



AGENDA
CITY OF ROCKLIN PLANNING COMMISSION
DATE: November 01, 2016
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 - None**
5. **Correspondence**
6. **Citizens Addressing the Commission on Non Agenda Items**

CONSENT ITEMS

None

PUBLIC HEARINGS

7. **NORTH WEST ROCKLIN GENERAL DEVELOPMENT PLAN TRIP CAPS TEXT AMENDMENT PDG-99-02 ET AL / PDG2016-0007**

The Northwest Rocklin General Development Plan Amendment (Trip Caps) project proposes an amendment to the North West Rocklin General Development Plan to modify traffic caps applied to land within the Highway 65 Corridor portion (approximately 528 acres) of the Northwest Rocklin General Development Plan area while still maintaining City of Rocklin traffic Level of Service standards. The proposed project does not include any specific development proposal or development activity.

The project site is generally located in the northwest portion of the City of Rocklin, specifically within the Highway 65 Corridor (Development Areas 104-116) of the Northwest Rocklin General Development Plan. The area is generally bounded by State Route 65 (SR65) on the west, areas west of Wildcat Boulevard on the east, the Rocklin/Lincoln City Limits on the north, and Sunset Boulevard on the south. APN's of those sites involved in the modification include: 491-010-001 through 010; 491-010-012; 017-081-079, 085, and 088 through 089; 017-270-002 and 084 through 090; 017-081-091 and 092; 378-110-001 through 065; and 378-120-001 through 070. Current General Plan Land Use Designations include: Business Professional (BP), Recreation-Conservation, Retail Commercial (RC), Mixed Use (MU), Medium High Density Residential (MHDR) and Light Industrial (LI). Current Zoning includes: Planned Development-Business Professional/Commercial (PD-BP/C), Planned Development Commercial (PD-C), Planned Development-Business Professional (PD-BP), Open Space (OS), and Planned Development-Light Industrial (PD-LI).

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 October 13, 2016 and ends at 5:00 p.m. on November 1, 2016. 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/depts/develop/planning/currentenvirodocs>. 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 applicants and property owners are Orchard Creek Investors LLC/Fulcrum, Evergreen Management Company and William Jessup University.

- a. Resolution of the Planning Commission of the City of Rocklin Recommending Approval of a Mitigated Negative Declaration of Environmental Impacts Northwest Rocklin General Development Plan Amendment (Trip Caps) (PDG2016-0007)
- b. Resolution of the Planning Commission of the City of Rocklin Recommending Approval of the Eleventh Amendment to the General Development Plan For the North West Rocklin Area Replacing and Superseding Ordinances 941 And 1055 and Retaining Ordinance 932 (North West Rocklin General Development Plan Trip Caps Amendment / PDG-99-02 ET AL / PDG2016-0007)

**8. NON-CONFORMING PARCELS AND NOTICING
ZONING ORDINANCE AMENDMENT, ZOA2016-0001**

The proposed project would amend certain sections of Titles 16 and 17 of the Rocklin Municipal Code pertaining to development of nonconforming lots, as well as modify regulations pertaining to public hearing noticing requirements in order to increase consistency with the current California Government Code and for internal consistency throughout the Municipal Code.

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.

- a. 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 Development on Nonconforming Lots and Public Hearing Noticing Requirements (ZOA2016-0001)

NON PUBLIC HEARINGS

- 9. Reports and Discussion Items from Planning Commissioners
- 10. Reports from City Staff
- 11. Adjournment



City of Rocklin Economic and Community Development Department

**Planning Commission
Staff Report**

**NORTH WEST ROCKLIN
GENERAL DEVELOPMENT PLAN TRIP CAPS AMENDMENT
PDG-99-02 ET AL / PDG2016-0007**

November 1, 2016

Recommendation

Staff finds the proposed project to be consistent with the General Plan and the Zoning designations applicable to the project site and recommends the Planning Commission adopt the following:

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ROCKLIN RECOMMENDING APPROVAL OF A MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACTS NORTHWEST ROCKLIN GENERAL DEVELOPMENT PLAN AMENDMENT (TRIP CAPS) (PDG2016-0007)

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ROCKLIN RECOMMENDING APPROVAL OF THE ELEVENTH AMENDMENT TO THE GENERAL DEVELOPMENT PLAN FOR THE NORTH WEST ROCKLIN AREA REPLACING AND SUPERSEDING ORDINANCES 941 AND 1055 AND RETAINING ORDINANCE 932 (North West Rocklin General Development Plan Trip Caps Amendment / PDG-99-02 et al / PDG2016-0007)

Proposal

The Northwest Rocklin General Development Plan Amendment (Trip Caps) project proposes an amendment to the North West Rocklin General Development Plan to modify traffic caps applied to land within the Highway 65 Corridor portion (approximately 528 acres) of the Northwest Rocklin General Development Plan area while still maintaining City of Rocklin traffic Level of Service standards. The proposed project does not include any specific development proposal or development activity.

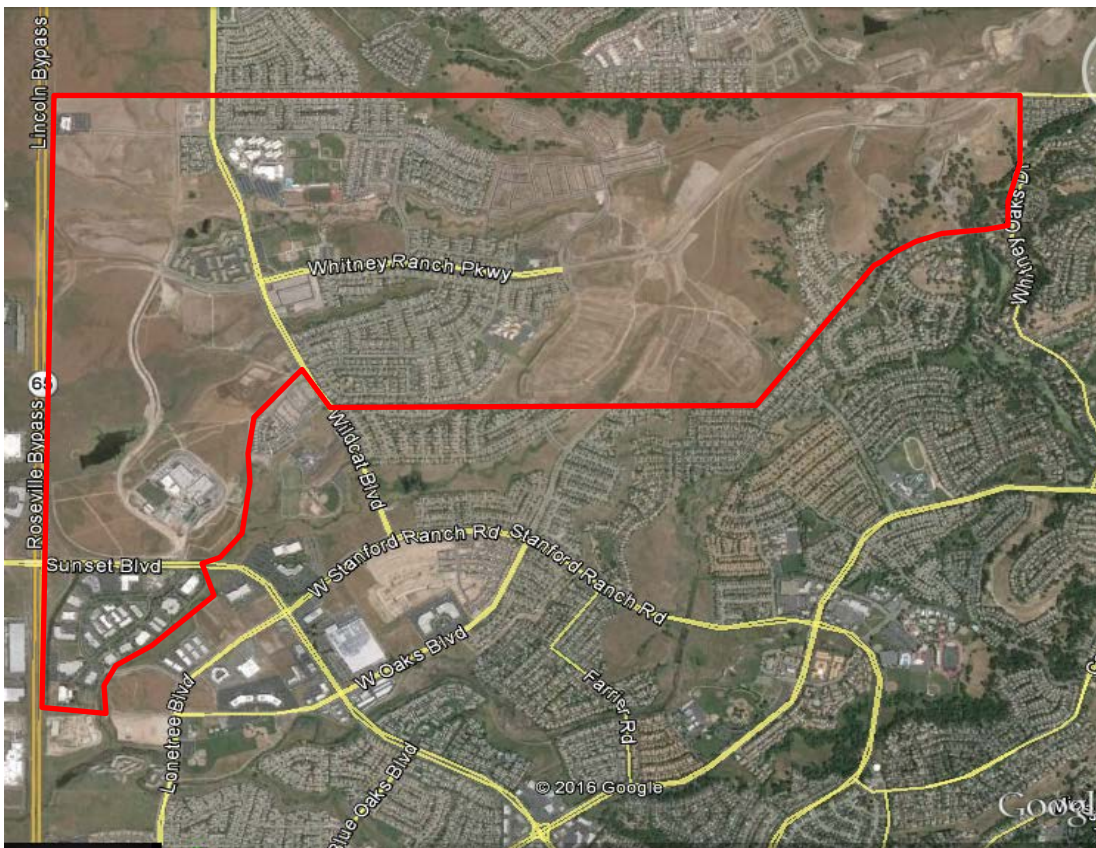
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Owners/Applicants

The applicants and property owners are Orchard Creek Investors LLC/Fulcrum, Evergreen Management Company and William Jessup University.

General Development Plan Area

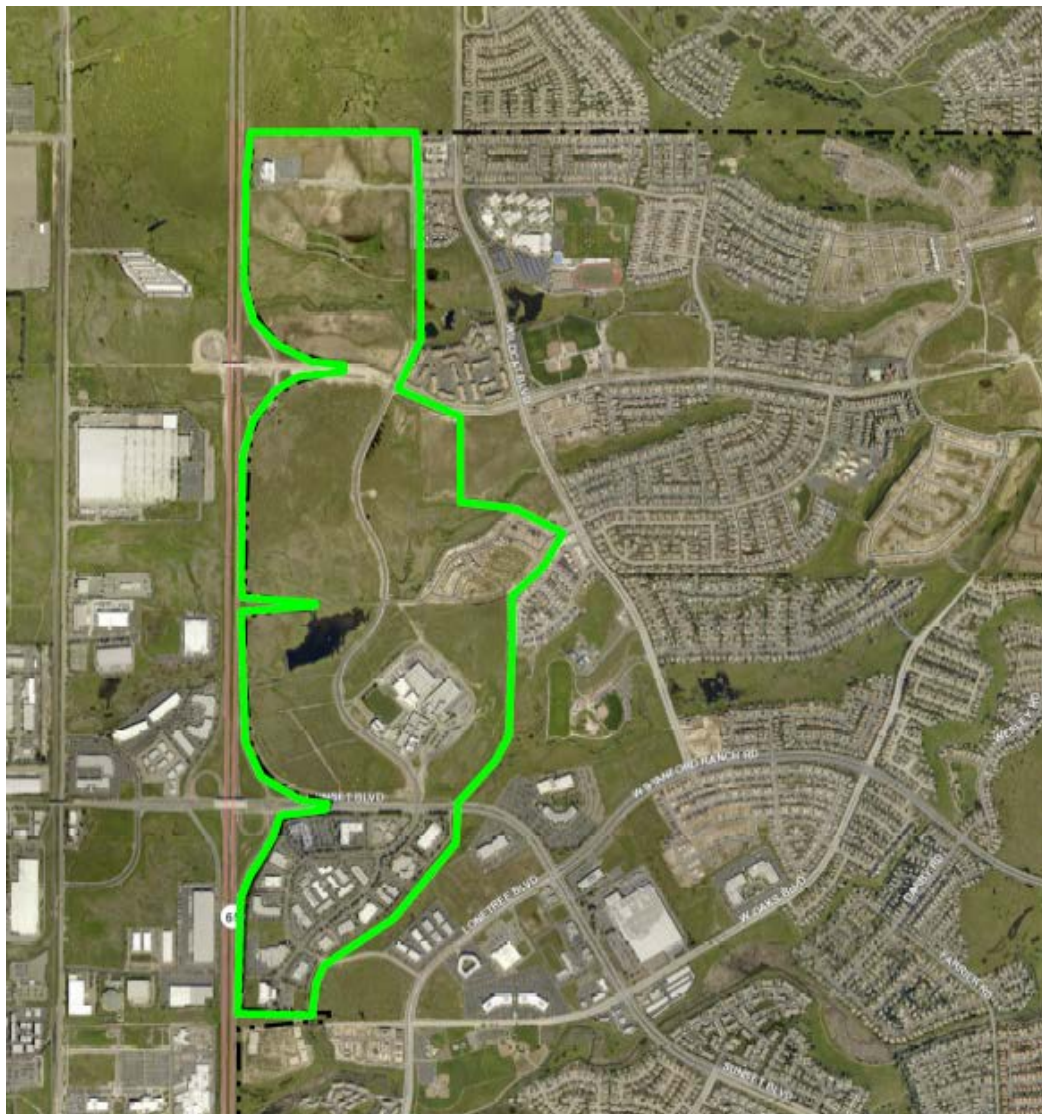
The North West Rocklin area in its entirety is generally located in the north west portion of City, east of Highway 65, west of Whitney Oaks Drive, south of the Rocklin/Lincoln City limit line and north of Stanford Ranch.



Highway 65 Corridor Development Area

The area that would be affected by the proposal is a subcomponent of the overall plan area and located specifically within the Highway 65 Corridor Planning Area (Development Areas 104-116) of the Northwest Rocklin General Development Plan. That area is generally bounded by State Route 65 (SR65) on the west, areas west of Wildcat Boulevard on the east, the Rocklin/Lincoln City Limits on the north, and Sunset Boulevard on the south.

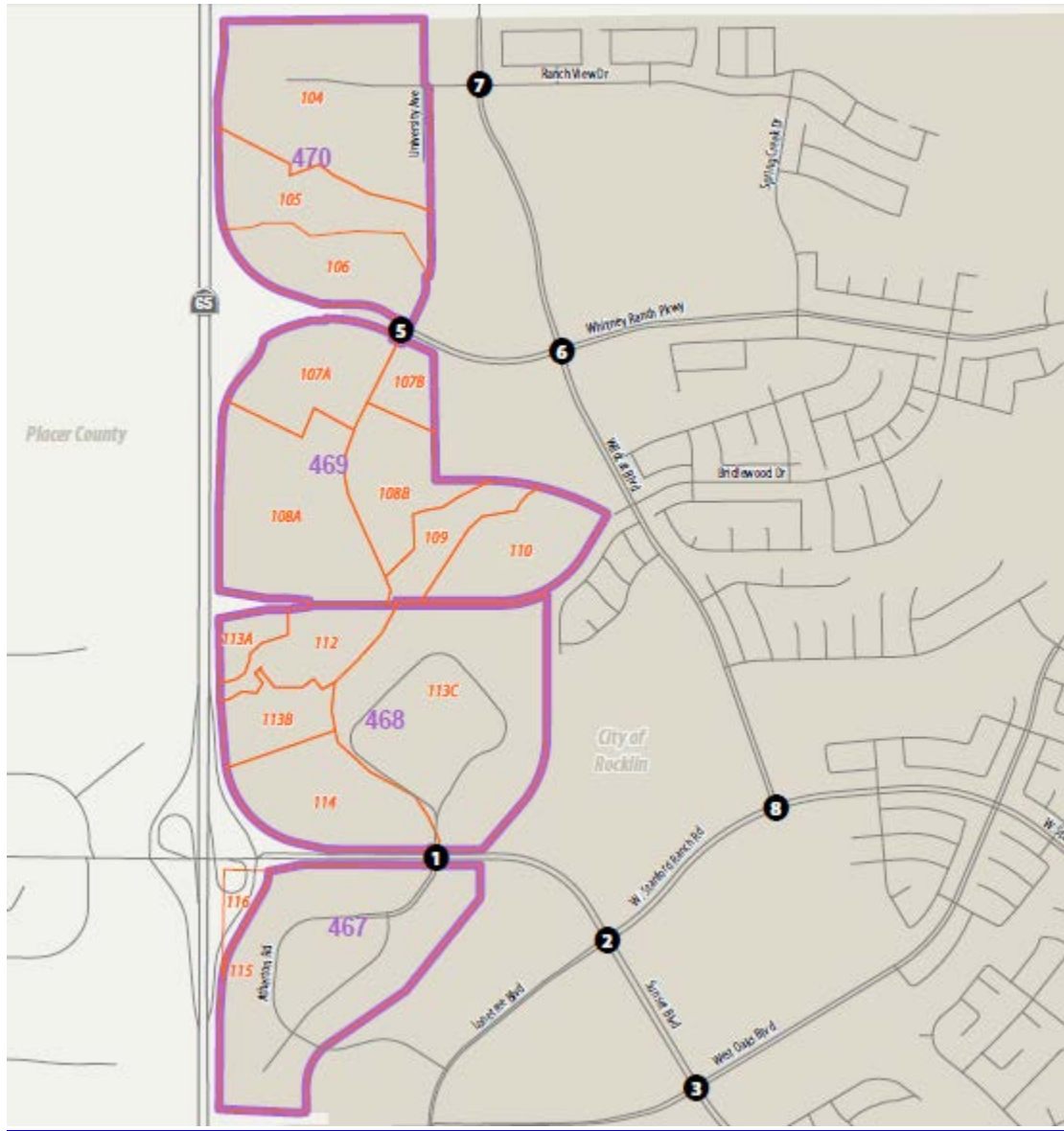
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Not all parcels located within the Highway 65 Corridor Planning Area will be affected by the proposed amendment. The Assessor's Parcel Numbers of those sites involved in the amendment include: 491-010-001 through 010; 491-010-012; 017-081-079, 085, and 088 through 089; 017-270-002 and 084 through 090; 017-081-091 and 092; 378-110-001 through 065; and 378-120-001 through 070.

For ease of reference, the numbering associated with each Development Area is also presented in the following graphic.

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Prior Approvals and Amendments – Background and Relationship to Proposal

The entire North West Rocklin (NWR) Area contains approximately 1,800 acres. It is primarily composed of two major development areas: The Sunset Ranchos aka Whitney Ranch Planning Area, which is largely residential, and the State Route 65 Corridor (Highway 65 Corridor Planning Area), which is designated predominantly for non-residential development. The Parcel K Planning Area in the east is also located within the North West Rocklin Area, but has already been fully developed with the Claremont Subdivision.

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The Highway 65 Corridor contains approximately 528 acres consisting of already built development within the Atherton Tech Center, numerous open space areas and approximately 300 yet to be developed acres for various primarily non-residential uses.

Since the original approval of the NWR Annexation and General Development Plan document in 2002, the City has approved several amendments to the General Development Plan. The most recent approvals include:

1. Ordinance 941, which was adopted in 2008 in conjunction with the Whitney Ranch Phase II Subdivision, and at that time, was the most recent comprehensive update of the North West Rocklin General Development Plan (Exhibits A – Zoning Map, B- Conditions of Approval and C – Zoning and Development Standards).
2. Ordinance 991, modified the land use designation for Parcel 22 from PD-20 to PD-4.2
3. Ordinance 1000 modified the allowed land uses in the PD-LI zone to allow places of assembly.
4. Ordinance 1014 modified the land use designations and development standards for a portion of Parcel 108 (Spring Valley) from PD- BP/Comm to PD-8.7.
5. Ordinance 1041 created a PD-10A residential zoning category and changed the zoning of portions of Parcel 2 from PD-C to PD-10A (Wildcat Subdivision).
6. Ordinance 1055 consolidated several of the previous independent changes to Exhibit C of the North West Rocklin General Development Plan (i.e., Ordinance 941, 991, 1000, 1014, and 1041); modified various development standards applicable within the Sunset Ranchos/Whitney Ranch Planning Area; added a PD-22+ category, as well as, other technical updates. Up to this point Ordinance 1055 was the most recent comprehensive update of Exhibit C in the General Development Plan.
7. The most recent version of Exhibit B in the General Development Plan is associated with Ordinance 941.
8. Several amendments in the past were also associated with Chapter 4 of the General Development Plan relating to the “Public Facilities Financing and Phasing Plan” (adopted by reference). The most current version of Chapter 4 can be found within Ordinance 932.

The proposed General Development Plan Trip Cap Amendment being processed at this time will modify relatively small portions of Exhibit B - “Conditions of Approval” and Exhibit C – “Zoning and Development Standards” of the North West Rocklin General Development Plan.

However, for ease of reference and administration, Ordinance 941 and 1055 would be repealed as part of this action and replaced in their entirety with the revised Exhibits B and C that have been incorporated into the proposed Ordinance for this item. No other aspects of Exhibits B and C have been changed.

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The specific modifications being proposed with this item are identified using underline and strikethrough notations and can be found in Attachments 1 and 2 to this staff report. The analysis pertaining to these changes is discussed in more detail within the following sections of the report.

Proposed General Development Plan Amendment

When adopted, the NWRA GDP included automobile “trip caps” for each development area within the Highway 65 corridor based on an overall maximum daily trip cap of 77,043 trips. That number of trips was the maximum level of traffic estimated to be generated by the Highway 65 corridor development areas at the time while still maintaining an acceptable traffic level of service on the City’s roadway system.

As adopted, traffic volumes generated by these properties may only exceed the trip cap if a supporting traffic study demonstrates that all intersections and roadway segments will continue to operate acceptably with the increase in trips. With the trip caps in place, the land use allotments on certain properties represents less than the typical full buildout potential of similarly designated properties elsewhere in the City. A typical yield for Retail land for example would be 0.25 Floor to Area Ratio (FAR). However, some properties within this General Development Plan were artificially limited to levels as low as 0.18 FAR in some instances.

The City of Rocklin recognizes that limiting the development potential yield of NWR properties in the Highway 65 Corridor may pose certain marketing and economic disadvantages. It is also not in the best long term interests of the City for properties to be underdeveloped. Revenue that is generated by both property tax and sales tax, as well as attracting employment generating uses contributes to the long term sustainability of the City and is essential in order to provide and maintain the high quality of life and services (i.e., parks, streets, infrastructure, public safety, etc.) that residents and visitors to the Community have come to enjoy. Additionally, given that intersections in the vicinity were shown in the *City of Rocklin General Plan Circulation Element* (2012) as operating at LOS C or better under cumulative conditions, the question arose as to whether the intersections may have additional reserve capacity to accommodate more traffic.

Since the time that the original trip caps were adopted in 2002, some changes in land use have also occurred introducing single family residential and mixed use land use categories that will accommodate multi-family development allowing for a greater internalization of trips within the area than previously assumed. A clearer picture of the estimated buildout of William Jessup University has also evolved and significant Industrial development is no longer anticipated. An updated travel demand model has also been created with more realistic modeling which factors in aspects such as right

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turn on red movements has been applied to the review. The updated analysis has determined that there is additional trip capacity beyond the trip caps that were originally identified in the Northwest Rocklin GDP that would still allow the area to maintain an acceptable level of service on the City’s roadway system.

The Northwest Rocklin General Development Plan Amendment (Trip Caps) project proposes an amendment to the North West Rocklin General Development Plan to modify the trip caps according to the findings of the study.

More specifically, the proposed trip cap rate change would go from an existing 77,043 total daily trips to 98,003 total daily trips, an increase of 20,960 total new daily trips. The breakdown of the increased trip allocations by Northwest Rocklin General Development Plan area are shown in the following tables:

DEVELOPMENT AREA	ACRES	EXISTING TRIP CAP	PROPOSED TRIP CAP (AND DIFFERENCE)
104	66.3	14,636	20,127 (+ 5,501)
106	24.3	6,982	9,275 (+ 2,293)
107	38.4	8,313	14,665 (+6,352)
108	68.0	14,764	16,018 (+1,254)
110	22.7	3,800	1,764 (-2,036)
113	106.1	8,325	15,921 (+7,596)

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DEVELOPMENT AREA #	LOCATION	CURRENT AVERAGE DAILY TRAFFIC (ADT) TRIP CAP	PROPOSED AVERAGE DAILY TRAFFIC (ADT) TRIP CAP
104	North of Whitney Ranch Parkway	14,626	20,127
106	North of Whitney Ranch Parkway	6,982	9,275
107A	West of University Drive	8,313 for 107 A and B combined	12,355
107B	East of University Drive	8,313 for 107 A and B combined	2,310
108A	West of University Drive	14,764 for 108 A and B combined	14,452
108B	East of University Drive	14,764 for 108 A and B combined	1,566
110	North of Syracuse Drive	3,800	1,764
113A	Nearest to Caltrans Right of Way	8,325 for 113 A, B and C combined	2,711
113B	West of University Drive	8,325 for 113 A, B and C combined	5,785
113C	East of University Drive	8,325 for 113 A, B and C combined	7,425
114	North of Sunset Boulevard	11,473	11,480
115	Atherton Tech Center	8,760	8,760
TOTALS	-	77,043	98,010
Note: Development areas 105, 109, 112 and 116 are open space parcels which are excluded from the above list. Source: Fehr & Peers, 2016			

The proposed project does not include any specific development proposal or development activity. However, if approved, the development potential of the involved properties would be increased to what is considered more typical levels of 0.25 FAR for Retail and 0.30 to 0.32 FAR for Business Professional/Office Type Uses.

Modifications to the Trip Caps are reflected in an amended Table 8 in Exhibit C of the North West Rocklin General Development Plan. Other technical edits have also been included in various tables and text within Exhibit C to maintain internal consistency within the document. (See Attachment 1 to this Staff Report).

Traffic Analysis Findings

The details of the Traffic Analysis that was conducted for this project are provided in the Transportation/Traffic Section of the Initial Study/Mitigated Negative Declaration that was prepared in accordance with the California Environmental Quality Act (CEQA). A copy of the full Traffic Analysis is also included as Attachment 3 to this staff report –

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“Final Transportation Impact Analysis for the North West Rocklin Area General Development Plan – May 5, 2016 (Fehr & Peers). A summary of the findings as well as the proposed mitigation measures are provided below:

Eight signalized intersections were selected for the traffic study. These intersections were selected based on their proximity to the Northwest Rocklin General Development Plan area, their anticipated use by project trips, and their susceptibility to being impacted (i.e., intersections operating in the LOS C range under cumulative conditions in the General Plan).

Based upon the results of the traffic impact analysis, the intersections of Sunset Boulevard/Atherton Road/University Avenue, Sunset Boulevard/West Oaks Boulevard, Sunset Boulevard/Blue Oaks Boulevard and Wildcat Boulevard/Ranch View Drive are projected to operate at LOS D or E, which would not meet the City’s LOS C policy. However, improvements to achieve LOS C operations at each impacted signalized study intersection have been identified and are discussed in the mitigation measure below.

It should be noted that all of the traffic mitigation measures identified can be accommodated with existing and/or planned City roadway rights-of-way.

To address the exceedance of the City’s LOS C policy at the intersections of Sunset Boulevard/Atherton Road/University Avenue, Sunset Boulevard/West Oaks Boulevard, Sunset Boulevard/Blue Oaks Boulevard and Wildcat Boulevard/Ranch View Drive, the following mitigation measures are being applied to the project:

Traffic Level of Service Mitigation

The following intersections will be added to the City’s Capital Improvement Program Traffic Impact Mitigation Fee program in a separate action as part of the implementation of General Plan Policy C-8:

Sunset Boulevard/Atherton Road/University Avenue

- *Restripe the southbound University Avenue approach from a planned 1 left turn lane, 2 through lanes and 1 right turn lane to consist of 2 left turn lanes, 1 through lane, and 1 right turn lane. The suggested restriping simply reassigns lanes on the SB approach and does not require any further widening beyond which has already been planned. Eastbound Sunset Boulevard currently has a sufficient number of receiving lanes to accommodate this restriping without requiring any additional ROW or restriping.*
- *Provide a right-turn only driveway on the north side of Sunset Boulevard west of University Avenue to serve the retail parcel (i.e., acts to reduce southbound right-turn volume).*

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Sunset Boulevard/West Oaks Boulevard

- *Restripe the southbound West Oaks Boulevard approach from (a planned) 2 left turn lanes, 2 through lanes, and 1 right turn lane to consist of 3 left turn lanes, 1 through lane, and 1 right turn lane.*
- *Restripe the northbound West Oaks Boulevard approach from 1 left turn lane, 2 through lanes, and 1 right turn lane to consist of 2 left turn lanes, 1 through lane, and 1 through/right lane to achieve proper lane alignments.*

Sunset Boulevard/Blue Oaks Boulevard

- *The westbound Sunset Boulevard approach currently consists of one left-turn lane, three through lanes, and one right-turn lane. Add a second left turn lane on westbound Sunset Boulevard (constructed from existing median and minor restriping/narrowing of existing lanes).*
- *Convert eastbound Sunset Boulevard channelized right turn to a signal controlled movement with overlap arrow to better accommodate westbound dual left-turn movement (see Figure 4 for illustration of improvement).*

Wildcat Boulevard/Ranch View Drive

- *Restripe the eastbound Ranch View Drive approach from 1 left turn lane and 1 through/right lane to consist of 1 left turn lane, 1 shared left/through lane, and 1 dedicated right-turn lane.*

Implementation of the above mitigation measure will reduce impacts that would otherwise result in the City's LOS C policy at the intersections of Sunset Boulevard/Atherton Road/University Avenue, Sunset Boulevard/West Oaks Boulevard, Sunset Boulevard/Blue Oaks Boulevard and Wildcat Boulevard/Ranch View Drive being exceeded, to a less than significant level.

Future development projects, including future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario 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

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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.

Future projects in the Highway 65 Corridor will also pay other City and regional traffic related impact fees as applicable such as the Whitney Interchange, South Placer Regional Transportation Authority (SPRTA) and Highway 65 JPA Interchange Improvement Fees.

Air Quality / Green House Gas Analysis

Also as part of the Initial Study / Mitigated Negative Declaration, the effect of the proposed trip cap increase was analyzed to assess the impacts of the proposal on Air Quality and Greenhouse Gas emissions. The details of the analysis are presented within the environmental document and summarized below.

Air Quality

Implementation of the proposed project would involve changes to the allowable amount of vehicle trips to and from the project area. Because mobile source pollutant emissions are directly proportional to vehicle usage, the proposed project would increase the amount of mobile source air pollution generated in the project area, as compared to what was originally anticipated for the Northwest Rocklin Area.

UNMITIGATED OPERATIONAL MOBILE EMISSIONS (LBS/DAY)				
	Baseline Emissions	Proposed Project Emissions	Difference	Threshold
ROG	163.52	211.07	+47.55	55
NOx	265.73	342.33	+76.6	55
PM₁₀	311.23	396.04	+84.81	82
<i>Source: CalEEMod, October 2016</i>				

While emissions of ROG would not be considered to contribute to the region’s nonattainment status for ozone on an operational or cumulative level, the proposed project could contribute emissions of NO_x and PM₁₀ in excess of Placer County Air Pollution Control District’s (PCAPCD’s) operational and cumulative-level thresholds. Thus

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the proposed project would result in a potentially significant impact related to the emission of criteria pollutants for which PCAPCD is in non-attainment

Greenhouse Gas

The proposed increase to the daily traffic cap for the area would result in increased amounts of vehicle use in the area, which would contribute to increases of GHG emissions that are associated with global climate change. A comparison of GHG emissions from the baseline modeling scenario and the proposed project scenario is presented below in the Unmitigated Operational Mobile GHG Emissions table below.

UNMITIGATED OPERATIONAL MOBILE GHG EMISSIONS (MT CO₂e/yr)			
Baseline Emissions	Proposed Emissions	Project	Difference
37,259	49,587		+12,328
<i>Source: CalEEMod, October 2016 (See Appendix)</i>			

The proposed project would include approximately 2,963,000 sf of non-residential structures. Therefore, given the proposed project’s estimated mobile emissions, of 49,587 MT CO₂e/yr, the proposed project would result in an efficiency rate of 16.74 MT CO₂e/1,000 sf, which would be well below PCAPCD’s urban non-residential efficiency threshold of 26.5 MT CO₂e/1,000 sf.

However, the difference of emissions between the baseline emissions, the emissions that would occur under the current trip cap for the project area, and the proposed project’s emissions, the emissions that would result from increased vehicle use in the project area, would be 12,328 MT CO₂e/yr. The difference in emissions would therefore be above PCAPCD’s Bright Line Cap of 10,000 MT CO₂e/yr.

Air Quality and Greenhouse Gas Mitigation

To address the exceedance of the emissions of NO_x, PM₁₀, and MT CO₂e/yr and reduce them below the applicable PCAPCD thresholds, the following mitigation measure will be added as a condition in Exhibit B of the North West Rocklin General Development Plan (See Attachment 2) and implemented as applicable:

In conjunction with submittal of a development application for any projects within the Northwest Rocklin Area that exceed the 2002 trip cap (as calculated using the trip generation rates provided in the May 2016 Final Transportation Impact Analysis for the Northwest Rocklin Area General Development Plan), the applicant shall prepare and

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submit an Air Quality Emissions Estimate identifying the project's increase in estimated NO_x and PM₁₀ emissions from mobile sources as compared to those allowed under the 2002 trip cap. The estimated increase in mobile source emissions shall remain at or below 20.7 percent for NO_x and 17.7 percent for PM₁₀. If the emissions estimate identifies an increase beyond those identified above, the applicant shall submit an Air Quality Reduction Plan sufficient to reduce NO_x and/or PM₁₀ emissions to within the allowable emissions increases. The measures included in the Air Quality Reduction Plan would be anticipated to focus on the reduction of mobile source emissions by including project elements that encourage alternative modes of transportation, promote non-motorized transportation and result in the reduction of number of vehicle trips as well as vehicle trip lengths. The Air Quality Reduction Plan may also include payment of mitigation fees into the PCAPCD's Off-site Air Quality Mitigation Fund as a method of reducing NO_x emissions. PCAPCD's Off-site Air Quality Mitigation supports felt Fee program supports fleet modernizations, repowers, retrofits, and fleet expansions of heavy duty on- and off-road mobile vehicles/equipment; alternative fuels infrastructure or low emission fuel purchases; new or expanded alternative transit service programs; light-duty low emission vehicle (LEV) programs; public education; repower of agricultural pump engines, and other beneficial air quality projects. Mitigation fees collected from land use developments by the PCAPCD are distributed through the District's annual Clean Air Grant (CAG) Program, which would help to reduce regional NO_x emissions.

Implementation of the above mitigation measure will reduce impacts of the exceedance of the emissions of NO_x, PM₁₀ and MT CO₂e/yr below the applicable PCAPCD thresholds to a less than significant level.

General Plan and Zoning Consistency

The Highway 65 Corridor Planning Area is designated Business Professional (BP), Recreation-Conservation (R-C), Retail Commercial (RC), Mixed Use (MU), Medium High Density Residential (MHDR) and Light Industrial (LI) on the General Plan land use map and is zoned Planned Development-Business Professional/Commercial (PD-BP/C), Planned Development Commercial (PD-C), Planned Development-Business Professional (PD-BP), Open Space (OS), and Planned Development-Light Industrial (PD-LI).

This project does not include any proposed land use or zoning designation changes; therefore the proposed project is consistent with the area's land use and zoning designations.

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With the identified mitigation measures, the project is also consistent with Circulation Level of Service Policy C-10 and other General Plan policies related to air quality and greenhouse gas emissions.

Environmental Determination

Consistent with the requirements of the California Environmental Quality Act an Initial Study was prepared to determine the project's potential impacts on the environment. The study found that future implementation of the proposed trip cap increase could have significant impacts with regard to Traffic Level of Service, Air Quality and Greenhouse Gas Emissions; 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.

Attachments

- Attachment 1 - Excerpt of Amendments to Exhibit C of the North West Rocklin General Development Plan
- Attachment 2 - Excerpt of Amendments to Exhibit B of the North West Rocklin General Development Plan
- Attachment 3 - Final Transportation Impact Analysis for the North West Rocklin Area General Development Plan (May 5, 2016 – Fehr & Peers)

Excerpt of Amendments to Exhibit C of the North West Rocklin General Development Plan

The North West Rocklin Area contains three distinct planning areas: Sunset Ranchos (aka Whitney Ranch), Highway 65 Corridor (~~Hwy. 65~~), and Parcel K. Table 1 presents a summary of proposed land uses in the three planning areas and Figure 2 shows their locations.

Table 1				
Summary of Land Uses by Planning Area				
Planning Area	Acreage	Existing Use	Dev. Unit	Proposed Zoning and Use
Sunset-Ranchos <u>aka Whitney Ranch</u>	1,296.3	Single-family homes, <u>Apartments,</u> <u>Condominiums,</u> High School, parks	1 to 69	Planned Development (PD) <ul style="list-style-type: none"> • up to 2,937 SF dwelling units • up to 1,328 MF dwelling units • 23.3 acres (252,600 sq. ft) commercial • 9.2 ac. (125,452 sq. ft) Business Professional. • 2 Elementary Schools (22.4 ac.) • 1 Junior High School (19.9 ac.) • 1 High School (50.0 ac.) • 57.3 ac. Public Parks/ • 6.7 ac. Private Recreation Facilities • 199.8 ac. Open Space
Highway 65 Corridor:	527.8			
• Atherton Tech	81.8 ac. 5 ac.	Light Industrial Open Space	115 116	Planned Development (PD) Light Industrial (81.8 ac.) Open Space (5 ac.)
• William Jessup University	155.8 ac.	University <u>and vacant land</u>	113 <u>A</u> 113 <u>B</u> 113 <u>C</u> 114 112	Light Industrial (106.1 <u>13.9</u> ac.) <u>Light Industrial/MU (17.7 ac.)</u> <u>WJU Campus (74.5 ac.)</u> Commercial (30.1 ac.) Open Space (19.6 ac.)
• Placer Ranch	147.3 ac.	Vacant	107 <u>A</u> 107 <u>B</u> 108A 108B 110 109/111	Commercial (38.4 <u>32.4</u> ac.) <u>Commercial (6.0 ac.)</u> Bus. Prof./Commercial (34.26 <u>47.6</u> ac.) 221 <u>174</u> SF dwelling units (33.74 <u>20.4</u> ac) 149 <u>196</u> SF dwelling units (22.9 ac.) Open Space (18 ac.)
• JBC Investments	114.2 ac.	Vacant	106 104 105	Commercial (24.3 ac.) Bus. Prof./Commercial (66.3 ac.) Open Space (23.6 ac.)
• Core Roadways	23.7 ac.			
Parcel K	47 ac.	Single-family residential		Developed <ul style="list-style-type: none"> • 109 SF dwelling units • Open Space (3.2 ac.)

3.3.2 Parcel K

The Parcel K Planning Area is divided into 4 conceptual development areas for land use planning. Each development area is identified on the proposed GDP Zoning Map (Figure 4) in Chapter 2. Table 4 lists the development areas with the corresponding proposed land use, zoning category, estimated acreage and potential number of dwelling units (# of DUs).

Table 4
Parcel K - Land Use by Development Areas

Dev. Area #	Use	Zoning	Acre.	# of Dus *
100	Residential	PD-3B	43.1	109
101	Open Space	OS	1.2	-
102	Open Space	OS	1.7	-
103	Residential	PD-3.3	1	0
Total			47	109

* Dwelling unit numbers are based upon them

3.3.3 Highway 65 Corridor

The Highway 65 Corridor Planning Area is divided into 14 conceptual development areas for land use planning. Each development area is identified on the GDP Zoning Map (Figure 4). Table 5 lists the development areas within Highway 65 Corridor with the corresponding proposed land use, zoning designation and estimated acreage. Square footage is tied to the number of trips and will depend on the mix of uses that is proposed. (See section 3.4.4).

