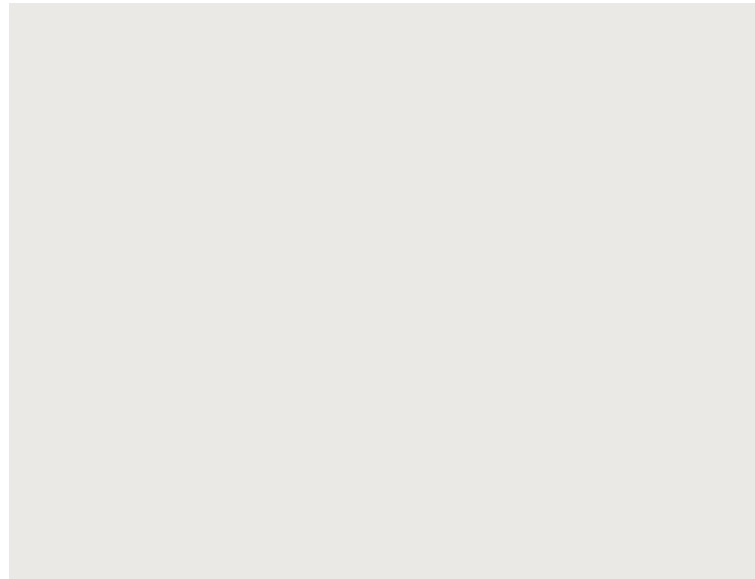
Alside®, Fairfield 80, Vinyl Window,
White, *window operation varies*

Color Palette

The color palette is a modern twist on a traditional scheme. The colors of the board and batten are a saturated earth brown along Midas Avenue and Pacific Street. At the non-street facing buildings at the interior of the site, a brighter reddish color blends well with the California landscape. Bright white accents between windows connect windows into larger vertical elements. Accents on the railings and unit doors re-balances the intensity of the schemes. Overall the palette is a refined backdrop that will complement the accents of weathered steel and reclaimed timber at the clubhouse.



Valspar Paint®
Rippling Stone, V146-2
Stucco



Valspar Paint®
Party Ice, T551
Used at fiber cement panel spandrel panels between second and first floor windows



Valspar Paint®
Cadet Song, V138-6
Accents, including handrails, guardrails, and unit entry doors



Valspar Paint®
Ruby Deanna, T594
Board and batten at buildings along Pacific and Midas



Valspar Paint®
Red Maple, V044-6
Board and batten at interior buildings



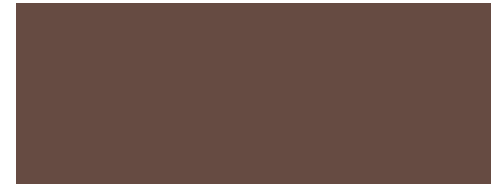
Valspar Paint®
Magpie, V119-3
Accents including louvers, handrails, guardrails, & unit entry doors

4.0 Design Concept

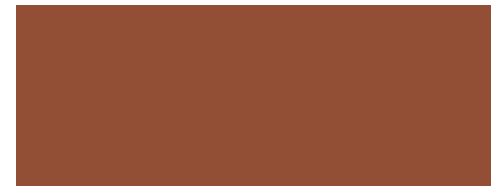
Board and Batten



Board and Batten, color varies
MDO Plywood with 1x wood trim at 12" on center



Valspar Paint®
Deeply Deanna, T594
At buildings along Pacific and Midas



Valspar Paint®
Red Maple, V044-6
At buildings along natural play area

Use of board and batten. A similar articulation of exposed structure at eaves will be incorporated at the ends of buildings.



Stairways / Lightwell



Greenscreen® Modular
Trellis System, Silver Finish



Glulam Stair Stringer



Precast Concrete Treads



Valspar Paint® Cadet Song
Guardrails and handrails



Stucco, Sand Finish, Color Match
Valspar Paint® Rippling Stone

Trash Enclosures



Steel Grating Gate



Split Face Concrete Block, Slate Finish



Leasing Office / Clubhouse



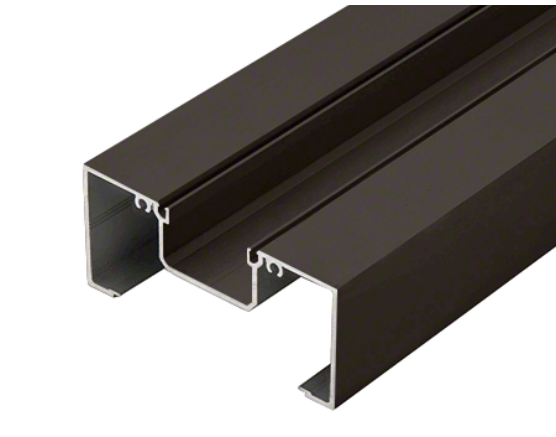
Reclaimed Wood Siding



Exposed Steel Structure for Canopy, Painted, Valspar Paint® Magpie



Weathered Steel Panels



Dark Bronze Aluminum Storefront



Reclaimed Heavy Timber



Reclaimed Heavy Timber

Historic Structures Precedents



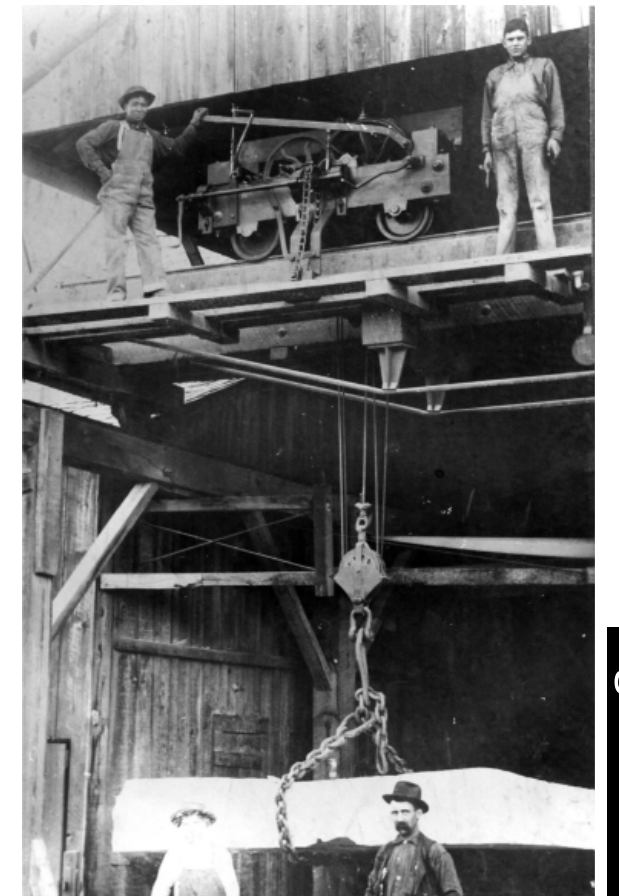
Wood siding at the California Granite Company Rocklin, California, circa 1908



California Granite Company, 2016



Nearby Rail Trestle Bridge



Granite workers with bridge crane hoisted inside shed, circa 1900

Design Concept 4.0

Rendered Landscape Plan

The overall inspiration for the site and landscape design is deeply rooted in place. The proximity of historic stone quarries, the Rocklin Quarry District, railroad trestles, and the history of granite extraction for use in the state capitol provides an inspiring narrative to be interpreted and interwoven throughout the project. As such, the project seeks to showcase the full lifecycle of granite as a raw material, featuring natural field boulders, massive blocks cut and blasted out of the earth bearing chiseled grooves and scars, and rubble byproducts of the quarrying process used as gabion wall fill or decomposed granite paving surfaces. Where possible, materials will be sourced locally from Placer County if not Rocklin or the project site itself.

Evergreen screening shrubs and a noise attenuation wall are proposed as a visual and sound mitigation strategy for the existing railroad tracks to the west. Stormwater runoff from impervious surfaces is collected and treated in a system of connected bioswales. Staggered screen planting is proposed along the north edge adjacent to a light industrial parcel. The Pacific Street frontage provides a showcase for different forms of granite as a project identity piece at the edge of the Quarry District. We propose locating specimen boulders as sculptural seating opportunities, low gabion walls infilled with granite rubble, and decomposed granite as a paving surface material. An existing 15' sewer easement will be expanded to 16' along Pacific. The need to accommodate sidewalk pedestrians and SPMUD maintenance vehicle access will be consolidated with a 12' wide reinforced concrete promenade spanning the length of the frontage within the sewer easement, flanked on both sides by dramatic drifts of plantings, low gabion walls, and groves of trees transforming a constraint to development (the sewer easement) into a striking landscape amenity.