Table 5
Highway 65 Corridor Land Uses By Development Areas

Dev. Area #	Use	Zoning	Acres **
104	Office and Commercial	PD-BP/COMM	66.3
105	Open Space	OS	23.6
106	Commercial	PD-COMM	24.3
107 A	Commercial	PD-COMM	38 32.4
107 B	<u>Commercial</u>	<u>PD-COMM</u>	<u>6.0</u>
108A	Office and Commercial	PD-BP/COMM	34.26 47.6
108B	Residential	PD-8.7A	33.74 20.4
109	Open Space	OS	15.7
110	Residential	PD-8.7A	22.9
111	Open Space	OS	2.3
112	Open Space	OS	19.6
113 A	Light Industrial	PD-LI	106.1 13.9
113 B	<u>Light Industrial / Mixed Use</u>	<u>PD-LI</u>	<u>17.7</u>
113 C	<u>University Campus</u>	<u>PD-LI</u>	<u>74.5</u>
114	Commercial	PD/COMM	30.1
*115	Light Industrial	PD-LI	81.8

3.4.4 Traffic Capacity

The traffic impact study for the NWRA project as updated by the Final Transportation Impact Analysis for the Northwest Rocklin Area General Development Plan (May 5, 2016 – Fehr & Peers) assumes ~~68,692~~ 98,010 trips for the Highway 65 corridor planning area - consisting of development areas 104 through 116, including the undeveloped parcels in Atherton Tech. (See Highway 65 Corridor Development Areas Map at the end of this Section). If all traffic and road improvements that are outlined the General Development Plan are constructed and modifications to specific intersections identified in the 2016 study are incorporated into and implemented through the City’s Capital Improvement Program and development intensity stays within levels assumed by the traffic study, roadway intersections and segments within the project area will operate within acceptable levels of service established by the General Plan. To ensure that development intensity stays within levels assumed by the traffic study, future uses shall be required to demonstrate that the volume of traffic generated by each development does not exceed the Average Daily Traffic (ADT) shown for each development area in Table 8.

Volumes shown in Table 8 may be exceeded only if a traffic study demonstrates that all intersections and roadway segments would operate acceptably with the increase. This may occur when other areas within the annexation area develop at intensities lesser than presumed in the GDP and traffic study.

Traffic volumes for the 34.0 acres of commercial and 9.2 acres of business professional in the Sunset Ranchos planning area are included in the traffic counts for the Sunset Ranchos planning area. As long proposed building square footage is consistent with or below levels identified in Table 2, no additional traffic analysis would be required.

Consistent with the Traffic Impact Study, the following trip generation rates will be used for the purpose of establishing the base ADT limitation for a project within the Highway 65 Corridor Planning Area:

Business Professional (Office)	17.7 daily trips per 1,000 square feet
Commercial (Retail, Highway etc)	35 daily trips per 1,000 square feet
Light Industrial	7.6 daily trips per 1,000 square feet
<u>Single Family Residential</u>	<u>9.0 daily trips per dwelling unit</u>
<u>Multi-Family Residential</u>	<u>6.5 daily trips per dwelling unit</u>

All uses will be subject to applicable use limitations of this GDP as well as the traffic limitations herein. For example, in the PD-BP/COMM zone district, commercial uses cannot exceed 30% of the site.

SAMPLE CALCULATION OF ALLOWED SQUARE FOOTAGE FOR A PARCEL USING TRAFFIC CAPACITY AND ZONING RESTRICTIONS.

Development Area No. 104
 Zoning Designation: PD-BP/Comm.
 Acreage: 66.3 acres

Step 1:

Total Site acreage: 66.3 acres or 2,888,028 square feet
 Total Trips allocated ~~14,626~~ 20,127

Step 2

Maximum allowed commercial
 (30% of site assumed at 25% FAR): 216,602 square feet

Step 3

Trip generation for maximum allowed commercial (@ 35 trips per 1,000 sq. ft.): 7,581 trips

Step 4

Remainder of trips for parcel: ~~14,626~~ 20,127 minus 7,581 = ~~7,045~~ 12,546 trips

Step 5

Allowable square footage for Business Professional uses:
~~7,045~~ 12,546 trips divided by 17.7 (trip rate for BP uses) x 1,000 = ~~398,023~~ 708,000 square feet

In the above example:

1. The use regulation (chapter 3.4.3) limits commercial uses in the BP/Comm Zone to 30% of the site. A 25% FAR is assumed for commercial development and 30% FAR assumed for office and light industrial. This limitation translates into a maximum of 216,602 square feet for commercial uses.
2. At 35 trips per 1,000 square feet, the maximum number of trips allocated for commercial uses is 7,581 trips.
3. That leaves a remainder of ~~7,045~~ 12,546 trips for the parcel. That translates into ~~398,023~~ 708,000 square feet of development.
4. Because there is no use limitation on other uses, the developer could elect to develop the entire 66.3 acres for office or other allowed use.

The “Potential Building Square Footage” shown in Table 8 has been computed using the zoning limitations of chapter 3.4.3 and the traffic capacity of chapter 3.4.4. The

computation does not assume the maximum allowed commercial intensity in the PD-BP/Comm Zone or the maximum allowed business-professional office in the PD-Comm. Zone. Instead, the potential maximum development intensity is ~~reduced~~calculated for both commercial and office uses to fit under the traffic capacity caps. It must be emphasized that this calculation is one of several possibilities for each parcel. In the PD-Comm. zone for example, it is possible for the entire site to be developed as commercial. In that case, the total building square footage would be smaller than what is shown in Table 8.

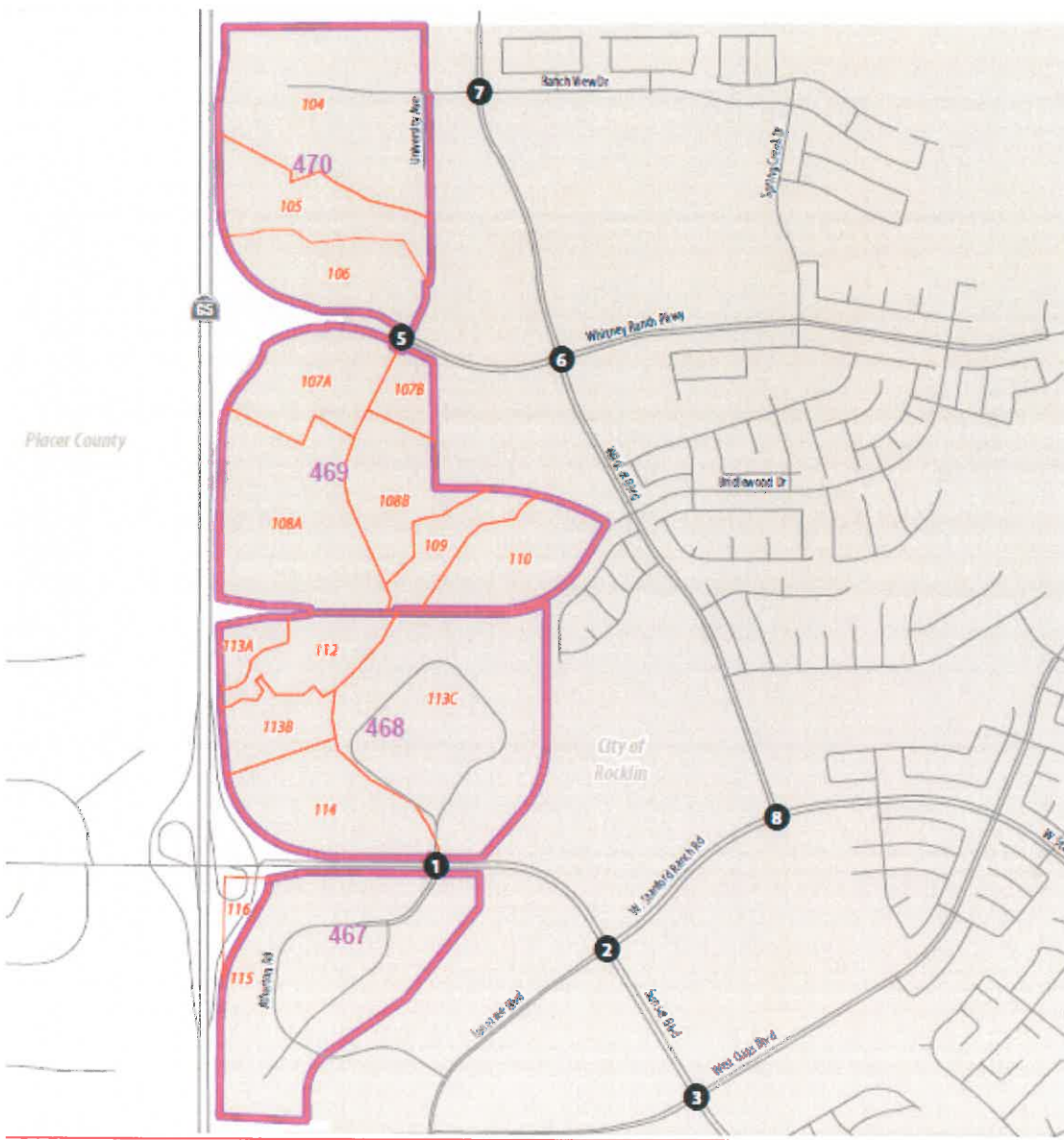
**Table 8
Highway 65 Corridor Trip Allocation By Development Areas**

	Dev. Area #	Acres	Zoning	TRIPS (ADT)	Potential Building Square Footage (in thousands)			
					BP	Comm	LI	Total
JBC	104	66.3	PD-BP/COMM	14,626 20,127	447 708	192 216	0	639 924
	105	23.6	OS	0	-	-	-	-
	106	24.3	PD-COMM	6,982 9,275	70	164 265	0	234 265
	Subtotal	114.2		21,608 29,402	517 708	356 481	0	873 1,189
Placer Ranch	107 <u>A</u>	38.4 32.4	PD-COMM	8,313 12,355	151	161 353	0	312 353
	107 <u>B</u>	6.0	PD-COMM	2,310	0	66	0	66
	108 <u>A</u>	68.0 47.6	PD-BP/COMM	14,764 14,452	451	193 156	0	644
	108 <u>B</u>	20.4	PD-8.7A (174 SF Units)	1,566	N/A	N/A	N/A	Covered to Single Family
	109	15.7	OS	0	-	-	-	-
	110	22.9	PD-BP PD-8.7A (196 SF Units)	3,800 1,764	215 N/A	0 N/A	0 N/A	Covered to Single Family- 215
	111	2.3	OS	0	-	-	-	-
	Subtotal	147.3		26,877 32,447	817 508	354 575		1,171 1,083
William Jessup University	112	19.6	OS	0	-	-	-	-
	113 <u>A</u>	106.1 13.9	PD-LI	18,325 2,711	0	0	719 356	719 356
	113 <u>B</u>	17.7	¹ PD-LI	5,785	135	97	0	232
	113 <u>C</u>	74.5	PD-LI (WJU Campus)	² 7,425	N/A	N/A	N/A	See Footnote 2
	114	30.1	PD-COMM	11,473 11,480	0	328	0	328
	Subtotal	155.8		19,798 27,401	0 135	328 425	719 356	1,047 916
Atherton Tech	115	81.8	PD-LI	²³ 8,760	39	0	91	130
	116	5.0	OS	0	-	-	-	-
	Subtotal	86.8		8,760	39		91	130
TOTAL	527.8		77,043 98,010	1,373 1,390	1,038 1,481	810 447	3,221 3,318	

ADT: Average Daily Traffic

- 1 This site is designated as Mixed Use in the General Plan, therefore, Retail and Office development are allowed. Project specific zoning will be applied when a development project comes forward.
- 2 Includes traffic capacity for existing and planned William Jessup University (assuming an ultimate student capacity of up to ~~1,200~~ 3,300 students) within existing (2004) ring road.
- 3 Includes traffic capacity for existing occupied 659,700 square foot light industrial and office buildings. Remaining traffic capacity for new development in Atherton Tech Center (last 3 undeveloped parcels) is 3,130 trips.

Highway 65 Corridor Development Areas Map



ATTACHMENT 2

Excerpt of Amendments to Exhibit B of the North West Rocklin General Development Plan

The following item is being added as Condition D.15 under the topic of Air Quality in Exhibit B – “Conditions of Approval” in the North West Rocklin General Development Plan:

D. 15. In conjunction with submittal of a development application for any projects within the Highway 65 Corridor Planning Area in Northwest Rocklin that exceed the 2002 trip cap (as calculated using the trip generation rates provided in the May 2016 Final Transportation Impact Analysis for the Northwest Rocklin Area General Development Plan), the applicant shall prepare and submit an Air Quality Emissions Estimate identifying the project’s increase in estimated NO_x and PM₁₀ emissions from mobile sources as compared to those allowed under the 2002 trip cap. The estimated increase in mobile source emissions shall remain at or below 20.7 percent for NO_x and 17.7 percent for PM₁₀. If the emissions estimate identifies an increase beyond those identified above, the applicant shall submit an Air Quality Reduction Plan sufficient to reduce NO_x and/or PM₁₀ emissions to within the allowable emissions increases. The measures included in the Air Quality Reduction Plan would be anticipated to focus on the reduction of mobile source emissions by including project elements that encourage alternative modes of transportation, promote non-motorized transportation and result in the reduction of number of vehicle trips as well as vehicle trip lengths.

The Air Quality Reduction Plan may also include payment of mitigation fees into the PCAPCD’s Off-site Air Quality Mitigation Fund as a method of reducing NO_x emissions. PCAPCD’s Off-site Air Quality Mitigation supports felt Fee program supports fleet modernizations, repowers, retrofits, and fleet expansions of heavy duty on- and off-road mobile vehicles/equipment; alternative fuels infrastructure or low emission fuel purchases; new or expanded alternative transit service programs; light-duty low emission vehicle (LEV) programs; public education; repower of agricultural pump engines, and other beneficial air quality projects. Mitigation fees collected from land use developments by the PCAPCD are distributed through the District’s annual Clean Air Grant (CAG) Program, which would help to reduce regional NO_x emissions.

2002 Trip Caps are presented in the following table for reference purposes. Current Trip Caps applicable to properties within the Highway 65 Corridor Planning Area are contained Section 3.4.4 and Table 8 in Exhibit C of the North West Rocklin General Development Plan.

2002 Highway 65 Corridor Trip Allocation By Development Areas

	<u>Dev. Area #</u>	<u>Acres</u>	<u>Zoning</u>	<u>TRIPS (ADT)</u>	<u>Potential Building Square Footage (in thousands)</u>			
					<u>BP</u>	<u>Comm</u>	<u>LI</u>	<u>Total</u>
<u>JBC</u>	<u>104</u>	<u>66.3</u>	<u>PD-BP/COMM</u>	<u>14,626</u>	<u>447</u>	<u>192</u>	<u>0</u>	<u>639</u>
	<u>105</u>	<u>23.6</u>	<u>OS</u>	<u>0</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
	<u>106</u>	<u>24.3</u>	<u>PD-COMM</u>	<u>6,982</u>	<u>70</u>	<u>164</u>	<u>0</u>	<u>234</u>
	<u>Subtotal</u>	<u>114.2</u>		<u>21,608</u>	<u>517</u>	<u>356</u>	<u>0</u>	<u>873</u>
<u>Placer Ranch</u>	<u>107</u>	<u>38.4</u>	<u>PD-COMM</u>	<u>8,313</u>	<u>151</u>	<u>161</u>	<u>0</u>	<u>312</u>
	<u>108</u>	<u>68.0</u>	<u>PD-BP/COMM</u>	<u>14,764</u>	<u>451</u>	<u>193</u>	<u>0</u>	<u>644</u>
	<u>109</u>	<u>15.7</u>	<u>OS</u>	<u>0</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
	<u>110</u>	<u>22.7</u>	<u>PD-BP</u>	<u>3,800</u>	<u>215</u>	<u>0</u>	<u>0</u>	<u>215</u>
	<u>111</u>	<u>2.3</u>	<u>OS</u>	<u>0</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
	<u>Subtotal</u>	<u>147.3</u>		<u>26,877</u>	<u>817</u>	<u>354</u>		<u>1,171</u>
<u>William Jessup University</u>	<u>112</u>	<u>19.6</u>	<u>OS</u>	<u>0</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
	<u>113</u>	<u>106.1</u>	<u>PD-LI</u>	<u>18,325</u>	<u>0</u>	<u>0</u>	<u>719</u>	<u>719</u>
	<u>114</u>	<u>30.1</u>	<u>PD-COMM</u>	<u>11,473</u>	<u>0</u>	<u>328</u>	<u>0</u>	<u>328</u>
	<u>Subtotal</u>	<u>155.8</u>		<u>19,798</u>	<u>0</u>	<u>328</u>	<u>719</u>	<u>1,047</u>
<u>Atherton Tech</u>	<u>115</u>	<u>81.8</u>	<u>PD-LI</u>	<u>28,760</u>	<u>39</u>	<u>0</u>	<u>91</u>	<u>130</u>
	<u>116</u>	<u>5.0</u>	<u>OS</u>	<u>0</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
	<u>Subtotal</u>	<u>86.8</u>		<u>8,760</u>	<u>39</u>		<u>91</u>	<u>130</u>
TOTAL		527.8		77,043	1,373	1,038	810	3,221

ADT: Average Daily Traffic

- 1 Includes traffic capacity for existing William Jessup University (assuming a student capacity of up to 1,200 students) within existing (2004) ring road.
- 2 Includes traffic capacity for existing occupied 659,700 square foot light industrial and office buildings. Remaining traffic capacity for new development in Atherton Tech Center (last 3 undeveloped parcels) is 3,130 trips.

Final Transportation Impact Analysis for the Northwest Rocklin Area General Development Plan

.....

Prepared for
City of Rocklin



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EXECUTIVE SUMMARY

This study analyzes the transportation-related effects of several approved and potential land use changes within the Northwest Rocklin Area (NWRA). This study compares the average daily trip generation associated with the approved and potential land use changes to the maximum daily trip cap established as part of the original approval of the NWRA General Development Plan (GDP) in 2002. The study then evaluates whether the approved and potential land use changes would result in intersection operations that meet applicable level of service (LOS) policies from the *City of Rocklin General Plan* (2012).

BACKGROUND

The portion of the NWRA under study is generally bounded by SR 65 on the west, Wildcat Boulevard on the east, the Rocklin/Lincoln City Limits on the north, and Sunset Boulevard on the south. The *Northwest Rocklin General Development Plan* (2002) generally referred to this area as the "Highway 65 Corridor Planning Area" consisting of development areas 104 through 116 on its zoning map. These properties were granted a maximum daily trip cap of 77,043 trips, which is the level of traffic expected to maintain acceptable operations on the City's roadway system. Traffic volumes generated by these properties may only exceed the trip cap if a supporting traffic study demonstrates that all intersections and roadway segments will continue to operate acceptably with the increase in trips. The land use allotments on certain properties represent less than their full buildout potential.

The City of Rocklin recognizes that limiting the development potential of NWRA properties may pose certain marketing and economic disadvantages. Additionally, given that intersections in the vicinity were shown in the *City of Rocklin General Plan Circulation Element* (2012) as operating at LOS C or better under cumulative conditions, the intersections may have additional reserve capacity to accommodate more traffic.

The 2012 General Plan Update and subsequent land use amendments intended to implement the City's 2013 Housing Element were primarily "downzones" from Retail Commercial, Business Professional and/or Industrial land uses to a Mixed Use (MU) category that introduced the potential for high density residential uses as either standalone uses or in combination with non-residential development. (i.e., 2012 GP Update - Sites 2, 3, 10, 107B, 108B and 110A and B went to MU; Site 1 outside of the study area went from BP to HDR; Site 22 outside of the study area went from HDR to MDR; Site 113B went from LI to MU). Some sites designated as MU in 2012 were also recently redesignated as Medium High Density Residential (MHDR) – Sites 108B and 110A and B as part of the Spring Valley Development proposal. Refer to Appendix A for map of sites.

Therefore, the City has requested that Fehr & Peers update the analyses originally conducted for the NWRG GDP using updated travel demand models, changes in background roadway improvements and land use assumptions, and approved and potential changes in land uses on several of the NWRG GDP properties.

The City has also reconsidered whether some of the locations where the Mixed Use (MU) designation was applied should be converted back to Retail Commercial (i.e., 6.6 acres on the Whitney Ranch Parkway frontage of Site 2) and/or entirely High Density Residential 22 units per acre (i.e., Site 3 - 12 acres just outside the study area and fronting on Whitney Ranch Parkway west of Wildcat). There is also the possibility that up to 20 percent of the 17.7 acre Mixed Use site west of William Jessup University could be considered for High Density Residential/22 units per acre rather than a mix of 50 percent office and 50 percent retail commercial. Those changes have not been formally made at this time, but are contemplated in modeling of Scenario 1A presented in this study should the City wish to pursue them.

PROJECT DESCRIPTION

Table ES-1 summarizes the permitted land uses (by type) under the NWRG GDP. This table also shows the approved and potential land use changes being analyzed in this study. As shown, the approved and potential land use changes would result in substantially more retail and less industrial, along with the introduction of new residential and additional William Jessup University (WJU) students to the area.

TABLE ES-1: NWRG GDP PERMITTED AND APPROVED AND POTENTIAL LAND USES						
NWRG GDP Scenario	Office (KSF)	Retail (KSF)	Light Industrial (KSF)	Single Family Dwelling Units (DU)	Multi-Family Dwelling Units (DU)	University Students
Permitted 2008 GDP Trip Cap Land Uses ¹	1,373	1,038	810	0	0	1,200
Approved and Potential Land Use Changes ^{1, 2}	1,390	1,482	91	370	417	3,300
Difference	+17	+444	- 719	+370	+417	+2,100
Note: KSF = Thousand Square Feet ¹ Land use totals for Atherton Tech Center only include the undeveloped properties. ² Refer to Table 3 of report for detailed land use assumptions by individual development area. Fehr & Peers, 2016						

The approved and potential land use changes would increase the existing daily trip cap from 77,043 to 98,010 trips, which is an approximate 21,000 daily trip increase. The calculations for the daily trip cap are

based on 'gross trips' and do not consider internalization of trips within the NWRA by complementary land uses (e.g., residential and retail). The approved and potential land use changes would result in a greater diversity of uses in the NWRA, which is expected to result in more internalization of trips than the presently permitted uses.

CITY OF ROCKLIN 2030 TRAVEL DEMAND MODEL

As part of this study, Fehr & Peers updated the version of the City of Rocklin 2030 travel demand model used for the City's General Plan Update. The model was modified to include only those roadway improvements that are programmed for construction by 2030 and land uses that are reasonably foreseeable by 2030. The model was also updated to reflect the approved and potential land use changes in Table 3. Refer to pages 17-18 for specific land use and roadway network edits made to the model.

TRANSPORTATION-RELATED EFFECTS OF APPROVED AND POTENTIAL LAND USE CHANGES

Since the approved and potential land use changes would result in the NWRA GDP maximum daily trip cap being exceeded, it is necessary to study the effects of this additional traffic on operations at surrounding intersections.

Eight signalized intersections were selected for analysis based on their proximity to the NWRA, their anticipated use by project trips, and their susceptibility of being impacted (i.e., intersections operating in the LOS C range in the General Plan cumulative condition). **Table ES-2** displays the PM peak hour LOS at these intersections. The following key conclusions are drawn from this table:

- All intersections would operate at an acceptable LOS C or better under Cumulative Conditions with Buildout of Potential General Plan (with GP Mitigations). The suggested restriping simply reassigns lanes on the SB approach and does not require any further widening beyond which has already been planned.
- The approved and potential land use changes would cause four of the eight study intersections to not meet the City of Rocklin General Plan LOS C policy under cumulative conditions. The following modifications would restore operations to LOS C at these intersections (see Table 10 for details):
 - Sunset Boulevard/Atherton Road/University Avenue – Restripe southbound University Avenue approach and construct right-turn only driveway on the north side of Sunset Boulevard west of University Avenue.
 - Sunset Boulevard/West Oaks Boulevard - Restripe the southbound West Oaks Boulevard approach to include an additional left-turn lane and modify the receiving lane on Sunset Boulevard (see Figure 3 for concept).

- Sunset Boulevard/Blue Oaks Boulevard – Add a second left turn lane on westbound Sunset Boulevard (see Figure 4 for concept) and reconfigure the eastbound Sunset Boulevard right-turn lane onto Blue Oaks Boulevard from a channelized lane to a signal controlled movement.
- Wildcat Boulevard/Ranch View Drive – Restripe the eastbound Ranch View Drive approach to consist of one left-turn, one shared left/through, and one dedicated right-turn lane (see Figure 5 for concept).
- The use of corrected (as discussed on page 28) methodologies for right-turn-on-red also resulted in LOS C under cumulative conditions at the following intersections:
 - Sunset Boulevard/West Stanford Ranch Road
 - Whitney Ranch Parkway/University Avenue
 - Whitney Ranch Parkway/Wildcat Boulevard
 - Wildcat Boulevard/West Stanford Ranch Road

Other key findings from this study include:

1. University Avenue should be constructed as a four-lane arterial between Sunset Boulevard and Whitney Ranch Parkway to accommodate buildout of the NWRA.
2. The approved and potential levels of retail (482,000 square feet) and business professional (708,000 square feet) development intensity in Areas 104 and 106 represent approximately 35 percent more development on these parcels than the currently permitted uses. Based on the projected changes in traffic volumes on roadways providing access to these properties, Fehr & Peers recommends the following:
 - a. Construct University Avenue as a four-lane arterial between Whitney Ranch Parkway and Ranch View Drive.
 - b. Maintain Ranch View Drive between Wildcat Boulevard and University Avenue as a two-lane street.
3. The extension of Whitney Ranch Parkway easterly from Old Ranch House Road/Painted Pony Lane to Park Drive was studied under cumulative conditions. Based on projected traffic levels, this extension should be constructed as four-lanes assuming Park Drive is extended through the Clover Valley Lakes Development to Sierra College Boulevard. However, if Park Drive extends into the Clover Valley Lakes Development, but does not connect to Sierra College Boulevard, operations would be acceptable as a two-lane divided roadway.
4. West Oaks Boulevard is planned to extend northerly from its current terminus north of Holly Drive to Whitney Ranch Parkway. Projected traffic levels suggest that operations would be acceptable as a two-lane roadway.

**TABLE ES-2:
PM PEAK HOUR INTERSECTION LEVEL OF SERVICE – CUMULATIVE CONDITIONS**

Intersection	Traffic Control	V/C / LOS			
		Existing Conditions ¹	2030 General Plan With EIR Mitigation ¹	2030 General Plan for Approved and Potential Land Use Changes ²	2030 General Plan for Approved and Potential Land Use Changes with EIR Mitigation and RTOR Adjustments and Additional Mitigation ³
1. Sunset Boulevard/ Atherton Road/University Avenue	Signal	0.34 / A	0.77 / C	0.95 / E	0.80 / C
2. Sunset Boulevard/West Stanford Ranch Road	Signal	0.47 / A	0.80 / C	0.71 / C	0.71 / C
3. Sunset Boulevard/West Oaks Boulevard	Signal	0.35 / A	0.71 / C	0.84 / D	0.74 / C
4. Sunset Boulevard/Blue Oaks Boulevard	Signal	0.68 / B	0.79 / C	0.91 / E	0.76 / C
5. Whitney Ranch Parkway/ University Avenue	Signal	-	0.64 / B	0.66 / B	0.78 / C
6. Whitney Ranch Parkway/ Wildcat Boulevard	Signal	0.18 / A	0.67 / B	0.78 / C	0.73 / C
7. Wildcat Boulevard/ Ranch View Drive	Signal	0.18 / A	0.79 / C	0.98 / E	0.78 / C
8. Wildcat Boulevard/West Stanford Ranch Road	Signal	0.46 / A	0.80 / C	0.83 / D	0.79 / C

Notes:

V/C = Volume-to-Capacity Ratio. LOS = Level of Service.

¹ Reported results from the *City of Rocklin General Plan Draft EIR (2011)*.

² Refer to Table 3 for approved and potential land use changes. This scenario includes various background updates to the City's 2030 travel demand model. It also assumes identical lane configurations, signal phasing, and right-turn treatments as GP EIR with mitigation scenario.

³ Refer to Table 10 and Figures 3 – 5 for recommended improvements (beyond GP mitigations).

- = Intersection did not exist when GP EIR was being prepared.

1. INTRODUCTION

This chapter describes the purpose and background of the study. It also provides an overview of the organization of this report.

PURPOSE

This study analyzes the transportation-related effects of several approved and potential land use changes within the Northwest Rocklin Area General Development Plan (NWRA GDP). This study compares the average daily trip generation associated with the approved and potential land uses to a maximum daily trip cap established as part of the original approval of the NWRA GDP in 2002. The study also evaluates whether the approved and potential land use changes would result in intersection operations that meet applicable level of service (LOS) policies contained in the *City of Rocklin General Plan* (2012).

BACKGROUND

The portion of the NWRA GDP under study is generally bounded by SR 65 on the west, Wildcat Boulevard on the east, the Rocklin/Lincoln City Limits on the north, and Sunset Boulevard on the south. Existing land uses within this area are comprised of William Jessup University (north of Sunset Boulevard) and several residential and business professional uses located west of Wildcat Boulevard.

The *Northwest Rocklin General Development Plan* (2002) generally referred to the area under study as the "Highway 65 Corridor Planning Area" consisting of development areas 104 through 116 on its associated zoning map. It should be noted that Areas 115 and 116 include Atherton Tech Center and adjacent open space. Since Atherton Tech Center is nearly built out and no changes in land use are approved and potential, this study considers Atherton Tech Center as a background land use under cumulative conditions. Trips from Atherton Tech Center were considered in the original maximum daily trip cap. Accordingly, it is considered in the same manner as part of the trip cap calculations for the approved and potential land uses.

The Rocklin City Council approved an amendment to the NWRA GDP in 2008. However, the 2008 changes were internal to Whitney Ranch and did not increase total residential numbers in that development area beyond NWRA EIR assumptions. The overall trip caps in the Highway 65 Corridor did not change. The original approval and amendment permits development of a variety of residential and non-residential land uses in the NWRA GDP. Due to concerns regarding potential traffic impacts, certain properties were granted land use allocations with restricted (i.e., less than build-out) levels of development intensity in all versions of the *NWRA General Plan Development Plan*. The NWRA GDP properties were granted a maximum daily trip cap of 77,043 trips, as is described on pages 25-27 of Exhibit C of the *Northwest Rocklin*

General Development Plan Amendment (2008). This level of traffic was estimated, based on travel demand models available at the time, to result in acceptable operations on the City's roadway system.

The City of Rocklin recognizes that limiting the development potential of these properties may pose certain marketing and economic disadvantages. Additionally, given that intersections in the vicinity were shown in the *City of Rocklin General Plan Circulation Element* (2012) as operating at LOS C or better under cumulative conditions, the intersections may have additional reserve capacity to accommodate more traffic.

The 2012 General Plan Update and subsequent land use amendments intended to implement the City's 2013 Housing Element were primarily "downzones" from Retail Commercial, Business Professional and/or Industrial land uses to a Mixed Use (MU) category that introduced the potential for high density residential uses as either standalone uses or in combination with non-residential development. (i.e., 2012 GP Update - Sites 2, 3, 10, 107B, 108B and 110A and B went to MU; Site 1 outside of the study area went from BP to HDR; Site 22 outside of the study area went from HDR to MDR). (2013 Housing Element - Site 113B went from LI to MU). Some sites designated as MU in 2012 were also recently redesignated as Medium High Density Residential (MHDR) – Sites 108B and 110A and B as part of the Spring Valley Development proposal. Refer to Appendix A for map of sites. Therefore, the City has requested that Fehr & Peers update the analyses originally conducted for the NWRA GDP using updated travel demand models, changes in background roadway improvements and land use assumptions, and approved and potential changes in land uses on several of the NWRA GDP properties.

Since that time, the City has also reconsidered whether some of the locations where the Mixed Use (MU) designation was applied should be converted back to Retail Commercial (i.e., 6.6 acres on the Whitney Ranch Parkway frontage of Site 2) and/or straight High Density Residential 22 units per acre (i.e., Site 3 - 12 acres just outside the study area and fronting on Whitney Ranch Parkway west of Wildcat). There is also the possibility that up to 20 percent of the 17.7 acre Mixed Use site west of William Jessup University could be considered for High Density Residential/22 units per acre rather than a mix of 50% office and 50% retail commercial. Those changes have not been formally made at this time, but are contemplated in modeling of Scenario 1A presented in this study should the City wish to pursue them.

REPORT ORGANIZATION

The remainder of this report is comprised of the following chapters:

- Chapter 2 (Northwest Rocklin Land Use Assumptions) – discusses the current NWRA GDP maximum trip cap, permitted and currently approved and potential land uses, and trip generation methodologies used in this study.
- Chapter 3 (City of Rocklin Travel Demand Model) – describes the base year and cumulative year version of the City of Rocklin Travel Demand Model. It also presents a sub-area model validation and the methodology for developing cumulative year forecasts.
- Chapter 4 (Intersection Operations) – presents signalized intersection operations within and in the vicinity of the NWRA GDP without and with the approved and potential land use changes.

2. NORTHWEST ROCKLIN LAND USE ASSUMPTIONS

This chapter discusses the current NWRA GDP trip cap, permitted and approved and potential land uses, and trip generation methodologies used in this study.

MAXIMUM DAILY TRIP CAP

The maximum daily trip cap of 77,043 vehicle trips established in the NWRA GDP was originally derived as the approximate amount of development allowable such that intersections and roadway segments within the NWRA GDP will operate within acceptable levels of service established in the General Plan, assuming all traffic and roadway improvements outlined in the GDP are constructed. **Table 1** shows the specific ADT values that constitute the 77,043 vehicle trip cap associated with the four development areas that comprise the NWRA GDP.

TABLE 1: NWRA GDP DAILY TRIP CAP		
Development Area	Trips (ADT)	Notes/Explanations
JBC Investments	21,608	Total trips based on approved and potential land uses (from Table 8) and trip rates (from page 25) of Exhibit C to the NWRA GDP ¹ .
Placer Ranch	26,877	
William Jessup University	19,798	
Atherton Tech Center	8,760	
Total	77,043	Sum of development area daily trips.
Notes: ¹ NWRA GDP trip generation rates are as follows: Business Professional = 17.7 daily trips per 1,000 square feet Commercial = 35 daily trips per 1,000 square feet Light Industrial = 7.6 daily trips per 1,000 square feet Fehr & Peers, 2016		

Page 25 of Exhibit C of the *Northwest Rocklin General Development Plan Amendment* (2008) states the following:

- *To ensure that development intensity stays within levels assumed by the traffic study, future uses shall be required to demonstrate that the volume of traffic generated by each development does not exceed the ADT shown on each development area in Table 8.*

The above statement implies that the maximum daily trip cap is the sum of trips generated by all individual development areas (without regard to the level of internal trip-making between them). When the original development cap was created, planned land uses in the area consisted of retail, industrial, and business

professional land uses, which generally result in few internal trips. However, the reuse of the Herman Miller property as William Jessup University began a planning shift in which land uses that generate trip productions (i.e., households and dorms) were being contemplated for the area. Since that time, the City has approved rezones of other NWRAGDP areas to residential. The effect of these land use changes is the creation of a more diverse mix of land uses within the NWRAGDP, for which a greater percentage of internal trips is expected. Therefore, in light of the intended function of the trip cap and the more diverse mix of land uses within the area, the City has asked Fehr & Peers to consider how the internalization of trips between complementary uses might affect the trip cap and surrounding intersection operations.

PERMITTED AND APPROVED AND POTENTIAL LAND USE CHANGES

A meeting was held on September 4, 2015 between Fehr & Peers and City of Rocklin Community Development Department staff to identify a series of approved and potential land use changes within the NWRAGDP that would be analyzed in this study.

Table 2 summarizes the permitted land uses within the NWRAGDP. This table also shows the “Approved and Potential Land Use Changes”. As shown, the major changes would result in substantially more retail and less industrial, along with the introduction of residential and additional William Jessup University (WJU) Students (per a September 4, 2015 e-mail from John Jackson of WJU regarding future enrollment of traditional undergraduate, adult evening, and graduate students).

The following section further separates the approved and potential land uses into individual development areas.

TABLE 2: NWRAGDP PERMITTED AND APPROVED AND POTENTIAL LAND USES						
NWRAGDP Scenario	Office (KSF)	Retail (KSF)	Light Industrial (KSF)	Single Family Dwelling Units (DU)	Multi-Family Dwelling Units (DU)	University Students
Permitted 2008 GDP Trip Cap Land Uses ¹	1,373	1,038	810	0	0	1,200
Approved and Potential Land Use Changes ¹	1,390	1,482	91	370	417	3,300
Difference	+17	+444	- 719	+370	+417	+2,100
Note: KSF = Thousand Square Feet						
¹ Land use totals for Atherton Tech Center only include the undeveloped properties.						
Fehr & Peers, 2016						

TRIP GENERATION

The NWRA GDP specifies that the following daily trip generation rates be used when calculating the trip cap:

- Business Professional = 17.7 daily trips per 1,000 square feet (ksf)
- Commercial = 35 daily trips per 1,000 square feet
- Light Industrial = 7.6 daily trips per 1,000 square feet

These rates represent gross trips (i.e., prior to any reductions for internal trip-making between complementary land uses). It should also be noted that the commercial trip rate (35 trips per ksf) is slightly lower than the corresponding daily trip rate (about 43 trips per ksf) in *Trip Generation, 9th Edition* (Institute of Transportation Engineers, 2012). This is because the NWRA GDP trip rate is derived from the City's travel demand model, which like all other 'trip-based models' does not model the effects of pass-by traffic. In contrast, the ITE rate represents all trips entering/exiting a commercial site, including pass-by trips. If it is assumed that about 20 percent of daily trips are pass-by, then the ITE trip rate would be about 35 new trips per ksf. Thus, the two rates are comparable in terms of new trips.

Since the approved and potential land use changes would introduce both single-family and multi-family residential, it was necessary to identify appropriate trip rates for these uses. Based on consultations with City staff, the following rates were selected for use:

- Single Family Dwelling Unit (DU) = 9 daily trips per DU
- Multi-Family Dwelling Unit (DU) = 6.5 daily trips per DU

These rates are already in use in the City's travel demand model (which meets applicable validation criteria within the NWRA GDP area as documented in Chapter 3). Since the base year model validates adequately with these rates, they are considered acceptable for use in estimating trips for the new cap. Please refer to Appendix A trip generation estimates for a variety of land use types included in the City's travel demand model.

The trip generation associated with the projected enrollment increase from 1,200 to 3,300 total students at William Jessup University (WJU) was calculated using 2.25 daily trips per university student. This rate was derived based on data published in *Trip Generation, 9th Edition* (Institute of Transportation Engineers, 2012) and empirical measurements at other campuses such as California State University Sacramento and California Polytechnic Pomona.

Table 3 shows that the approved and potential land use changes would increase the daily trip cap from 77,043 to 98,010 trips, which is an approximate 21,000 daily trip increase (refer to **Figure 1** for a map showing the traffic analysis zones and individual development areas within the plan area). The increase in trips is expected given the following:

- Several parcels were rezoned from less intense industrial to more intense retail or office.
- Greater levels of land use coverage were assumed on the majority of parcels.
- Future enrollment of 3,300 students at William Jessup University increased significantly over the prior assumption of 1,200 students.

It should be noted that the totals in Table 3 do not show the expected internalization of trips associated with complementary land uses, which is discussed in the following section. Rather, the values in Table 3 represent total trips.

INTERNALIZATION OF TRIPS

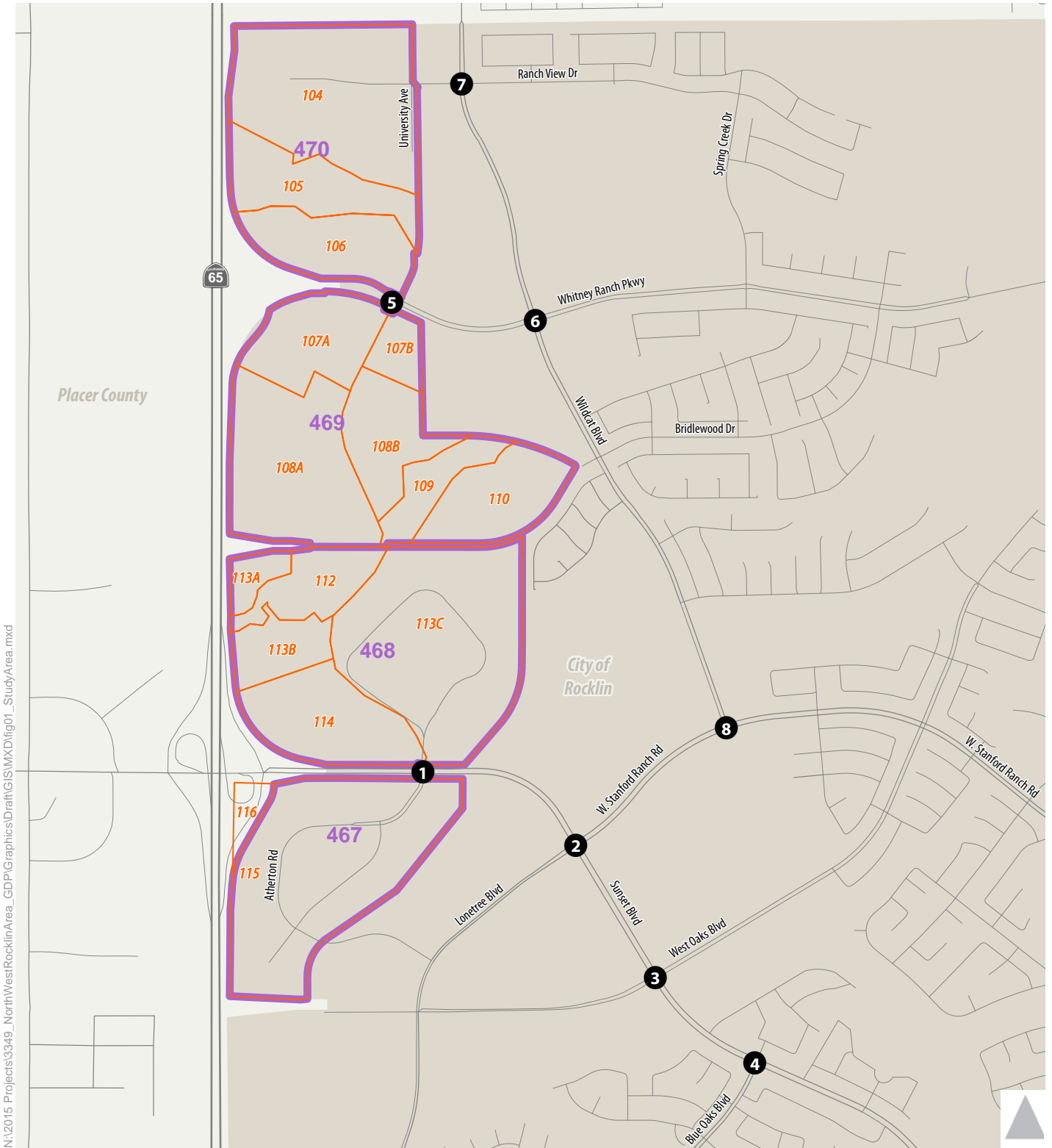
The greater diversity of uses associated with the approved and potential land use changes in the NWRG area are expected to result in more internalization of trips than expected with the permitted uses. Since Atherton Tech Center is physically separated (by Sunset Boulevard) from the rest of the properties, it is excluded from the internalization calculations. The expected internalization of trips was calculated and then compared using the following two methods:

- Method 1: City of Rocklin 2030 Travel Demand Model
- Method 2: ITE Trip Generation/Mixed-Use Trip Generation Model (MXD)

Each of these methods is described below.

**TABLE 3:
TRIP GENERATION OF APPROVED AND POTENTIAL LAND USE CHANGES**

TAZ	Dev Area #	Location	Acres	Assumed Zoning	Office (KSF)	Retail (KSF)	Light Industrial (KSF)	Dwelling Units	University (Students)	Assumed FAR	Total (KSF)	Daily Trip Generation	ADT (GDP Table 8)
467	115	Atherton Tech Center	81.8	LI	39	0	91			N/A	130	8,760	8,760
468	113 A	Nearest to CalTrans ROW	13.9	HDR				417		N/A	N/A	2,711	8,325
	113 B	West of University Drive	17.7	MU	135	97				30%	232	5,785	
	113 C	East of University Drive (WJU)	74.5	N/A					3,300	N/A	N/A	7,425	
	114	North of Sunset Boulevard	30.1	COMM		328				25%	328	11,480	
469	107 A	West of University Drive	32.4	COMM		353				25%	353	12,355	8,313
	107 B	East of University Drive	6	COMM		66				25%	66	2,310	
	108 A	West of University Drive	47.6	BP/COMM	508	156				32%	664	14,452	
	108 B	East of University Drive	20.4	MHDR				174		N/A	N/A	1,566	
	110	North of Syracuse Drive	22.9	MHDR				196		N/A	N/A	1,764	
470	104	North of Whitney Ranch Pkwy	66.3	BP/COMM	708	217				32%	925	20,127	14,626
	106	North of Whitney Ranch Pkwy	24.3	COMM		265				25%	265	9,275	6,982
Sum Totals					1,390	1,482	91	787	3,300		2,963	98,010	77,043
												Difference	+20,967
Note: TAZ = Traffic Analysis Zone. KSF = Thousand Square Feet. FAR = Floor Area Ratio. KSF = Thousand Square Feet. 1. Development areas 105, 109, 112, and 116 are open space parcels, which are excluded from above list.													
Source: Fehr & Peers, 2016													



N:\2015 Projects\3349_NorthWestRocklinArea_GDP\Graphics\Draft\GIS\MXD\fig01_StudyArea.mxd




- 1** Study Intersection
-  Traffic Analysis Zone Boundary
-  City of Rocklin
-  Northwest Rocklin GDP Development Area

Figure 1

Study Area



Method 1: City of Rocklin 2030 Travel Demand Model

Fehr & Peers updated the City of Rocklin 2030 travel demand model to represent the land uses shown in Table 3. As part of this effort, it was necessary to create additional traffic analysis zones (TAZs) to better reflect the loading of trips from each parcel onto existing and planned roadways. **Table 4** indicates the following:

- The City's model estimates the NWRA GDP area (for all properties excluding Atherton Tech Center because it is physically separated from the remainder of the area by Sunset Boulevard)) would generate 84,439 gross daily trips. This is slightly less than the estimate of 89,250 trips shown in Table 3 because the City's model (like all trip-based models) matches trip productions and attractions, which can have the effect of modifying trip rates slightly.

The City's model estimates that 4.6 percent of daily trips would remain internal to the NWRA GDP area, thereby resulting in 80,591 external daily trips.

Method 2: ITE Trip Generation/Mixed-Use Trip Generation Model (MXD)

The MXD model was developed for the US Environmental Protection Agency (EPA) by academic researchers and consultants (including Fehr & Peers) to estimate internal trip-making and external trips made by non-auto travel modes. This model was developed to more accurately estimate the external vehicular trip generation of mixed-use land development projects than prior methods (e.g., ITE internalization spreadsheet). The model was developed based on empirical evidence at 240 mixed-use projects located across the U.S. The model considers various built environment variables such as land use density, regional location, proximity to transit, and various design variables when calculating the project's internal trips, and external trips made by auto, transit, and non-motorized modes. The MXD model has been applied in numerous EIRs, General Plans, and Specific Plans throughout California.

The MXD model uses *ITE Trip Generation, 9th Edition (2012)* trip rates as a starting point. It then estimates internal trips and external trips made by walking, bicycling, and transit. Due to the site characteristics of the area, it is anticipated that external trips made by non-auto modes will be nominal (the ITE rates already account for modest levels of bicycling, walking, and transit use). The results of this method are shown in **Table 4**, indicating the following:

- The ITE/MXD model estimates that the NWRA GDP area (excluding Atherton Tech Center because it is physically separated from the remainder of the area by Sunset Boulevard) would generate 91,870 gross daily trips, which is 8.8 percent greater than the estimate of 84,439 trips from the City's model.

- The ITE/MXD model estimates that 5.6 percent of daily trips would remain internal to the NWRA GDP area, thereby resulting in 80,751 external daily trips. This estimate is within 0.2 percent of the external trip estimate of 80,591 daily trips from the City’s model.

TABLE 4: TRIP GENERATION COMPARISON			
Daily Trip Generation	Method 1: City of Rocklin 2030 Travel Demand Model	Method 2: ITE Trip Generation / MXD Model	Difference
Gross Daily Trips	84,439	91,870	8.8%
Internalization	4.6%	5.6%	-
External Daily Trips	80,591	80,751	0.2%
Note: Trip generation totals calculated for NWRA GDP areas shown in Table 3. Fehr & Peers, 2016			

The conclusion from the comparison of these methods is clear. The use of the City’s travel demand model (for this specific area and for the approved and potential land uses) results in an external vehicle trip generation estimate that closely matches the estimate from the state-of-the-practice ITE/MXD method. For this reason, the City’s travel demand model is considered suitable for use in estimating NWRA GDP trips on streets and intersections in the project vicinity. Refer to Appendix A for ITE/MXD outputs and summary comparison.

3. CITY OF ROCKLIN TRAVEL DEMAND MODEL

This chapter provides an overview of the base year and cumulative year versions of the City of Rocklin Travel Demand Model. This is important because this model is used in Chapter 4 to analyze the effects of the approved and potential land use changes at various intersections. This chapter also describes the methodology used for developing cumulative year traffic forecasts.

CITY OF ROCKLIN BASE YEAR AND CUMULATIVE YEAR TRAVEL DEMAND MODEL

In 2011, Fehr & Peers developed a new base year model that represents land use and travel conditions throughout the South Placer region as of 2011. In addition to South Placer County, the model also covers portions of Sacramento and Sutter Counties. The model has been used for studies in Roseville, Lincoln, and unincorporated Placer County. The model has a detailed land use database within the City of Rocklin and includes all of its collector and arterial roadways. As is discussed below, Fehr & Peers reviewed the adequacy of this model to represent existing conditions within the NWRA.

The cumulative year version of the City's travel demand model corresponds to Year 2030 conditions. The version of the model used for the City's General Plan update (adopted in 2012) was used. Similar to the base year model, this model also covers land uses and roadways within the Cities of Roseville, Lincoln, Loomis, and unincorporated Placer, Sutter, and Sacramento Counties. Fehr & Peers coordinated with the City of Rocklin staff to identify several land use and roadway network modifications (discussed below) that should be made to the model to better represent 2030 conditions.

BASE YEAR MODEL VALIDATION TESTS

This section presents the results of the Fehr & Peers' validation tests of the base year (2011) travel demand model. The intent is for the model to be validated so that it accurately predicts existing travel conditions observed in circa 2011.

The *2010 Regional Transportation Plan (RTP) Guidelines* specify that travel demand models to be used in the preparation of RTPs should undergo a series of diagnostic tests to determine their ability to accurately estimate traffic volumes and other travel parameters. Fehr & Peers interprets this guidance to also extend to travel demand models being developed for other purposes such as fee programs, CIPs, LOS policy development, specific/master plan land use changes, infrastructure studies, etc. In accordance with this guidance, the model's performance was evaluated using criteria described in the Caltrans *Travel Forecasting Guidelines*, November 1992, *Travel Model Improvement Program (TMIP) Model Validation and Reasonableness Checking Manual*, February 1997, and Fehr & Peers' internal standards. In particular, the following validation measures were evaluated:

- Volume-to-Count Ratio – Divides the model volume by the actual traffic count for individual roadways throughout the model.
- Percent of Links Within Caltrans Deviation Allowance – Calculated as the difference between the model and actual traffic count divided by the actual traffic count. Result is then evaluated against prescribed deviation thresholds.
- Correlation Coefficient – estimates the correlation (strength and direction of the linear relationship) between the actual traffic counts and the estimated volumes from the model.
- Percent Root Mean Square Error (%RMSE) – is the square root of the model volume minus the actual count squared divided by the number of counts. It is a measure similar to standard deviation in that it assesses the accuracy of the entire model.

Fehr & Peers analyzed fourteen roadway segments within and adjacent to the City of Rocklin for use in the validation tests. The segments were analyzed for average daily conditions by comparing the model's average daily traffic (ADT) estimate to the existing (2008) condition volumes contained on Exhibit 4.4-3 of the *City's General Plan DEIR (2011)*¹. These segments consist primarily of arterial roadways, which are situated at the project's study area entry/exit points, across geographic boundaries (e.g., railroad or freeway overpasses), or on otherwise critical travel corridors within the City.

To improve the base year model validation, minor changes in roadway free-flow speeds on West Stanford Ranch Road and Wildcat Boulevard were made. On West Stanford Ranch Road, speeds were increased from 40 to 45 miles per hour (mph) between Sunset Boulevard and Park Drive. Additionally, Wildcat Boulevard was increased from 40 to 45 mph from West Stanford Ranch Road to Westview Drive. These changes were made to reflect more accurate prevailing free-flow speeds on these roadways.

Table 5 shows the model validation results. As shown, the 2011 base year travel demand model passes all three validation tests that have measurable acceptance criteria. In addition, the summation of the model's estimated traffic volumes across 13 of the 14 validation roadway segments is nearly identical to the actual volume observed on these segments from the 2008 counts. Appendix A displays the detailed validation statistics (including the existing daily volumes on each roadway segments along with the predicted traffic volume from the base year traffic model). In conclusion, the 2011 base year travel demand

¹ Although the existing counts correspond to 2008 and the model corresponds to 2011, the 2008 counts are considered reasonable to compare against the 2011 model due to the effects of the recession, which resulted in limited new development and actual decreases in travel on most roadways throughout the Sacramento region.

model (within the NwRA) meets the applicable validation tests, and is considered acceptable in using for forecasting cumulative condition volumes.

TABLE 5: BASE YEAR MODEL VALIDATION		
Validation Test	Criteria for Acceptance	City of Rocklin (2011) Base Year Traffic Model
Volume-to-Count Ratio	Not Defined	Model Volume = 193,435 Actual Volume = 176,300
Percent of Links Within Allowable Deviation	≥ 75%	93%
Correlation Coefficient	≥ 0.88	0.94
Percent Root Mean Squared Error (%RMSE)	≤ 40%	24%
Sources: Validation tests and acceptance criteria are <i>Travel Forecasting Guidelines</i> , Caltrans, 1992. Existing roadway segment volumes are City of Rocklin 2030 General Plan, Figure 4.4-3. Notes: Validation only applicable to area bounded by SR 65 (west), Twelve Bridges Drive (north), West Oaks Boulevard (east), and Blue Oaks Boulevard (south). Fehr & Peers, 2016		

CUMULATIVE YEAR MODEL MODIFICATIONS

The City of Rocklin 2030 General Plan cumulative model was used to forecast cumulative year conditions at intersections within and adjacent to the NwRA. On September 4, 2015, Fehr & Peers met with City of Rocklin staff to discuss specific land use assumptions and roadway network improvements contained in the model. Fehr & Peers made several recommendations regarding the model inputs to achieve the following objectives:

1. The list of assumed roadway improvements includes only those improvements programmed in Capital Improvement Programs (CIPs) or in other fee programs with identified funding sources.
2. The list of cumulative land use assumptions is comprised of “reasonably foreseeable projects” likely to be constructed by the 2030 horizon year of the model.

Per the meeting outcome, the 2030 General Plan travel demand model’s roadway system was modified as follows:

- Reduce SR 65 from six to four lanes between Blue Oaks Boulevard and Sunset Boulevard (SR 65 widening is currently only planned to extend northerly to Blue Oaks Boulevard).

- Reduce Atherton Road from four to two lanes between Sunset Boulevard and Lonetree Boulevard (was incorrectly coded in the model, though this change had little effect on travel conditions).
- Reduce Athens Avenue from four to two lanes between Industrial Avenue and Fiddymont Road (widening to four lanes not planned)
- Reduce Industrial Avenue from four to two lanes between Sunset Boulevard and Athens Avenue (widening to four lanes not planned).
- Reduce build-out stage of Placer Parkway from Phase 3 to Phase 1 (Placer Parkway terminates at Foothills Boulevard; future phases beyond Phase 1 are not fully funded).

The 2030 model had included buildout of the 2008 version of the Placer Ranch Specific Plan (PRSP). In Fall 2015, the applicant for a revised Placer Ranch project withdrew their application from the City of Roseville. With this plan no longer being contemplated, it was not reasonable to assume development of such a large project by 2030.

The model had also assumed substantial levels of new residential development within the City of Lincoln 'villages' associated with its General Plan Update. The level of assumed development was considered unreasonable given the model's 2030 horizon year as well as current development activity in the City of Lincoln. Accordingly, Fehr & Peers made the following land use adjustments to the 2030 Rocklin General Plan model:

- Eliminated approximately 6,000 dwelling units from various villages within the City of Lincoln to replicate the level of assumed development in other models being used in South Placer area (e.g., City of Roseville 2035 CIP model).
- Remove Placer Ranch Specific Plan (PRSP) land uses and associated roadways.
- Reallocate one million square feet of planned light industrial land use currently situated in more remote (i.e., further from SR 65) parts of the Sunset Industrial Area (SIA) to more central locations near Sunset Boulevard and Foothills Boulevard (in conjunction with vacant parcels created by the removal of PRSP).
- Add 1,500 dwelling units within the now vacated Placer Ranch site (750 units on either side of Fiddymont Road south of Sunset Blvd. West) as the most likely development scenario in light of Placer Ranch's recent development application withdrawal.

CUMULATIVE TRAFFIC FORECASTING METHODOLOGY

Year 2030 cumulative traffic forecasts were developed by applying the following “difference method” forecasting procedure:

$$\text{Year 2030 Forecast} = \text{Existing Traffic Volume} + \{\text{Cumulative Year Model Volume} - \text{Base Year Model Volume}\}$$

This procedure is routinely applied when developing traffic forecasts because it accounts for potential inaccuracies in the base year model, which if not accounted for in this adjustment process, could also cause inaccuracies in the cumulative year forecasts. For situations in which the roadway or intersection does not currently exist, the model forecast is used directly. A model plot showing the number of lanes assumed within the 2030 cumulative model can be seen in Appendix B.

Table 6 displays the ADT and number of lanes on various roadways within the NWRA. These forecasts represent cumulative conditions with the approved and potential land uses in place.

TABLE 6: AVERAGE DAILY TRAFFIC – CUMULATIVE CONDITIONS WITH APPROVED AND POTENTIAL LAND USE CHANGES		
Roadway Segment	Number of Lanes	ADT
University Avenue – North of Sunset Boulevard	4	27,000
University Avenue – South of Whitney Ranch Parkway	4	21,900
Whitney Ranch Parkway – East of University Avenue	6	32,100
Whitney Ranch Parkway – West of University Avenue	6	42,800
Wildcat Boulevard – North of West Stanford Ranch Rd	4	30,500
Wildcat Boulevard – South of Whitney Ranch Parkway	4	31,600
Wildcat Boulevard – North of Ranch View Drive	4	41,200
University Avenue – North of Whitney Ranch Parkway	2	13,900
Ranch View Drive – West of Wildcat Boulevard	2	12,200
Bridlewood Drive – West of Wildcat Boulevard	2	2,000
Note: ADT = Average Daily Traffic. Volumes rounded to the nearest 100. Fehr & Peers, 2016		

Key findings from this table include the following:

1. Wildcat Boulevard is projected to carry between 30,500 and 41,200 ADT between West Stanford Ranch Road and the Rocklin/Lincoln City Limits. This level of traffic is caused by several factors including the assumptions that the parallel segment of SR 65 remains four lanes as well as substantial new development in Lincoln.

2. University Avenue should be constructed as a four-lane arterial between Sunset Boulevard and Whitney Ranch Parkway to accommodate buildout of the NWRA.
3. The approved and potential levels of retail (482,000 square feet) and business professional (708,000 square feet) development intensity in Areas 104 and 106 represent approximately 35 percent more development on these parcels than the currently permitted uses. The following describes how these land use changes would affect adjacent roadways:
 - University Avenue north of Whitney Ranch Parkway – this segment is projected to carry 13,900 ADT. According to the General Plan Circulation Element and current *NWRA General Development Plan*, the segment of University Avenue between Whitney Ranch Parkway and Ranch View Drive is planned to be constructed as a four-lane arterial. Review of intersection ramps, fire hydrants, street signs, median configurations, etc. confirms this. Currently, only the two easterly lanes have been constructed. Similarly, only two lanes of University Avenue north of Whitney Ranch Parkway have been constructed. Accordingly, Fehr & Peers recommends the following:
 - Construct University Avenue as a four-lane arterial between Whitney Ranch Parkway and Ranch View Drive.
 - Ranch View Drive between Wildcat Boulevard and University Avenue is projected to carry 12,200 ADT. This 500-foot segment consists of one travel lane in each direction separated by a turn lane. Given its short distance and projected traffic volumes, operations at intersections (versus its mid-block roadway capacity) will be the critical elements that dictate overall traffic operations. Accordingly, Fehr & Peers recommends the following:
 - Maintain Ranch View Drive between Wildcat Boulevard and University Avenue as a two-lane street.

CROSS-SECTIONS FOR PLANNED WHITNEY RANCH PARKWAY AND WEST OAKS BOULEVARD EXTENSIONS

Whitney Ranch Parkway's easterly terminus is currently at Old Ranch House Road/Painted Pony Lane. It is planned to continue easterly for a 1.5-mile distance to connect with Park Drive in Whitney Oaks. Existing Whitney Ranch Parkway is a four-lane divided roadway, while existing Park Drive is a four-lane undivided roadway. Ultimately, Whitney Ranch Parkway/Park Drive is planned to provide a continuous connection between SR 65 and Sierra College Boulevard.

West Oaks Boulevard is planned to extend northerly for approximately 0.5 miles from its current terminus north of Holly Drive to Whitney Ranch Parkway. It is constructed as a four-lane street between Stanford

Ranch Road and Hunter Drive. However, north of Hunter Drive, only the two planned northbound lanes are constructed.

At the City’s request, Fehr & Peers developed cumulative ADT estimates for the planned extensions of Whitney Ranch Parkway and West Oaks Boulevard using the 2030 With Approved and Potential Land Uses Conditions travel demand model. Using this model, forecasts were developed for the two following two scenarios:

- Scenario 1 – Park Drive extends to Sierra College Boulevard (through the Clover Valley Lakes Development)
- Scenario 2 – Park Drive extends into the Clover Valley Lakes Development, but does not connect to Sierra College Boulevard

Scenario 1 assumes buildout of the Clover Valley Lakes Development, while Scenario 2 assumes development of 140 dwelling units per City staff direction.

Table 7 displays the cumulative ADT estimates for each segment of Whitney Ranch Parkway and West Oaks Boulevard for each scenario. Based on Table 7, Fehr & Peers recommends that the Whitney Ranch Parkway extension be constructed as four-lanes under Scenario 1. Under Scenario 2, operations would be acceptable as a two-lane divided roadway. The projected volume under either scenario along the extension of West Oaks Boulevard suggests that operations would be acceptable as a two-lane roadway. However, turn lanes would be necessary at intersections along the roadway extension.

TABLE 7: AVERAGE DAILY TRAFFIC – CUMULATIVE CONDITIONS ALONG EXTENSIONS OF WHITNEY RANCH PARKWAY AND WEST OAKS BOULEVARD		
Roadway Segment	Cumulative ADT	
	Scenario 1	Scenario 2
Whitney Ranch Parkway – East of Painted Pony Lane	10,200	7,500
Whitney Ranch Parkway – East of West Oaks Blvd.	18,600	13,400
Whitney Ranch Parkway – West of Whitney Oaks Dr.	9,800	2,300
West Oaks Boulevard – North of Holly Drive	12,400	10,900
West Oaks Boulevard – South of Whitney Ranch Parkway	9,800	8,200
Note: ADT = Average Daily Traffic. Volumes rounded to the nearest 100. Fehr & Peers, 2016		

4. INTERSECTION OPERATIONS

It is apparent from Chapter 2 that the approved and potential land use changes would result in the NWRA GDP maximum daily trip cap being exceeded. Therefore, according to the *Northwest Rocklin General Development Plan Amendment (2008)*, it is necessary to study the effects of this additional traffic on operations at surrounding intersections and roadway segments. This chapter presents this analysis.

This chapter also analyzes intersection operations associated with Scenario 1A, which includes the approved and potential land use changes as well as several additional land use modifications being considered by the City.

CITY OF ROCKLIN LOS POLICY

Policy C-10 of the *City of Rocklin General Plan Circulation Element (2012)* states the following:

- A. Maintain a minimum traffic Level of Service "C" for all signalized intersections during the p.m. peak hour on an average weekday, except in the circumstances described in C-10.B and C. below
- B. Recognizing that some signalized intersections within the City serve and are impacted by development located in adjacent jurisdictions, and that these impacts are outside the control of the City, a development project which is determined to result in a Level of Service worse than "C" may be approved, if the approving body finds (1) the diminished level of service is an interim situation which will be alleviated by the implementation of planned improvements or (2) based on the specific circumstances described in Section C. below, there are no feasible street improvements that will improve the Level of Service to "C" or better as set forward in the Action Plan for the Circulation Element.
- C. All development in another jurisdiction outside of Rocklin's control which creates traffic impacts in Rocklin should be required to construct all mitigation necessary in order to maintain a LOS C in Rocklin unless the mitigation is determined to be infeasible by the Rocklin City Council. The standard for determining the feasibility of the mitigation would be whether or not the improvements create unusual economic, legal, social, technological, physical or other similar burdens and considerations".

Based on the above policy, this study first seeks to determine whether the approved and potential land use changes (along with other background roadway and land use changes in the model) would maintain LOS C or better operations at study intersections under cumulative conditions with the lane configurations assumed in the 2030 General Plan EIR. Based on those results, mitigations are identified, if necessary, to improve operations to LOS C or better. Finally, if no mitigations were available to restore operations to LOS C or better, then the sub-section of Policy C-10 relating to effects caused by future development in other jurisdictions is considered.

It is worth noting that roadway network analysis in the City of Rocklin General Plan DEIR (2011) was limited to signalized intersections for the PM peak hour. Although average daily traffic volumes were reported on various City roadways for informational purposes, they were not analyzed for LOS impacts. This study follows this same analysis approach.

ANALYSIS METHODOLOGY

The level of service at signalized intersections in the City of Rocklin is analyzed using the software program Traffix. Consistent with City of Rocklin standards², all signalized intersections were analyzed using the *Interim Materials on Highway Capacity – Circular 212* (Transportation Research Board, 1980) methodology with the following capacities (specified by the City):

<u>Number of Signal Phases</u>	<u>Capacity</u>
2 Phases	1,600 vphpl ³
3 Phases	1,500 vphpl
4 or more Phases	1,450 vphpl

Each signalized study intersection is analyzed using the Circular 212 methodology to determine the volume-to-capacity (v/c) ratio during the PM peak hour. **Table 8** displays the v/c ratio range associated with each LOS grade.

TABLE 8: VOLUME TO CAPACITY RATIO AND LOS AT SIGNALIZED INTERSECTIONS	
Level of Service	V/C Ratio Range
A	≤ 0.60
B	0.61 – 0.70
C	0.71 – 0.80
D	0.81 – 0.90
E	0.91 – 1.00
F	> 1.00
Source: City of Rocklin.	

² As described on page 4.4-38 of the *City of Rocklin General Plan Update DEIR* (2011).

³ vphpl = vehicles per hour per lane.

SELECTION OF STUDY INTERSECTIONS

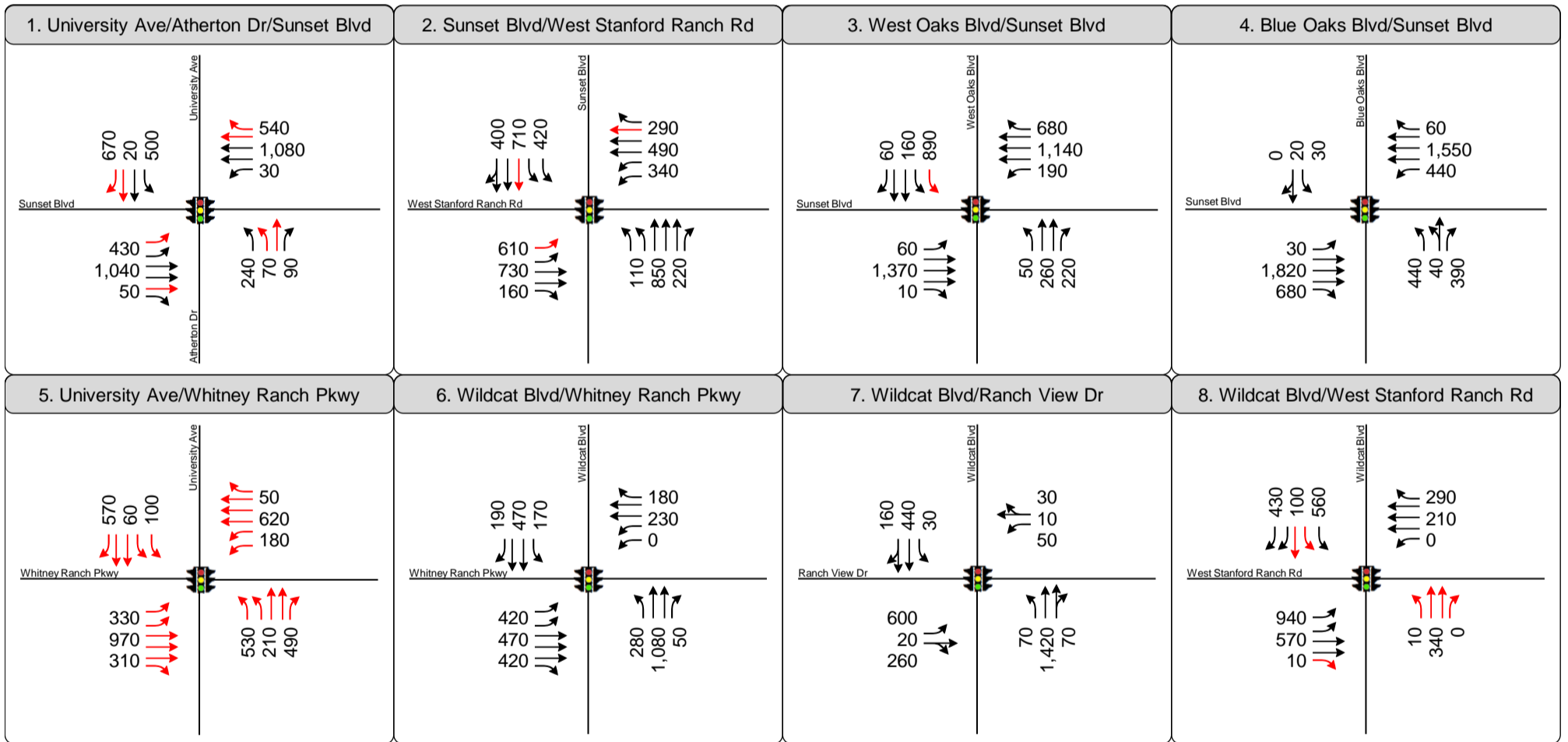
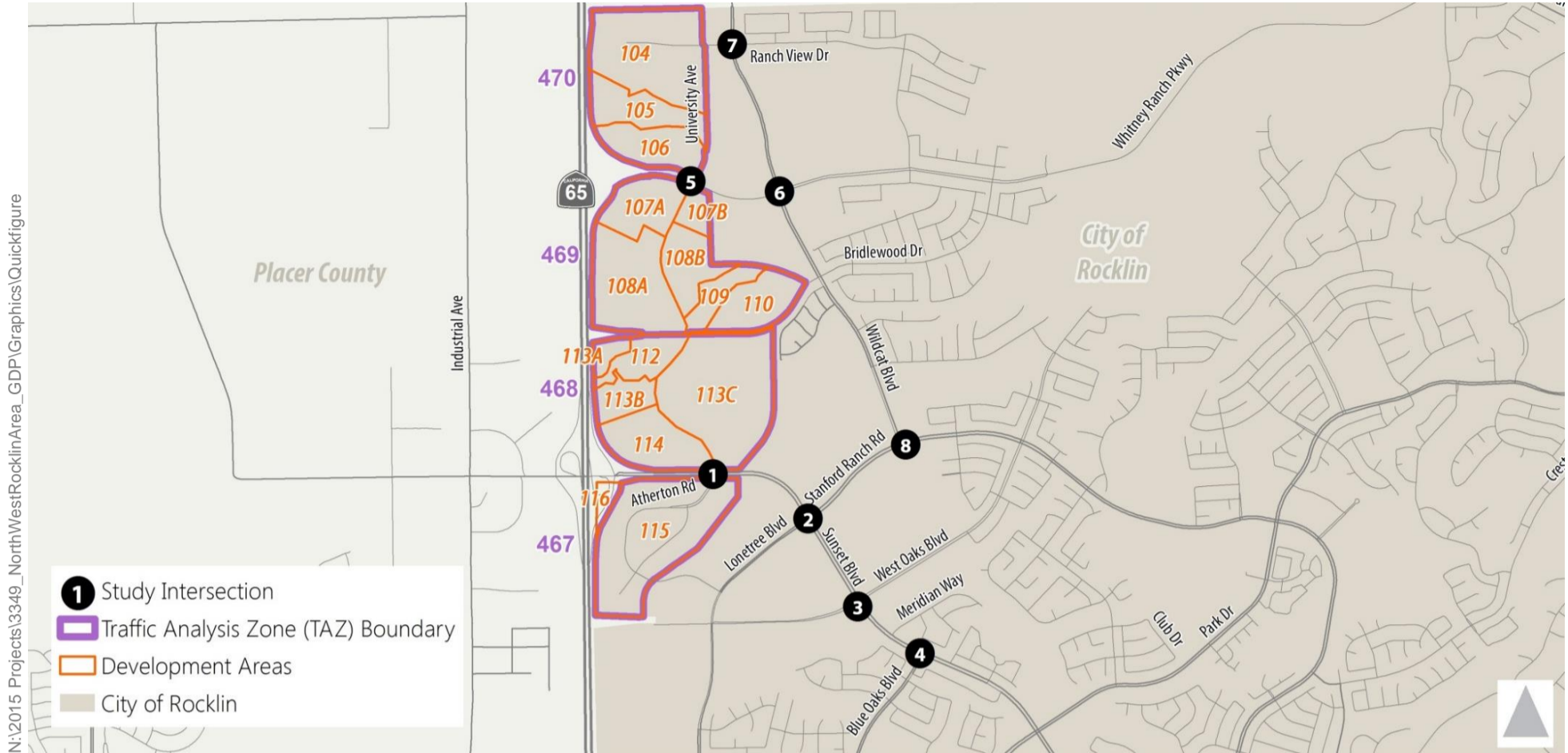
Figure 1 shows the eight signalized intersections that were selected for study. These intersections were selected based on their proximity to the NWRA, their anticipated use by project trips, and their susceptibility of being impacted (i.e., intersections operating in the LOS C range under cumulative conditions in the General Plan).

INTERSECTION OPERATIONS

Table 9 displays the existing PM peak hour LOS at the signalized study intersections, as presented in the *City of Rocklin General Plan Draft EIR (2011)*. As shown, each intersection currently operates at LOS B or better.

TABLE 9: PM PEAK HOUR INTERSECTION LEVEL OF SERVICE – EXISTING CONDITIONS		
Intersection	Traffic Control	Existing Conditions ¹
		V/C / LOS
1. Sunset Boulevard/Atherton Road/University Ave.	Signal	0.34 / A
2. Sunset Boulevard/West Stanford Ranch Road	Signal	0.47 / A
3. Sunset Boulevard/West Oaks Boulevard	Signal	0.35 / A
4. Sunset Boulevard/Blue Oaks Boulevard	Signal	0.68 / B
5. Whitney Ranch Parkway/University Avenue	Did not exist when GP EIR was prepared	
6. Whitney Ranch Parkway/Wildcat Boulevard	Signal	0.18 / A
7. Wildcat Boulevard/Ranch View Drive	Signal	0.18 / A
8. Wildcat Boulevard/West Stanford Ranch Road	Signal	0.46 / A
Notes: V/C = Volume-to-Capacity Ratio. LOS = Level of Service. ¹ Reported results from the <i>City of Rocklin General Plan Draft EIR (2011)</i> .		

Fehr & Peers developed “Cumulative (2030) With Approved and Potential Land Use Changes” PM peak hour traffic forecasts at the study intersections based on the forecasting approach described in Chapter 3. **Figure 2** displays the resulting forecasts. Lane configurations for each intersection were derived from the City of Rocklin 2030 GP EIR “Cumulative Conditions with Buildout of Potential General Plan (with Mitigation)” scenario. Figure 2 shows the assumed lane configurations.