4.0 Design Concept

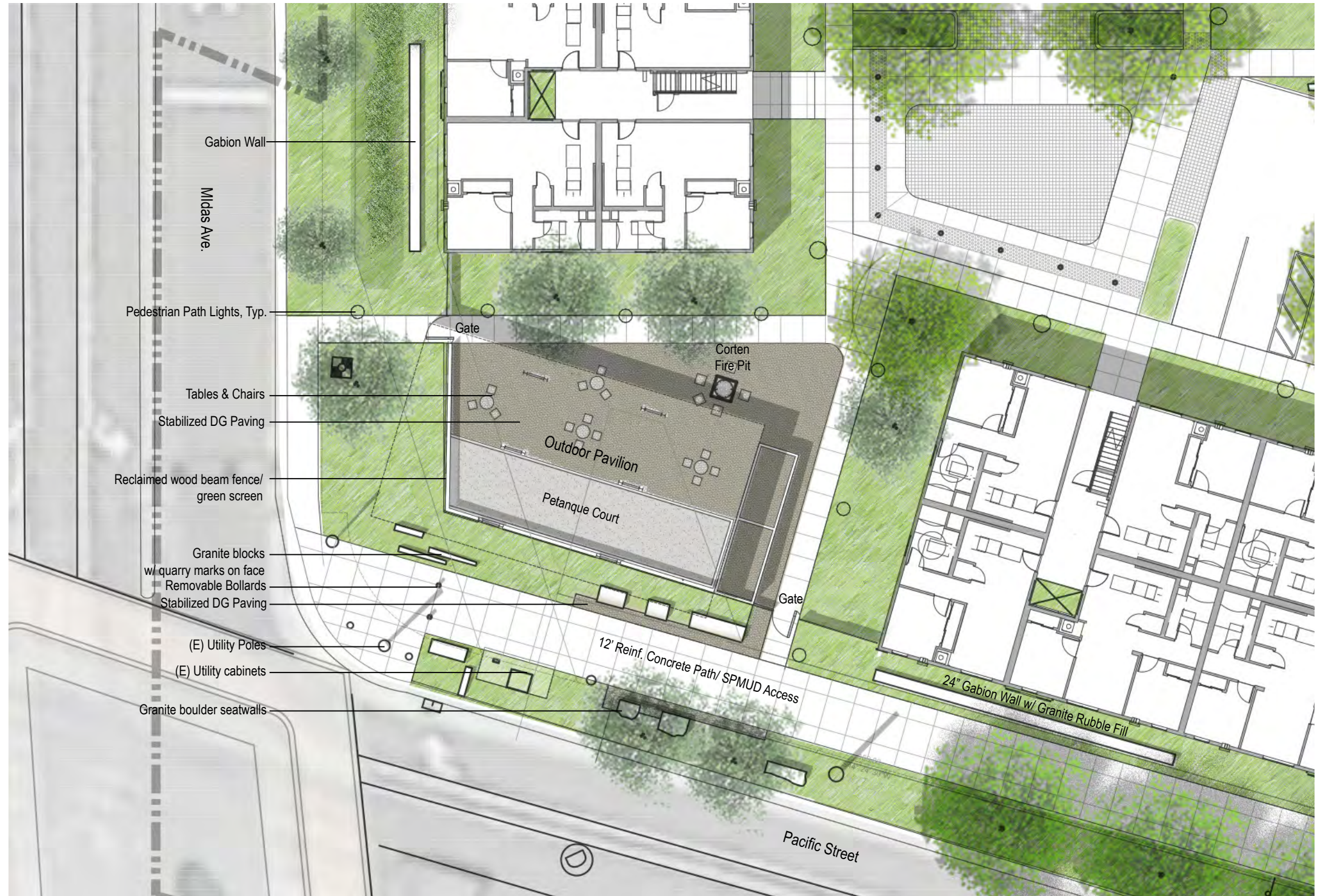
Pacific Avenue Frontage - Enlarged Plan

The site layout responds to an existing procession of special textured intersections along Pacific Street within the Quarry District, continuing this gesture at the pedestrian scale by funneling circulation directly through the site from the amenity corner entry point, through a series of connected moments and special gathering spaces en route to the interior courtyard featuring an adventure play area, picnic space, leasing office, and mail station.

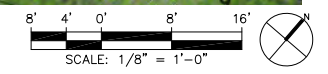
Showcasing the lifecycle of granite along the Pacific Street frontage including raw quarried granite sitting blocks, tidy gabion walls filled with broken granite rubble, and finely textured decomposed granite paving surfaces. A 12 foot wide concrete multiuse path accommodates pedestrians and SPMUD maintenance access. The entire Pacific frontage is fully immersed in bold drifts of planting that abstract cultural and indigenous California landscapes and create a linear parklike experience for pedestrians and passing vehicles on Pacific Street.

Celebrating the life cycle of granite along the Pacific Street frontage including raw, natural field boulders, tidy gabion walls filled with broken rubble, and finely textured decomposed granite paving surfaces.

Serving as the main entry to the facility, the amenity corner features a shade canopy inspired by railroad trestles, draped in lush flowering vines, sheltering a Petenque court, social gathering area and fire pit. Sitting opportunities are provided in the public realm adjacent to the gate on large blocks of quarried granite. The 12 foot multiuse path terminates at the corner of Pacific and Midas, opening up as a plaza to funnel pedestrian circulation to and from the Quarry District and Amtrak station.



- Gabion Wall
- Midas Ave.
- Pedestrian Path Lights, Typ.
- Gate
- Tables & Chairs
- Stabilized DG Paving
- Reclaimed wood beam fence/ green screen
- Granite blocks w/ quarry marks on face
- Removable Bollards
- Stabilized DG Paving
- (E) Utility Poles
- (E) Utility cabinets
- Granite boulder seatwalls
- Corten Fire Pit
- Outdoor Pavilion
- Petanque Court
- Gate
- 12' Reinf. Concrete Path/ SPMUD Access
- 24" Gabion Wall w/ Granite Rubble Fill
- Pacific Street