Note: Arrows shown in red represent additional lanes assumed under 2030 City of Rocklin General Plan

- PM Peak Hour Traffic Volume
- Existing Conditions Turn Lane
- Cumulative Conditions Turn Lane
- Traffic Signal

Figure 2
PM Peak Hour Traffic Volumes
and Lane Configurations -
Cumulative Plus Approved and Potential Land Use Changes Conditions



Table 10 displays the the PM peak hour LOS at the study intersections for the following scenarios:

- Cumulative with Buildout of Potential General Plan (with GP Mitigations)
- Cumulative With Approved and Potential Land Use Changes (with GP Mitigations)

The results in Table 10 are based on identical lane configurations, signal phasing, and right-turn-on-red (RTOR) treatments at each intersection between scenarios to facilitate an apples-to-apples comparison. Thus, the only difference between the scenarios relates to the traffic forecasts. Table 10 also provides notes that help explain the differences in LOS results between the two scenarios. Refer to Appendix B for technical calculations.

One particularly important component of the Circular 212 calculations is the treatment of right-turns. The Traffix software program allows for right-turn movements to be considered as: "ignore", "include", or "overlap". The following describes conditions associated with each treatment option:

- Ignore – the turn lane is channelized and has its own receiving lane. This treatment completely removes the right-turn volume from the LOS calculation.
- Include – right-turns are made from a shared through lane, or prohibited from being made on red. This treatment includes the entire right-turn volume in the LOS calculation.
- Overlap – right-turns are made from a turn pocket (but not channelized), have a complimentary/opposing left-turn phase, and are permitted to turn right on red. This treatment includes a portion of the right-turn volume in the LOS calculation⁴. This treatment is also used for intersections with right-turn overlap (arrow) signal phasing.

As noted previously, all results in Table 10 use the identical right-turn treatments as were applied for each intersection in the City of Rocklin General Plan DEIR. However, Fehr & Peers' review of those right-turn treatments yielded several instances in which the treatment was incorrectly applied. Therefore, the results in the following section address the need for additional improvements (mitigations) and/or corrections to the treatment of right-turn movements at the five intersections anticipated to operate at worse than LOS C.

⁴ For example, a northbound right-turn volume of 300 vph with a westbound left-turn volume of 100 vph would have 33 percent right turn on red, which results in a right-turn volume of 200 vph for LOS calculation.

**TABLE 10:
PM PEAK HOUR INTERSECTION LEVEL OF SERVICE – CUMULATIVE (2030) CONDITIONS**

Intersection	Traffic Control	2030 General Plan With EIR Mitigation ¹	2030 with Approved and Potential Land Use Changes ²	Notes/Explanations
		V/C / LOS	V/C / LOS	
1. Sunset Boulevard/Atherton Road/University Avenue	Signal	0.77 / C	0.95 / E	Substantially greater use of University Avenue (ADT increases from 10,900 to 27,000)
2. Sunset Boulevard/West Stanford Ranch Road	Signal	0.80 / C	0.71 / C	Modest decrease in 'critical' turning movements.
3. Sunset Boulevard/West Oaks Boulevard	Signal	0.71 / C	0.84 / D	Degraded LOS due to combined effect of: - SR 65 reduction from 6 to 4 lanes from Blue Oaks Blvd. to Sunset Blvd. shifts traffic to Sunset Blvd, - Greater number of trips generated in NWRA GDP.
4. Sunset Boulevard/Blue Oaks Boulevard	Signal	0.79 / C	0.91 / E	
5. Whitney Ranch Parkway/University Avenue	Signal	0.64 / B	0.66 / B	Significant differences in turn movements due to approved and Potential rezonings and improvements in model. Resulting operations remain similar however.
6. Whitney Ranch Parkway/Wildcat Boulevard	Signal	0.67 / B	0.78 / C	Additional traffic on north-south approaches has greater effect versus reduced traffic on east-west approaches.
7. Wildcat Boulevard/Ranch View Drive	Signal	0.79 / C	0.98 / E	Substantially greater use of Ranch View Drive West (ADT increases from 7,800 to 12,200)
8. Wildcat Boulevard/West Stanford Ranch Road	Signal	0.80 / C	0.83 / D	Modest differences in turn movements due to factors in footnote #2. Resulting operations remain similar.
<p>Notes: V/C = Volume-to-Capacity Ratio. LOS = Level of Service. ¹ Reported results from the <i>City of Rocklin General Plan Draft EIR</i> (2011). ² Approved and Potential land use changes include various rezonings within the Northwest Rocklin Area per direction provided by City staff on 9/4/2015 (see Table 3). This scenario also assumes various background and roadway network changes in the South Placer area, which also affect cumulative traffic forecasts (see Chapter 3). This scenario assumes identical lane configurations, signal phasing, and right-turn treatments as GP EIR with mitigation scenario. Note: Cells shown in bold represent an intersection LOS that is worse than the City's LOS C policy.</p>				

INTERSECTION MITIGATION MEASURES AND METHODOLOGY CORRECTIONS

The following describes recommended improvements at each signalized study intersection to achieve LOS C or better operations. In addition, each intersection's LOS calculations were reviewed to determine whether right-turns were being treated correctly. In instances in which the right-turn movement clearly qualified as being 'ignore' or 'include', this option was selected. For all other right-turns, a 20 percent right-turn-on-red (RTOR) reduction was conservatively chosen. This was selected over the use of 'overlap' because the resulting RTOR percentages would have been excessively high and unrealistic.

Intersection MitigationsSunset Boulevard/Atherton Road/University Avenue

- Restripe the southbound University Avenue approach from a planned 1 left turn lane, 2 through lanes and 1 right turn lane to consist of 2 left turn lanes, 1 through lane, and 1 right turn lane. The suggested restriping simply reassigns lanes on the SB approach and does not require any further widening beyond which has already been planned. Eastbound Sunset Boulevard currently has a sufficient number of receiving lanes to accommodate this restriping without requiring any additional ROW or restriping.
- Provide a right-turn only driveway on the north side of Sunset Boulevard west of University Avenue to serve the retail parcel (i.e., acts to reduce southbound right-turn volume).

Sunset Boulevard/West Oaks Boulevard (refer to **Figure 3** for improvement concept)

- Restripe the southbound West Oaks Boulevard approach from (a planned) 2 left turn lanes, 2 through lanes, and 1 right turn lane to consist of 3 left turn lanes, 1 through lane, and 1 right turn lane.
- Restripe the northbound West Oaks Boulevard approach from 1 left turn lane, 2 through lanes, and 1 right turn lane to consist of 2 left turn lanes, 1 through lane, and 1 through/right lane to achieve proper lane alignments.

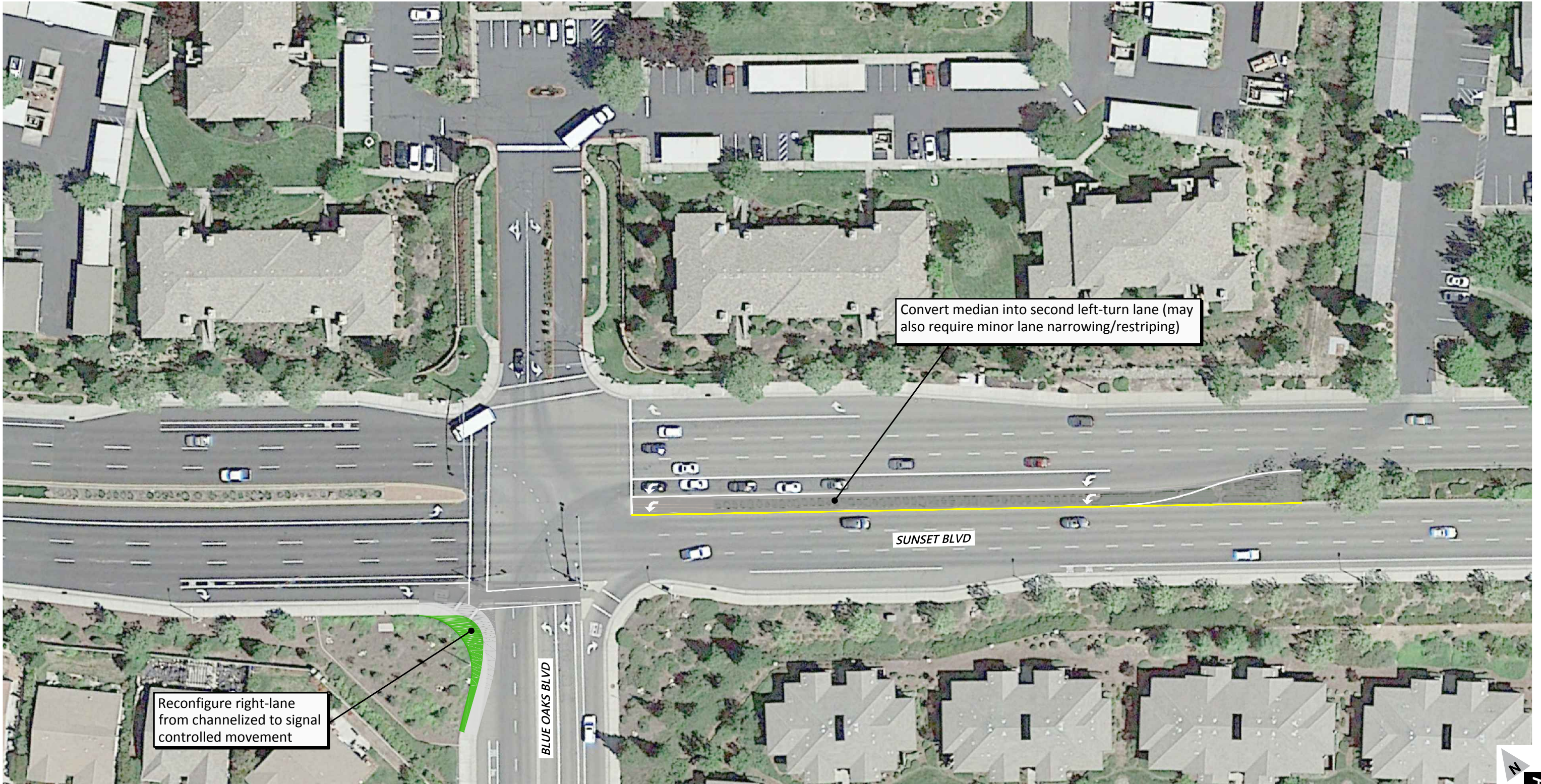
Sunset Boulevard/Blue Oaks Boulevard (refer to **Figure 4** for improvement concept)

- The westbound Sunset Boulevard approach currently consists of one left-turn lane, three through lanes, and one right-turn lane. Add a second left turn lane on westbound Sunset Boulevard (constructed from existing median and minor restriping/narrowing of existing lanes).
- Convert eastbound Sunset Boulevard channelized right turn to a signal controlled movement with overlap arrow to better accommodate westbound dual left-turn movement (see Figure 4 for illustration of improvement).

Wildcat Boulevard/Ranch View Drive (refer to **Figure 5** for improvement concept)

- Restripe the eastbound Ranch View Drive approach from 1 left turn lane and 1 through/right lane to consist of 1 left turn lane, 1 shared left/through lane, and 1 dedicated right-turn lane.

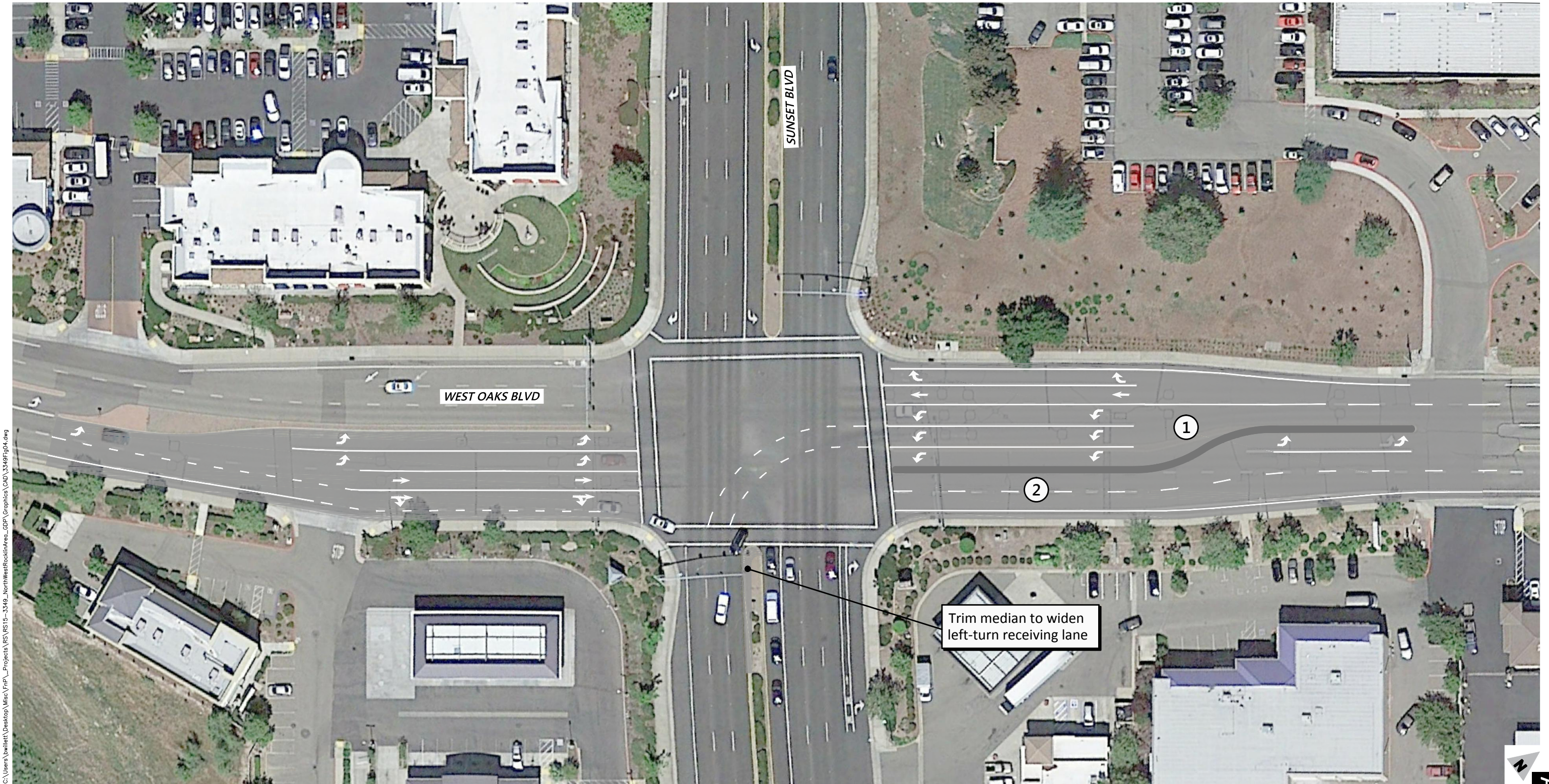
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Convert median into second left-turn lane (may also require minor lane narrowing/restriping)

Reconfigure right-lane from channelized to signal controlled movement

Figure 3
Sunset Boulevard / Blue Oaks Boulevard
Proposed Improvements Concept

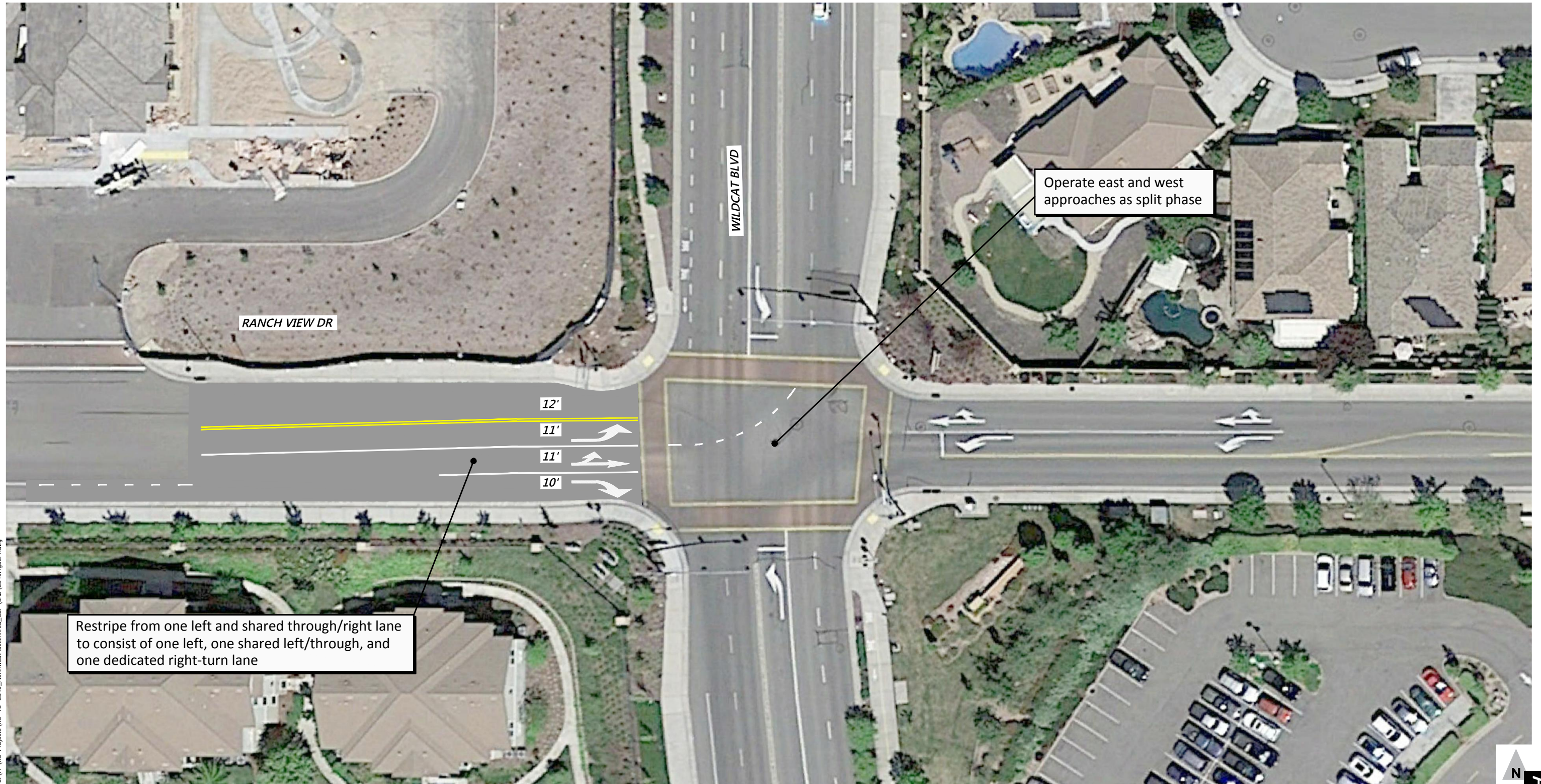


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NOTE:

- ① City of Rocklin GP contemplates this approach being expanded from four to five lanes
- ② Additional civil engineering required to address lane transition

Figure 4
Sunset Boulevard / West Oaks Boulevard
Proposed Improvements Concept



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Restripe from one left and shared through/right lane to consist of one left, one shared left/through, and one dedicated right-turn lane

Operate east and west approaches as split phase

12'
11'
11'
10'

Agenda Item #7.

Figure 7
Wildcat Boulevard / Ranch View Drive
Proposed Improvements Concept

Methodology Corrections

Sunset Boulevard/West Stanford Ranch Road

- The General Plan EIR analysis had coded the westbound Sunset Boulevard right-turn as 'ignore', meaning it had its own receiving lane, which is not the case. Update LOS calculation using more reasonable assumption of 'include' for right-turn treatment (with 20 percent RTOR assumption).

Whitney Ranch Parkway/University Avenue

- The General Plan EIR analysis had coded the southbound University Avenue right-turn as 'ignore', meaning it had its own receiving lane, which is not the case. Update LOS calculation using more reasonable assumption of 'include' for right-turn treatment (with 20 percent RTOR assumption).

Whitney Ranch Parkway/Wildcat Boulevard

- The General Plan EIR analysis had coded right-turns on all approaches as either 'ignore' or 'overlap'. Update LOS calculation using more reasonable assumption of 'include' for all right-turn treatments (with 20 percent RTOR assumption).

Wildcat Boulevard/West Stanford Ranch Road

- The General Plan EIR analysis had coded right-turns on all approaches as either 'ignore' or 'overlap'. Update LOS calculation using more reasonable assumption of 'include' for all right-turn treatments (with 20 percent RTOR assumption).

Table 11 displays the effectiveness of the above mitigation measures and right-turn treatment adjustments under Cumulative (2030) Plus Approved and Potential Land Use Changes conditions. As shown, these measures would restore operations to LOS C or better under cumulative conditions at all eight study intersections. Refer to Appendix B for technical calculations. Therefore, all intersections would meet the City's LOS C policy.

**TABLE 11:
PM PEAK HOUR INTERSECTION LEVEL OF SERVICE – CUMULATIVE CONDITIONS WITH POTENTIAL MITIGATION MEASURES**

Intersection	Traffic Control	2030 General Plan With EIR Mitigation ¹	2030 with Approved and Potential Land Use Changes and Right-Turn Adjustments and Additional Mitigation ²	Right-Turn Adjustments / Additional Mitigation ²
		V/C / LOS	V/C / LOS	
1. Sunset Boulevard/Atherton Road/University Avenue	Signal	0.77 / C	0.80 / C	Restripe SB approach from 1 LT, 2 TH, and 1 RT to consist of 2 LT, 1 TH, and 1 RT. Construct right-turn driveway into retail parcel west of University Drive.
2. Sunset Blvd./West Stanford Ranch Rd.	Signal	0.80 / C	0.71 / C	Right-turn adjustments made.
3. Sunset Boulevard/West Oaks Boulevard	Signal	0.71 / C	0.74 / C	Restripe SB approach from 2 LT, 2 TH, and 1 RT to consist of 3 LT, 1 TH, and 1 RT Restripe NB approach from 1 LT, 2 TH, and 1 RT to consist of 2 LT, 1 TH, and 1 TH/RT
4. Sunset Boulevard/Blue Oaks Boulevard	Signal	0.79 / C	0.76 / C	Add 2 nd WB LT lane (from median and minor restriping). Convert EB RT to signal controlled movement with overlap arrow
5. Whitney Ranch Pkwy./University Ave.	Signal	0.64 / B	0.78 / C	Right-turn adjustments made.
6. Whitney Ranch Parkway/Wildcat Blvd.	Signal	0.67 / B	0.73 / C	Right-turn adjustments made.
7. Wildcat Boulevard/Ranch View Drive	Signal	0.79 / C	0.78 / C	Restripe EB approach from 1 LT & 1 TH/RT to consist of 1 LT, 1 shared LT/TH, and 1 RT lane
8. Wildcat Blvd./West Stanford Ranch Rd.	Signal	0.80 / C	0.79 / C	Right-turn adjustments made.

Notes:

V/C = Volume-to-Capacity Ratio. LOS = Level of Service.

¹ Reported results from the *City of Rocklin General Plan Draft EIR* (2011).

² Refer to previous text for more detailed discussion of improvements and adjustments to right-turn movement.

Source: Fehr & Peers, 2016.

ANALYSIS OF SCENARIO 1A

Scenario 1A consists of the following additional land use changes, which may be contemplated by the City of Rocklin (refer to map in Appendix A for site locations):

- Development Area 113B (17.7 acres): Rezone 20 percent of area from mixed-use to high-density residential (at 22 units per acre). This area would consist of: 78 multi-family dwelling units, 77,000 square feet of retail, and 108,000 square feet of office.
- Area 1 (9.2 acres located west of Wildcat Boulevard at Bridlewood Drive): Rezone from business professional to high-density residential (at 22 units per acre). This area would consist of: 202 multi-family dwelling units.
- Area 3 (12 acres located along Whitney Ranch Parkway): Rezone from mixed-use to multi-family residential (at 22 units per acre). This area would consist of: 264 multi-family dwelling units.

These uses would result in a net decrease in overall trip generation (i.e., an approximate 2,500 daily trip reduction compared to the Approved and Potential Land Use Changes scenario).

The City has also considered rezoning 6.5 acres of land in Area 2 (located in the southwest quadrant of the Whitney Ranch Parkway/Wildcat Boulevard intersection) from mixed-use to retail. However, since the model had already assumed retail in this area, no additional land use changes were necessary.

These land use changes were applied to the 2030 Approved and Potential Land Use Changes scenario. Consequently, Scenario 1A evaluates the effects of both the Approved and Potential Land Use Changes analyzed earlier as well as the potential land use modifications listed directly above.

Table 12 compares PM peak hour intersection operations under 2030 conditions with the Approved and Potential Land Use Changes against Scenario 1A. As shown, all intersections would continue operating at the same PM peak hour LOS under each scenario. Therefore, it can be concluded that the additional land use adjustments in Scenario 1A would not adversely affect any study intersections.

TABLE 12: PM PEAK HOUR INTERSECTION LEVEL OF SERVICE – CUMULATIVE CONDITIONS WITH SCENARIO 1A			
Intersection	Traffic Control	2030 Conditions with Right-Turn Adjustments and Additional Mitigation ²	
		with Approved and Potential Land Use Changes	With Scenario 1A
		V/C / LOS	V/C / LOS
1. Sunset Boulevard/Atherton Road/University Avenue	Signal	0.80 / C	0.80 / C
2. Sunset Blvd./West Stanford Ranch Rd.	Signal	0.71 / C	0.72 / C
3. Sunset Boulevard/West Oaks Boulevard	Signal	0.74 / C	0.74 / C
4. Sunset Boulevard/Blue Oaks Boulevard	Signal	0.76 / C	0.75 / C
5. Whitney Ranch Pkwy./University Ave.	Signal	0.78 / C	0.77 / C
6. Whitney Ranch Parkway/Wildcat Blvd.	Signal	0.73 / C	0.73 / C
7. Wildcat Boulevard/Ranch View Drive	Signal	0.78 / C	0.78 / C
8. Wildcat Blvd./West Stanford Ranch Rd.	Signal	0.79 / C	0.79 / C
Notes: V/C = Volume-to-Capacity Ratio. LOS = Level of Service. ¹ Reported results from the <i>City of Rocklin General Plan Draft EIR</i> (2011). ² Refer to previous text for more detailed discussion of improvements and adjustments to right-turn movement. Source: Fehr & Peers, 2016.			

Appendix A

Trip Generation Table

City of Rocklin Trip Rates
Land Use Input Categories and Units:

Name	Description	Units	Average Daily Trip Generation Rates
SFDU	Single Family	Dwelling Units	9.0
MFDU	Multi-Family	Dwelling Units	6.5
ARDU	Age-Restricted	Dwelling Units	3.0
RET	Retail	Thousand Square Feet (KSF)	35.0
MALL	Mall	KSF	26.0
OFF	Office	KSF	17.7
IND	Industrial	KSF	7.6
HTI	High-Tech Industrial	KSF	10.5
CC	Convention Center	KSF	132.2
CHURCH	Church/Worship Center	KSF	9.3
LODGE	Lodging	KSF	19.0
MED	Medical Office/Clinics	KSF	36.1
HOSP	Hospital	KSF	17.6
CONV	Convalescent Home	KSF	5.0
HOTEL	Hotel	Rooms	5.6
PQPL	Public/Quasi-Public Low	KSF	9.0
PQPH	Public/Quasi-Public High	KSF	25.0
SCHOOL	School (K-12)	Students	1.0
GOLF	Golf Course	Acres	8.3
PARK	Park	Acres	2.2
CEM	Cemetery	Acres	4.2
FAIR	Fairgrounds	Acres	1.59
UNIV	University	Students	1.4

Source: 2030 City of Rocklin Travel Demand Model

Note: Peak Hour Trip Rates are factored down from daily rates and are not readily available.

MXD+ /ITE Internalization Calculations

Rocklin NWRA GDP Trip Generation Comparison			
	Travel Demand Model (TDM) Trip Generation	ITE 9th Edition/MXD+ Trip Generation	Comments
Gross Daily Trips	89,248	91,870	TDM: Based on static trip rates ITE: Based on 9th Edition of Trip Generation Manual
Traffic Model (Post P-A) Assigned Daily Trips	84,439	-	Due to model-wide differences in trip productions (Ps) and attractions (As), the model 'chops' some trips to balance P-As
Internalization	4.60%	5.60%	TDM: Calculated as difference from Post P-A trips and external trips. ITE: Based on MXD+ model.
Retail Pass-by Trips	-	-5,974	TDM: Pass-by trips are not considered in model. ITE: Assumes 10% pass-by for AM and daily, and 25% pass-by for PM.
External Daily Trips	80,591	80,751	TDM estimate is nearly identical to ITE/MXD+ estimate.
Gross AM Trips	5,198	4,428	TDM: Based on static trip rates ITE: Based on 9th Edition of Trip Generation Manual
Traffic Model (Post P-A) Assigned Daily Trips	4,495	-	Due to model-wide differences in trip productions (Ps) and attractions (As), the model 'chops' some trips to balance P-As
Internalization	7.70%	8.70%	TDM: Calculated as difference from Post P-A trips and external trips. ITE: Based on MXD+ model.
Retail Pass-by Trips	-	-129	TDM: Pass-by trips are not considered in model. ITE: Assumes 10% pass-by for AM and daily, and 25% pass-by for PM.
External Daily Trips	4,149	3,915	TDM estimate is 6% above ITE/MXD+ estimate.
Gross PM Trips	7,483	8,686	TDM: Based on static trip rates ITE: Based on 9th Edition of Trip Generation Manual
Traffic Model (Post P-A) Assigned Daily Trips	6,549	-	Due to model-wide differences in trip productions (Ps) and attractions (As), the model 'chops' some trips to balance P-As
Internalization	8.80%	13.20%	TDM: Calculated as difference from Post P-A trips and external trips. ITE: Based on MXD+ model.
Retail Pass-by Trips	-	-1,183	TDM: Pass-by trips are not considered in model. ITE: Assumes 25% pass-by for PM.
External Daily Trips	5,973	6,355	TDM estimate is 6% below ITE/MXD+ estimate.

Project Name

Scenario Name

Scenario ID: 595_1

Model Output

Results Summary ITE Results ITE Handbook Results **MXD+ Results**

Basic Output

MXD+ External Vehicle Trip In/Out Summary							
	Daily	AM In	AM Out	AM Total	PM In	PM Out	PM Total
Vehicle Trips	83,878	2,722	1,088	3,810	2,935	4,199	7,134

MXD+ External Vehicle Trip Generation			
Methodology	Daily	AM Peak Hour	PM Peak Hour
ITE	91,870	4,428	8,686
MXD+	83,878	3,810	7,134

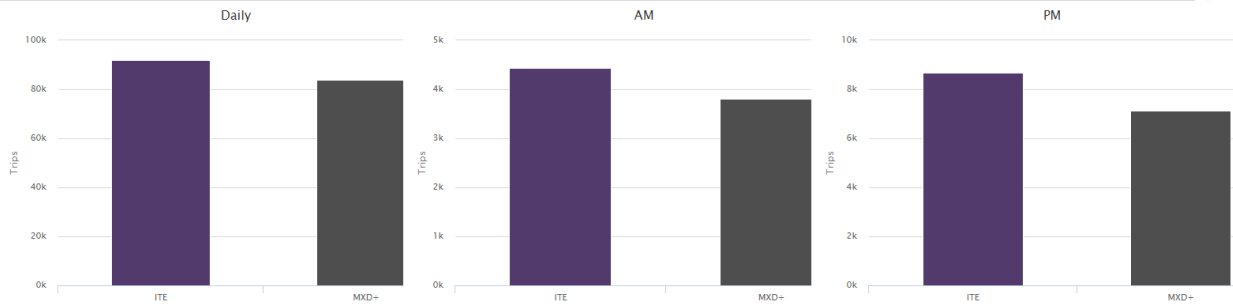
MXD+ External VMT			
Methodology	Daily	AM Peak Hour	PM Peak Hour
ITE	643,090	35,424	60,802
MXD+	587,146	30,480	49,938

Methodology Comparison

MXD+ Vehicle Trip Generation Reductions			
	Daily	AM Peak Hour	PM Peak Hour
Internal Capture	5,114	384	1,148
Shift to Transit	2,050	181	330
Shift to Walk/Bike	828	53	74

MXD+ Vehicle Trip Generation Reduction Percent			
	Daily	AM Peak Hour	PM Peak Hour
Internal Capture	5.6%	8.7%	13.2%
Shift to Transit	2.2%	4.1%	3.8%
Shift to Walk/Bike	0.9%	1.2%	0.9%

External Trip Generation Comparison Charts



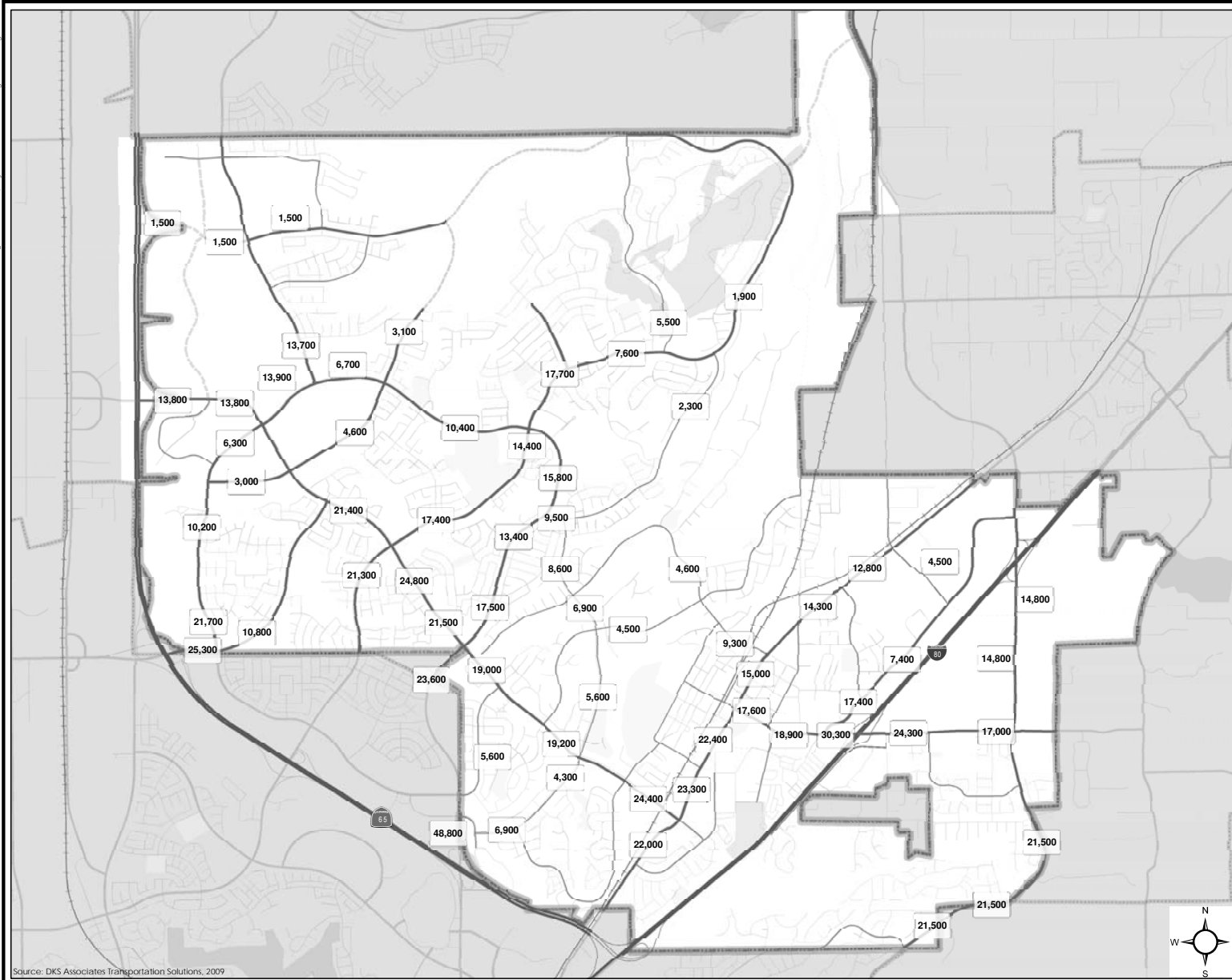
Existing Conditions Model Validation

Base Year (2011) Travel Demand Model - Static Validation Results for Daily Conditions

ID	Link ID	LOCATION	Daily Traffic Counts	Model	Model/Count	Deviation	Maximum Deviation	Within Deviation	Model-Count	Difference Squared
1		Sunset East of SR 65	13,800	15,410	1.12	0.12	0.32	YES	1,610	2,592,100
2		Lonetree south of Sunset	3,000	4,578	1.53	0.53	0.60	YES	1,578	2,490,084
3		W. Stanford Ranch east of Sunset	13,900	15,364	1.11	0.11	0.32	YES	1,464	2,143,296
4		W. Stanford Ranch east of Wildcat	6,700	8,319	1.24	0.24	0.43	YES	1,619	2,621,161
5		West Oaks east of Sunset	4,600	4,428	0.96	0.04	0.60	YES	-172	29,584
6		Wildcat north of W. Stanford Ranch	13,700	12,568	0.92	0.08	0.32	YES	-1,132	1,281,424
7		Lincoln Parkway at Lincoln CL	6,600	8,873	1.34	0.34	0.43	YES	2,273	5,166,529
8		Twelve Bridges Dr east of SR 65	14,200	14,697	1.04	0.03	0.31	YES	497	247,009
9		W. Stanford Ranch Rd east of West Oaks	10,400	8,933	0.86	0.14	0.37	YES	-1,467	2,152,089
10		Sunset south of Blue Oaks	21,400	29,070	1.36	0.36	0.27	NO	7,670	58,828,900
11		Blue Oaks east of Lonetree	10,800	14,470	1.34	0.34	0.36	YES	3,670	13,468,900
12		Lonetree south of West Oaks	10,200	7,346	0.72	0.28	0.37	YES	-2,854	8,145,316
13		Lonetree north of Blue Oaks	21,700	19,648	0.91	0.09	0.27	YES	-2,052	4,210,704
14		Blue Oaks east of SR 65	25,300	29,731	1.18	0.18	0.26	YES	4,431	19,633,761

176,300 193,435

Model/Count Ratio = 1.10
Percent Within Caltrans Maximum Deviation = 93% > 75%
Percent Root Mean Square Error = 24% < 40%
Correlation Coefficient = 0.94 > 0.88