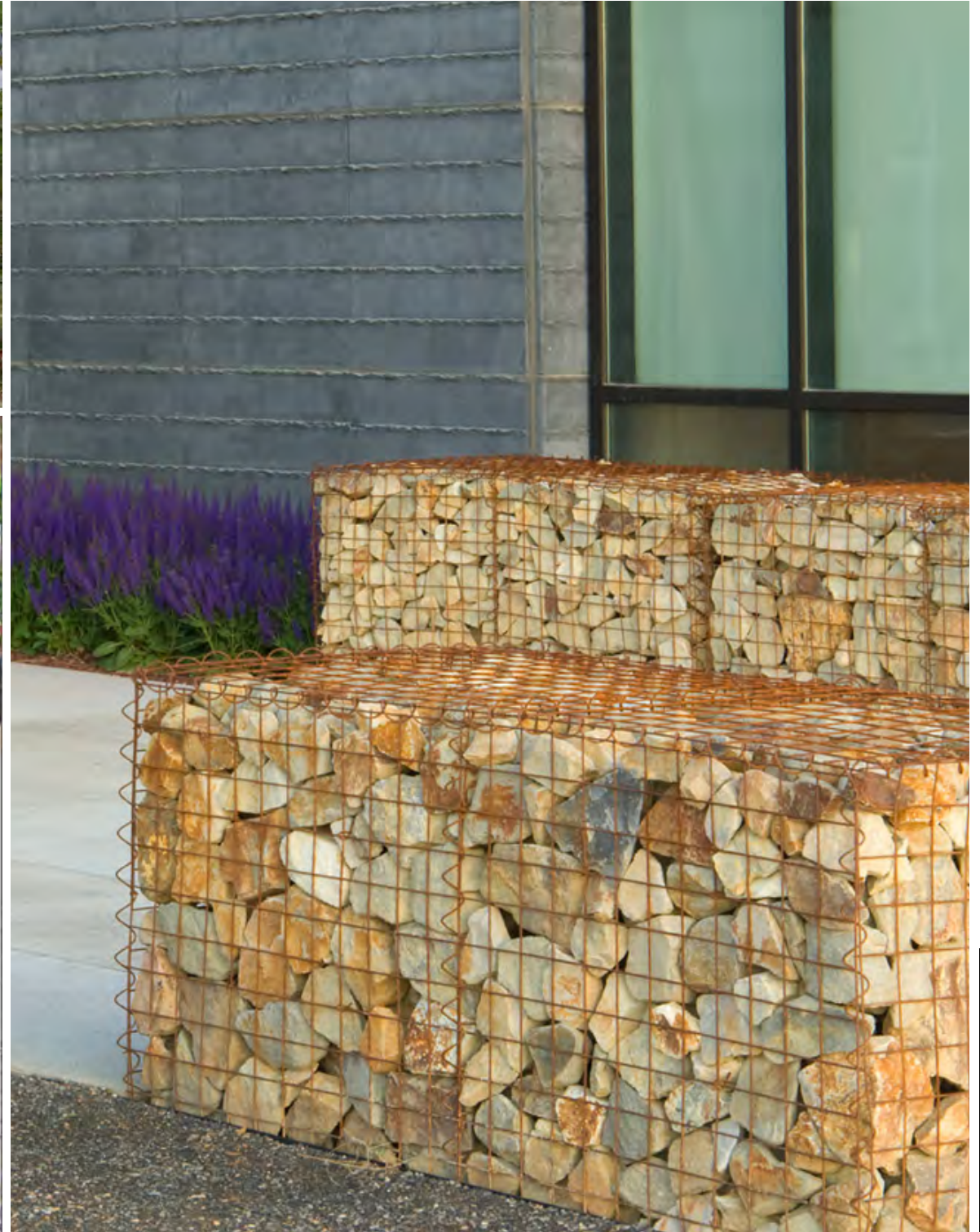




4.0 Design Concept

Landscape Precedents - Life cycle of Granite

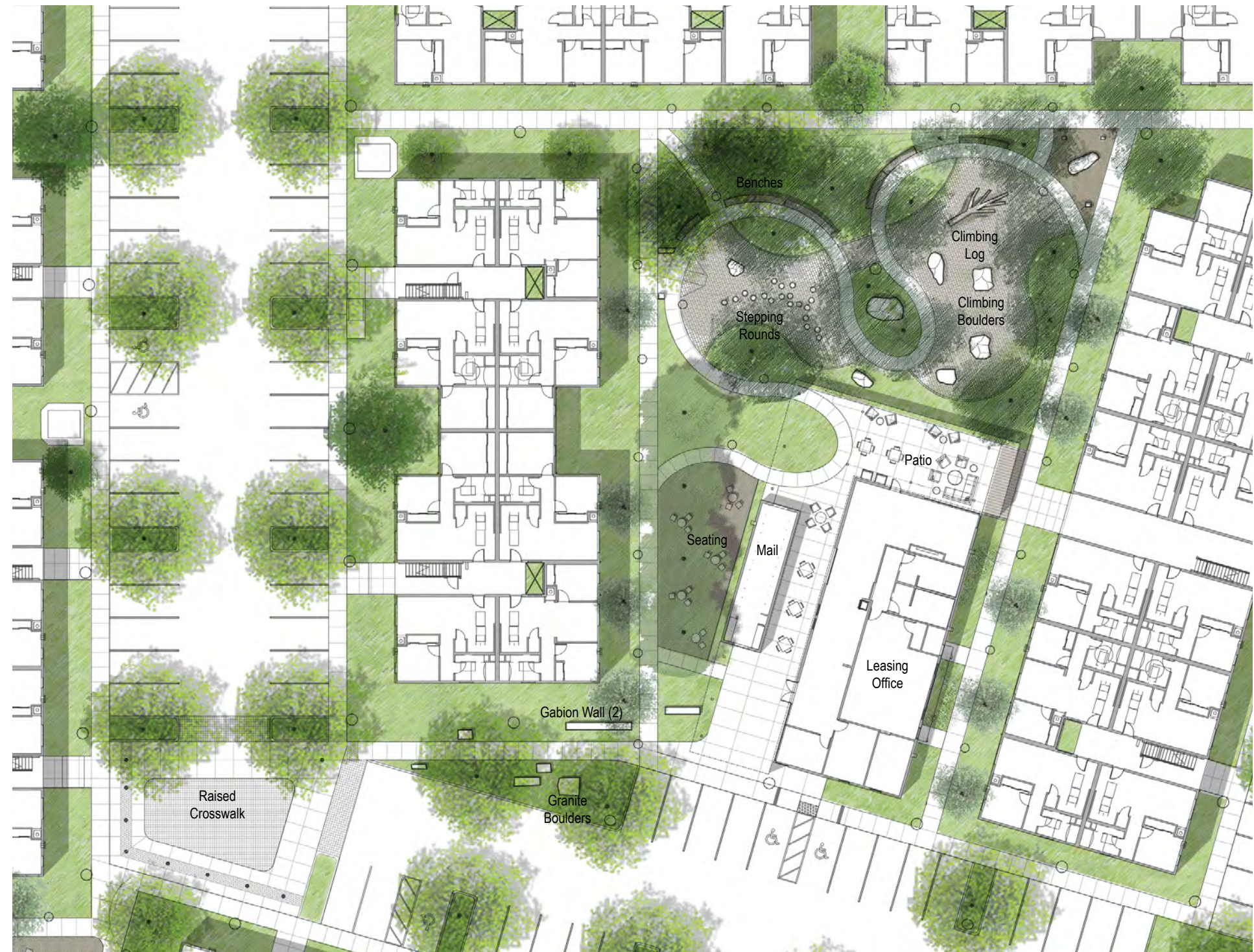


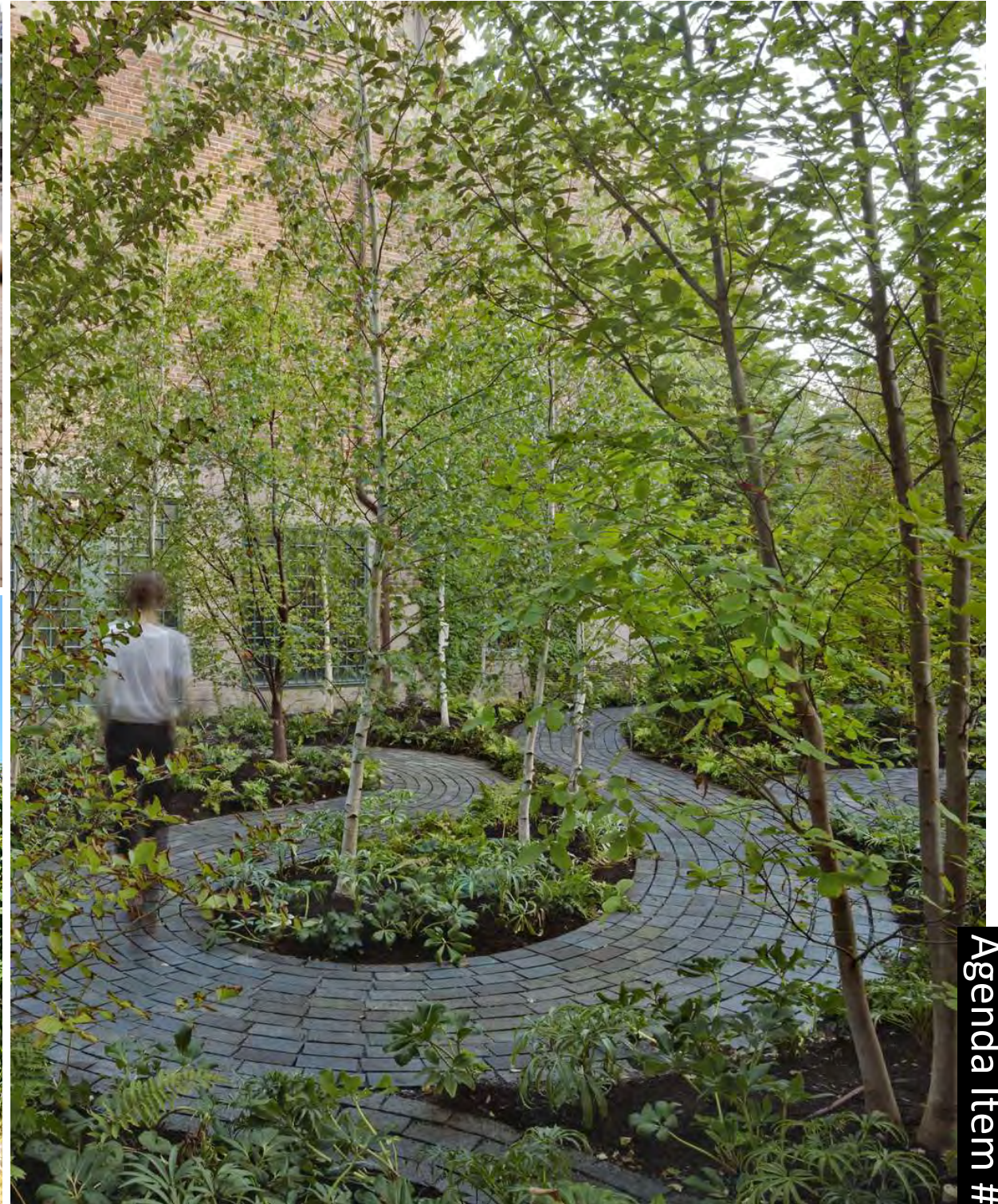


4.0 Design Concept

Natural Play Tot Lot - Enlarged Plan

The Nature/ Adventure Play Tot Lot seeks to provide distinctive play opportunities that are more focused on adventure, exploration, and abstracted scenes in nature than a traditional playground. Granite boulders, stepping stones, logs, and dry creek beds become sculptural play elements in lieu of traditional playground equipment. It is the design intent to create a tot lot that also serves the dual purpose of providing a striking interior forest scene or "garden room" as a visual amenity for surrounding units and a pleasant place for adults and parents to converse.





Planting Legend

SYMBOL	QTY.	ABBREV.	SCIENTIFIC NAME	COMMON NAME	SIZE	SPACING	HEIGHT	SPREAD	WATER USE (WUCOLS)	CA NATIVE	STORMWATER AREAS	REMARKS
TREES:												
SEE PLANS	ARB MAR		<i>Arbutus 'Marina'</i>	MARINA STRAWBERRY TREE	48" BOX	AS SHOWN	25-35'	20-30'	LOW			MULTISTEM UNLESS OTHERWISE NOTED ON PLAN - SEE PLAN. LIMBED 7" H
SEE PLANS	PLA ACE		<i>Platanus x acerifolia 'Bloodgood'</i>	BLOODGOOD LONDON PLANETREE	15 GAL	AS SHOWN	35-50'	35'	MOD			STRAIGHT LEADER, LIMBED UP 7' MIN.
SEE PLANS	CHI LIN		<i>Chilopsis linearis 'Bubba'</i>	BUBBA DESERT WILLOW	24" BOX	AS SHOWN	15-25'	10-15'	VERY LOW	YES	YES	MULTISTEM, 3-5 LEADERS, BRANCHES LIMBED UP
SEE PLANS	CHI TAS		<i>Chitalpa taskentensis 'Pink Dawn'</i>	PINK DAWN CHITALPA	48" BOX	AS SHOWN	25-30'	25'	LOW	HYBRID		STANDARD, STRAIGHT LEADER, LIMBED UP 7' MIN.
33	QUE LOB		<i>Quercus lobata</i>	VALLEY OAK	15 GAL	AS SHOWN	30-80'	30'	LOW	YES		
	QUE WIS		<i>Quercus wislizeni</i>	INTERIOR LIVE OAK	15 GAL	AS SHOWN	40-55'	30-35'	LOW	YES		
SEE PLANS	TIL COR		<i>Tilia cordata 'Greenspire'</i>	GREENSPIRE LITTLE-LEAF LINDEN	15 GAL	AS SHOWN	40-50'	35'	MOD			STANDARD, STRAIGHT LEADER, LIMBED UP 7' MIN.
SEE PLANS	NYS SYL		<i>Nyssa sylvatica</i>	TUPELO	15 GAL	AS SHOWN	30-40'	30-35'	MOD		YES	
SEE PLANS	CED DEO		<i>Cedrus deodora</i>	DEODAR CEDAR	24" BOX	AS SHOWN	60-70'	40'	LOW			
SEE PLANS	LAG IND		<i>Lagerstroemia indica x fauriei 'Muskogee'</i>	MUSKOGEE CRAPE MYRTLE	SEE PLANS	AS SHOWN	20-25'	15'	LOW			SEE PLAN FOR FORM (STD OR MULTISTEM, 3-5 LEADERS, BRANCHES LIMBED UP)
SEE PLANS	LAU NOB		<i>Laurus nobilis</i>	BAY LAUREL	24" BOX	AS SHOWN	30'	25'	LOW		YES	STANDARD, STRAIGHT LEADER
MEDIUM & LARGE SHRUBS:												
200	ARC HOW		<i>Arctostaphylos 'Howard McMinn'</i>	HOWARD MCMINN MANZANITA	5 GAL	48" O.C.	5-6'	5-6'	LOW	YES		
	CAR CAL		<i>Carpenteria californica 'Elizabeth'</i>	ELIZABETH BUSH ANENOME	1 GAL	48" O.C.	4-6'	4'	LOW	YES		
	CAL OCC		<i>Calycanthus occidentalis</i>	CALYCANTHUS OCCIDENTALIS	1 GAL	48" O.C.	5-8'	6'	LOW	YES	YES	
51	CEA RAY		<i>Ceanothus 'Ray Hartman'</i>	RAY HARTMAN CALIFORNIA LILAC	1 GAL	8" O.C.	7-12'	7-12'	LOW	YES		
22	CEA CON		<i>Ceanothus 'Concho'</i>	CONCHA CALIFORNIA LILAC	5 GAL	5" O.C.	5'	5-6'	LOW	YES		
28	CER OCC		<i>Cercis occidentalis</i>	WESTERN REDBUD	5 GAL	8" O.C.	10-18'	10-18'	VERY LOW	YES	YES	
	FEI SEL		<i>Feijoa sellowiana</i>	PINEAPPLE GUAVA	5 GAL	48" O.C.	5-10'	5-7'	LOW			
8	OLE MON		<i>Olea europaea 'Montra' 'Little Ollie'</i>	LITTLE OLLIE DWARF FRUITLESS OLIVE	15 GAL	48" O.C.	4-5'	4-5'	LOW			
9	RDS OFF		<i>Rosmarianus officinalis 'Tuscan Blue'</i>	TUSCAN BLUE ROSMARY	5 GAL	48" O.C.	3-4'	3-4'	LOW			
58	SAL CLE		<i>Salvia clevelandii 'Winnifred Gilman'</i>	WINNIFRED GILMAN CLEVELAND SAGE	1 GAL	48" O.C.	3-4'	3-4'	LOW	YES		
257	CEA MAR		<i>Ceanothus maritimus 'Valley Violet'</i>	VALLEY VIOLET MARITIME CEANOTHUS	1 GAL	48" O.C.	2'	4'	LOW	YES		
	TEU FRU		<i>Teucrium fruticosum</i>	BUSH GERMANDER	5 GAL	48" O.C.	4'	4'	LOW			
66	SAR HOO		<i>Sarcococca hookeriana var. humilis</i>	HIMALAYAN SWEET BOX	5 GAL	30" O.C.	3'	3'	LOW			
403	PHO TEN		<i>Phormium 'Black Adder'</i>	BLACK NEW ZEALAND FLAX	5 GAL	48" O.C.	3'	3'	MOD			
224	BAC PIL		<i>Baccharis pilularis 'Pigeon Point'</i>	PIGEON POINT DWARF COYOTE BRUSH	1 GAL	6" O.C.	2'	6'	LOW	YES		
166	TEU CHA		<i>Teucrium chamaedrys 'Nanum'</i>	GERMANDER	5 GAL	6" O.C.	1'	3'	LOW			
50	WOO FIM		<i>Woodwardia fimbriata</i>	GIANT CHAIN FERN	10 GAL	48" O.C.	4'	4'	MOD	YES		
77	RIB VIB		<i>Ribes viburnifolium</i>	CATALINA CURRANT	5 GAL	5" O.C.	2'	6'	LOW	yes		
PERENNIALS, GROUNDCOVERS, & GRASSES:												
SEE PLANS	CAR TUM		<i>Carex tumulicola aka Carex divulsa</i>	BERKELEY SEDGE	1 GAL	18" O.C.	2'	2'	LOW	YES	YES	TRIANGULAR SPACING
634	CHO TEC		<i>Chondropetalum tectorum</i>	CAPE RUSH	1 GAL	36" O.C.	3'	3'	LOW		YES	
SEE PLANS	FES IDA		<i>Festuca idahoensis 'Siskiyou Blue'</i>	IDAHO BLUE FESCUE	1 GAL	18" O.C.	1-2'	1-2'	MOD	YES	YES	TRIANGULAR SPACING
68	HES PAR		<i>Hesperaloe parviflora</i>	CORAL YUCCA	1 GAL	48" O.C.	3-4'	2-4'	LOW			
SEE PLANS	JUN PAT		<i>Juncus patens 'Elk Blue'</i>	ELK BLUE CALIFORNIA GRAY RUSH	1 GAL	18" O.C.	2'	2'	MOD	YES	YES	TRIANGULAR SPACING
206	LAV OTT		<i>Lavendula 'Otto Quash'</i>	OTTO QUAST SPANISH LAVENDER	1 GAL	30" O.C.	2-3'	2-3'	LOW			
349	MUH RIG		<i>Muhlenbergia rigens</i>	DEER GRASS	1 GAL	48" O.C.	3-5'	3-4'	LOW	YES	YES	
	SAL SPA		<i>Salvia spathacea</i>	HUMMINGBIRD SAGE	1 GAL	24" O.C.	1-2'	4'	LOW	YES		
106	VER LIL		<i>Verbena lilacina 'De La Mina'</i>	CEDROS ISLAND VERBENA	1 GAL	36" O.C.	3'	3'	LOW	YES	YES	
56	CIS HYB		<i>CISTUS X HYBRIDUS</i>	WHITE ROCKROSE	1 GAL	48" O.C.	30"	4'	LOW			
SEE PLANS	THY SPP		<i>Thymus</i>	CREeping THYME VARIETIES	PLUGS	12" O.C.	4"	3'	MOD			
VINES:												
	VIT CAL		<i>Vitis californica 'Roger's Red'</i>	ROGER'S RED CALIFORNIA GRAPE	5 GAL		25-40'	15-30'	LOW	YES	YES	VINE HEIGHT ON STAKE 36" MIN.
SEE PLANS	CLY CAL		<i>Clytostoma calystegioides</i>	VIOLET TRUMPET VINE	5 GAL		20-25'	15-20'	MOD			VINE HEIGHT ON STAKE 36" MIN.
	HYD VIO		<i>Hardenbergia violacea</i>	LILAC VINE	5 GAL		12-16'	8'	MOD			VINE HEIGHT ON STAKE 36" MIN.
	MAN LAX		<i>Mandevilla laxa</i>	CHILEAN JASMINE	5 GAL		12'	12'	MOD			VINE HEIGHT ON STAKE 36" MIN.
SEE PLANS	TRA JAS		<i>Trachelospermum jasminoides</i>	STAR JASMINE	5 GAL		20-30'	8'	MOD			VINE HEIGHT ON STAKE 36" MIN.
SEE PLANS	DIS BUC		<i>Distictis buccinataria</i>	SCARLET TRUMPET VINE	5 GAL		30'	8'	MOD			VINE HEIGHT ON STAKE 36" MIN.