Source: DKS Associates Transportation Solutions, 2009

NO SCALE



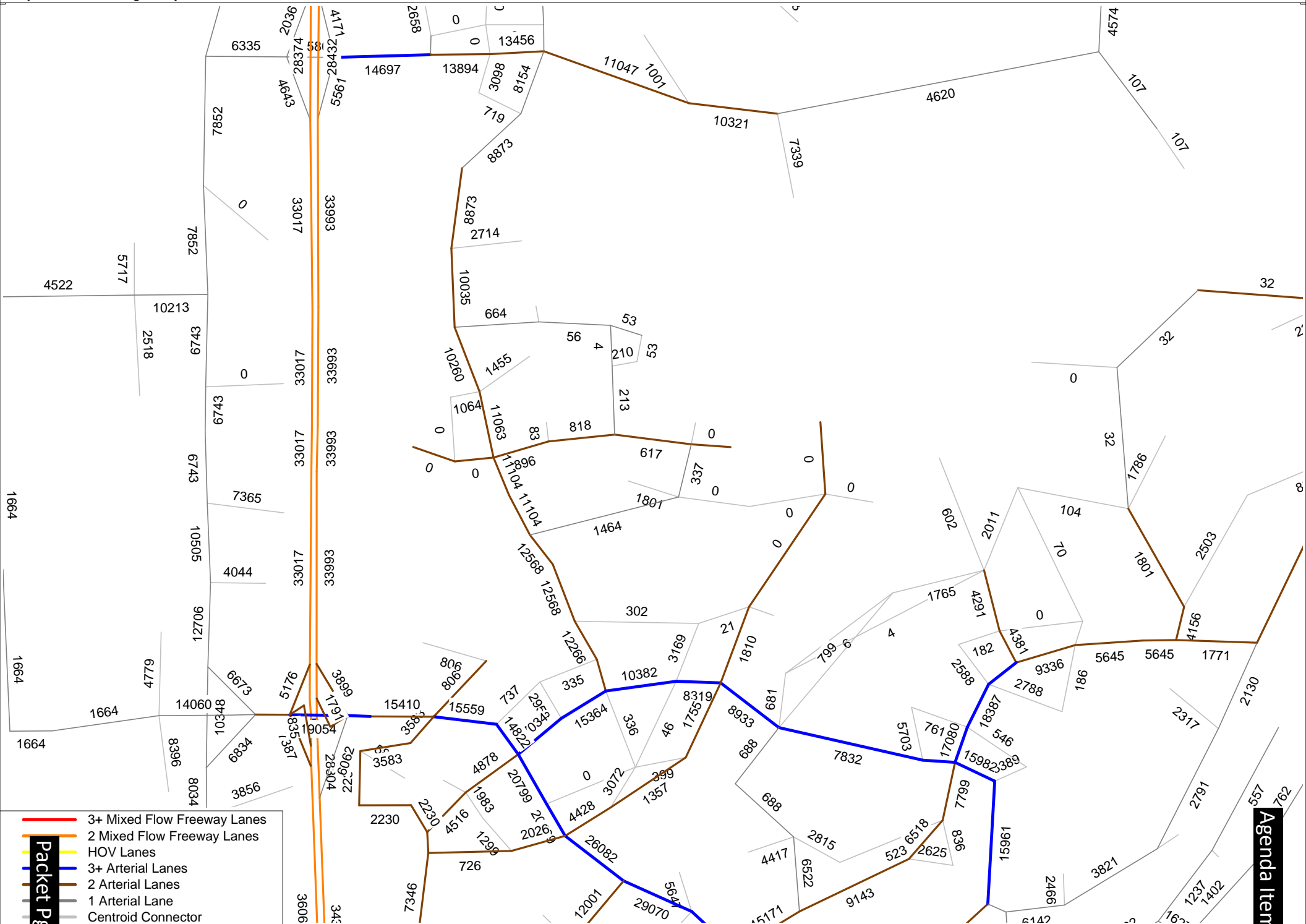
18,200 Existing Daily Volume

Roadways

- ARTERIAL
- - - COLLECTOR
- FREEWAY
- FREEWAY RAMP



Figure 4.4-3
Existing Daily Traffic Volumes on Rocklin Roadways

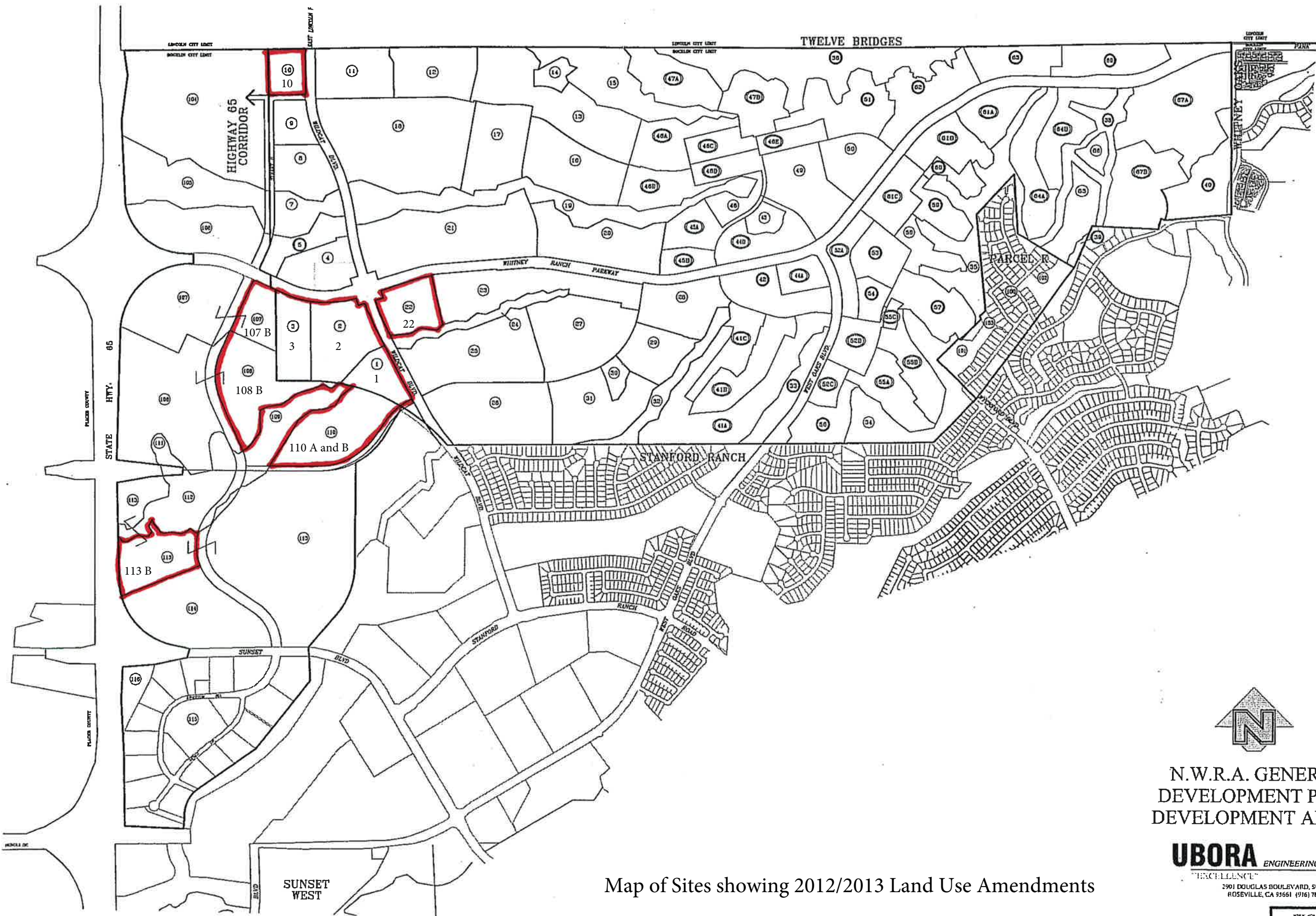


2011 Roadway Network

- 3+ Mixed Flow Freeway Lanes
- 2 Mixed Flow Freeway Lanes
- HOV Lanes
- 3+ Arterial Lanes
- 2 Arterial Lanes
- 1 Arterial Lane
- Centroid Connector

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Agenda Item #7.



Map of Sites showing 2012/2013 Land Use Amendments



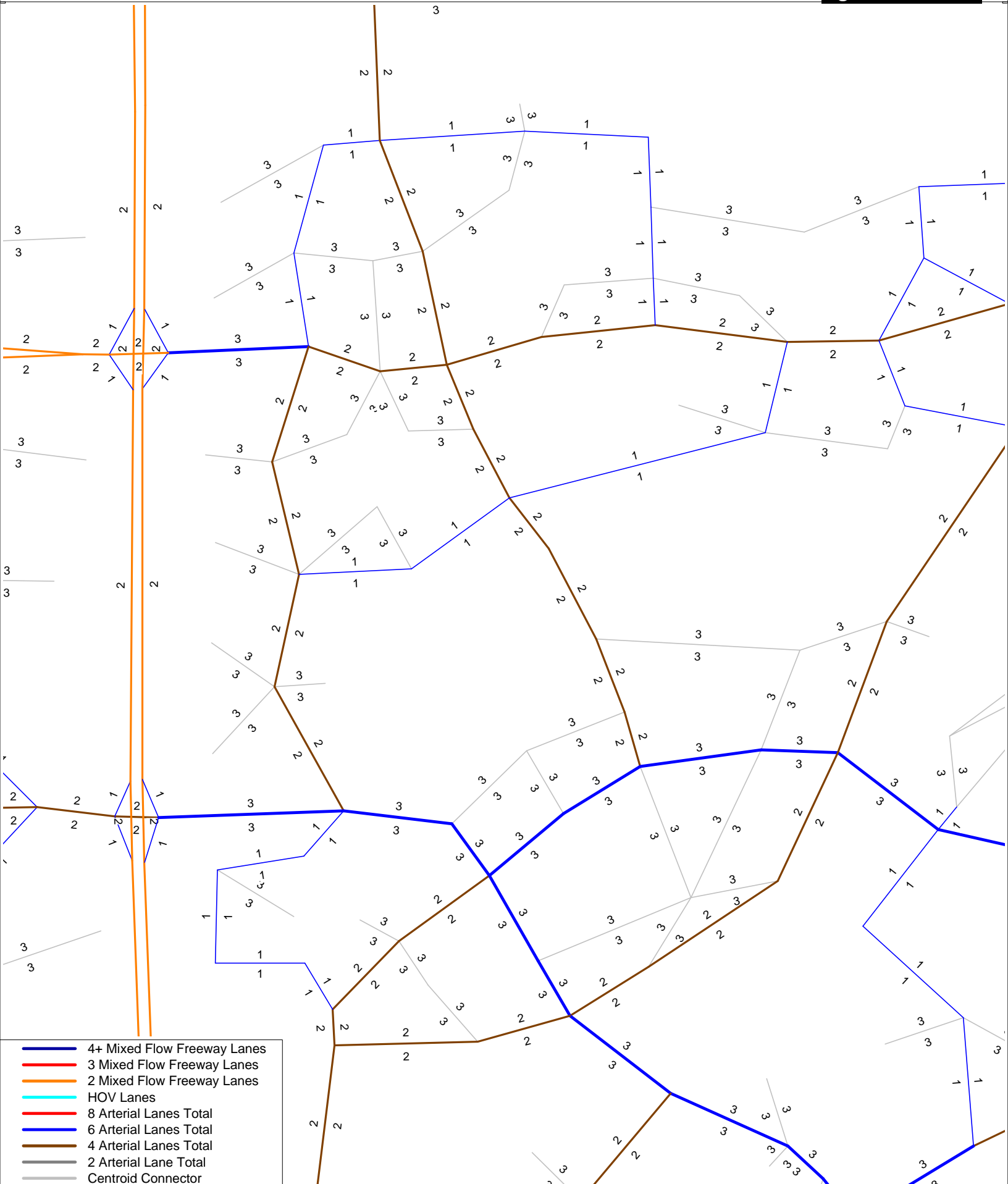
N.W.R.A. GENERAL
DEVELOPMENT PLAN
DEVELOPMENT AREAS

UBORA ENGINEERING & PLANNING
"EXCELLENCE"
2901 DOUGLAS BOULEVARD, SUITE 205
ROSEVILLE, CA 95661 (916) 780-2500

FIGURE 5

Appendix B

Cumulative Conditions Lane Assumptions



Cumulative Conditions Technical Calculations
2030 General Plan

Rocklin General Plan Update
Cumulative With Buildout of Proposed General Plan
With Identified Intersection Mitigations

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 Sunset Bl & Atherton

Cycle (sec): 100 Critical Vol./Cap.(X): 0.768
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L-T-R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves.

Rocklin General Plan Update
Cumulative With Buildout of Proposed General Plan
With Identified Intersection Mitigations

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 Sunset Bl & Park Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.736
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L-T-R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves.

Rocklin General Plan Update
Cumulative With Buildout of Proposed General Plan
With Identified Intersection Mitigations

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #135 Sunset Bl & West Oaks Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 10 columns and 10 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 10 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 10 columns and 4 rows including Vol/Sat, Crit Volume, and Crit Moves.

Rocklin General Plan Update
Cumulative With Buildout of Proposed General Plan
With Identified Intersection Mitigations

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #136 W Stanford Ranch Rd & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.796
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 112 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 10 columns and 10 rows including Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 10 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 10 columns and 4 rows including Vol/Sat, Crit Volume, and Crit Moves.

City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 Sunset Bl & Blue Oaks Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 109 Level Of Service: C

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves.

City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 Sunset Bl & Fairway Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.743
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: C

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control Rights, Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves.

GP30 Future Geo Fri May 22, 2009 10:53:36 Page 78-1
City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #165 Sierra College Bl & Valley View Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L-T-R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 10 columns for traffic flow metrics across four approaches.

Saturation Flow Module table with 10 columns for flow metrics across four approaches.

Capacity Analysis Module table with 10 columns for capacity metrics across four approaches.

Crit Moves: ****

GP30 Future Geo Fri May 22, 2009 10:53:36 Page 79-1
City of Rocklin General Plan Update
2030 Plus Project
PM Peak Hour LOS (Modified Circular 212 Capacities)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #166 University Ave & Whitney Ranch Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L-T-R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Volume Module table with 10 columns for traffic flow metrics across four approaches.

Saturation Flow Module table with 10 columns for flow metrics across four approaches.

Capacity Analysis Module table with 10 columns for capacity metrics across four approaches.

Crit Moves: ****

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #141 Wildcat Bl & Bridlewood Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Protected, Include), and Lanes. Includes values for Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across four approaches.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. across four approaches.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves across four approaches.

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #142 Wildcat Bl & Whitney Ranch Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Protected, Include), and Lanes. Includes values for Min. Green, Y+R, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across four approaches.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. across four approaches.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves across four approaches.

Level Of Service Computation Report
 Circular 212 Planning Method (Base Volume Alternative)

 Intersection #145 Wildcat Bl & Ranch View Dr

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.786
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 107 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	0	1	1	0	1

Volume Module:

Base Vol:	2	1124	56	28	524	77	485	31	6	46	3	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1124	56	28	524	77	485	31	6	46	3	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1124	56	28	524	77	485	31	6	46	3	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1124	56	28	524	77	485	31	6	46	3	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1124	56	28	524	77	485	31	6	46	3	34

Saturation Flow Module:

Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.91	0.09	1.00	1.74	0.26	1.00	0.84	0.16	1.00	0.08	0.92
Final Sat.:	1450	2762	138	1450	2528	372	1450	1215	235	1450	118	1332

Capacity Analysis Module:

Vol/Sat:	0.00	0.41	0.41	0.02	0.21	0.21	0.33	0.03	0.03	0.03	0.03	0.03
Crit Volume:	590			28			485					37
Crit Moves:	****			****			****					****

Level Of Service Computation Report
 Circular 212 Planning Method (Base Volume Alternative)

 Intersection #152 Stanford Ranch Rd & Crest Dr

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.920
 Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1	0	2	0	0	0	0	0	1

Volume Module:

Base Vol:	0	569	295	589	437	0	0	0	0	143	0	359
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	569	295	589	437	0	0	0	0	143	0	359
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	569	295	589	437	0	0	0	0	143	0	359
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	569	295	589	437	0	0	0	0	143	0	359
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	569	295	589	437	0	0	0	0	143	0	359

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.32	0.68	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1976	1024	1500	3000	0	0	0	0	1500	0	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.29	0.29	0.39	0.15	0.00	0.00	0.00	0.00	0.10	0.00	0.24
Crit Volume:	432			589			0					359
Crit Moves:	****			****								****

City of Rocklin General Plan Update

2030 Plus Project

PM Peak Hour LOS (Modified Circular 212 Capacities)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #137 W Stanford Ranch Rd & Wildcat Bl

Cycle (sec): 100 Critical Vol./Cap.(X): 0.796
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 112 Level Of Service: C

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Capacity Analysis Module, Vol/Sat, Crit Volume, and Crit Moves.

City of Rocklin General Plan Update

2030 Plus Project

PM Peak Hour LOS (Modified Circular 212 Capacities)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #138 Whitney Ranch Pkwy & Bridlewood Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.334
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Control, Rights, Min. Green, Y+R, and Lanes.

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Volume Module, Base Vol, Growth Adj, Initial Bse, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

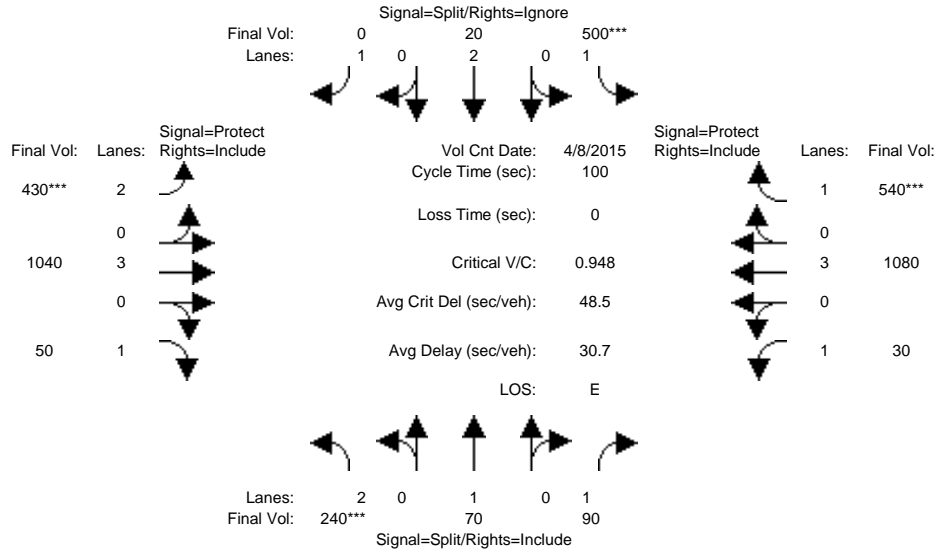
Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Capacity Analysis Module, Vol/Sat, Crit Volume, and Crit Moves.

**Cumulative Conditions Technical Calculations
Proposed Land Use Changes**

City of Rocklin
Cumulative Conditions PM Peak Hour
NWRA GDP 2030

Level Of Service Computation Report
Circular 212 Planning (Future Volume Alternative)
PM Peak Hour Scenario

Intersection #1: Sunset Blvd/Atherton Dr/University Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

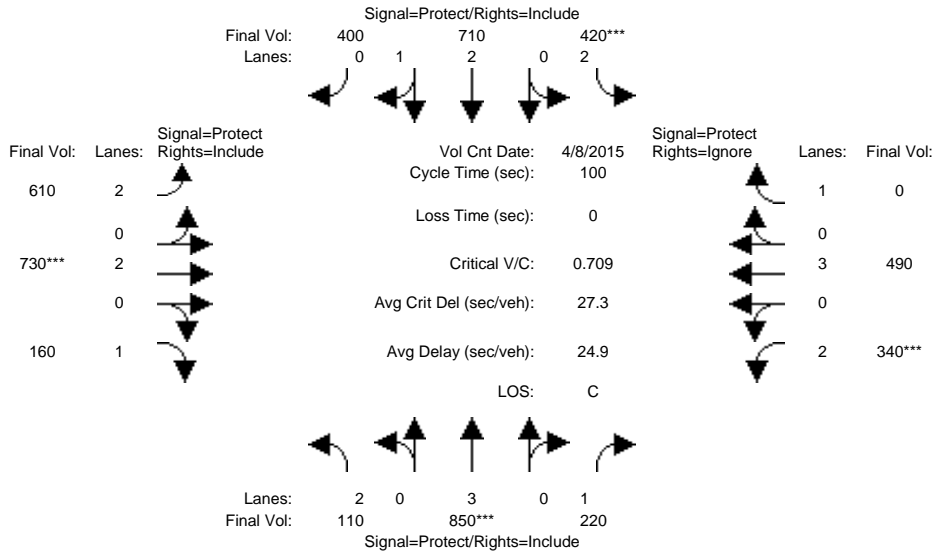
Volume Module:	>> Count Date: 8 Apr 2015 <<											
Base Vol:	240	70	90	500	20	670	430	1040	50	30	1080	540
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	70	90	500	20	670	430	1040	50	30	1080	540
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	70	90	500	20	670	430	1040	50	30	1080	540
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	70	90	500	20	0	430	1040	50	30	1080	540
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	70	90	500	20	0	430	1040	50	30	1080	540
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	240	70	90	500	20	0	430	1040	50	30	1080	540

Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2900	1450	1450	1450	2900	1450	2900	4350	1450	1450	4350	1450

Capacity Analysis Module:												
Vol/Sat:	0.08	0.05	0.06	0.34	0.01	0.00	0.15	0.24	0.03	0.02	0.25	0.37
Crit Volume:	120			500			215				540	
Crit Moves:	****			****			****				****	

City of Rocklin
 Cumulative Conditions PM Peak Hour
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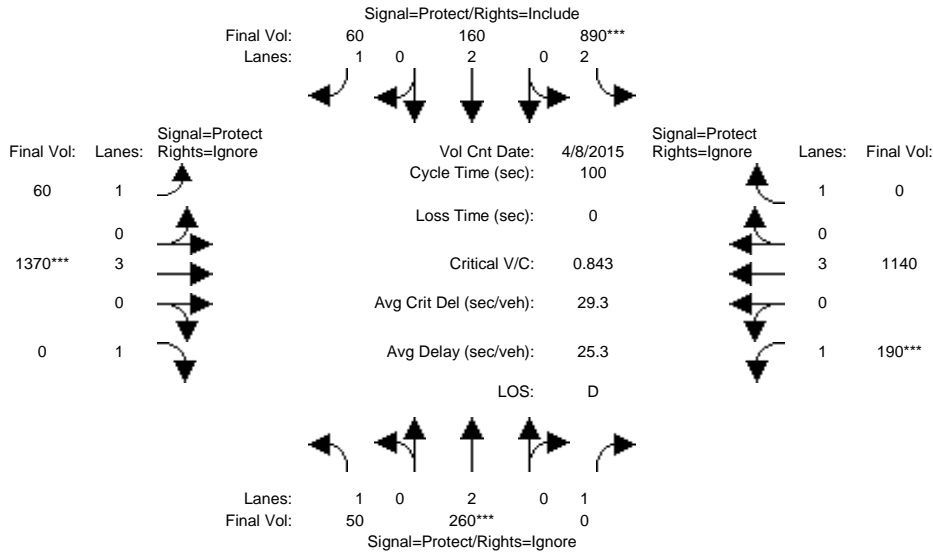
Intersection #2: Sunset Blvd/West Stanford Ranch Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Apr 2015 <<												
Base Vol:	110	850	220	420	710	400	610	730	160	340	490	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	850	220	420	710	400	610	730	160	340	490	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	850	220	420	710	400	610	730	160	340	490	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	110	850	220	420	710	400	610	730	160	340	490	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	850	220	420	710	400	610	730	160	340	490	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	110	850	220	420	710	400	610	730	160	340	490	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	2900	1450	2900	2900	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.15	0.14	0.24	0.28	0.21	0.25	0.11	0.12	0.11	0.00
Crit Volume:	283		210		365		170					
Crit Moves:	****		****		****		****					

City of Rocklin
 Cumulative Conditions PM Peak Hour
 NWRA GDP 2030
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 PM Peak Hour Scenario

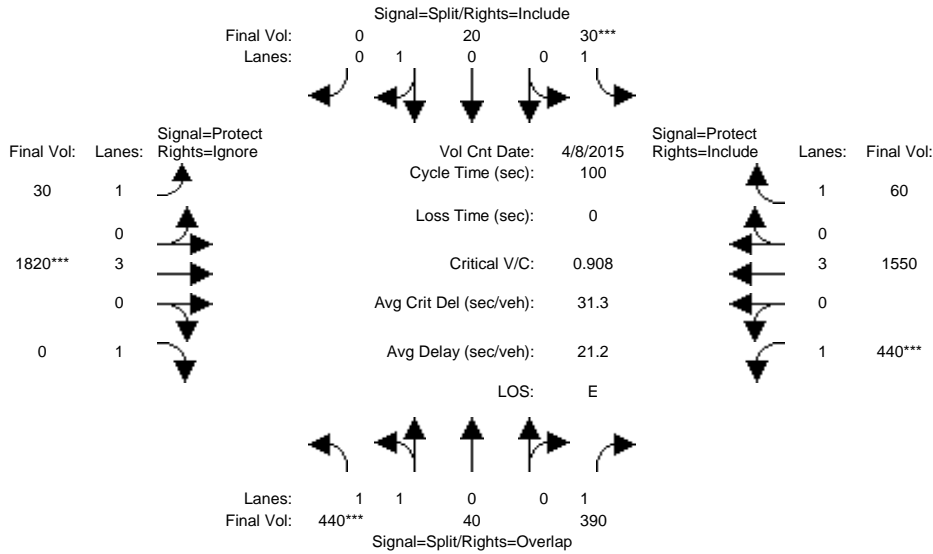
Intersection #3: Sunset Blvd/West Oaks Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Apr 2015 <<												
Base Vol:	50	260	220	890	160	60	60	1370	10	190	1140	680
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	260	220	890	160	60	60	1370	10	190	1140	680
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	260	220	890	160	60	60	1370	10	190	1140	680
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	50	260	0	890	160	60	60	1370	0	190	1140	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	260	0	890	160	60	60	1370	0	190	1140	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	50	260	0	890	160	60	60	1370	0	190	1140	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	2900	1450	2900	2900	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.00	0.31	0.06	0.04	0.04	0.31	0.00	0.13	0.26	0.00
Crit Volume:	130			445				457		190		
Crit Moves:	****			****				****		****		

City of Rocklin
 Cumulative Conditions PM Peak Hour
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 Circular 212 Planning (Future Volume Alternative)
 PM Peak Hour Scenario

Intersection #4: Sunset Blvd/Blue Oaks Blvd

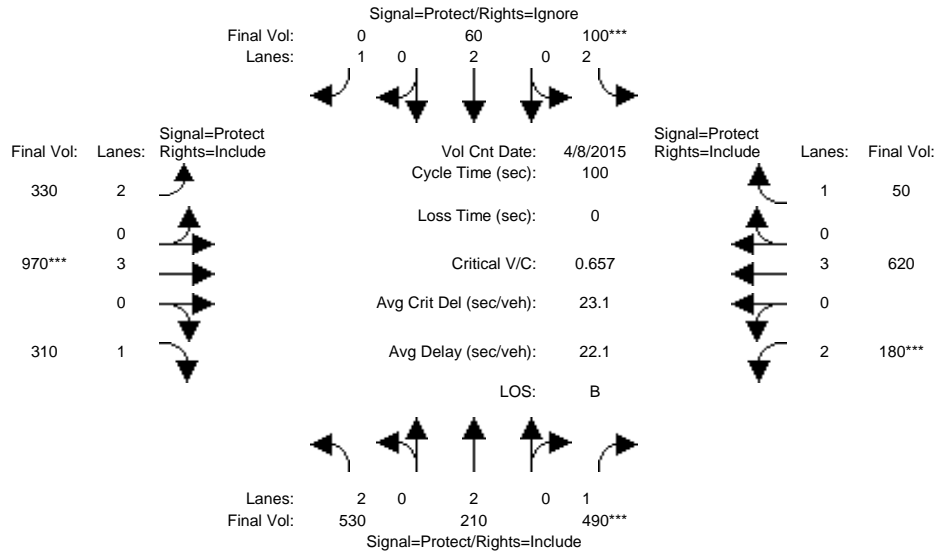


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Apr 2015 <<												
Base Vol:	440	40	390	30	20	0	30	1820	680	440	1550	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	40	390	30	20	0	30	1820	680	440	1550	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	40	390	30	20	0	30	1820	680	440	1550	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	440	40	390	30	20	0	30	1820	0	440	1550	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	40	390	30	20	0	30	1820	0	440	1550	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	440	40	390	30	20	0	30	1820	0	440	1550	60
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.83	0.17	1.00	1.00	1.00	0.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2658	242	1450	1450	1450	0	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.27	0.02	0.01	0.00	0.02	0.42	0.00	0.30	0.36	0.04
Crit Volume:	240			30				607		440		
Crit Moves:	****			****				****		****		

City of Rocklin
Cumulative Conditions PM Peak Hour
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Circular 212 Planning (Future Volume Alternative)
PM Peak Hour Scenario

Intersection #5: Whitney Ranch Pkwy/University Dr

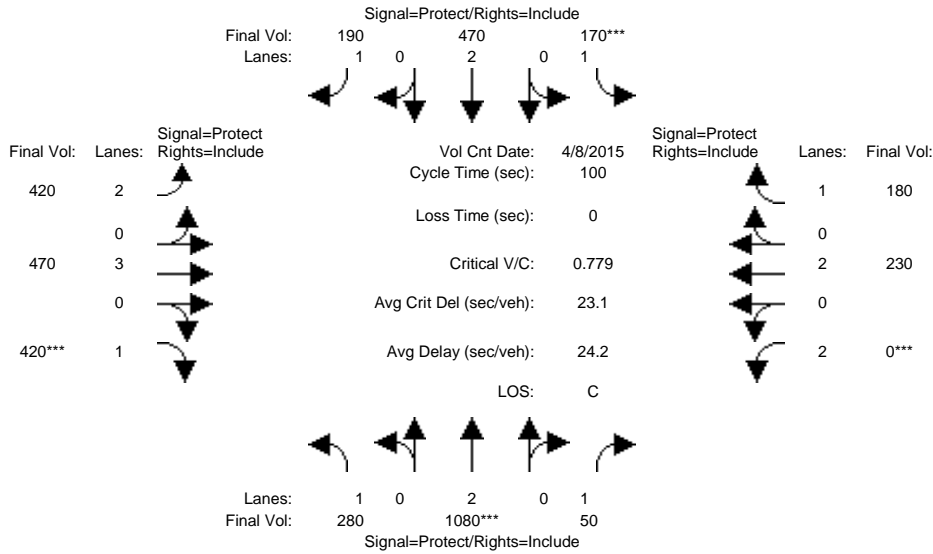


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Apr 2015 <<												
Base Vol:	530	210	490	100	60	570	330	970	310	180	620	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	530	210	490	100	60	570	330	970	310	180	620	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	530	210	490	100	60	570	330	970	310	180	620	50
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	530	210	490	100	60	0	330	970	310	180	620	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	530	210	490	100	60	0	330	970	310	180	620	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	530	210	490	100	60	0	330	970	310	180	620	50
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.18	0.07	0.34	0.03	0.02	0.00	0.11	0.22	0.21	0.06	0.14	0.03
Crit Volume:			490	50				323		90		
Crit Moves:			****	****				****		****		

City of Rocklin
Cumulative Conditions PM Peak Hour
NWRA GDP 2030

Level Of Service Computation Report
Circular 212 Planning (Future Volume Alternative)
PM Peak Hour Scenario

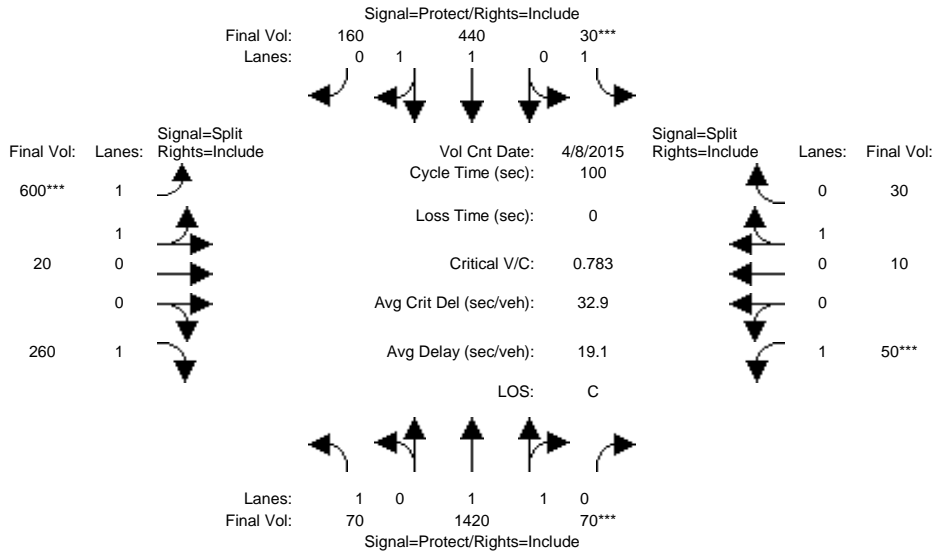
Intersection #6: Whitney Ranch Pkwy/Wildcat Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Apr 2015 <<												
Base Vol:	280	1080	50	170	470	190	420	470	420	0	230	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	1080	50	170	470	190	420	470	420	0	230	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	1080	50	170	470	190	420	470	420	0	230	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	1080	50	170	470	190	420	470	420	0	230	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	1080	50	170	470	190	420	470	420	0	230	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	280	1080	50	170	470	190	420	470	420	0	230	180
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	2900	4350	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.19	0.37	0.03	0.12	0.16	0.13	0.14	0.11	0.29	0.00	0.08	0.12
Crit Volume:	540			170			420			0		
Crit Moves:	****			****			****			****		

City of Rocklin
 Cumulative Conditions PM Peak Hour
 NWRA GDP 2030
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 Circular 212 Planning (Future Volume Alternative)
 PM Peak Hour Scenario

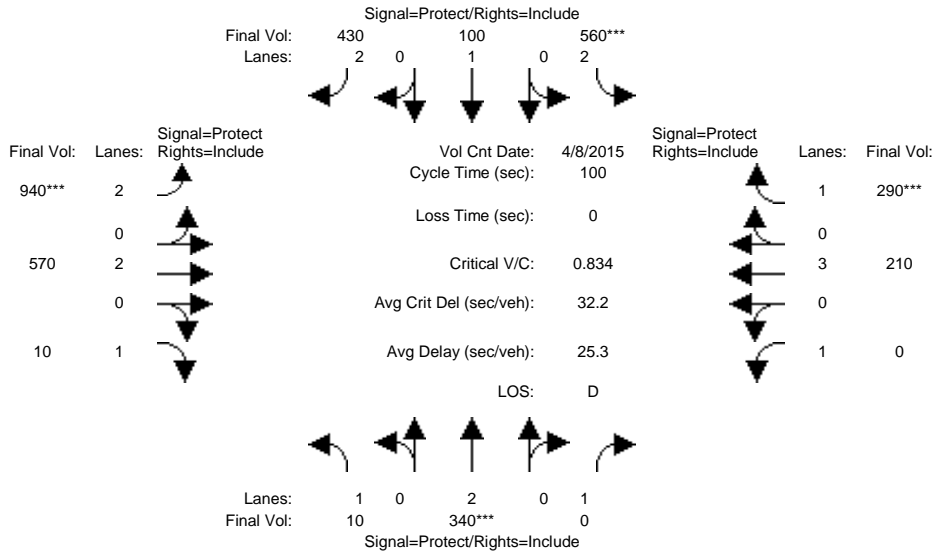
Intersection #7: Wildcat Blvd/Ranch View Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Apr 2015 <<												
Base Vol:	70	1420	70	30	440	160	600	20	260	50	10	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1420	70	30	440	160	600	20	260	50	10	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1420	70	30	440	160	600	20	260	50	10	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1420	70	30	440	160	600	20	260	50	10	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1420	70	30	440	160	600	20	260	50	10	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1420	70	30	440	160	600	20	260	50	10	30
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.91	0.09	1.00	1.47	0.53	1.94	0.06	1.00	1.00	0.25	0.75
Final Sat.:	1450	2764	136	1450	2127	773	2806	94	1450	1450	363	1088
Capacity Analysis Module:												
Vol/Sat:	0.05	0.51	0.51	0.02	0.21	0.21	0.21	0.21	0.18	0.03	0.03	0.03
Crit Volume:	745			30			310			50		
Crit Moves:	****			****			****			****		

City of Rocklin
 Cumulative Conditions PM Peak Hour
 NWRA GDP 2030
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 Circular 212 Planning (Future Volume Alternative)
 PM Peak Hour Scenario

Intersection #8: Wildcat Blvd/West Stanford Ranch Rd



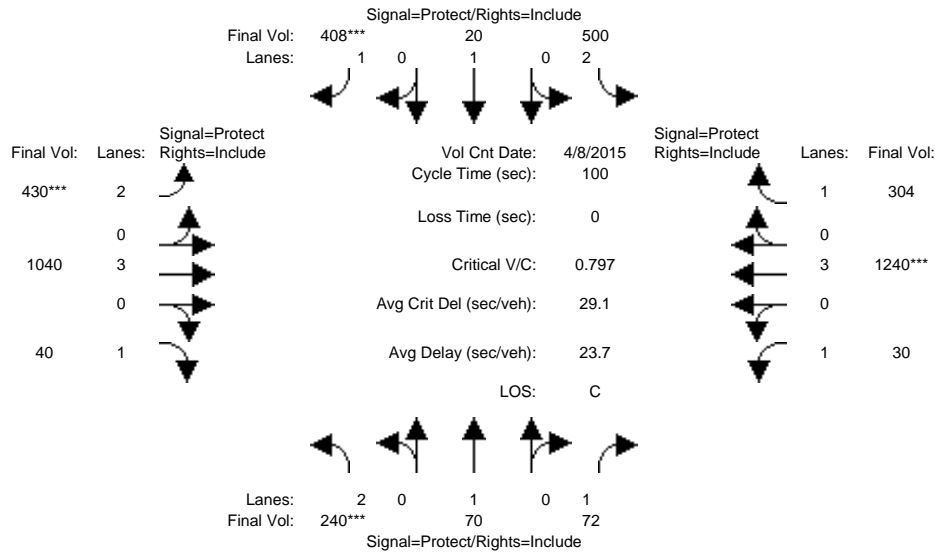
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Apr 2015 <<												
Base Vol:	10	340	0	560	100	430	940	570	10	0	210	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	340	0	560	100	430	940	570	10	0	210	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	340	0	560	100	430	940	570	10	0	210	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	340	0	560	100	430	940	570	10	0	210	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	340	0	560	100	430	940	570	10	0	210	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	340	0	560	100	430	940	570	10	0	210	290
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	2.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	2900	1450	2900	1450	2900	2900	2900	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.00	0.19	0.07	0.15	0.32	0.20	0.01	0.00	0.05	0.20
Crit Volume:	170			280			470					290
Crit Moves:	****			****			****					****