+ EXISTING TREE TO REMAIN

--- ROOT BARRIER - SEE PLANTING DETAIL SHEET L7.A (NOTE THAT NOT ALL ROOT BARRIERS ARE DEPICTED ON PLAN DUE TO GRAPHIC CLARITY)
 • 24" DEPTH WHERE ALL TREES OCCUR W/IN 4' OF CURBS AND SIDEWALKS (UB24-2 BY DEEP ROOT OR APPROVED EQUAL)

PRELIMINARY PLANTING NOTES:

THE LANDSCAPE PLANTING CONCEPT WILL PROVIDE A DIVERSE, TEXTURED, VISUALLY STRIKING CANVAS TO UNIFY SITE ELEMENTS WITH A PLANTING PALETTE REPRESENTED BY REGIONALLY APPROPRIATE NATIVE AND/OR ADAPTED TREES, SHRUBS, PERENNIALS, GRASSES, GROUNDCOVERS, AND VINES. THE DESIGN INTENT IS TO CREATE POCKETS OF FAVORABLE MICROCLIMATES FOR VARIED SEASONAL OUTDOOR LIVING, CONSERVE WATER, COLLECT AND TREAT STORMWATER RUNOFF FROM ADJACENT IMPERVIOUS SURFACES, PROVIDE SEASONAL INTEREST, SCREEN UTILITIES, SOFTEN OCCUPIABLE SPACES ADJACENT TO PROPOSED BUILDINGS, AND TO VISUALLY CONNECT WITH THE SURROUNDING REGIONAL LANDSCAPE AND BORROWED VIEWS.

LANDSCAPE PLANTING AND IRRIGATION WILL ADHERE TO THE LANDSCAPING SPECIFICATIONS OUTLINED IN THE STATE MODEL WATER EFFICIENT LANDSCAPE ORDINANCE. THE MAJORITY OF PLANTS SHALL BE DROUGHT TOLERANT, NATIVE AND/OR ADAPTED TO THE CLIMATE AND SOILS FOUND IN ROCKLIN, CA. A 3" MULCH LAYER WILL BE APPLIED TO ALL PLANTED AREAS. PLANTING SOIL MIXES SHALL BE IMPORTED AND TESTED PER THE REQUIREMENTS OF AN INDEPENDENT SOIL TESTING LABORATORY.

THE IRRIGATION SOURCE WILL BE POTABLE WATER, APPLIED WITH A WEATHER BASED, AUTOMATED DRIP IRRIGATION SYSTEM. FOLLOWING PLANT ESTABLISHMENT, IRRIGATION WILL NOT BE APPLIED IN THE MONTHS OF DECEMBER, JANUARY, FEBRUARY, AND MARCH. IRRIGATION SYSTEM WILL BE OPERATED IN THE LIMITED WINDOW OF TIME BETWEEN 9PM TO 9AM. PLANTS WILL BE GROUPED IN HYDROZONES WITH SIMILAR IRRIGATION NEEDS.

TREES WILL BE PLANTED IN ACCORDANCE WITH CITY OF ROCKLIN IMPROVEMENT STANDARDS (SECTION 12.8-F); 20 FEET CLEAR OF LIGHT STANDARDS, 10 FEET CLEAR OF FIRE HYDRANTS AND DRIVEWAYS, 4 FEET CLEAR OF UTILITIES INCLUDING BUT NOT LIMITED TO SEWER, GAS, WATER LINES, METER VAULTS, CATCH BASINS, ETC. ADDITIONAL ROOT BARRIER SPECIFICATIONS WILL BE PROVIDED WITH LANDSCAPE CONSTRUCTION DOCUMENTS. TREE SPECIES HEIGHT SHALL GENERALLY BE LIMITED 25 FEET OR LESS WHEN ADJACENT TO OR DIRECTLY BENEATH OVERHEAD POWER LINES.

TREE LIMBS SHALL BE PRUNED AND MAINTAINED TO PROVIDE THE FOLLOWING CLEARANCES PER SECTION 12.8-F.6: 14.5 FEET CLEAR OVER STREETS, 8 FEET CLEAR OVER BIKE TRAILS, AND 7' CLEAR OVER PEDESTRIAN TRAVELED WAYS.

FOLLOWING THE PERMITTED REMOVAL OF ANY EXISTING OAK TREES ON SITE, REPLACEMENT TREES FOR THE PURPOSES OF ONSITE MITIGATION PLANTING SHALL CONFORM TO REQUIREMENTS OUTLINED IN THE CITY OF ROCKLIN OAK TREE PRESERVATION GUIDELINES PUBLICATION AND AS DIRECTED BY THE CITY. METHODS OF PRESERVING EXISTING OAKS TO REMAIN ON SITE SHALL FOLLOW THE RECOMMENDATIONS OF THE ARBORIST REPORT AND IN CONFORMANCE WITH THE CITY OF ROCKLIN OAK TREE PRESERVATION GUIDELINES.

4.0 Design Concept

Design Concept

Landscape Planting Plan

The landscape planting concept will provide a richly textured mosaic composed of dramatic drifts of ornamental grasses, perennials, shrubs, and groundcovers inspired by nearby regional landscapes and borrowed views. The intent is to provide a consistent canvas that unifies the various site elements and is heavily represented by regionally appropriate native and/or adapted plants that are drought tolerant in the climate and soil conditions of Rocklin. For a more detailed description of planting and irrigation strategies, please refer to sheet L500, L600, and L700 in Set 3.



NOTE:
 1) SEE L700 FOR PLANTING LEGEND AND GENERAL PLANTING NOTES.
 2) SEE L800 FOR EXISTING TREES TO BE REMOVED AND REQUIRED MITIGATION REPLACEMENT PLANTING CALCS. REPLACEMENT MITIGATION TREES PROVIDED = (26) 15 GAL *Quercus lobata*.
 3) PLANTING AT MAIN ENTRANCES WILL CONSIST OF A COMBINATION OF SHRUBS, GROUNDCOVERS, PERENNIALS AND ORNAMENTAL GRASSES TO PROVIDE YEAR ROUND COLOR AND SEASONAL INTEREST. SEE L600 FOR DETAILED SHRUB AND GROUNDCOVER PLANTING PLAN.
NOTE:
 TOTAL SITE AREA: ±272,390 SF.
 TOTAL LANDSCAPED AREA: ±91,550 SF (±33% OF SITE AREA)

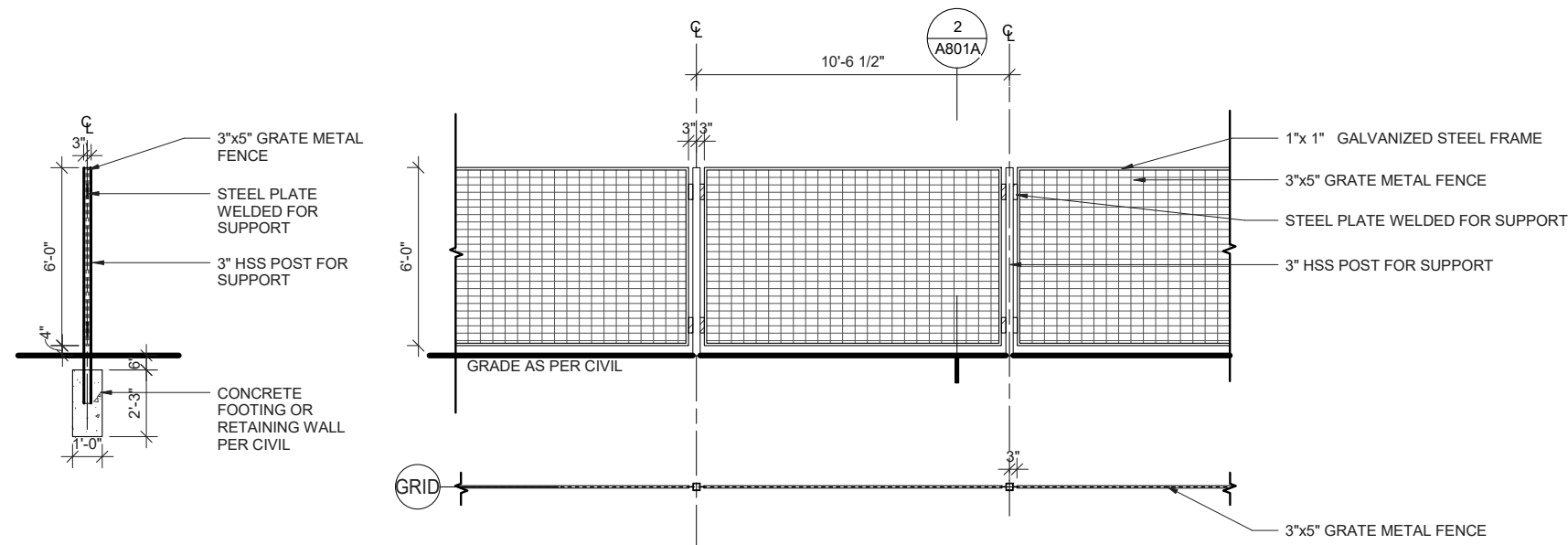
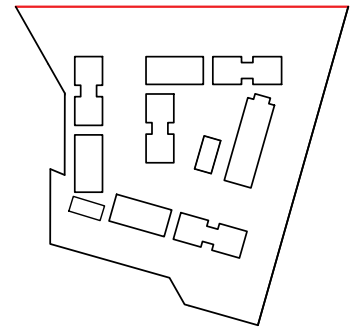
LEGEND
 [Shaded Area] NEW PLANTED AREA DRESSED W/ 2" MULCH LAYER; 24" MIN. IMPORTED SOIL MIX.
 (+) EXISTING TREE TO REMAIN - SEE L800



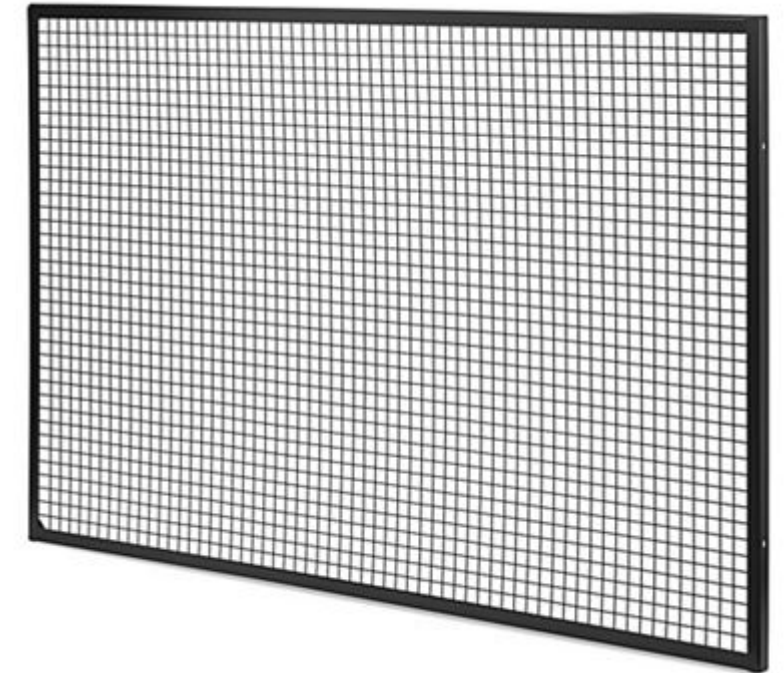
Green screen precedents

Green wall precedence. One 5 gallon vine, every 10-12 linear feet.

Railroad Barrier

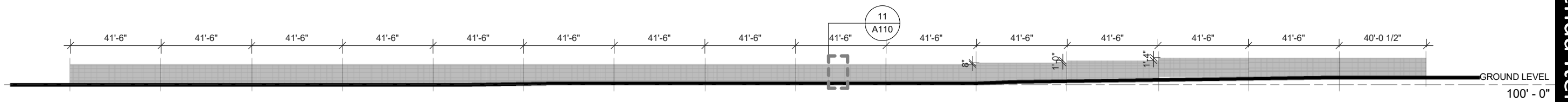


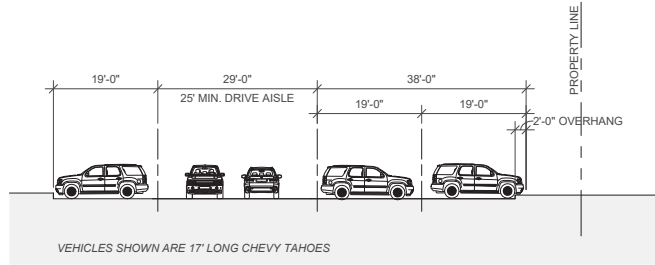
11 METAL FENCE DETAIL TYP
SCALE: 1/4" = 1'-0"



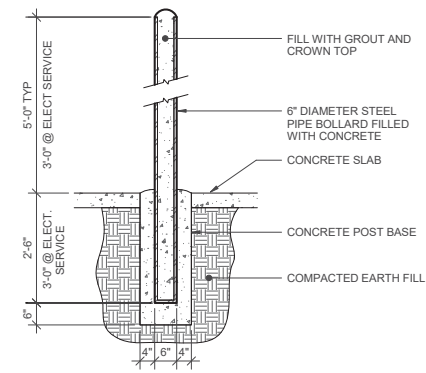
6' x 10' Galvanized Steel fence
Black matte finish, Supported by HSS post

NOTE: The Galvanized steel fence is framed by a 1" HSS frame to deflect any vertical pressure intended on the fence

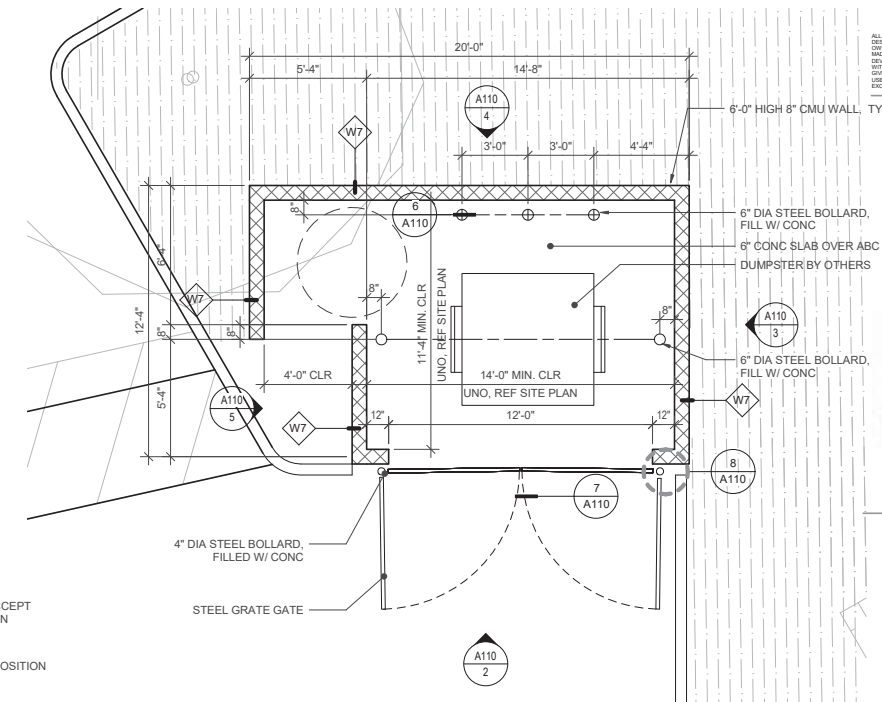




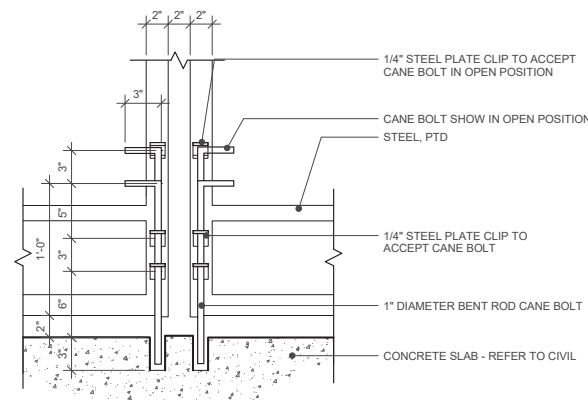
12 SECTION @ TANDEM PARKING
SCALE: 1/16" = 1'-0"



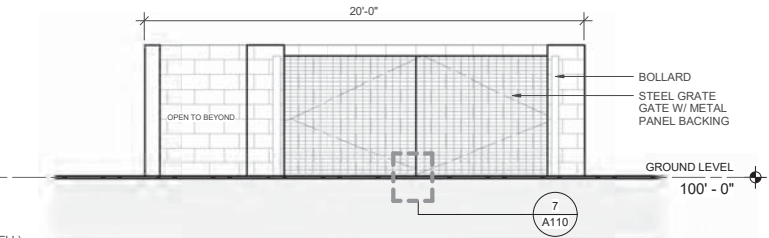
6 TYP STEEL BOLLARD
SCALE: 1/2" = 1'-0"