Cumulative Conditions Technical Calculations
Proposed Land Use Changes – Mitigations/RTOR Adjustments

City of Rocklin
 Cumulative Conditions PM Peak Hour with Right Turn on Red Adjustments Mitigated
 NWRA GDP 2030

Level Of Service Computation Report
 Circular 212 Planning (Future Volume Alternative)
 PM Peak Hour Scenario

Intersection #1: Sunset Blvd/Atherton Dr/University Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	Count Date: 8 Apr 2015											
Base Vol:	240	70	90	500	20	510	430	1040	50	30	1240	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	70	90	500	20	510	430	1040	50	30	1240	380
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	70	90	500	20	510	430	1040	50	30	1240	380
User Adj:	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00	0.80
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	70	72	500	20	408	430	1040	40	30	1240	304
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	70	72	500	20	408	430	1040	40	30	1240	304
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	240	70	72	500	20	408	430	1040	40	30	1240	304

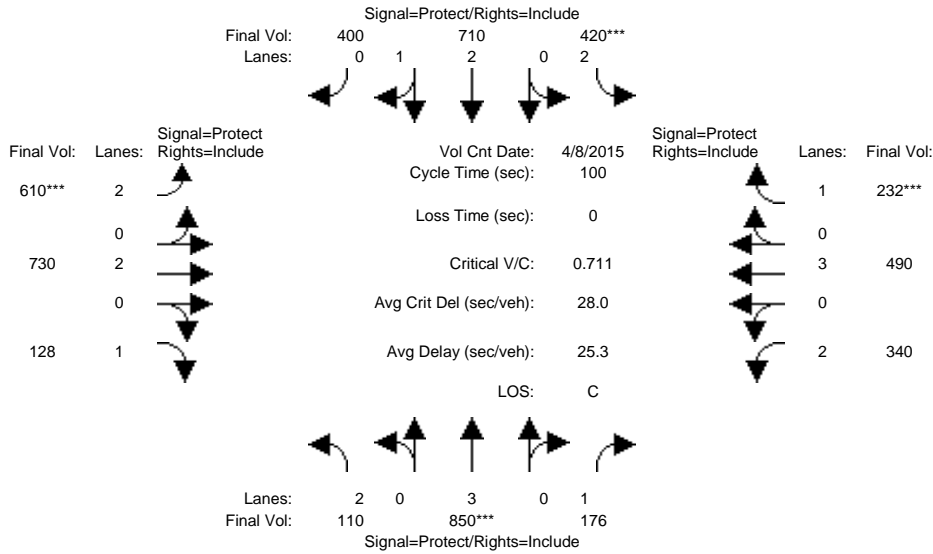
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2900	1450	1450	2900	1450	1450	2900	4350	1450	1450	4350	1450

Capacity Analysis Module:												
Vol/Sat:	0.08	0.05	0.05	0.17	0.01	0.28	0.15	0.24	0.03	0.02	0.29	0.21
Crit Volume:	120					408	215				413	
Crit Moves:	****					****	****				****	

City of Rocklin
 Cumulative Conditions PM Peak Hour with Right Turn on Red Adjustments Mitigated
 NWRA GDP 2030

Level Of Service Computation Report
 Circular 212 Planning (Future Volume Alternative)
 PM Peak Hour Scenario

Intersection #2: Sunset Blvd/West Stanford Ranch Rd

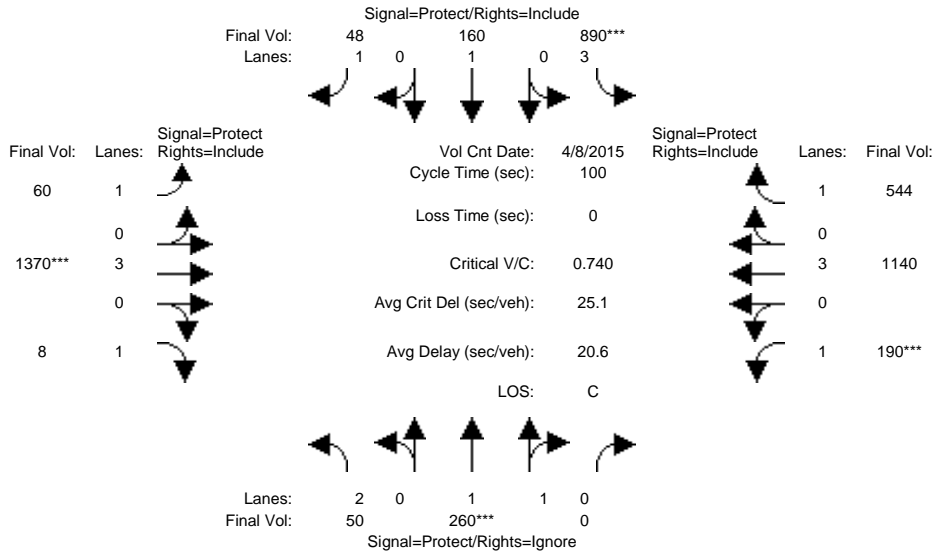


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Apr 2015 <<												
Base Vol:	110	850	220	420	710	400	610	730	160	340	490	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	850	220	420	710	400	610	730	160	340	490	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	850	220	420	710	400	610	730	160	340	490	290
User Adj:	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.80
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	850	176	420	710	400	610	730	128	340	490	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	850	176	420	710	400	610	730	128	340	490	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	110	850	176	420	710	400	610	730	128	340	490	232
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	2900	1450	2900	2900	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.12	0.14	0.24	0.28	0.21	0.25	0.09	0.12	0.11	0.16
Crit Volume:	283			210			305			232		
Crit Moves:	****			****			****			****		

City of Rocklin
 Cumulative Conditions PM Peak Hour with Right Turn on Red Adjustments Mitigated
 NWRA GDP 2030

Level Of Service Computation Report
 Circular 212 Planning (Future Volume Alternative)
 PM Peak Hour Scenario

Intersection #3: Sunset Blvd/West Oaks Blvd

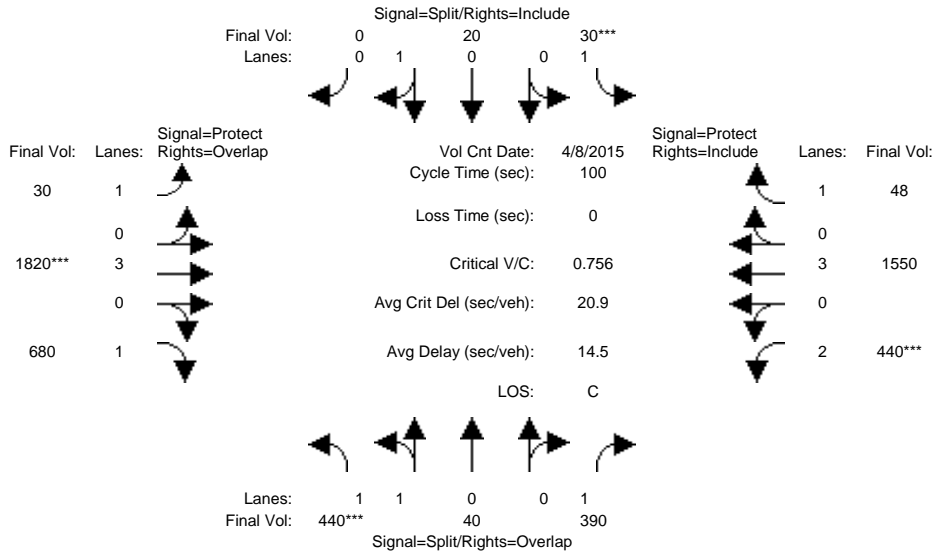


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Apr 2015 <<												
Base Vol:	50	260	220	890	160	60	60	1370	10	190	1140	680
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	260	220	890	160	60	60	1370	10	190	1140	680
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	260	220	890	160	60	60	1370	10	190	1140	680
User Adj:	1.00	1.00	0.00	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00	0.80
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	260	0	890	160	48	60	1370	8	190	1140	544
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	260	0	890	160	48	60	1370	8	190	1140	544
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	260	0	890	160	48	60	1370	8	190	1140	544
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	3.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2900	2900	0	4350	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.00	0.20	0.11	0.03	0.04	0.31	0.01	0.13	0.26	0.38
Crit Volume:	130			297				457		190		
Crit Moves:	****			****				****		****		

City of Rocklin
 Cumulative Conditions PM Peak Hour with Right Turn on Red Adjustments Mitigated
 NWRA GDP 2030

Level Of Service Computation Report
 Circular 212 Planning (Future Volume Alternative)
 PM Peak Hour Scenario

Intersection #4: Sunset Blvd/Blue Oaks Blvd

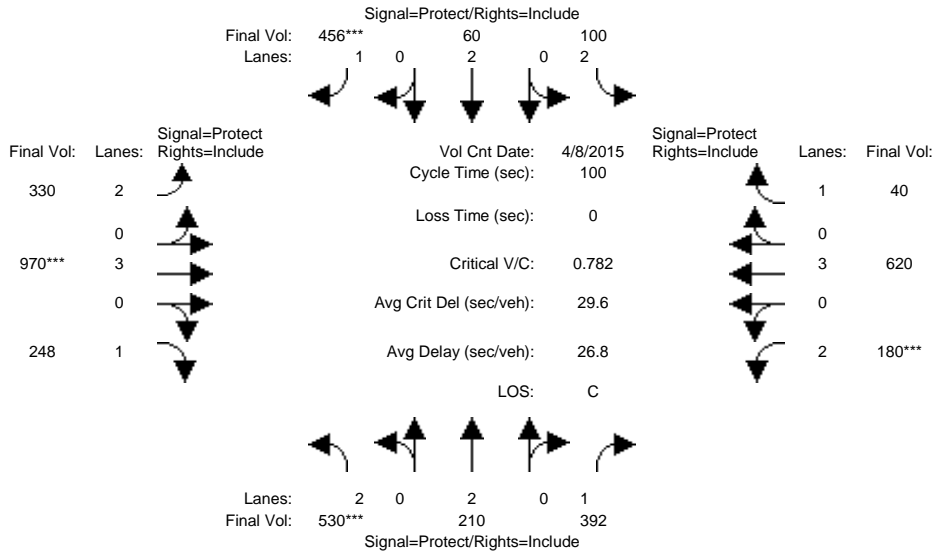


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Apr 2015 <<												
Base Vol:	440	40	390	30	20	0	30	1820	680	440	1550	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	40	390	30	20	0	30	1820	680	440	1550	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	40	390	30	20	0	30	1820	680	440	1550	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	40	390	30	20	0	30	1820	680	440	1550	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	40	390	30	20	0	30	1820	680	440	1550	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	440	40	390	30	20	0	30	1820	680	440	1550	48
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.83	0.17	1.00	1.00	1.00	0.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2658	242	1450	1450	1450	0	1450	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.27	0.02	0.01	0.00	0.02	0.42	0.47	0.15	0.36	0.03
Crit Volume:	240			30				607		220		
Crit Moves:	****			****				****		****		

City of Rocklin
 Cumulative Conditions PM Peak Hour with Right Turn on Red Adjustments Mitigated
 NWRA GDP 2030

Level Of Service Computation Report
 Circular 212 Planning (Future Volume Alternative)
 PM Peak Hour Scenario

Intersection #5: Whitney Ranch Pkwy/University Dr

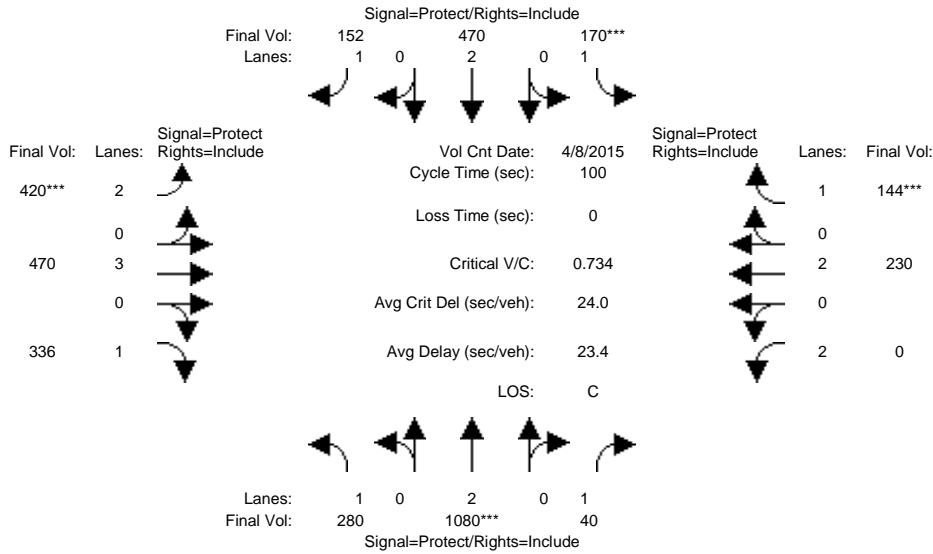


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Apr 2015 <<												
Base Vol:	530	210	490	100	60	570	330	970	310	180	620	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	530	210	490	100	60	570	330	970	310	180	620	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	530	210	490	100	60	570	330	970	310	180	620	50
User Adj:	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00	0.80
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	530	210	392	100	60	456	330	970	248	180	620	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	530	210	392	100	60	456	330	970	248	180	620	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	530	210	392	100	60	456	330	970	248	180	620	40
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.18	0.07	0.27	0.03	0.02	0.31	0.11	0.22	0.17	0.06	0.14	0.03
Crit Volume:	265			456			323			90		
Crit Moves:	****			****			****			****		

City of Rocklin
 Cumulative Conditions PM Peak Hour with Right Turn on Red Adjustments Mitigated
 NWRA GDP 2030

Level Of Service Computation Report
 Circular 212 Planning (Future Volume Alternative)
 PM Peak Hour Scenario

Intersection #6: Whitney Ranch Pkwy/Wildcat Blvd

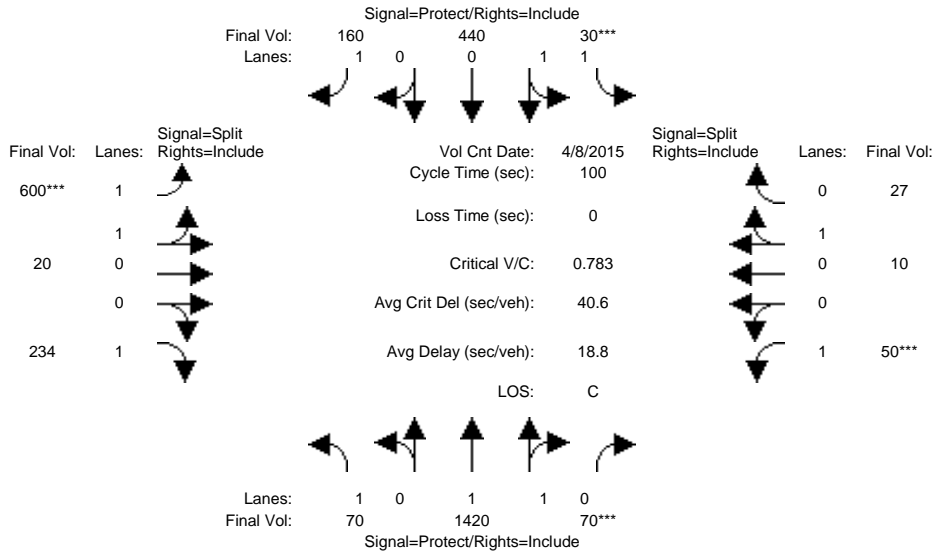


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Apr 2015 <<												
Base Vol:	280	1080	50	170	470	190	420	470	420	0	230	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	1080	50	170	470	190	420	470	420	0	230	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	1080	50	170	470	190	420	470	420	0	230	180
User Adj:	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00	0.80
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	1080	40	170	470	152	420	470	336	0	230	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	1080	40	170	470	152	420	470	336	0	230	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	280	1080	40	170	470	152	420	470	336	0	230	144
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	2900	4350	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.19	0.37	0.03	0.12	0.16	0.10	0.14	0.11	0.23	0.00	0.08	0.10
Crit Volume:	540	540	170	170	170	170	210	210	210	144	144	144
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

City of Rocklin
 Cumulative Conditions PM Peak Hour with Right Turn on Red Adjustments Mitigated
 NWRA GDP 2030

Level Of Service Computation Report
 Circular 212 Planning (Future Volume Alternative)
 PM Peak Hour Scenario

Intersection #7: Wildcat Blvd/Ranch View Dr

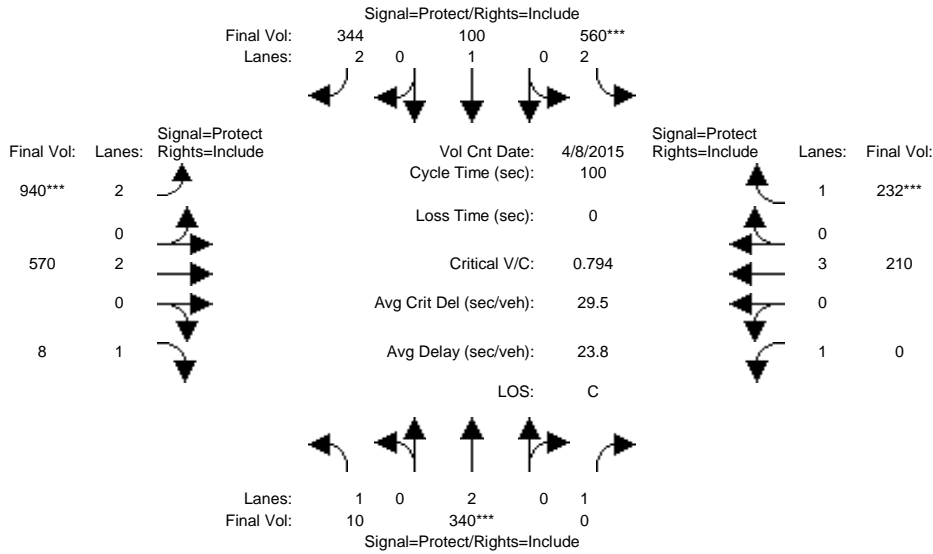


Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module: >> Count Date: 8 Apr 2015 <<													
Base Vol:	70	1420	70	30	440	160	600	20	260	50	10	30	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	70	1420	70	30	440	160	600	20	260	50	10	30	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	70	1420	70	30	440	160	600	20	260	50	10	30	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	70	1420	70	30	440	160	600	20	234	50	10	27	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	70	1420	70	30	440	160	600	20	234	50	10	27	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Volume:	70	1420	70	30	440	160	600	20	234	50	10	27	
Saturation Flow Module:													
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.91	0.09	1.00	1.00	1.00	1.94	0.06	1.00	1.00	0.27	0.73	
Final Sat.:	1450	2764	136	1450	1450	1450	2806	94	1450	1450	392	1058	
Capacity Analysis Module:													
Vol/Sat:	0.05	0.51	0.51	0.02	0.30	0.11	0.21	0.21	0.16	0.03	0.03	0.03	
Crit Volume:				745	30				310	50			
Crit Moves:				****	****				****	****			

City of Rocklin
 Cumulative Conditions PM Peak Hour with Right Turn on Red Adjustments Mitigated
 NWRA GDP 2030

Level Of Service Computation Report
 Circular 212 Planning (Future Volume Alternative)
 PM Peak Hour Scenario

Intersection #8: Wildcat Blvd/West Stanford Ranch Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 Apr 2015 <<												
Base Vol:	10	340	0	560	100	430	940	570	10	0	210	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	340	0	560	100	430	940	570	10	0	210	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	340	0	560	100	430	940	570	10	0	210	290
User Adj:	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00	0.80	1.00	1.00	0.80
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	340	0	560	100	344	940	570	8	0	210	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	340	0	560	100	344	940	570	8	0	210	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	340	0	560	100	344	940	570	8	0	210	232
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.00	2.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	2900	1450	2900	1450	2900	2900	2900	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.00	0.19	0.07	0.12	0.32	0.20	0.01	0.00	0.05	0.16
Crit Volume:	170			280			470				232	
Crit Moves:	****			****			****				****	

RESOLUTION NO. PC-2016-

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY
OF ROCKLIN RECOMMENDING APPROVAL OF A MITIGATED NEGATIVE
DECLARATION OF ENVIRONMENTAL IMPACTS
Northwest Rocklin General Development Plan Amendment (Trip Caps)
(PDG2016-0007)

WHEREAS, the City of Rocklin's Environmental Coordinator prepared an Initial Study on the Northwest Rocklin General Development Plan Amendment (Trip Caps) (PDG2016-0007) (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 as Exhibit 1 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 _____, 2016, 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

Northwest Rocklin General Development Plan Amendment (Trip Caps)

PDG2016-0007

Highway 65 Corridor (Development Areas 104-116) of the Northwest Rocklin General Development Plan in the City of Rocklin. The area is generally bounded by State Route 65 (SR65) on the west, Wildcat Boulevard on the east, the Rocklin/Lincoln City Limits on the north, and Sunset Boulevard on the south.

October 13, 2016

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 applicants and property owners are Orchard Creek Investors LLC/Fulcrum, Evergreen Management Company and William Jessup University.

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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 Oak Vista Subdivision 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”), which incorporated by reference the Northwest Rocklin Annexation (Sunset Ranchos) Area Final Environmental Impact Report certified and adopted by the Rocklin City Council on July 9, 2002.

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.

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

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.

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SECTION 2. INITIAL STUDY SUMMARY AND DETERMINATION

A. Summary Information

Project Title:

Northwest Rocklin General Development Plan Amendment (Trip Caps)

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 in the northwest portion of the City of Rocklin, specifically within the Highway 65 Corridor (Development Areas 104-116) of the Northwest Rocklin General Development Plan. The area is generally bounded by State Route 65 (SR65) on the west, just west of Wildcat Boulevard on the east, the Rocklin/Lincoln City Limits on the north, and Sunset Boulevard on the south.

Project Sponsor's Name:

The applicants and property owners are Orchard Creek Investors LLC/Fulcrum, Evergreen Management Company and William Jessup University.

Current General Plan Designation: Business Professional (BP), Recreation-Conservation, Retail Commercial (RC), Mixed Use (MU), Medium High Density Residential (MHDR) and Light Industrial (LI).

Proposed General Plan Designation: No changes are proposed.

Current Zoning: Planned Development-Business Professional/Commercial (PD-BP/C), Planned Development Commercial (PD-C), Planned Development-Business Professional (PD-BP), Open Space (OS) and Planned Development-Light Industrial (PD-LI).

Proposed Zoning: No changes are proposed.

Description of the Project:

The Northwest Rocklin General Development Plan Amendment (Trip Caps) project proposes an amendment to the North West Rocklin General Development Plan to modify traffic caps applied to land within the Highway 65 Corridor portion (approximately 528 acres) of the Northwest Rocklin General Development Plan area while still maintaining City of Rocklin traffic Level of Service standards. The proposed project does not include any specific development proposal or

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development activity. This project will require a General Development Plan Amendment entitlement. For more detail please refer to the Project Description set forth in Section 3 of this Initial Study.

Surrounding Land Uses and Setting:

The proposed project site is mostly vacant but does contain some developed areas including the Placer Center for Health off of West Ranch View Drive, a newly developing single-family residential subdivision between Wildcat Boulevard and University Avenue, William Jessup University to the north of Sunset Boulevard and the Atherton Tech Center to the south of Sunset Boulevard. To the north are open space areas and single-family residential development within the City of Lincoln; to the east is Wildcat Boulevard and multi- and single-family residential development within the Northwest Rocklin General Development Plan area; to the south are open space areas and multi- and single-family residential developments, an office development known as the Rocklin 65 Business Park and a retail commercial development known as the Blue Oaks Town Center, and to the west is State Route 65 and the partly developed Sunset Industrial Area within unincorporated Placer County.

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

- None (the proposed General Development Plan Amendment will not directly result in any development activities).

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		

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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

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SECTION 3. PROJECT DESCRIPTION

A. Project Location

The project site is generally located in the northwest portion of the City of Rocklin, specifically within the Highway 65 Corridor (Development Areas 104-116) of the Northwest Rocklin General Development Plan. The area is generally bounded by State Route 65 (SR65) on the west, just west of Wildcat Boulevard on the east, the Rocklin/Lincoln City Limits on the north, and Sunset Boulevard on the south. (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 Northwest Rocklin General Development Plan (GDP) is a specific plan that governs the development of the northwest portion of the City of Rocklin known as the Northwest Rocklin GDP area, within which are two primary sub-areas known as the Highway 65 Corridor and Sunset Ranchos. The Highway 65 Corridor consists of development areas 104 through 116 on the Northwest Rocklin GDP zoning map, totaling approximately 528 acres. When adopted, the NWRA GDP included automobile “trip caps” for each development area within the Highway 65 corridor based on an overall maximum daily trip cap of 77,043 trips, which was the maximum level of traffic that was identified that could be generated by the Highway 65 corridor development areas that would still maintain an acceptable traffic level of service on the City’s roadway system.

Since the time that the original trip caps were adopted in 2002, some changes in land use have occurred introducing single family residential and mixed use land use categories that will accommodate multi-family development allowing for a greater internalization of trips within the area than previously assumed. A clearer picture of the estimated buildout of William Jessup University has also evolved and significant Industrial development is no longer anticipated. An updated travel demand model has also been created and more realistic modeling which factors in aspects such as right turn on red movements has been applied. The updated analysis has determined that there is additional trip capacity beyond the trip caps that were originally identified in the Northwest Rocklin GDP that would still allow the area to maintain an acceptable level of service on the City’s roadway system.

The Northwest Rocklin General Development Plan Amendment (Trip Caps) project proposes an amendment to the North West Rocklin General Development Plan to modify the trip caps applied to land within the Highway 65 Corridor portion of the Northwest Rocklin General

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Development Plan area while still maintaining City of Rocklin traffic Level of Service standards. This project will require a General Development Plan Amendment entitlement.

More specifically, the proposed trip cap rate change would go from an existing 77,043 total daily trips to 98,003 total daily trips, an increase of 20,960 total new daily trips. The breakdown of the increased trip allocations by Northwest Rocklin General Development Plan area are shown in the table below:

DEVELOPMENT AREA	ACRES	EXISTING TRIP CAP	PROPOSED TRIP CAP (AND DIFFERENCE)
104	66.3	14,636	20,127 (+ 5,501)
106	24.3	6,982	9,275 (+ 2,293)
107	38.4	8,313	14,665 (+6,352)
108	68.0	14,764	16,018 (+1,254)
110	22.7	3,800	1,764 (-2,036)
113	106.1	8,325	15,921 (+7,596)

The proposed project does not include any specific development proposal or development activity.

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 and the Northwest Rocklin Annexation (Sunset Ranchos) Area, Draft Environmental Impact Report (hereafter referred to as the “Northwest Rocklin General Development Plan EIR”), which are 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.

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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 or the Northwest Rocklin General Development 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 and Northwest Rocklin General Development Plan EIRs were program EIRs with respect to their analysis of impacts associated with eventual buildout of future anticipated development identified by the General Plan and the Northwest Rocklin General Development Plan, respectively. 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.

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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 and/or the Northwest Rocklin General Development 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 and/or the Northwest Rocklin General Development 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, the Northwest Rocklin General Development 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 (which includes development of the Northwest Rocklin General Development Plan area), 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:

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1. Air Quality:

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

2. Aesthetics/Light and Glare:

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

3. Traffic and Circulation:

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

4. Noise

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

5. Cultural and Paleontological Resources

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

6. Biological Resources

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

7. Climate Change and Greenhouse Gases

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

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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 and/or Northwest Rocklin General Development Plan EIR or which substantial new information shows will be more significant than described in the General Plan EIR and/or Northwest Rocklin General Development Plan EIR. This Initial Study anticipates that feasible mitigation measures previously identified in the General Plan and the Northwest Rocklin General Development 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.
- 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:

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- 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.

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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 proposed amendment to the North West Rocklin General Development Plan to modify the trip caps applied to land within the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan does not include any specific development proposal or development activity; therefore there will be no change the existing visual nature or character of the project site and area nor will there be any new sources of light and glare. As discussed below, aesthetic impacts 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

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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 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.

Significance Conclusions:

a. Scenic Vista - No Impact. The Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area is not located in an area that includes a designated scenic vista and the proposed project does not include any specific development proposal or development activity that would potentially introduce incompatible scenic elements within a field of view containing a scenic vista or substantially block views of a scenic vista. Therefore, there are no scenic vista impacts.

b. Visual Quality – No Impact. The proposed project does not include any specific development proposal or development activity. Therefore, there is no visual quality impact.

Future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan under an increased trip cap scenario will be required to comply with development standards including the Northwest Rocklin General Development Plan Design Guidelines and applicable zoning. In addition, other than single-family subdivisions on lots greater than 6,000 square feet, future development will require design review entitlements which will allow the City to examine and regulate the aesthetic aspects of proposed projects.

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Together, the Northwest Rocklin General Development Plan and Design Guidelines help to ensure that development form, character, height, and massing are consistent with the City’s vision for the character of the community such that new visual elements would not be incompatible with the character of the area.

c. Scenic Highway – No Impact. The proposed project is not located adjacent to or within the proximity of a state listed scenic highway (State Route 65 is not a state listed scenic highway). Therefore, the proposed project would not substantially damage or remove scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway and there would be no scenic highway impact.

d. Light and Glare – No Impact. The proposed project does not include any specific development proposal or development activity. Therefore, there are no specific features within the proposed project that would introduce new sources or create unusual light and glare which would adversely affect day or nighttime views in the area and there would be no light and glare impact.

Future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan under an increased trip cap scenario will be required to comply with Design Guidelines and the General Plan policies addressing light and glare to ensure that no unusual daytime glare or nighttime lighting is produced. However, the 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.

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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	

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DISCUSSION OF DETERMINATION:

Project Impacts:

As discussed below, impacts to agricultural resources are not anticipated.

Significance Conclusions:

a., b., c., d. and e. Farmland, Williamson Act, Forest Land/Timberland, Conversion of Farmland or Forest Land- *No Impact.* The proposed project does not include any specific development proposal or development activity.

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. These categories are 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 are they 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 Highway 65 Corridor project site contains no parcels that are under a Williamson Act contract or that are considered forestry lands or timberland. 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 or the conversion of forest lands to non-forest uses, there would be no agricultural or forestry use impacts.

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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		

DISCUSSION OF DETERMINATION:

Project Impacts:

As discussed below, the proposed project is anticipated to cause increases in traffic and resultant air quality emissions because the existing automobile trip caps for development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area will be increased, but such air quality emission impacts can be mitigated to a less than significant level.

Prior Environmental Analysis:

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 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.

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.

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Project Level Environmental Analysis:

The firm of Raney Planning and Management, a Sacramento area 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 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 report, which is summarized below.

Construction Emissions

The proposed project does not include any specific development proposal or development activity; therefore there are no resulting construction emissions.

Future development in the Highway 65 portion of the Northwest Rocklin General Development Plan under an increased trip cap scenario will require review under CEQA at which time potential impacts to air quality as a result of construction emissions will be analyzed. Because the proposed project does not result in any change to the boundaries of the areas previously identified for development under the Northwest Rocklin General Development Plan, it is anticipated that future development will have similar impacts to air quality as a result of construction emissions as was analyzed in the Northwest Rocklin General Development Plan EIR.

Future development in the Highway 65 portion of the Northwest Rocklin General Development Plan under an increased trip cap scenario will be 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.

Mobile Source Emissions

To determine the change in air pollutant emissions that would result from approval of the proposed project, mobile emissions were estimated using the California Emissions Estimator Model (CalEEMod) – a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions. PCAPCD recommends using the most up-to-date version of CalEEMod and as such version 2016.3.1 of the software was used. The model applies inherent default values for various land uses, including vehicle mix, trip length, average speed, etc. However,

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where project-specific data was available, such data was input into the model (e.g., information from the *Transportation Impact Analysis* conducted by Fehr and Peers). Two distinct scenarios were modelled for emissions analysis.

Baseline Modeling Scenario

The first scenario represented operation of the project area under baseline build-out assumptions for the current area daily trip cap. In addition to the application of Fehr and Peers provided average daily trip rates, the baseline build-out modeling scenario assumed build-out of the project area would result in the construction of:

- 1,373,000 square feet (sf) of General Office buildings;
- 1,038,000 sf of Retail buildings;
- 810,000 sf of General Light Industrial buildings; and
- Capacity for 1,200 University students.

Because the baseline scenario represents build-out of the area under currently approved land use designations, the baseline scenario represents a reference point for mobile emission generation in the area. Once established, baseline emissions related to the currently approved daily trip cap may subsequently be compared to estimated emissions that would result due to proposed changes to the daily trip cap. Therefore, a second scenario was modelled using the proposed changes to the daily trip cap.

Proposed Project Modeling Scenario

The proposed project scenario assumed that build-out of the project area could result in the construction of:

- 1,390,000 sf of General Office buildings;
- 1,482,000 sf Retail buildings;
- 91,000 sf of General Light Industrial buildings;
- 370 Single Family dwelling units;
- 417 Multi-Family dwelling units; and
- Capacity for 3,300 University students.

In addition to the above land use changes, information from the *Transportation Impact Analysis* was also included in the proposed project modeling scenario. Such information included the estimated daily trip rates used for each type of land use, as well as the increase in the daily trip cap of 20,967 daily trips per day throughout the project area. Fehr and Peers also provided an estimated average trip length for trips within the City of six miles per trip. Therefore, an increase of 20,967 daily trips, where each trip would have an average distance of six-miles, would result in an estimated increase of 125,802 vehicle miles travelled (VMT) per day (i.e.

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20,967 daily trips x six miles per trip). Estimated VMT is important for air quality analysis because the increase in VMT represents the actual increase in the amount of distance travelled in motor vehicles and thus the amount of additional air pollutants emitted. As such, trip lengths in CalEEMod were adjusted to achieve a VMT comparable to the VMT estimated by Fehr and Peers.

By modeling future emissions based on the currently approved daily trip cap for the area as well as modeling potential emissions that would result from the increase in VMT due to the proposed project, the estimated increase in emissions associated with the proposed project can be determined and compared to PCAPCD’s operational and cumulative operational emissions thresholds presented in the PCAPCD Thresholds of Significance table below.

PCAPCD THRESHOLDS OF SIGNIFICANCE		
Pollutant	Operational Threshold (lbs/day)	Cumulative Operational Threshold (lbs/day)
ROG	55	55
NO _x	55	55
PM ₁₀	82	82

Source: Placer County Air Pollution Control District. CEQA Thresholds. Accessible at <http://www.placer.ca.gov/departments/air/landuseceqa/ceqathresholds>. Accessed September 2016.

Mobile Emissions Comparisons

The estimated operational emissions from mobile sources for the baseline and proposed project scenarios are presented and compared below in the Unmitigated Operational Mobile Emissions table below.

UNMITIGATED OPERATIONAL MOBILE EMISSIONS (LBS/DAY)				
	Baseline Emissions	Proposed Project Emissions	Difference	Threshold
ROG	163.52	211.07	+47.55	55
NO_x	265.73	342.33	+76.6	55
PM₁₀	311.23	396.04	+84.81	82

Source: CalEEMod, October 2016 (See Appendix)

As shown, the proposed project would result in an increase in mobile source emissions as compared to the baseline scenario. As discussed earlier, the increase in mobile source emissions would be due to the proposed increase in allowable daily trips in the area. To determine the significance of the estimated increase in mobile source emissions, the difference between baseline emissions and estimated emissions from the proposed project can be compared to PCAPCD’s recently proposed thresholds of significance. Emissions of ROG would be anticipated to increase by 47.55 lbs/day with approval of the proposed project. However,

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such an increase would be below the 55 lbs/day threshold for ROG, and thus emissions of ROG from the proposed project would not substantially contribute to the PCAPCD's nonattainment status for ozone on an operational level.

However, the proposed project would result in an increase of NO_x and PM₁₀ emissions from baseline conditions in excess of PCAPCD's recently proposed thresholds. Therefore, the proposed project could result in a substantial contribution to the PCAPCD's nonattainment status for ozone and PM₁₀ on an operational level.

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 greater than the PCAPCD's cumulative-level thresholds, the project could be expected to conflict with relevant attainment plans, and could result in a cumulatively considerable contribution to a significant cumulative impact.

As shown in the Unmitigated Operational Mobile Emissions table above, the proposed project would result in an increase of ROG emissions that would be below the applicable cumulative-level threshold. However, the proposed project would result in increases of NO_x and PM₁₀ emissions that would exceed the applicable cumulative-level threshold.

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.

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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 with Mitigation.* 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.

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

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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.

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.

Implementation of the proposed project would involve changes to the allowable amount of vehicle trips to and from the project area. Originally, the Northwest Rocklin General Development Plan included a maximum daily trip cap of 77,043 trips; the *Transportation Impact Analysis*, prepared by Fehr and Peers for the proposed project, determined that land use changes would result in a daily trip increase of 20,967 for a total of 98,010 daily trips. Because mobile source pollutant emissions are directly proportional to vehicle usage, the proposed project would increase the amount of mobile source air pollution generated in the project area, as compared to what was originally anticipated for the Northwest Rocklin Area.

While emissions or ROG would not be considered to contribute to the region’s nonattainment status for ozone on an operational or cumulative level, the proposed project could contribute emissions of NO_x and PM₁₀ in excess of PCAPCD’s operational and cumulative-level thresholds. Thus the proposed project would result in a potentially significant impact related to the emission of criteria pollutants for which PCAPCD is in non-attainment

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To address the exceedance of the emissions of NOx and PM₁₀ and reduce them below the applicable PCAPCD thresholds, the following mitigation measure is being applied to the project:

III.-1 In conjunction with submittal of a development application for any projects within the Northwest Rocklin Area that exceed the 2002 trip cap (as calculated using the trip generation rates provided in the May 2016 Final Transportation Impact Analysis for the Northwest Rocklin Area General Development Plan), the applicant shall prepare and submit an Air Quality Emissions Estimate identifying the project’s increase in estimated NOx and PM₁₀ emissions from mobile sources as compared to those allowed under the 2002 trip cap. The estimated increase in mobile source emissions shall remain at or below 20.7 percent for NOx and 17.7 percent for PM₁₀. If the emissions estimate identifies an increase beyond those identified above, the applicant shall submit an Air Quality Reduction Plan sufficient to reduce NOx and/or PM₁₀ emissions to within the allowable emissions increases. The measures included in the Air Quality Reduction Plan would be anticipated to focus on the reduction of mobile source emissions by including project elements that encourage alternative modes of transportation, promote non-motorized transportation and result in the reduction of number of vehicle trips as well as vehicle trip lengths. The Air Quality Reduction Plan may also include payment of mitigation fees into the PCAPCD’s Off-site Air Quality Mitigation Fund as a method of reducing NOx emissions. PCAPCD’s Off-site Air Quality Mitigation supports fleet modernizations, repowers, retrofits, and fleet expansions of heavy duty on- and off-road mobile vehicles/equipment; alternative fuels infrastructure or low emission fuel purchases; new or expanded alternative transit service programs; light-duty low emission vehicle (LEV) programs; public education; repower of agricultural pump engines, and other beneficial air quality projects. Mitigation fees collected from land use developments by the PCAPCD are distributed through the District’s annual Clean Air Grant (CAG) Program, which would help to reduce regional NOx emissions.

Implementation of the above mitigation measure will reduce impacts of the exceedance of the emissions of NOx and PM₁₀ and reduce them below the applicable PCAPCD thresholds to a less than significant level,

The PCAPCD’s Offsite Air Quality Mitigation Fund supports fleet modernizations, repowers, retrofits, and fleet expansions of heavy duty on- and off-road mobile vehicles/equipment; alternative fuels infrastructure or low emission fuel purchases; new or expanded alternative transit service programs; light-duty low emission vehicle (LEV) programs; public education; repower of agricultural pump engines, and other beneficial air quality projects. Mitigation fees collected from land use developments by the PCAPCD are distributed through the District’s annual Clean Air Grant (CAG) Program, which funds emission reduction projects and the aforementioned programs. According to the PCAPCD, the cost to reduce one ton of emissions through participation in the PCAPCD’s Offsite Mitigation Fee Program is \$17,080.00/ton.

d. Sensitive Receptors – Less Than Significant Impact. Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities

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involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, childcare centers, playgrounds, retirement homes, convalescent homes, hospitals, and medical clinics. The proposed project involves a change to the allowable daily trip cap for the Northwest Rocklin Area, but does not involve direct development or siting of new sensitive receptors. Nevertheless, future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario could include major pollutant concentrations of concern, CO emissions and toxic air contaminant (TAC) emissions, which are addressed in further detail below.

Localized CO Emissions

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. The proposed project involves changes to the maximum daily trip cap for the project area. The City of Rocklin *General Plan Circulation Element* concluded that under currently approved land use designations and trip caps for the Northwest Rocklin Area, the project area’s roadway system would operate above the General Plan required Level of Service (LOS) of C. Subsequent analysis conducted by Fehr and Peers and included in the *Transportation Impact Analysis* determined that the circulation system in the Northwest Rocklin Area included excess capacity that would not be used under the original daily traffic cap. Furthermore, the *Transportation Impact Analysis* concluded that the circulation system of the area would maintain acceptable LOS at all intersections with the addition of 20,967 daily trips to the project area.

In accordance with the State CO Protocol, the PCAPCD recommends further analysis for localized CO concentrations if the project would cause a signalized intersection to be degraded from an acceptable LOS (i.e., LOS A, B, C, or D) to an unacceptable LOS (i.e., LOS E or F), or substantially worsen an already existing unacceptable peak-hour LOS at an intersection, as determined by a traffic study. As discussed, the project area’s circulation system currently has sufficient capacity to accommodate the proposed increase in the daily traffic cap for the area. Therefore, the proposed project would not result in the degradation of LOS at any intersections from acceptable to unacceptable levels, and the proposed project would not result in the emission of substantial localized CO concentrations.

TAC Emissions

Another category of environmental concern is TACs. The CARB’s *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) provides recommended setback distances for sensitive land uses from major sources of TACs, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards. The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume

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freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM.

In recognition of potential health effects that TAC emissions could have on future sensitive receptors in the project area, the City of Rocklin *General Plan Air Quality Element* includes Policy OCR-58 and OCR-59, which require development projects to incorporate stationary and mobile source control measures during construction and operation as well as requiring consultation with the PCAPCD to develop stationary and mobile source control measures. The City of Rocklin *General Plan EIR* concluded that the aforementioned General Plan policies would reduce the exposure of sensitive receptors to substantial TAC concentrations. Additionally, the *General Plan EIR* included Mitigation Measure 4.2.1, which would reduce the exposure of sensitive receptors to potential health risks from TACs by maintaining adequate distance between existing and potential sources of TACS and existing or proposed sensitive receptors.

The proposed project involves the increase of the daily traffic cap for the Northwest Rocklin Area. As such, the proposed project would not directly involve development activities that could expose sensitive receptors to TACs. Additionally, future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario would be subject to the aforementioned City of Rocklin General Plan Policies and General Plan EIR mitigation measures.

Because the proposed project does not directly involve the siting of new sensitive receptors, nor the development of new stationary sources of TACs, the proposed project would not expose sensitive receptors to substantial concentrations of pollutants. Moreover, development of the project area would be subject to all relevant General Plan policies and General Plan EIR mitigation measures. Therefore, impacts related to the exposure of sensitive receptors to substantial pollutant concentrations would 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. Specific development projects are not included in the proposed project; rather, the proposed project involves increases in the daily traffic cap for the proposed project area.

Because the proposed project does not involve direct development activity, the proposed project would not result in the creation of odors from land development. Although less common, emissions of DPM from heavy-duty diesel truck traffic could result in objectionable odors. However, such odors would be created under currently approved build-out conditions. While the proposed project would increase the total amount of vehicle trips, the increase in

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area vehicle activity would not necessarily create an increase in heavy-duty diesel truck traffic, because much of 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.

Because the proposed project does not directly involve land development, and 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, from what was previously anticipated in the City of Rocklin General Plan and General Plan EIR. Therefore, the proposed project would result in a less than significant impact related to objectionable odors.

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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	

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DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed amendment to the North West Rocklin General Development Plan to modify the trip caps applied to land within the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan does not include any specific development proposal or development activity; therefore there will be no modifications of existing habitats. As discussed below, biological resources impacts would not be anticipated.

Prior Environmental Analysis

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 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.

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Significance Conclusions:

a. Effect on Protected Species – No Impact. The proposed project does not include any specific development proposal or development activity nor does it result in any change to the boundaries of the areas previously identified for development under the Northwest Rocklin General Development Plan; therefore there is no protected species impact.

Future development in the Highway 65 portion of the Northwest Rocklin General Development Plan under an increased trip cap scenario will require review under CEQA at which time potential impacts to protected species will be analyzed. Because the proposed project does not result in any change to the boundaries of the areas previously identified for development under the Northwest Rocklin General Development Plan, it is anticipated that future development will have similar impacts to biological resources as was analyzed in the Northwest Rocklin General Development Plan EIR.

b. and c. Riparian Habitat and Wetlands – No Impact. The proposed project does not include any specific development proposal or activity nor does it result in any change to the boundaries of the areas previously identified for development under the Northwest Rocklin General Development Plan; therefore there is no riparian habitat and wetlands impact.

Future development in the Highway 65 portion of the Northwest Rocklin General Development Plan under an increased trip cap scenario will require review under CEQA at which time potential impacts to riparian habitat and wetlands will be analyzed. Because the proposed project does not result in any change to the boundaries of the areas previously identified for development under the Northwest Rocklin General Development Plan, it is anticipated that future development will have similar impacts to biological resources as was analyzed in the Northwest Rocklin General Development Plan EIR.

d. Riparian Corridors – No Impact. The proposed project does not include any specific development proposal or activity nor does it result in any change to the boundaries of the areas previously identified for development under the Northwest Rocklin General Development Plan; therefore there is no riparian corridors impact.

Future development in the Highway 65 portion of the Northwest Rocklin General Development Plan under an increased trip cap scenario will require review under CEQA at which time potential impacts to riparian corridors will be analyzed. Because the proposed project does not result in any change to the boundaries of the areas previously identified for development under the Northwest Rocklin General Development Plan, it is anticipated that future development will have similar impacts to biological resources as was analyzed in the Northwest Rocklin General Development Plan EIR.

e. Local Policies/Ordinances – No Impact. The proposed project does not include any specific development proposal or development activity nor does it result in any change to the

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boundaries of the areas previously identified for development under the Northwest Rocklin General Development Plan; therefore there is no conflict with local policies or ordinances protecting biological resources impact.

Future development in the Highway 65 portion of the Northwest Rocklin General Development Plan under an increased trip cap scenario will require review under CEQA at which time potential impacts related to a conflict with local policies or ordinances protecting biological resources will be analyzed. Because the proposed project does not result in any change to the boundaries of the areas previously identified for development under the Northwest Rocklin General Development Plan, it is anticipated that future development will have similar impacts to biological resources as was analyzed in the Northwest Rocklin General Development Plan EIR.

f. Habitat Conservation Plan/Natural Communities Conservation Plan – No Impact The proposed project does not include any specific development proposal or development activity nor does it result any change to the boundaries of the areas previously identified for development under the Northwest Rocklin General Development Plan. In addition, the proposed 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 Highway 65 Corridor project area is not subject to any such plan.; therefore there is no conflict with a habitat conservation plan or natural communities conservation plan impacts.

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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 amendment to the North West Rocklin General Development Plan to modify the trip caps applied to land within the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan does not include any specific development proposal or development activity; therefore there will be no ground disturbance that could affect unknown/undiscovered historical, archaeological, and/or paleontological resources or sites. As discussed below, cultural resources impacts would not be anticipated or would be less than significant.

Prior Environmental Analysis:

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.

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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 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.

Significance Conclusions:

a. Historic Resources – No Impact. The proposed project does not include any specific development proposal or development activity; therefore there is no historic resources impact.

Future development in the Highway 65 portion of the Northwest Rocklin General Development Plan under an increased trip cap scenario will require review under CEQA at which time potential impacts to historic resources will be analyzed. Because the proposed project does not result in any change to the boundaries of the areas previously identified for development under the Northwest Rocklin General Development Plan, it is anticipated that future development will have similar impacts to cultural resources as was analyzed in the Northwest Rocklin General Development Plan EIR.

b. and c. Archaeological Resources and Paleontological Resources – No Impact. The proposed project does not include any specific development proposal or development activity; therefore there is no archaeological and paleontological resources impact.

Future development in the Highway 65 portion of the Northwest Rocklin General Development Plan under an increased trip cap scenario will require review under CEQA at which time potential impacts to archaeological and paleontological resources will be analyzed. Because

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the proposed project does not result in any change to the boundaries of the areas previously identified for development under the Northwest Rocklin General Development Plan, it is anticipated that future development will have similar impacts to cultural resources as was analyzed in the Northwest Rocklin General Development Plan EIR.

d. Human Remains – No Impact. The proposed project does not include any specific development proposal or development activity; therefore there is no human remains impact.

Future development in the Highway 65 portion of the Northwest Rocklin General Development Plan under an increased trip cap scenario will require review under CEQA at which time potential impacts to human remains will be analyzed. Because the proposed project does not result in any change to the boundaries of the areas previously identified for development under the Northwest Rocklin General Development Plan, it is anticipated that future development will have similar impacts to cultural resources as was analyzed in the Northwest Rocklin General Development Plan EIR.

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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	

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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. The proposed amendment to the North West Rocklin General Development Plan to modify the trip caps applied to land within the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan does not include any specific development proposal or development activity; therefore there will be no ground disturbance that could lead to erosion or construction of structures that would be subject to geologic conditions. As discussed below, geology and soils impacts would not be anticipated.

Prior Environmental Analysis:

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 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

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project to ensure consistency with the General Plan and compliance with City ordinances, rules and regulations.

In addition, future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario 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.

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 – No Impact. 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. The proposed project does not include any specific development proposal or development activity; therefore there is no fault rupture or ground shaking impact.

Future development in the Highway 65 portion of the Northwest Rocklin General Development Plan under an increased trip cap scenario will require review under CEQA at which time potential geology and soils impacts will be analyzed.

a., iii. and iv. Liquefaction, Landslides – No Impact. The proposed project does not include any specific development proposal or development activity and there is no risk of landslide as the terrain in the Highway 65 Corridor area is relatively flat; therefore there is no liquefaction and landslide impact.

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Future development in the Highway 65 portion of the Northwest Rocklin General Development Plan under an increased trip cap scenario will require review under CEQA at which time potential geology and soils impacts will be analyzed. It is anticipated that 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 would reduce the potential impact from liquefaction to less than significant.

b., c. & d. Soil Erosion, Unstable Soil, Expansive Soil – No Impact. The proposed project does not include any specific development proposal or development activity. Absent any earth-moving activities or construction of any structures, no erosion would occur and no buildings would be affected by unstable or expansive soils; therefore there is no soil erosion, unstable soils or expansive soils impact.

Future development in the Highway 65 portion of the Northwest Rocklin General Development Plan under an increased trip cap scenario will require review under CEQA at which time potential geology and soils impacts will be analyzed.

e. Inadequate Soils for Disposal - No Impact. The proposed project does not include any specific development proposal or development activity; therefore the project would not require septic tanks or alternative water disposal systems and there is no inadequate soil for disposal impact.

Future development in the Highway 65 portion of the Northwest Rocklin General Development Plan under an increased trip cap scenario will require review under CEQA at which time potential geology and soils impacts will be analyzed.

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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).

While the proposed project does not include any specific development proposal or development activity, future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario could result in the generation of area- and mobile-source emissions of greenhouse gases from construction and operation activities.

Prior Environmental Analysis:

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.

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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 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 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:

The firm of Raney Planning and Management, a Sacramento area 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 potential increased motor vehicle trips. 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 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 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

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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 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

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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 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 with Mitigation.* 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/yr).

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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
Source: Placer County Air Pollution Control District. CEQA Thresholds. Accessible at http://www.placer.ca.gov/departments/air/landuseceqa/ceqathresholds . Accessed October 2016.			

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 maximum limit for any proposed project. The Bright Line Cap is 10,000 MT CO₂e/yr for all types of projects.

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The proposed increase to the daily traffic cap for the area would result in increased amounts of vehicle use in the area, which would contribute to increases of GHG emissions that are associated with global climate change. The proposed project’s mobile emissions were modeled using the same assumptions and methodology presented in the Air Quality Section of this report. A comparison of GHG emissions from the baseline modeling scenario and the proposed project scenario is presented below in the Unmitigated Operational Mobile GHG Emissions table below.

UNMITIGATED OPERATIONAL MOBILE GHG EMISSIONS (MT CO₂e/yr)		
Baseline Emissions	Proposed Project Emissions	Difference
37,259	49,587	+12,328
<i>Source: CalEEMod, October 2016 (See Appendix)</i>		

The proposed project would include approximately 2,963,000 sf of non-residential structures. Therefore, given the proposed project’s estimated mobile emissions, of 49,587 MT CO₂e/yr, the proposed project would result in an efficiency rate of 16.74 MT CO₂e/1,000 sf, which would be well below PCAPCD’s urban non-residential efficiency threshold of 26.5 MT CO₂e/1,000 sf.

However, the difference of emissions between the baseline emissions, the emissions that would occur under the current trip cap for the project area, and the proposed project’s emissions, the emissions that would result from increased vehicle use in the project area, would be 12,328 MT CO₂e/yr. The difference in emissions would therefore be above PCAPCD’s Bright Line Cap of 10,000 MT CO₂e/yr. As a result, the proposed project would be considered to result in a potentially significant impact related to GHG emissions and global climate change.

To address the exceedance of the GHG emissions above the PCAPCD’s Bright Line Cap of 10,000 MT CO₂e/yr and reduce it below the applicable PCAPCD thresholds, the following mitigation measure is being applied to the project:

VII.-1 Implement Mitigation Measure III.-1.

Implementation of the above mitigation measure will reduce impacts of the exceedance of the GHG emissions above the PCAPCD’s Bright Line Cap of 10,000 MT CO₂e/yr and reduce it below the applicable PCAPCD thresholds to a less than significant level.

This Initial Study evaluates a “subsequent activity” that was already evaluated by the General Plan 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 future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario will generate greenhouse gas emissions. While the proposed project would

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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.

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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	

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DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed amendment to the North West Rocklin General Development Plan to modify the trip caps applied to land within the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan does not include any specific development proposal or development activity; therefore there will be no new structures or occupants that would be exposed to hazards or hazardous materials. As discussed below, hazards and hazardous materials impacts would not be anticipated.

Prior Environmental Analysis:

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 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 the Rocklin Municipal Code and other City rules and regulations.

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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 Conclusions:

a. Hazardous Materials – No Impact. The proposed project does not include any specific development proposal or development activity; therefore there is no hazardous materials impact.

Future development in the Highway 65 portion of the Northwest Rocklin General Development Plan under an increased trip cap scenario may result in impacts related to hazardous materials but will require review under CEQA at which time potential impacts related to hazardous materials will be analyzed.

b. Hazardous Emissions – No Impact. The proposed project does not include any specific development proposal or development activity; therefore there is no hazardous emissions impact.

Future development in the Highway 65 portion of the Northwest Rocklin General Development Plan under an increased trip cap scenario may result in impacts related to hazardous emissions but will require review under CEQA at which time potential impacts related to hazardous emissions will be analyzed.

c. Hazardous Emissions Near Schools – No Impact. The proposed project does not include any specific development proposal or development activity; therefore there is no hazardous emission near schools impact.

Future development in the Highway 65 portion of the Northwest Rocklin General Development Plan under an increased trip cap scenario may result in impacts related to hazardous emissions near schools but will require review under CEQA at which time potential impacts related to hazardous emission near schools will be analyzed.

d. Hazardous Site List - No Impact. The proposed project does not include any specific development proposal or development activity; therefore there is no hazardous site list locations impact.

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Future development in the Highway 65 portion of the Northwest Rocklin General Development Plan under an increased trip cap scenario may result in impacts related to hazardous site list locations but will require review under CEQA at which time potential impacts related to hazardous site list locations will be analyzed.

e. and f. Public Airport Hazards and Private Airport Hazards – No Impact. The proposed project does not include any specific development proposal or development activity; therefore there is no public and private airport hazards impact. Furthermore, the Highway 65 Corridor area is not located within an airport land use plan, or within two miles of a public airport or public use airport.

g. Emergency Response Plan – Less than Significant. The proposed project does not include any specific development proposal or development activity; therefore there is no emergency response plan impact.

Future development in the Highway 65 portion of the Northwest Rocklin General Development Plan under an increased trip cap scenario may result in impacts related to an emergency response plan but will require review under CEQA at which time potential impacts related to emergency response plans will be analyzed.

h. Wildland Fires - No Impact. The proposed project does not include any specific development proposal or development activity; therefore there is no wildland fires impact because the proposed project would not expose people or structures to the risk of wildland fire.

Future development in the Highway 65 portion of the Northwest Rocklin General Development Plan under an increased trip cap scenario may result in impacts related to wildland fires but will require review under CEQA at which time potential impacts related to wildland fires will be analyzed. Because the proposed project does not result in any change to the boundaries of the areas previously identified for development under the Northwest Rocklin General Development Plan, it is anticipated that future development will have similar impacts related to hazards, hazardous materials and wildland fires as was analyzed in the Northwest Rocklin General Development Plan EIR.

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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	

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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 amendment to the North West Rocklin General Development Plan to modify the trip caps applied to land within the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan does not include any specific development proposal or development activity; therefore there will be no grading or construction activities that would remove vegetation and expose soil to wind and water erosion and potentially impact water quality nor would there be any new structures or occupants that would be exposed to flooding. As discussed below, hydrology and water quality impacts would not be anticipated.

Prior Environmental Analysis:

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

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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 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 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 the Rocklin Municipal Code and other City rules and regulations.

Future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario 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, future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario 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.

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Significance Conclusions:

a., c., d., e. and f. Water Quality Standards and Drainage – No Impact. The proposed project does not include any specific development proposal or development activity; therefore there is no water quality standards and drainage impact.

Future development in the Highway 65 portion of the Northwest Rocklin General Development Plan under an increased trip cap scenario may result in impacts to hydrology and water quality but will require review under CEQA at which time potential impacts to hydrology and water quality will be analyzed.

b. Groundwater Supplies – No Impact. The proposed project does not include any specific development proposal or development activity; therefore there is no groundwater supply impact.

Future development in the Highway 65 portion of the Northwest Rocklin General Development Plan under an increased trip cap scenario may result in impacts to groundwater supply but will require review under CEQA at which time potential impacts to groundwater supply will be analyzed.

g., h., i. and j. Flooding, Tsunami, Seiche, or Mudflow – No Impact. The proposed project does not include any specific development proposal or development activity; therefore there is no flooding, tsunami seiche or mudflow impact.

Future development in the Highway 65 portion of the Northwest Rocklin General Development Plan under an increased trip cap scenario may result in impacts related to flooding, tsunami seiche or mudflow but will require review under CEQA at which time potential impacts related to flooding, tsunami seiche or mudflow will be analyzed.

Furthermore, according to FEMA flood maps (Map Panels 06061CO411F and 06061CO413F, effective dates June 8, 1998) the developable portions of the Highway 65 Corridor area are 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 Highway 65 Corridor area is not located within the potential inundation area of any dam or levee failure, nor is the Highway 65 Corridor area located sufficiently near any significant bodies of water or steep hillsides to be at risk from inundation by a seiche, tsunami, or mudflow.

Future development in the Highway 65 portion of the Northwest Rocklin General Development Plan under an increased trip cap scenario may result in impacts related to hydrology and water quality but will require review under CEQA at which time potential impacts related to hydrology and water quality will be analyzed. Because the proposed project does not result in any change to the boundaries of the areas previously identified for development under the Northwest

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Rocklin General Development Plan, it is anticipated that future development will have similar impacts related to hydrology and water quality as was analyzed in the Northwest Rocklin General Development Plan EIR.

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:

The proposed amendment to the North West Rocklin General Development Plan to modify the trip caps applied to land within the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan does not include any specific development proposal or development activity; therefore there will be no change to existing land use designations of Business Professional (BP), Recreation-Conservation, Retail Commercial (RC), Mixed Use (MU), Medium High Density Residential (MHDR) and Light Industrial (LI) that exist within the Highway 65 Corridor area. As discussed below, land use impacts would not be anticipated.

Prior Environmental Analysis:

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

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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 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.

Significance Conclusions:

a. Division of Community – No Impact. The proposed project is located in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area within the City of Rocklin. The proposed project does not include any specific development proposal or development activity; therefore there is no division of community impact.

b. Plan Conflict – No Impact. The Highway 65 Corridor project site is designated Business Professional (BP), Recreation-Conservation (R-C), Retail Commercial (RC), Mixed Use (MU), Medium High Density Residential (MHDR) and Light Industrial (LI) on the General Plan land use map and is zoned Planned Development-Business Professional/Commercial (PD-BP/C), Planned Development Commercial (PD-C), Planned Development-Business Professional (PD-BP), Open Space (OS), and Planned Development-Light Industrial (PD-LI). The project requires a General Development Plan Amendment to allow for an increase in the trip caps that are currently in the Northwest Rocklin General Development Plan while still maintaining City of Rocklin traffic Level of Service standards. The proposed project does not include any proposed land use or zoning designation changes; therefore the proposed project is consistent with the site’s land use and zoning designations and there would be no land use plan, policy or regulation conflict impact.

c. Habitat Plan Conflict - No Impact. There are no habitat conservation plans or natural community conservation plans which apply to the project site; therefore there would be no habitat plan conflict impact.

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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:

The proposed amendment to the North West Rocklin General Development Plan to modify the trip caps applied to land within the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan does not include any specific development proposal or development activity. The project site does not contain known mineral resources. As discussed below, mineral resources impacts would not be anticipated.

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.

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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:

The proposed amendment to the North West Rocklin General Development Plan to modify the trip caps applied to land within the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan does not include any specific development proposal or development activity. However, the proposed increase in trip caps would allow additional vehicle trips to occur on project area roadways which could lead to an increase in roadway noise levels. As discussed below, noise impacts would not be anticipated or would be less than significant.

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Prior Environmental Analysis:

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 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.

Significance Conclusions:

a., c. and d. Exposure to Noise, Increase in Noise – *Less Than Significant Impact.* The proposed increase in trip caps would allow additional vehicle trips to occur on project area roadways which could lead to an increase in roadway noise levels. The Northwest Rocklin General Development Plan EIR analyzed roadway noise levels that would result from the development of the Northwest Rocklin General Development Plan and determined that

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proposed residential development in close proximity to existing and proposed roadways could be exposed to exterior traffic noise levels in excess of the City of Rocklin’s noise level standards and that such was considered to be a significant impact. A mitigation measure was identified in the EIR that required developers to use setbacks, barriers, or other measures as necessary to ensure that exterior and interior noise levels do not exceed the City’s noise level standards, as demonstrated by a project-specific noise analysis. This mitigation measure is now applied as a condition of approval on all residential projects in the Northwest Rocklin General Development Plan area to ensure that the City’s noise levels are met, and will continue to be applied for all future residential projects.

The Northwest Rocklin General Development Plan EIR also analyzed the effect that traffic from the Northwest Rocklin General Development Plan area would potentially have on existing City roadways and concluded that the impact would be less than significant for two reasons. Firstly, because the change in overall traffic noise levels would be less than 3 dB on the majority of the existing street system (outside of a laboratory, a 3 dB change is considered a just-perceptible difference, and a change in level of at least 5 dB is required before any noticeable change in community response would be expected), and secondly, because the only roadway that was identified as having a significant increase (greater than 3 dB) in noise levels was West Stanford Ranch Road, but it was noted that existing residences along this street have fences or masonry walls shielding back yards and these fences and walls would provide noise attenuation for the increased roadway noise levels.

Cumulative traffic volumes for roadways within the Northwest Rocklin General Development Plan from the increased trip cap scenario and a no increased trip cap scenario were compared and it was determined that in no instance do the traffic volumes more than double between the two scenarios. Based on acoustical principles, because a doubling of traffic volumes on a roadway is required to result in a 3 dB change and that 3 dB change is considered just-perceptible outside of laboratory conditions, the increased traffic volumes on roadways within the Northwest Rocklin General Development Plan area as a result of the increased trip caps are not anticipated to result in a significant increase in roadway noise levels since none of the traffic volume increases are doubled. Therefore, the proposed project will not result in a substantial permanent or temporary increase in ambient noise levels and the roadway noise level increase impact is considered less than significant.

b. Exposure to Ground borne Noise and Vibration – No Impact. The proposed project does not include any specific development proposal or development activity that would produce groundborne noise or vibration; therefore there would be no exposure to groundborne noise and vibration impact.

e. and f. Public and Private Airport Noise – No Impact. The City of Rocklin, including the project site, is not located in proximity to any airport or airstrip and is not subject to obtrusive noise related to airport operations; therefore, there is no airport related noise impact.

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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 amendment to the North West Rocklin General Development Plan to modify the trip caps applied to land within the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan does not include any specific development proposal or development activity. However, future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario could result in additional development density which could have population and housing impacts. As discussed below, population and housing impacts would not be anticipated or would be less than significant.

Prior Environmental Analysis:

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

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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.

Significance Conclusions:

a. Population Growth – Less Than Significant Impact. The Highway 65 Corridor project site is designated Business Professional (BP), Recreation-Conservation, Retail Commercial RC), Mixed Use (MU), Medium High Density Residential (MHDR) and Light Industrial (LI) on the General Plan land use map and is zoned Planned Development-Business Professional/Commercial (PD-BP/C), Planned Development Commercial (PD-C), Planned Development-Business Professional (PD-BP), Open Space (OS) and Planned Development-Light Industrial (PD-LI). While the proposed project does not include any specific development proposal or development activity, future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario could result in additional development density. However, the additional development density that could be realized under an increased trip cap scenario would occur in areas that are already designated and planned for growth and would not occur on a scale that would be considered substantial. The additional development density would be at levels that are considered to be typical in that some of the development areas currently have their floor-to-area ratios (FAR) limited to levels below 20% and the increased trip caps would allow the FARs to increase to between 25 and 32%, which is a more typical industry FAR level. Therefore, the additional density and potential associated growth in population (employees and/or residents) and would not occur on a scale that would be considered substantial and there will be a less than significant population growth impact.

b. and c. Displace Substantial Numbers of Existing Housing or People – No Impact. The proposed project does not include any specific development proposal or development activity, and future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario would not occur where there is existing housing; therefore there will be no displacement of existing housing or people impact.

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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
a) 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:			X		
1. Fire protection?			X		
2. Police protection?			X		
3. Schools?			X		
4. Other public facilities?			X		

DISCUSSION OF DETERMINATION:

Project Impact:

The proposed amendment to the North West Rocklin General Development Plan to modify the trip caps applied to land within the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan does not include any specific development proposal or development activity. However, future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario could result in additional development density which could affect the provision of public services. As discussed below, public services impacts would be less than significant.

Prior Environmental Analysis:

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

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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.

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 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 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.* While the proposed project does not include any specific development proposal or development activity, future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario could result in additional development density. However, the additional density would occur in areas that are already designated and planned for growth and would not occur on a scale that would be considered substantial as explained above in Section XIII. Population and Housing.

Future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario 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 future development and a less than significant fire protection impact.

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a., 2) Police Protection – *Less Than Significant Impact.* While the proposed project does not include any specific development proposal or development activity, future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario could result in additional development density. However, the additional density would occur in areas that are already designated and planned for growth and would not occur on a scale that would be considered substantial as explained above in Section XIII. Population and Housing.

Future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario could increase the need for police patrol and police services. 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 future development and a less than significant police protection impact.

a., 3) Schools – *Less Than Significant Impact.* While the proposed project does not include any specific development proposal or development activity, future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario could result in additional development density. However, the additional density would occur in areas that are already designated and planned for growth and would not occur on a scale that would be considered substantial as explained above in Section XIII. Population and Housing.

Future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario could increase the need for school services. The future development will be required to pay applicable school impact fees in effect at the time of building permit issuance to finance school facilities. Participation in these funding mechanisms, as applicable, will reduce school impacts to a less than significant level as a matter of state law.

a., 4) Other Public Facilities – *Less Than Significant Impact.* While the proposed project does not include any specific development proposal or development activity, future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario could result in additional development density. However, the additional density would occur in areas that are already designated and planned for growth and would not be a level substantial enough as explained above in Section XIII. Population and Housing to require the need for other public facilities. Therefore, there would be a less than significant other public facilities impact.

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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 amendment to the North West Rocklin General Development Plan to modify the trip caps applied to land within the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan does not include any specific development proposal or development activity. However, future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario could result in additional development density. As discussed below, recreation impacts would be less than significant.

Prior Environmental Analysis:

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.

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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 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.

Significance Conclusions:

a. and b. Increase Park Usage and Construction or Expansion of Recreational Facilities – *No Impact.* While the proposed project does not include any specific development proposal or development activity, future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario could result in additional development density. However, the additional density and potential associated growth in population (employees and/or residents) would occur in areas that are already designated and planned for growth and would not occur on a scale that would be considered substantial as explained above in Section XIII. Population and Housing.

In addition, 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. Employees and residents of the future development could 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 there will be a less than significant increased park usage impact.

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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		

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DISCUSSION OF DETERMINATION:

Project Impacts:

As discussed below, the proposed project is anticipated to cause increases in traffic because the existing automobile trip caps for development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area will be increased, but not to a degree that would significantly affect level of service (LOS) standards.

Prior Environmental Review:

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 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

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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 firm of Fehr and Peers, a Sacramento area consulting firm with recognized expertise in transportation, prepared a traffic impact analysis of the proposed project. Their report, dated May 5, 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 Fehr and Peers 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 Fehr and Peers report, which is summarized below.

Daily Trip Generation

An estimate of the proposed project’s daily trip generation has been made based on trip generation rates derived from the Northwest Rocklin General Development Plan and consultation with City staff regarding approved and potential future land use changes. No General Plan Amendments or rezones of properties to other categories are proposed at this time. The table below identifies the resulting trip generation estimates for the proposed project. As shown, the proposed increased trip cap scenario project would generate an additional 20,967 daily trips beyond the daily trips associated with the current trip cap level.

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DEVELOPMENT AREA #	LOCATION	CURRENT AVERAGE DAILY TRAFFIC (ADT) TRIP CAP	PROPOSED AVERAGE DAILY TRAFFIC (ADT) TRIP CAP
104	North of Whitney Ranch Parkway	14,626	20,127
106	North of Whitney Ranch Parkway	6,982	9,275
107A	West of University Drive	8,313 for 107 A and B combined	12,355
107B	East of University Drive	8,313 for 107 A and B combined	2,310
108A	West of University Drive	14,764 for 108 A and B combined	14,452
108B	East of University Drive	14,764 for 108 A and B combined	1,566
110	North of Syracuse Drive	3,800	1,764
113A	Nearest to Caltrans Right of Way	8,325 for 113 A, B and C combined	2,711
113B	West of University Drive	8,325 for 113 A, B and C combined	5,785
113C	East of University Drive	8,325 for 113 A, B and C combined	7,425
114	North of Sunset Boulevard	11,473	11,480
115	Atherton Tech Center	8,760	8,760
TOTALS	-	77,043	98,010
Note: Development areas 105, 109, 112 and 116 are open space parcels which are excluded from the above list. Source: Fehr & Peers, 2016			

Since the time that the original trip caps were adopted in 2002, some changes in land use have occurred introducing single family residential and mixed use land use categories that will accommodate multi-family development allowing for a greater internalization of trips within the area than previously assumed. A clearer picture of the estimated buildout of William Jessup University has also evolved and significant Industrial development is no longer anticipated. An updated travel demand model has also been created and more realistic modeling which factors in aspects such as right turn on red movements has been applied. The updated analysis has determined that there is additional trip capacity beyond the trip caps that were originally identified in the Northwest Rocklin GDP that would still allow the area to maintain an acceptable level of service on the City’s roadway system.

Study Intersections

Eight signalized intersections were selected for the traffic study. These intersections were selected based on their proximity to the Northwest Rocklin General Development Plan area, their anticipated use by project trips, and their susceptibility to being impacted (i.e., intersections operating in the LOS C range under cumulative conditions in the General Plan).

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The table below displays the vehicle to capacity (v/c) ratio range associated with each Level of Service (LOS) grade.

VOLUME TO CAPACITY (V/C) RATIO AND LEVEL OF SERVICE (LOS) AT SIGNALIZED INTERSECTIONS	
LEVEL OF SERVICE	V/C RATIO RANGE
A	≤ 0.60
B	0.61 - 0.70
C	0.71 - 0.80
D	0.81 – 0.90
E	0.91 – 1.00
F	> 1.00
Source: City of Rocklin	

General Plan Draft EIR (2011) Traffic Conditions

The table below displays the existing PM peak hour Level of Service (LOS) at the signalized study intersections, as presented in the City of Rocklin General Plan Draft EIR (2011). As shown, each intersection operates at LOS B or better, which meets the City’s LOS C policy.

PM PEAK HOUR INTERSECTION LEVEL OF SERVICE – GENERAL PLAN DRAFT EIR (2011) CONDITIONS		
INTERSECTION	TRAFFIC CONTROL	EXISTING CONDITIONS ¹ V/C / LOS
Sunset Boulevard/Atherton Road/University Avenue	Signal	0.34 / A
Sunset Boulevard/West Stanford Ranch Road	Signal	0.47 / A
Sunset Boulevard/West Oaks Boulevard	Signal	0.35 / A
Sunset Boulevard/Blue Oaks Boulevard	Signal	0.68 / B
Whitney Ranch Parkway/University Avenue	Intersection did not exist when General Plan EIR was prepared	
Whitney Ranch Parkway/Wildcat Boulevard	Signal	0.18 / A
Wildcat Boulevard/Ranch View Drive	Signal	0.18 / A
Wildcat Boulevard/West Stanford Ranch Road	Signal	0.46 / A
Notes: V/C – Volume-to-Capacity Ratio; LOS = Level of Service		
¹ Reported results from the City of Rocklin General Plan Draft EIR (2011)		

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Future (Cumulative Year 2030) Traffic Conditions

The City of Rocklin 2030 General Plan cumulative model was used to forecast cumulative year conditions at intersections within and adjacent to the Northwest Rocklin General Development Plan area. The table below compares cumulative PM peak hour Levels of Service at study area intersections with and without the proposed project (with approved and potential land use changes and General Plan Mitigations, and with buildout of adopted General Plan with General Plan Mitigations, respectively).

PM PEAK HOUR INTERSECTION LEVEL OF SERVICE – CUMULATIVE (2030) CONDITIONS			
INTERSECTION	TRAFFIC CONTROL	2030 GENERAL PLAN WITH EIR MITIGATION ¹ V/C / LOS	2030 WITH APPROVED AND POTENTIAL LAND USE CHANGES ² V/C / LOS
Sunset Boulevard/Atherton Road/University Avenue	Signal	0.77 / c	0.95 / E
Sunset Boulevard/West Stanford Ranch Road	Signal	0.80 / C	0.71 / C
Sunset Boulevard/West Oaks Boulevard	Signal	0.71 / C	0.84 / D
Sunset Boulevard/Blue Oaks Boulevard	Signal	0.79 / C	0.91 / E
Whitney Ranch Parkway/University Avenue	Signal	0.64 / B	0.66 / B
Whitney Ranch Parkway/Wildcat Boulevard	Signal	0.67 / B	0.78 / C
Wildcat Boulevard/Ranch View Drive	Signal	0.79 / C	0.98 / E
Wildcat Boulevard/West Stanford Ranch Road	Signal	0.80 / C	0.83 / D

Notes: V/C – Volume-to-Capacity Ratio; LOS = Level of Service
BOLD represents an intersection LOS that is worse than the City’s LOS “C” policy.
¹ Reported results from the City of Rocklin General Plan Draft EIR (2011)
² Approved and potential land use changes include various rezoning within the Northwest Rocklin General Development Plan area consistent with the increased trip caps depicted in daily trip generation table above. This scenario also assumes various background and roadway network changes in the South Placer area, which also affect cumulative traffic forecasts. This scenario assumes identical lane configurations, signal phasing and right turn treatments as GP EIR with mitigation scenario.