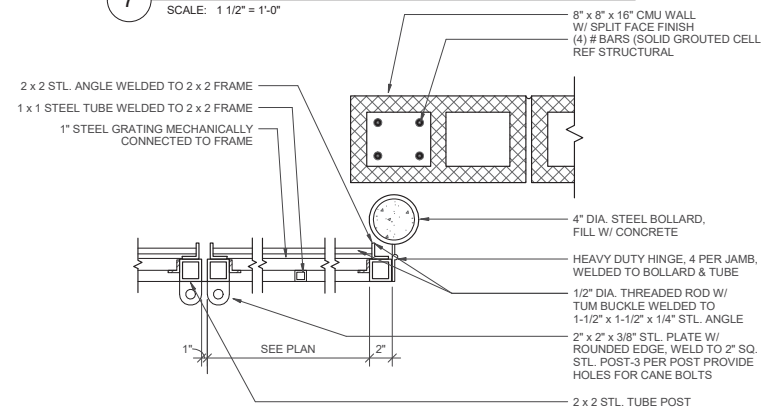
1 TRASH ENCLOSURE PLAN
SCALE: 1/4" = 1'-0"



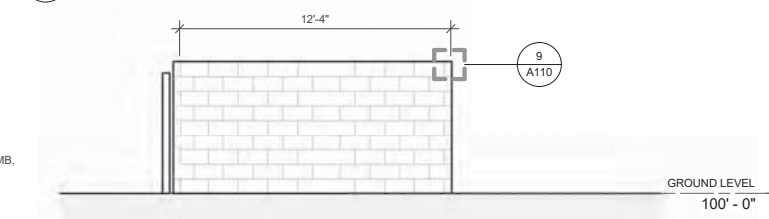
7 CANE BOLT
SCALE: 1 1/2" = 1'-0"



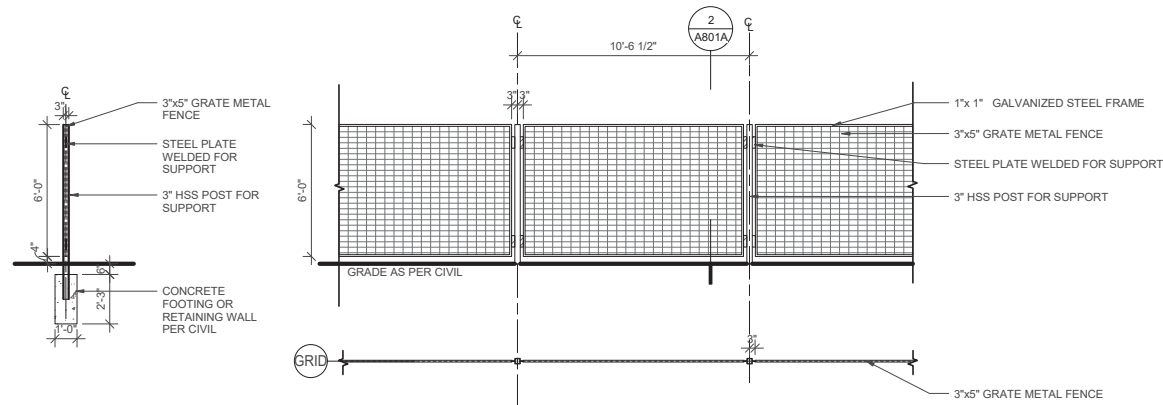
2 TRASH ENCLOSURE SOUTH ELEVATION
SCALE: 1/4" = 1'-0"



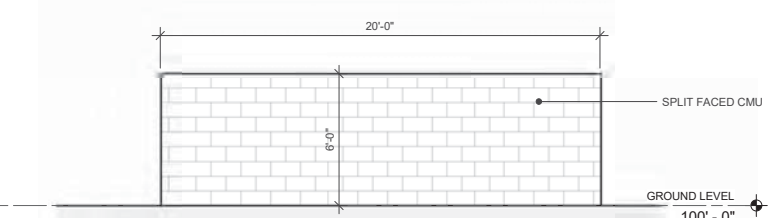
8 TRASH ENCLOSURE GATE
SCALE: 1 1/2" = 1'-0"



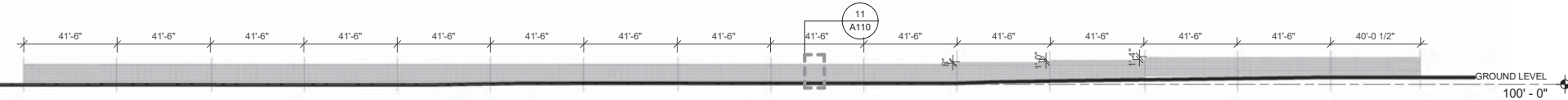
3 TRASH ENCLOSURE EAST ELEVATION
SCALE: 1/4" = 1'-0"



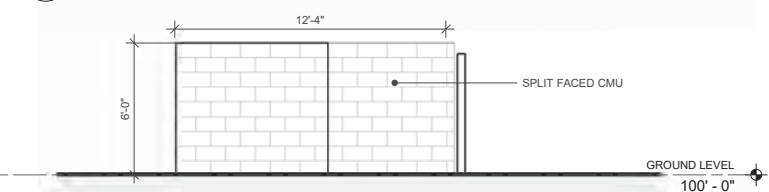
11 METAL FENCE DETAIL TYP
SCALE: 1/4" = 1'-0"



4 TRASH ENCLOSURE NORTH ELEVATION
SCALE: 1/4" = 1'-0"



10 BARRIER @ TRAIN TRACKS
SCALE: 1/32" = 1'-0"



5 TRASH ENCLOSURE WEST ELEVATION
SCALE: 1/4" = 1'-0"

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SEATTLE, WASHINGTON 98164

ROCKLIN GATEWAY
MIDAS AVE & PACIFIC ST,
ROCKLIN, CA 95677

Project Manager: TB
Project Team: CC, TB, J, NR
Job Number: 16002
Date: 12/12/2016

Revisions:
Date
PROGRESS PRINT
NOT FOR CONSTRUCTION

VOLUME 2: BUILDING P
12/12/2016

SITE DETAILS/SITE
ELEVATIONS

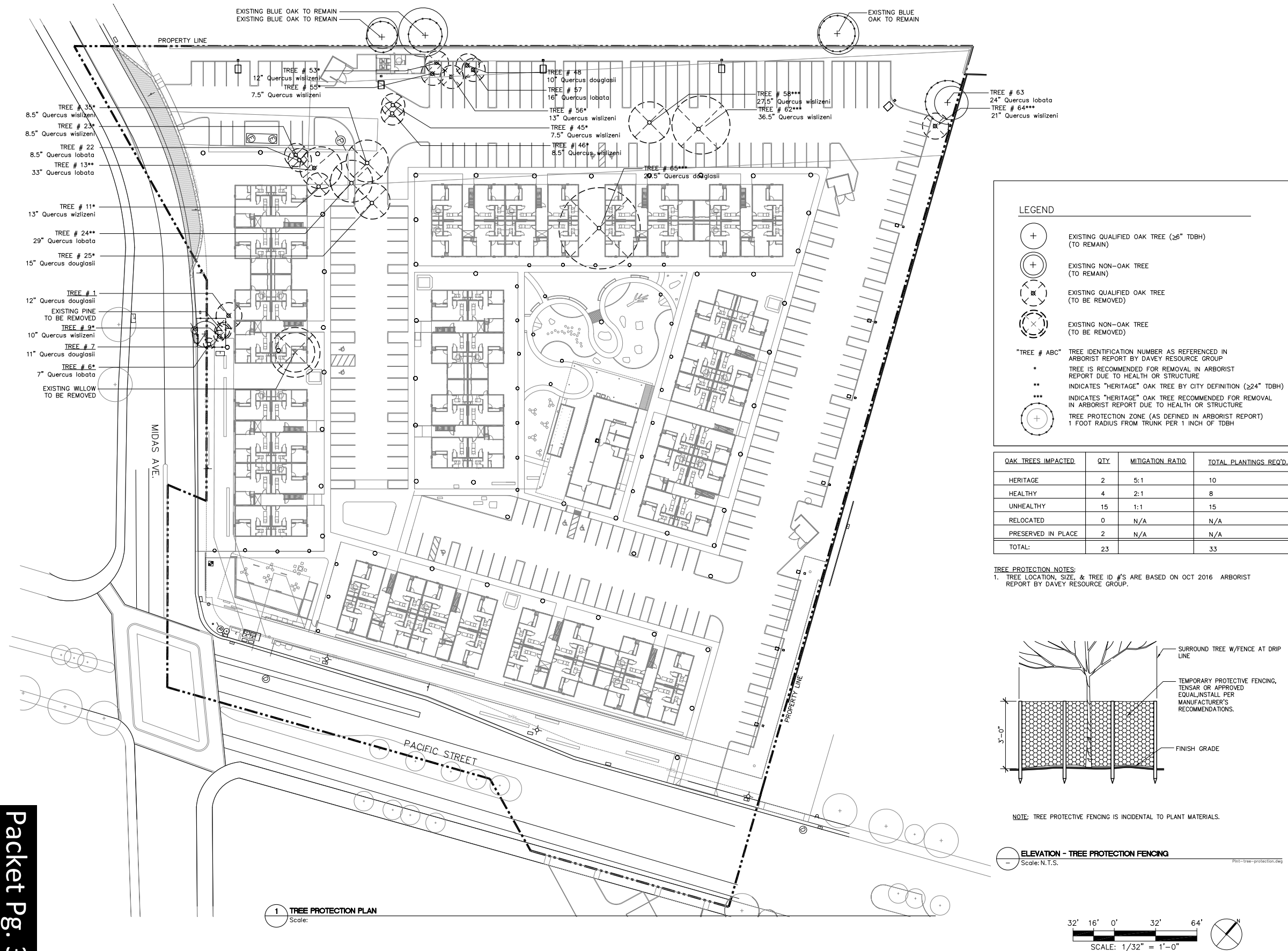
A110

Packet Pg. 392

Agenda Item #11.d.

Tree Protection Plan

The following plan was generated based upon the October, 2016 Arborist Report completed by the Davey Resource Group. The full Arborist Report is included in Set 2.



LEGEND

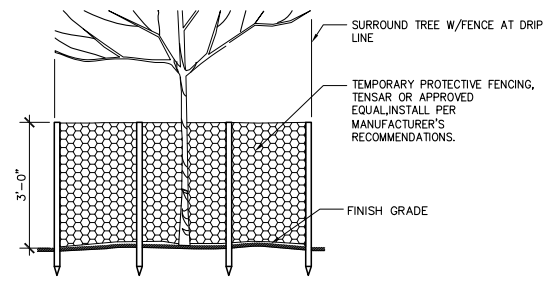
- EXISTING QUALIFIED OAK TREE (≥26" TDBH) (TO REMAIN)
- EXISTING NON-OAK TREE (TO REMAIN)
- EXISTING QUALIFIED OAK TREE (TO BE REMOVED)
- EXISTING NON-OAK TREE (TO BE REMOVED)

"TREE # ABC" TREE IDENTIFICATION NUMBER AS REFERENCED IN ARBORIST REPORT BY DAVEY RESOURCE GROUP

- * TREE IS RECOMMENDED FOR REMOVAL IN ARBORIST REPORT DUE TO HEALTH OR STRUCTURE
- ** INDICATES "HERITAGE" OAK TREE BY CITY DEFINITION (≥24" TDBH)
- *** INDICATES "HERITAGE" OAK TREE RECOMMENDED FOR REMOVAL IN ARBORIST REPORT DUE TO HEALTH OR STRUCTURE
- TREE PROTECTION ZONE (AS DEFINED IN ARBORIST REPORT) 1 FOOT RADIUS FROM TRUNK PER 1 INCH OF TDBH

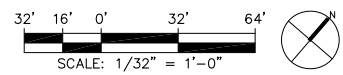
OAK TREES IMPACTED	QTY	MITIGATION RATIO	TOTAL PLANTINGS REQ'D.
HERITAGE	2	5:1	10
HEALTHY	4	2:1	8
UNHEALTHY	15	1:1	15
RELOCATED	0	N/A	N/A
PRESERVED IN PLACE	2	N/A	N/A
TOTAL:	23		33

TREE PROTECTION NOTES:
 1. TREE LOCATION, SIZE, & TREE ID #'S ARE BASED ON OCT 2016 ARBORIST REPORT BY DAVEY RESOURCE GROUP.



NOTE: TREE PROTECTIVE FENCING IS INCIDENTAL TO PLANT MATERIALS.

ELEVATION - TREE PROTECTION FENCING
 Scale: N.T.S.



1 TREE PROTECTION PLAN
 Scale:

4.0 Design Concept

Planting Palette - Trees



Nyssa sylvatica
Tupelo



Platanus x acerifolia 'Bloodgood'
Bloodgood London Planetree



Chitalpa x tashkentensis 'Pink Dawn'
Pink Dawn Chitalpa



Chitalpa x tashkentensis 'Pink Dawn'
Pink Dawn Chitalpa



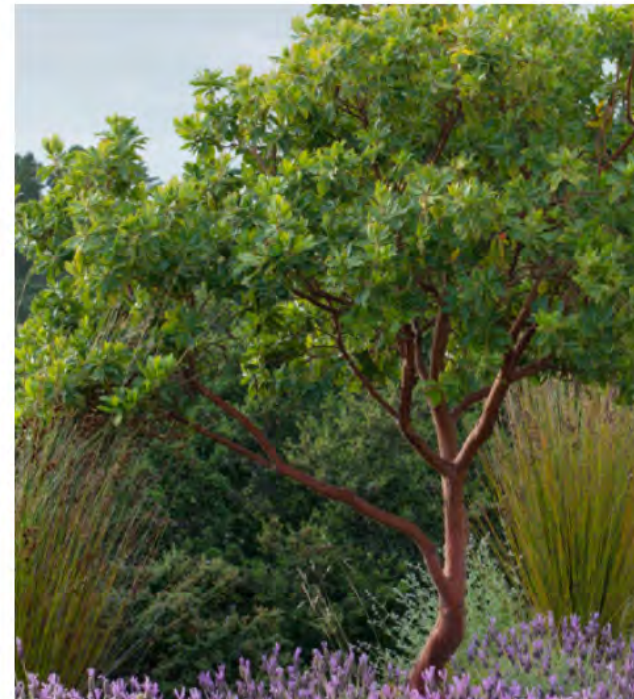
Lagerstroemia indica x fauriei 'Muskogee'
Muskogee Crape Myrtle



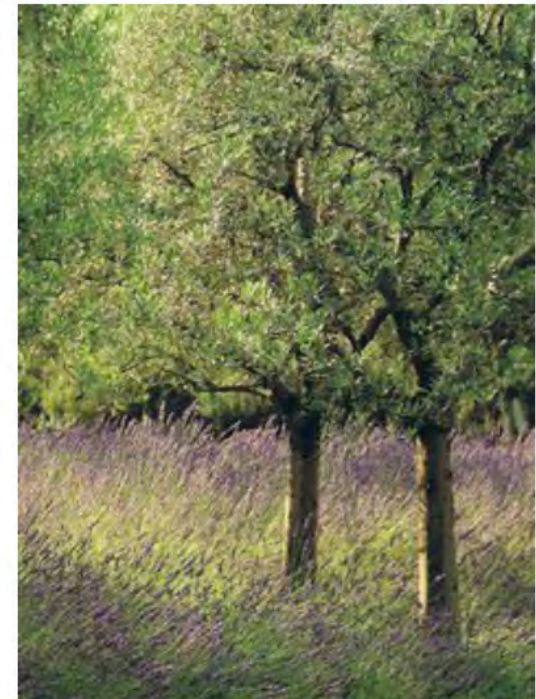
Laurus nobilis
Sweet Bay



Chilopsis linearis 'Bubba'
Bubba Desert Willow



Arbutus 'Marina'
Marina Strawberry Tree



Quercus lobata
Valley Oak

Planting Palette - Grasses, Shrubs, etc.



Muhlenbergia rigens
Deer Grass



Feijoa sellowiana
Pineapple Guava



Ceanothus 'Concha'
Concha Ceanothus



Lavender and Carex



Cercis occidentalis
Western Redbud



Lavendula 'Otto Quast', *Chondropetalum tectorum*, and *Arbutus 'Marina'*



Arctostaphylos 'Howard McMinn'
Howard McMinn Manzanita



Hesperaloe parviflora
Red Yucca



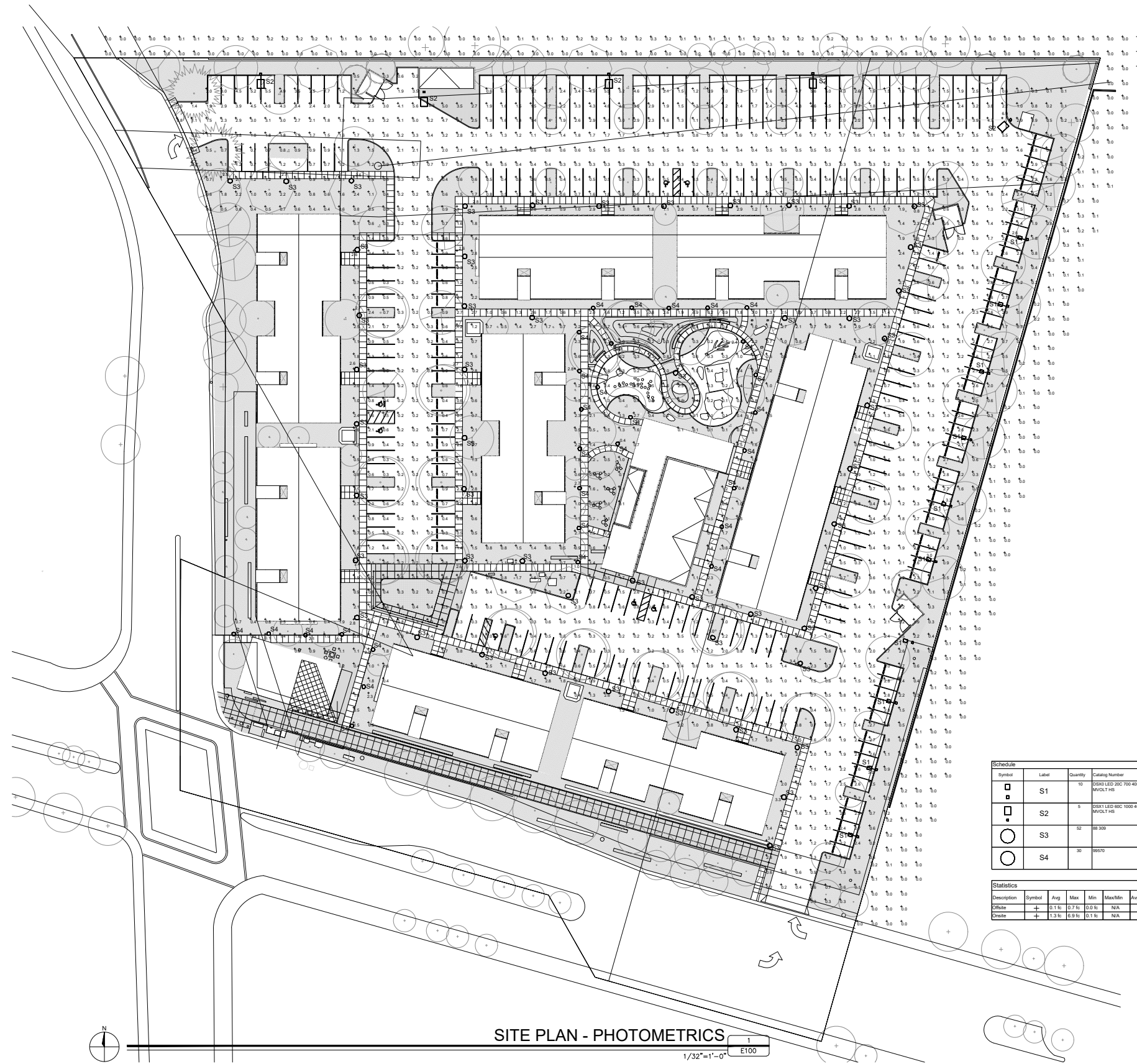
Juncus patens 'Elk Blue'
California Gray Rush



Festuca idahoensis 'Siskiyou Blue'
Siskiyou Blue Idaho Fescue

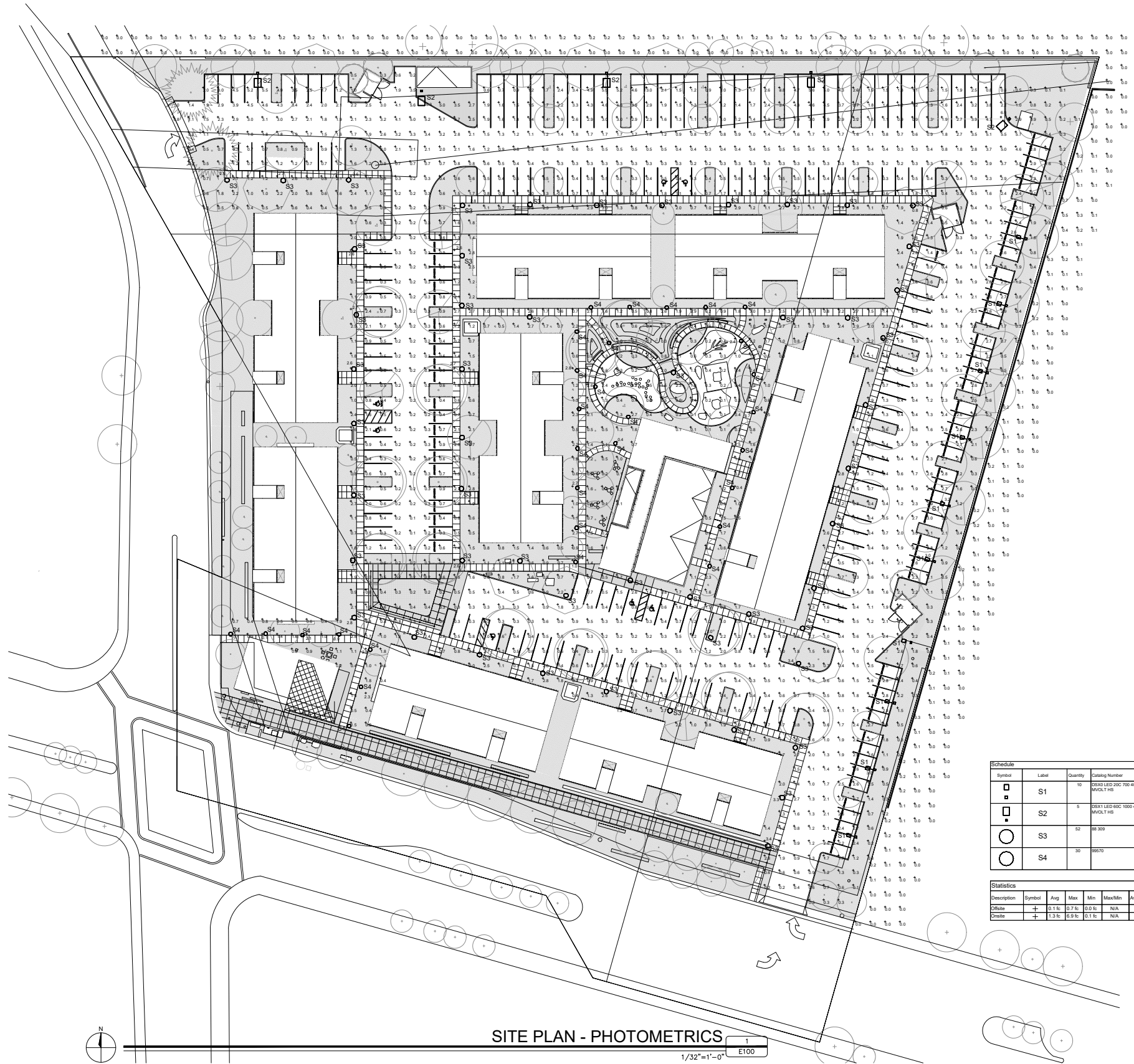
4.0 Design Concept

Lighting Plan - Photometric Study



Symbol	Label	Quantity	Category Number	Description	Lamp	Number Lamps	Lumens Per Lamp	LF/F	Wattage
□	S1	10	D500 LED 20C 700 40K T30 MVOLT HS	D500 LED with 20 LEDs @ 700 mA, 4000K, Type 3 Short Optics with HOUSE-SIDE SHIELD	LED	1	4788 348	0.95	45
◻	S2	5	D501 LED 60C 1000 40K T3M MVOLT HS	D501 LED with 60 LEDs @ 1000 mA, 4000K, TYPE 3 MEDIUM OPTICS WITH HOUSE-SIDE SHIELD	LED	1	17004	0.90	209
○	S3	62	88 300	88 300	LED	1	2286 54	0.98	63.74
◉	S4	30	99270	99270	LED	1	880 6979	0.95	22

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Office	+	0.1 fc	0.7 fc	0.0 fc	N/A	N/A
Chute	+	1.3 fc	6.9 fc	0.1 fc	N/A	N/A



Symbol	Label	Quantity	Catalog Number	Description	Lamp	Number Lamps	Lumens Per Lamp	LLF	Wattage
□	S1	10	0240 LED 24C 700 40K T38 MVOLT HS	0240 LED with 20 LEDs @100 mA, 4000K, Type 3 Smart Optics with HOUSE SIDE SHIELD	LED	7	4768.948	0.95	45
□	S2	5	0241 LED 60C 1000 40K T3M MVOLT HS	0241 LED with 60 LEDs @ 1000 mA, 4000K, TYPE 3 MEDIUM OPTICS WITH HOUSE SIDE SHIELD	LED	1	17404	0.95	209
○	S3	52	99 309	99'DIA X 25-1074 LED LUMINAIRE CLEAR LENS	LED	1	2286.54	0.95	63.76
○	S4	30	9970	9970	LED	18.49	893.0079	0.95	22

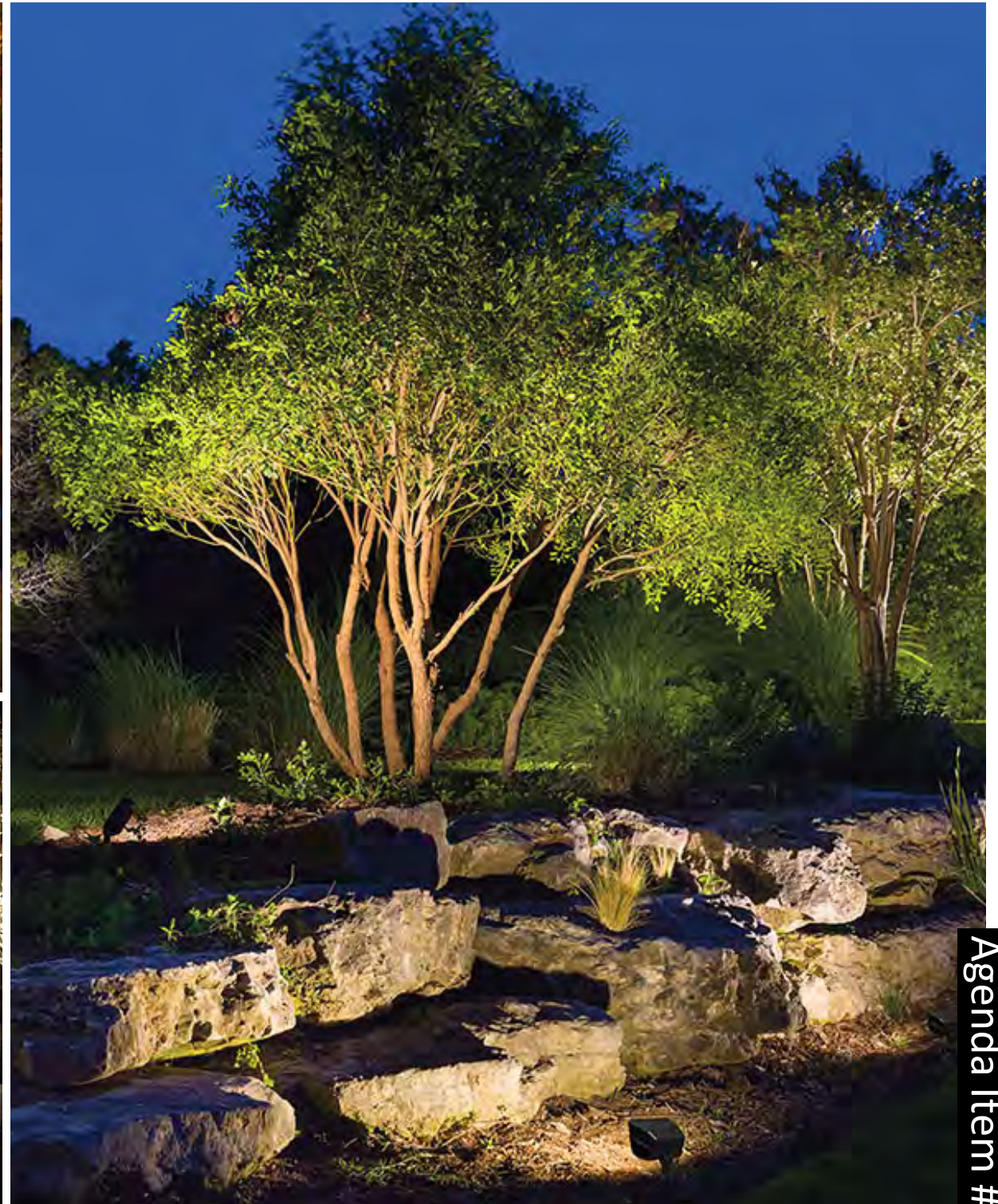
Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Diffuse	+	0.1 fc	0.7 fc	0.0 fc	N/A	N/A
Uplight	+	1.3 fc	6.9 fc	0.1 fc	N/A	N/A

4.0 Design Concept

Lighting Precedents - Lighting

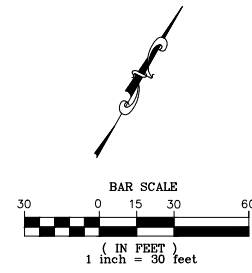
The following show the general style of the fixtures selected for Rocklin Gateway. The goal was to provide adequate lighting for both safety and security while keeping a minimal aesthetic to help blend into the landscape during the day. Uplighting of trees will be added to select trees in the natural play area and at the corner amenity pavilion.





4.0 Design Concept

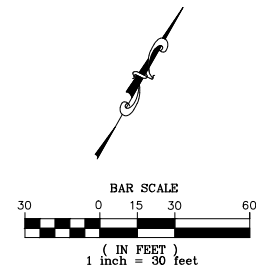
Preliminary Utility Plan



LEGEND:

- PROPOSED WATER LINE & HYDRANT
- PROPOSED FIRE SPRINKLER LINE
- EXISTING WATER LINE
- EXISTING SEWER LINE & MANHOLE
- PROPOSED SEWER LINE & MANHOLE
- EXISTING DRAIN LINE
- PROPOSED DRAIN LINE & DRAIN INLET

LEGEND:



LEGEND:

- 26.62(E) EXISTING PAVEMENT GRADE
- 26.62P PROPOSED PAVEMENT GRADE
- 26.62FL PROPOSED FLOWLINE GRADE
- 26.62C PROPOSED CONCRETE GRADE
- PROPOSED CURB & GUTTER
- PROPOSED POURED IN PLACE CURB
- EXISTING TREE TO BE REMOVED
- PROPOSED PARKING STALLS
- PROPOSED NEW PAVING FOR NEW PARKING
- PROPOSED CONCRETE SIDEWALK OR TRASH ENCLOSURE APRON
- PROPOSED BUILDING FINISHED FLOOR ELEVATION

PRELIMINARY GRADING & DRAINAGE PLAN