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As shown, under an increased trip cap scenario (2030 with approved and potential land use changes), the intersections of Sunset Boulevard/West Stanford Ranch Road, Whitney Ranch Parkway/University Avenue, and Whitney Ranch Parkway/Wildcat Boulevard are projected to operate at LOS B or C, which is within the City’s LOS C policy. The intersections of Sunset Boulevard/Atherton Road/University Avenue, Sunset Boulevard/West Oaks Boulevard, Sunset Boulevard/Blue Oaks Boulevard, Wildcat Boulevard/Ranch View Drive and Wildcat Boulevard/West Stanford Ranch Road are projected to operate at LOS D or E, which would not meet the City’s LOS C policy.

One particularly important component of the intersection operations calculations is the treatment of right-turns. The Traffix software program used for this analysis allows for right-turn movements to be considered as: “ignore”, “include”, or “overlap”. The following describes conditions associated with each treatment option:

- Ignore – the turn lane is channelized and has its own receiving lane. This treatment completely removes the right-turn volume from the LOS calculation.
- Include – right-turns are made from a shared through lane, or prohibited from being made on red. This treatment includes the entire right-turn volume in the LOS calculation.
- Overlap – right-turns are made from a turn pocket (but not channelized), have a complimentary/opposing left-turn phase, and are permitted to turn right on red. This treatment includes a portion of the right-turn volume in the LOS calculation. This treatment is also used for intersections with right-turn overlap (arrow) signal phasing.

As part of the traffic impact analysis each intersection’s LOS calculations were reviewed to determine whether right turns were being treated correctly. In instances in which the right-turn movement clearly qualified as being “ignore” or “include”, this option was selected. For all other right-turns, a 20 percent right-turn-on-red (RTOR) reduction was conservatively chosen. This was selected over the use of “overlap” because the resulting RTOR percentages would have been excessively high and unrealistic.

This change in methodology resulted in the determination that the LOS D identified at the intersection of Wildcat Boulevard/West Stanford Ranch Road is in fact LOS C, which meets the City’s LOS C policy. Therefore, the intersections that exceed the City’s LOS C policy and require mitigation include Sunset Boulevard/Atherton Road/University Avenue, Sunset Boulevard/West Oaks Boulevard, Sunset Boulevard/Blue Oaks Boulevard and Wildcat Boulevard/Ranch View Drive.

Significance Conclusions:

a. Conflict with Performance of Circulation System – Less Than Significant Impact with Mitigation. Based upon the results of the traffic impact analysis summarized above, the

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intersections of Sunset Boulevard/Atherton Road/University Avenue, Sunset Boulevard/West Oaks Boulevard, Sunset Boulevard/Blue Oaks Boulevard and Wildcat Boulevard/Ranch View Drive are projected to operate at LOS D or E, which would not meet the City’s LOS C policy. However, improvements to achieve LOS C operations at each impacted signalized study intersection have been identified and are discussed in the mitigation measure below. It should be noted that all of the traffic mitigation measures identified below can be accommodated with existing and/or planned City roadway rights-of-way.

To address the exceedance of the City’s LOS C policy at the intersections of Sunset Boulevard/Atherton Road/University Avenue, Sunset Boulevard/West Oaks Boulevard, Sunset Boulevard/Blue Oaks Boulevard and Wildcat Boulevard/Ranch View Drive, the following mitigation measure is being applied to the project:

XVI.-1 The following intersections shall be added to the City’s Capital Improvement Program Traffic Impact Mitigation Fee program as part of the implementation of General Plan Policy C-8:

Sunset Boulevard/Atherton Road/University Avenue

- *Restripe the southbound University Avenue approach from a planned 1 left turn lane, 2 through lanes and 1 right turn lane to consist of 2 left turn lanes, 1 through lane, and 1 right turn lane. The suggested restriping simply reassigns lanes on the SB approach and does not require any further widening beyond which has already been planned. Eastbound Sunset Boulevard currently has a sufficient number of receiving lanes to accommodate this restriping without requiring any additional ROW or restriping.*
- *Provide a right-turn only driveway on the north side of Sunset Boulevard west of University Avenue to serve the retail parcel (i.e., acts to reduce southbound right-turn volume).*

Sunset Boulevard/West Oaks Boulevard

- *Restripe the southbound West Oaks Boulevard approach from (a planned) 2 left turn lanes, 2 through lanes, and 1 right turn lane to consist of 3 left turn lanes, 1 through lane, and 1 right turn lane.*
- *Restripe the northbound West Oaks Boulevard approach from 1 left turn lane, 2 through lanes, and 1 right turn lane to consist of 2 left turn lanes, 1 through lane, and 1 through/right lane to achieve proper lane alignments.*

Sunset Boulevard/Blue Oaks Boulevard

- *The westbound Sunset Boulevard approach currently consists of one left-turn lane, three through lanes, and one right-turn lane. Add a second left turn lane on westbound Sunset Boulevard (constructed from existing median and minor restriping/narrowing of existing lanes).*
- *Convert eastbound Sunset Boulevard channelized right turn to a signal controlled movement with overlap arrow to better accommodate westbound dual left-turn movement (see Figure 4 for illustration of improvement).*

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Wildcat Boulevard/Ranch View Drive

- *Restripe the eastbound Ranch View Drive approach from 1 left turn lane and 1 through/right lane to consist of 1 left turn lane, 1 shared left/through lane, and 1 dedicated right-turn lane.*

Implementation of the above mitigation measure will reduce impacts to the exceedance of the City’s LOS C policy at the intersections of Sunset Boulevard/Atherton Road/University Avenue, Sunset Boulevard/West Oaks Boulevard, Sunset Boulevard/Blue Oaks Boulevard and Wildcat Boulevard/Ranch View Drive to a less than significant level.

Future development projects, including future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario 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 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 future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario would be subject to the payment of such a fee.

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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; future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario would be subject to payment of such a fee.

b. Conflict with Congestion Management Plan – 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 Patterns – No Impact. While future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario may result in an increase in traffic levels, 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. While future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario may result in an increase in traffic levels, proposed projects are evaluated by the City’s Engineering Services Manager to assess such items as hazards due to a design feature or incompatible uses. In addition, proposed projects are 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. While future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario may result in an increase in traffic levels, proposed projects are 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.

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XVII. <u>TRIBAL CULTURAL RESOURCES</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 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:					
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		

Project Impacts:

The proposed amendment to the North West Rocklin General Development Plan to modify the trip caps applied to land within the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan does not include not include any specific development proposal or development activity; therefore there will be no ground disturbance that could affect unknown/undiscovered tribal cultural resources. As discussed below, tribal cultural resources impacts would not be anticipated or would be less than significant.

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Prior Environmental Analysis:

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 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.

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:

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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 Ione 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 Northwest Rocklin General Development Plan Amendment (Trip Caps) 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 May 5, 2016, May 5, 2016 and August 22, 2016, respectively. 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 June 6, 2016, June 6, 2016 and September 22, 2016, respectively, the end of the 30-day periods. 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, and that there have been no other concerns expressed regarding tribal cultural resources in the project area, 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.

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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		

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DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed amendment to the North West Rocklin General Development Plan to modify the trip caps applied to land within the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan does not include any specific development proposal or development activity. However, future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario could result in additional development density which could affect the need for utility and service systems. As discussed below, utility and service systems impacts would be less than significant.

Prior Environmental Review:

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 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.

Significance Conclusions:

a., b. and e. Exceed Wastewater Treatment Requirements, Exceed Wastewater Treatment Facility, Wastewater Capacity – *Less Than Significant Impact.* While the proposed project

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does not include any specific development proposal or development activity, future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario could result in additional development density that could generate additional wastewater treatment needs. However, the additional density would occur in areas that are already designated and planned for growth and would not occur on a scale that would be considered substantial as explained above in Section XIII. Population and Housing.

The proposed project site is located within the South Placer Municipal Utility District (SPMUD) service area for sewer. SPMUD has a Master Plan, which is periodically updated, to provide sewer to projects located within their service boundary. The plan includes future expansion as necessary, and includes the option of constructing additional treatment plants. SPMUD collects connection fees to finance the maintenance and expansion of its facilities. Future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario 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. Specifically, the Dry Creek Wastewater Treatment Plant (WWTP) had an average dry weather flow of 10 million gallons/day (mgd) and an average dry weather capacity of 18 mgd, while the Pleasant Grove Wastewater Treatment Plant had an average dry weather flow of 7 mgd, and an average dry weather capacity of 12 mgd. According to SPMUD, in 2009 the Dry Creek WWTP had an inflow of 10.3 mgd, with Rocklin’s portion being 2.4 mgd, and the Pleasant Grove WWTP had an inflow of 7.0 mgd, with Rocklin’s portion being 2.0 mgd. Consequently, both plants are well within their operating capacities and there remains adequate capacity to accommodate the projected wastewater flows from future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario.

c. New Stormwater Facilities – Less Than Significant Impact. While the proposed project does not include any specific development proposal or development activity, future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario could result in additional development density that could generate the need for additional stormwater facilities. However, the additional density would occur in areas that are already designated and planned for growth and would not occur on a scale that would be considered substantial as explained above in Section XIII. Population and Housing.

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Future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario would be conditioned to require connection into the City’s storm drain system, with Best Management Practices 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 beyond those identified in the master drainage studies prepared for the Northwest Rocklin General Development Plan area would not be required as a result of this project.

d. Water Supplies – Less Than Significant Impact. While the proposed project does not include any specific development proposal or development activity, future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario could result in additional development density that could result in a need for additional water supplies. However, the additional density would occur in areas that are already designated and planned for growth and would not occur on a scale that would be considered substantial as explained above in Section XIII. Population and Housing.

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 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). The project site would be served by the Foothill WTP, which treats water diverted from the American River Pump Station near Auburn, and estimated maximum daily water treatment demands from future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario 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. While the proposed project does not include any specific development proposal or development activity, future development in the

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Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario could result in additional development density that could result in a need for additional landfill capacity. However, the additional density would occur in areas that are already designated and planned for growth and would not occur on a scale that would be considered substantial as explained above in Section XIII. Population and Housing

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. Future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario 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.

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. Future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario 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 future development, provided their access requirements are met.

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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		

Conclusion:

a., b. and c. Degradation of Environment Quality, Cumulatively Considerable Impacts, Adverse Effects to Humans – *Less Than Significant Impact.* Development in the South Placer region as a whole, including future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario, 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

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mitigation measures; as a result, the General Plan EIR determined that there would be significant and unavoidable cumulative air quality impacts.

Development in the City and the South Placer region as a whole, including future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario, 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 determined that there would be cumulative significant and unavoidable biological resource impacts. Buildout of the proposed project represents conversion of the same vacant land area that was analyzed in the EIR.

Development in the City, including future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario, will substantially alter viewsheds and vistas 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 aesthetic impacts. Buildout of the proposed project represents conversion of the same vacant land area that was analyzed in the EIR.

The preceding analysis demonstrates that the effects discussed in the Mandatory Findings of Significance checklist section above will not occur as a consequence of the project. Future development in the Highway 65 Corridor portion of the Northwest Rocklin General Development Plan area under an increased trip cap scenario will occur in locations that are mostly surrounded by developed land. Specifically, 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 periods of California history or prehistory. 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.

The approval of the proposed project would not have environmental effects that would cause substantial adverse effect on human beings. Therefore, the project would have less than significant impacts.

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Section 5. References:

- City of Rocklin General Plan, October 2012
- City of Rocklin General Plan, Draft Environmental Impact Report, August 2011
- City of Rocklin General Plan, Final Environmental Impact Report, August 2012
- City of Rocklin Northwest Rocklin General Development Plan, July 2002 and subsequently amended via City Council Ordinances 882, 884, 898, 892, 932 and 941
- City of Rocklin Zoning Ordinance, Title 17 of the Rocklin Municipal Code
- Fehr & Peers, Final Transportation Impact Analysis for the Northwest Rocklin Area General Development Plan, May 2016
- Northwest Rocklin Annexation (Sunset Ranchos) Area, Draft Environmental Impact Report, October 2001
- Northwest Rocklin Annexation (Sunset Ranchos) Area, Final Environmental Impact Report, March 2002
- Raney Planning and Management, Air Quality and Greenhouse Gas Analysis, Northwest Rocklin General Development Plan Project, October 2016

Attachments

- Attachment A – Project Vicinity Map
- Attachment B – Highway 65 Corridor Parcel Number Map

<p>Initial Study Page 90 Reso. No.</p>	<p><i>Northwest Rocklin General Development Plan Amendment (Trip Caps) PDG2016-0007</i></p>
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MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT**NORTHWEST ROCKLIN GENERAL DEVELOPMENT PLAN AMENDMENT (TRIP CAPS)
(PDG2016-0007)****Project Name and Description**

The Northwest Rocklin General Development Plan Amendment (Trip Caps) project proposes an amendment to the North West Rocklin General Development Plan to modify traffic caps applied to land within the Highway 65 Corridor portion (approximately 528 acres) of the Northwest Rocklin General Development Plan area while still maintaining City of Rocklin traffic Level of Service standards. The proposed project does not include any specific development proposal or development activity. This project will require a General Development Plan Amendment entitlement. For more detail, please refer to the Project Description set forth in Section 3 of the Initial Study.

Project Location

The project site is generally located in the northwest portion of the City of Rocklin, specifically within the Highway 65 Corridor (Development Areas 104-116) of the Northwest Rocklin General Development Plan. The area is generally bounded by State Route 65 (SR65) on the west, just west of Wildcat Boulevard on the east, the Rocklin/Lincoln City Limits on the north, and Sunset Boulevard on the south.

Project Proponent's Name

The applicants and property owners are Orchard Creek Investors LLC/Fulcrum, Evergreen Management Company and William Jessup University.

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: _____ October 13, 2016 _____

Date Adopted: _____

Signature: _____

Marc Mondell, Economic and Community Development Department Director

**MITIGATION MONITORING PROGRAM
Northwest Rocklin General Development Plan Amendment (Trip Caps)
(PDG2016-0007)**

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:**Air Quality/Greenhouse Gas Emissions:**

To address the exceedance of the emissions of NO_x and PM₁₀ and Greenhouse Gas Emissions and reduce them below the applicable PCAPCD thresholds, the following mitigation measure is being applied to the project:

III.-1 In conjunction with submittal of a development application for any projects within the Northwest Rocklin Area that exceed the 2002 trip cap (as calculated using the trip generation rates provided in the May 2016 Final Transportation Impact Analysis for the Northwest Rocklin Area General Development Plan), the applicant shall prepare and submit an Air Quality Emissions Estimate identifying the project's increase in estimated NO_x and PM₁₀ emissions from mobile sources as compared to those allowed under the 2002 trip cap. The estimated increase in mobile source emissions shall remain at or below 20.7 percent for NO_x and 17.7 percent for PM₁₀. If the emissions estimate identifies an increase beyond those identified above, the applicant shall submit an Air Quality Reduction Plan sufficient to reduce NO_x and/or PM₁₀ emissions to within the allowable emissions increases. The measures included in the Air Quality Reduction Plan would be anticipated to focus on the reduction of mobile source emissions by including project elements that encourage alternative modes of transportation, promote non-motorized transportation and result in the reduction of number of vehicle trips as well as vehicle trip lengths. The Air Quality Reduction Plan may also include payment of mitigation fees into the PCAPCD's Off-site Air Quality Mitigation Fund as a method of reducing NO_x emissions. PCAPCD's Off-site Air Quality Mitigation supports fee program supports fleet modernizations, repowers, retrofits, and fleet expansions of heavy duty on- and off-road mobile vehicles/equipment; alternative fuels infrastructure or low emission fuel purchases; new or expanded alternative transit service programs; light-duty low emission vehicle (LEV) programs; public education; repower of agricultural pump engines, and other beneficial air quality projects. Mitigation fees collected from land use developments by the PCAPCD are distributed through the District's annual Clean Air Grant (CAG) Program, which would help to reduce regional NO_x emissions.

IMPLEMENTATION:

In conjunction with submittal of a development application for any projects within the Northwest Rocklin Area that exceed the 2002 trip cap (as calculated using the trip generation rates provided in the May 2016 Final Transportation Impact Analysis for the Northwest Rocklin Area General Development Plan), the project applicant shall prepare and submit an Air Quality Emissions Estimate identifying the project's increase in estimated NO_x and PM₁₀ emissions from mobile sources as compared to those allowed under the 2002 trip cap. The estimated increase in mobile source emissions shall remain at or below 20.7 percent for NO_x and 17.7 percent for PM₁₀. If the emissions estimate identifies an increase beyond those identified above, the applicant shall submit an Air Quality Reduction Plan sufficient to reduce NO_x and/or PM₁₀

emissions to within the allowable emissions increases. The City shall incorporate the findings of the Air Quality Emissions Estimate into the project's conditions of approval.

RESPONSIBILITY

City of Rocklin Economic and Community Development Department

City of Rocklin Public Services Department

Applicants/Developers

MITIGATION MEASURES:**Transportation/Traffic:**

To address the exceedance of the City's LOS C policy at the intersections of Sunset Boulevard/Atherton Road/University Avenue, Sunset Boulevard/West Oaks Boulevard, Sunset Boulevard/Blue Oaks Boulevard and Wildcat Boulevard/Ranch View Drive, the following mitigation measure is being applied to the project:

XVI.-1 The following intersections shall be added to the City's Capital Improvement Program Traffic Impact Mitigation Fee program as part of the implementation of General Plan Policy C-8:

Sunset Boulevard/Atherton Road/University Avenue

- *Restripe the southbound University Avenue approach from a planned 1 left turn lane, 2 through lanes and 1 right turn lane to consist of 2 left turn lanes, 1 through lane, and 1 right turn lane. The suggested restriping simply reassigns lanes on the SB approach and does not require any further widening beyond which has already been planned. Eastbound Sunset Boulevard currently has a sufficient number of receiving lanes to accommodate this restriping without requiring any additional ROW or restriping.*
- *Provide a right-turn only driveway on the north side of Sunset Boulevard west of University Avenue to serve the retail parcel (i.e., acts to reduce southbound right-turn volume).*

Sunset Boulevard/West Oaks Boulevard

- *Restripe the southbound West Oaks Boulevard approach from (a planned) 2 left turn lanes, 2 through lanes, and 1 right turn lane to consist of 3 left turn lanes, 1 through lane, and 1 right turn lane.*
- *Restripe the northbound West Oaks Boulevard approach from 1 left turn lane, 2 through lanes, and 1 right turn lane to consist of 2 left turn lanes, 1 through lane, and 1 through/right lane to achieve proper lane alignments.*

Sunset Boulevard/Blue Oaks Boulevard

- *The westbound Sunset Boulevard approach currently consists of one left-turn lane, three through lanes, and one right-turn lane. Add a second left turn lane on westbound Sunset Boulevard (constructed from existing median and minor restriping/narrowing of existing lanes).*
- *Convert eastbound Sunset Boulevard channelized right turn to a signal controlled movement with overlap arrow to better accommodate westbound dual left-turn movement (see Figure 4 for illustration of improvement).*

Wildcat Boulevard/Ranch View Drive

- *Restripe the eastbound Ranch View Drive approach from 1 left turn lane and 1 through/right lane to consist of 1 left turn lane, 1 shared left/through lane, and 1 dedicated right-turn lane.*

IMPLEMENTATION:

The City shall add the above referenced intersection mitigation measures and their associated costs to the City's Capital Improvement Program Traffic Impact Mitigation Fee program as a part of that program's next update. Subsequently, development projects subject to the Traffic Impact Fee Mitigation Fee program shall be assessed an appropriate fee to ensure fair share payment.

RESPONSIBILITY

City of Rocklin Economic and Community Development Department
Applicants/Developers

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:

RESOLUTION NO. PC- _____

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ROCKLIN
 RECOMMENDING APPROVAL OF THE ELEVENTH AMENDMENT TO THE GENERAL DEVELOPMENT
 PLAN FOR THE NORTH WEST ROCKLIN AREA REPLACING AND SUPERSEDING ORDINANCES 941
 AND 1055 AND RETAINING ORDINANCE 932
(North West Rocklin General Development Plan
 Trip Caps Amendment / PDG-99-02 et al / PDG2016-0007)

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

Section 1. The North West Rocklin Annexation and original General Development Plan for the area (i.e., Ord 858) was analyzed as required by the California Environmental Quality Act (CEQA) as a part of the Northwest Rocklin Annexation EIR, approved and certified by City Council Resolution No. 2002-230. Proposed amendments to Exhibits B and C of the North West Rocklin General Development Plan associated with the North West Rocklin General Development Plan Trip Caps Amendment / PDG-99-02 et al / PDG2016-0007 have been analyzed pursuant to the California Environmental Quality Act (CEQA) in the Initial Study/Mitigated Negative Declaration recommended for approval by Planning Commission Resolution No. _____.

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

Section 2.

A. The General Development Plan for the North West Rocklin Annexation Area was originally approved by Ordinance 858 by the City Council of the City of Rocklin on July 23, 2002 and subsequently amended by City Ordinances, 882, 884, 898, 892, 932, 941, 991, 1000, 1014, 1041 and 1055 (the “**General Development Plan**”). Ordinance 1055 focused on Exhibit C of the General Development Plan and consolidated a series of ordinances pertaining to that section (i.e., 941, 991, 1000, 1014, and 1041) to create the most current version of Exhibit C. The components/chapters of the General Development are comprised of the following:

1. The North West Rocklin General Development Plan “**Zoning Map**”, adopted as Exhibit A, and all amendments incorporated into and reflected on the Official Zoning Map of the City of Rocklin.
2. The “**Conditions of Approval**” adopted as Exhibit B;
3. The General Development Plan Zoning and Development Standards, adopted and referred to as Exhibit C, “**Zoning and Development Standards**”; and

4. The **Public Facilities Financing and Phasing Plan**, incorporated by reference as Chapter 4, adopted and/or amended through Ordinance 884, 898 and superseded by Ordinance 932. The most current version of the Public Facilities Phasing and Finance Plan was adopted by Ordinance 932.

B. Exhibit A “Zoning Map” of the North West Rocklin General Development Plan is reflected on the current version of the Citywide Zoning Map and is not being modified by this action.

C. General Development Plan Amendment (PDG-99-02 et al / PDG2016-0007) supersedes all prior versions of Chapters 2 and 3 in the General Development Plan for North West Rocklin also referred to as Exhibits B “Conditions of Approval” and Exhibit C “Zoning and Development Standards” in their entirety.

D. General Development Plan Amendment (PDG-99-02 et al / PDG2016-0007) retains and incorporates by reference the North West Rocklin Annexation Area Public Facilities Financing Plan 2008 Update, prepared by Economic and Planning Systems, Inc. dated April 22, 2008, and previously adopted as Ordinance 932.

E. The proposed General Development Plan Amendment PDG-99-02 et al / PDG2016-0007 is consistent with the objectives, policies, general land uses and programs in the City of Rocklin’s General Plan including the Housing Element.

F. The area within the boundaries of General Development Plan Amendment PDG-99-02 et al / PDG2016-0007 is physically suited to the uses authorized by the general development plan amendment and the Trip Cap increases that have been proposed are necessary to achieve land use yields that are typical of other similarly designated properties within the City.

G. The General Development Plan Amendment PDG-99-02 et al / PDG2016-0007 is compatible with the land uses, existing and permitted, on the properties in the vicinity.

H. The land uses, and their density and intensity, allowed by the proposed General Development Plan Amendment PDG-99-02 et al / PDG2016-0007 are not likely to create serious health problems or create nuisances on properties in the vicinity.

I. The Planning Commission has considered the effect of the proposed General Development Plan Amendment PDG-99-02 et al / PDG2016-0007 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 3. The Planning Commission of the City of Rocklin hereby recommends City Council approval of General Development Plan Amendment PDG-99-02 et al / PDG2016-0007 as

shown on Attachment 1, attached hereto and incorporated by reference herein which supersedes and replaces Exhibits B and C of the General Development Plan in their entirety.

PASSED AND ADOPTED this 1st day of November, 2016 by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Chairman

ATTEST:

Secretary

ATTACHMENT 1

ORDINANCE NO. _____

ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ROCKLIN APPROVING
 THE ELEVENTH AMENDMENT TO THE GENERAL DEVELOPMENT PLAN FOR
 THE NORTH WEST ROCKLIN AREA REPLACING AND SUPERSEDING
 ORDINANCES 941 AND 1055 AND RETAINING ORDINANCE 932
(North West Rocklin General Development Plan
 Trip Caps Amendment / PDG-99-02 et al / PDG2016-0007)

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

Section 1. The North West Rocklin Annexation and original General Development Plan for the area (i.e., Ord 858) was analyzed as required by the California Environmental Quality Act (CEQA) as a part of the Northwest Rocklin Annexation EIR, approved and certified by City Council Resolution No. 2002-230. Proposed amendments to Exhibits B and C of the North West Rocklin General Development Plan associated with the North West Rocklin General Development Plan Trip Caps Amendment /PDG-99-02 et al / PDG2016-0007 have been analyzed pursuant to the California Environmental Quality Act (CEQA) in the Initial Study/Mitigated Negative Declaration approved by City Council Resolution No. _____.

The City Council of the City of Rocklin finds and determines that:

Section 2.

A. The General Development Plan for the North West Rocklin Annexation Area was originally approved by Ordinance 858 by the City Council of the City of Rocklin on July 23, 2002 and subsequently amended by City Ordinances, 882, 884, 898, 892, 932, 941, 991, 1000, 1014, 1041 and 1055 (the “**General Development Plan**”). Ordinance 1055 focused on Exhibit C of the General Development Plan and consolidated a series of ordinances pertaining to that section (i.e., 941, 991, 1000, 1014, and 1041) to create the most current version of Exhibit C. The components/chapters of the General Development are comprised of the following:

5. The North West Rocklin General Development Plan “**Zoning Map**”, adopted as Exhibit A, and all amendments incorporated into and reflected on the Official Zoning Map of the City of Rocklin.
6. The “**Conditions of Approval**” adopted as Exhibit B;
7. The General Development Plan Zoning and Development Standards, adopted and referred to as Exhibit C, “**Zoning and Development Standards**”; and
8. The **Public Facilities Financing and Phasing Plan**, incorporated by reference as Chapter 4, adopted and/or amended through Ordinance 884, 898 and

superseded by Ordinance 932. The most current version of the Public Facilities Phasing and Finance Plan was adopted by Ordinance 932.

B. Exhibit A “Zoning Map” of the North West Rocklin General Development Plan is reflected on the current version of the Citywide Zoning Map and is not being modified by this action.

C. General Development Plan Amendment (PDG-99-02 et al / PDG2016-0007) supersedes all prior versions of Chapters 2 and 3 in the General Development Plan for North West Rocklin also referred to as Exhibits B “Conditions of Approval” and Exhibit C “Zoning and Development Standards” in their entirety.

D. General Development Plan Amendment (PDG-99-02 et al / PDG2016-0007) retains and incorporates by reference the North West Rocklin Annexation Area Public Facilities Financing Plan 2008 Update, prepared by Economic and Planning Systems, Inc. dated April 22, 2008, and previously adopted as Ordinance 932.

E. The proposed General Development Plan Amendment PDG-99-02 et al / PDG2016-0007 is consistent with the objectives, policies, general land uses and programs in the City of Rocklin’s General Plan including the Housing Element.

F. The area within the boundaries of General Development Plan Amendment PDG-99-02 et al / PDG2016-0007 is physically suited to the uses authorized by the general development plan amendment and the Trip Cap increases that have been proposed are necessary to achieve land use yields that are typical of other similarly designated properties within the City.

G. The General Development Plan Amendment PDG-99-02 et al / PDG2016-0007 is compatible with the land uses, existing and permitted, on the properties in the vicinity.

H. The land uses, and their density and intensity, allowed by the proposed General Development Plan Amendment PDG-99-02 et al / PDG2016-0007 are not likely to create serious health problems or create nuisances on properties in the vicinity.

I. The City Council has considered the effect of the proposed General Development Plan Amendment PDG-99-02 et al / PDG2016-0007 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 3. The City Council of the City of Rocklin hereby approves General Development Plan Amendment PDG-99-02 et al / PDG2016-0007 attached hereto which supersedes and replaces Exhibits B and C of the General Development Plan in their entirety.

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 _____, 2016, by the following vote:

AYES: Councilmembers:
NOES: Councilmembers: None
ABSENT: Councilmembers: None
ABSTAIN: Councilmembers: None

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Rocklin held on _____, 2016, by the following roll call vote:

AYES: Councilmembers:
NOES: Councilmembers:
ABSENT: Councilmembers:
ABSTAIN: Councilmembers:

Greg Janda, Mayor

ATTEST:

Barbara Ivanusich, City Clerk

First Reading:

Page 3 of Attachment 1
To PC Reso No.

Second Reading:
Effective Date:

EXHIBIT B

TO PDG-99-02 et al / PDG2016-0007

Conditions of Approval

EXHIBIT B**CONDITIONS OF APPROVAL FOR THE
NORTHWEST ROCKLIN GENERAL DEVELOPMENT PLAN**

The following conditions of approval are adopted as a part of the Northwest Rocklin Area General Development Plan (“NWRA GDP” or “GDP”), and unless expressly stated otherwise, shall apply throughout the GDP Area. The term “Subsequent Entitlements” shall mean discretionary and ministerial land development entitlements which are necessary or desirable for development of the GDP Area as contemplated by this GDP. Subsequent Entitlements include, but are not limited to, tentative and final parcel and subdivision maps, subdivision improvement agreements, conditional use permits, grading permits, and building permits.

If inconsistencies occur between the provisions of the Conditions of Approval to the NWRA GDP and the Zoning and Development Standards of the NWRA GDP, the provisions of the Conditions of Approval shall control.

A. GENERAL

1. Applications for Subsequent Entitlements shall include field surveys which physically delineate the boundaries of wetlands, riparian, areas, archaeological sites, and open space areas on the site of the proposed project for verification by the City or other responsible agencies, unless a survey has already been conducted in a timely and acceptable manner.
2. All projects shall be evaluated subject to the provisions of the Design Guidelines. (DR-2002-06; Resolution 2002-233)

The Northwest Rocklin Design Guidelines and all amendments that may be adopted shall be incorporated by reference into the project’s Covenants, Conditions and Restrictions (CC&Rs) and shall include language indicating that the Guidelines are available in the City of Rocklin Community Development Department office.

3. The Sunset Ranchos Planning Area shall participate in any single-family residential design review process that is adopted by the City of Rocklin.

B. LAND USE

Projects proposed within the Highway 65 Corridor Planning Area shall be designed to provide sufficient right of way to promote logical and efficient vehicular circulation throughout the area and include design features to minimize noise and visual impacts on the project from the highway interchange improvements.

C. TRANSPORTATION/CIRCULATION

1. Development under Subsequent Entitlements shall be subject to payment of the regional transportation fees adopted by the South Placer Regional Transportation Authority (SPRTA).
2. Applications for Subsequent Entitlements shall coordinate with the City and Placer County Transit (PCT) to ensure that transit services are in place as needed to serve demand from new development.
3. Applications for tentative maps proposed for sites designated with a school overlay shall include a revised traffic study, as necessary, to ensure that the change to residential use will not violate City service level policies. The study shall indicate any necessary traffic mitigation measures in future development plans to reduce impacts to less-than-significant levels.
4. Parcel size, location, and site design of school sites shall provide adequate parking for students, staff, faculty, and visitors to minimize on street parking and parking in residential neighborhoods.
5. The median width for Whitney Ranch Parkway shall be 20 feet between the Whitney Ranch Parkway/SR 65 Interchange and University Avenue to accommodate a City Secondary Entryway Sign as adopted by the Rocklin City Council.
6. The median width for Wildcat Boulevard shall be 14 feet to accommodate the placement of a City of Rocklin Minor Entryway Sign in the vicinity of the transition between Wildcat Boulevard and Lincoln Parkway.
7. Bus turnouts shall be provided throughout the project area as determined by the City Engineer.
8. Construction traffic associated with development of the Sunset Ranchos Planning Area shall utilize Highway 65 to the fullest extent possible to access the site. An alternative route that is acceptable to the City includes Highway 65 to Sunset Boulevard to West Stanford Ranch Road to Wildcat Boulevard. These routes are to be used by both heavy equipment and individual construction workers. Some limited construction access through Park Drive for major delivery of materials and equipment or other special activities may be permitted subject to approval in advance by the City of Rocklin Public Works Director. Information regarding these restrictions and requirements shall be included in all improvement plans and contractor agreements.

D. AIR QUALITY

1. As a condition of City approval of any grading activity within the North West Rocklin Area, the applicant for grading approval shall first submit a construction emission/dust control plan to and receive approval by the Public Works Director, City Engineer, and the Placer County Air Pollution Control District (PCAPCD). The plan shall specify measures to reduce dust pollution during all phases of construction. The measures shall be included as notes within the Grading or Improvement Plans for the project. The measures may include the following:
 - a. Traffic speeds on all unpaved road surfaces shall be posted at 25 m.p.h. or less.
 - b. All grading operations shall be suspended when wind speeds exceed 25 m.p.h.
 - c. All trucks leaving the site shall be washed off to eliminate dust and debris.
 - d. All construction equipment shall be maintained in clean condition.
 - e. All exposed surfaces shall be revegetated as quickly as feasible.
 - f. If fill dirt is brought to the construction site, tarps or soil stabilizers shall be placed on the dirt piles to minimize dust problems.
 - g. Water or dust palliatives shall be applied on all exposed earth surfaces as necessary to control dust. Construction contracts shall include dust control treatment as frequently as necessary to minimize dust.
 - h. No open burning of any kind shall be allowed.
 - i. Contractors' construction equipment shall be properly maintained and tuned during construction activity.
 - j. Contractors shall use low emission mobile construction equipment where possible.
 - k. Construction equipment exhaust emissions shall not exceed District Rule 202 Visible Emission Limitations.
 - l. The prime contractor shall submit to the District a comprehensive inventory (i.e., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used an aggregate of 40 or more hours for the construction project. District personnel, with assistance from the California Air Resources Board, will

conduct initial Visible Emission Evaluations of all heavy-duty equipment on the inventory list.

- m. Construction contracts shall stipulate that at least 20% of the heavy-duty off-road equipment included in the inventory be powered by CARB-certified off-road engines, as follows:

175 hp	750 hp	1996 and newer engines
100 hp	174 hp	1997 and newer engines
50 hp	99 hp	1998 and newer engines

In lieu of or in addition to this requirement, an applicant can use other measures to reduce particulate matter and nitrogen oxide emissions from their project through the use of emulsified diesel fuel and/or particulate matter traps. The District shall be contacted to discuss this measure.

- 2. The City shall not approve building permits for fireplaces in homes that do not have a primary heating source other than a fireplace. All fireplaces shall be plumbed for natural gas. Notwithstanding the foregoing, wood burning fireplaces shall be prohibited in all residential dwelling units within the Whitney Ranch Phase II development.
- 3. Tree planting programs shall include planting at least one tree per single family lot, for shade. Multi-family and non-residential projects shall incorporate trees into parking lot areas. Notwithstanding the foregoing, tree planting programs for Whitney Ranch Phase II should include planting at least two trees in the front yard of each dwelling unit.
- 4. The requirements in this section 4 shall **only** apply to Whitney Ranch Phase II development:
 - a. To the extent feasible, all landscaping areas publicly installed or maintained or installed or maintained by a Homeowner’s Association, shall be equipped with automatic irrigations systems, including drip irrigation, to reduce the amount of water used.
 - b. All appliances installed by the homebuilder, such as dishwashers, shall be energy star rated.
 - c. Each single-family home shall be equipped with a whole house fan.
 - d. To the extent feasible, community buildings such as clubhouses and recreational facilities, shall be equipped with water-conserving plumbing fixtures such as sensor-activated low flow faucets and toilets.

5. Commercial buildings shall be equipped with automated time clocks or occupant sensors to reduce energy loss.
6. Residential subdividers shall record the following separate instrument with their final map(s):

A document prepared by or on behalf of the subdivider for the education of all residents within the project addressing the following air quality concerns:

- a. Open burning, wood burning, and air pollution: problems and solutions.
 - b. Transportation control measures: ride sharing, mass transit availability/schedules, computerized ride-matching services, and other measures designed to reduce both the use of single-occupancy vehicles and vehicle miles traveled.
7. Developers/subdividers shall landscape with native drought-resistant species, where appropriate.
 8. Low NO_x hot water heaters shall be installed per PCAPCD regulations.
 9. Builders shall install an exterior electrical outlet at the front and back of single-family dwellings and duplexes for the use of electric landscape maintenance equipment.
 10. In any development served with natural gas, fireplaces within multi-family residential development projects shall be plumbed for natural gas, and wood-burning fireplaces shall be prohibited within those units.
 11. All wood burning stoves installed in single-family or multi-family units must be EPA certified.
 12. Office, commercial and retail land uses shall include bicycle racks.
 13. In any development served with natural gas, builders shall install natural gas lines at the rear of each single-family residential structure to encourage the use of natural-gas barbecues.
 14. Applicants shall participate in the Placer County Air Pollution Control District's Offsite Mitigation Program. Fees for single family residential units shall be collected at the time of small lot Final Map. Fees for multi-family dwelling units shall be collected at the time of building permit issuance.

15. In conjunction with submittal of a development application for any projects within the Highway 65 Corridor Planning Area in Northwest Rocklin that exceed

the 2002 trip cap (as calculated using the trip generation rates provided in the May 2016 Final Transportation Impact Analysis for the Northwest Rocklin Area General Development Plan), the applicant shall prepare and submit an Air Quality Emissions Estimate identifying the project's increase in estimated NOx and PM₁₀ emissions from mobile sources as compared to those allowed under the 2002 trip cap. The estimated increase in mobile source emissions shall remain at or below 20.7 percent for NOx and 17.7 percent for PM₁₀. If the emissions estimate identifies an increase beyond those identified above, the applicant shall submit an Air Quality Reduction Plan sufficient to reduce NOx and/or PM₁₀ emissions to within the allowable emissions increases. The measures included in the Air Quality Reduction Plan would be anticipated to focus on the reduction of mobile source emissions by including project elements that encourage alternative modes of transportation, promote non-motorized transportation and result in the reduction of number of vehicle trips as well as vehicle trip lengths. The Air Quality Reduction Plan may also include payment of mitigation fees into the PCAPCD's Off-site Air Quality Mitigation Fund as a method of reducing NOx emissions. PCAPCD's Off-site Air Quality Mitigation supports felt Fee program supports fleet modernizations, repowers, retrofits, and fleet expansions of heavy duty on- and off-road mobile vehicles/equipment; alternative fuels infrastructure or low emission fuel purchases; new or expanded alternative transit service programs; light-duty low emission vehicle (LEV) programs; public education; repower of agricultural pump engines, and other beneficial air quality projects. Mitigation fees collected from land use developments by the PCAPCD are distributed through the District's annual Clean Air Grant (CAG) Program, which would help to reduce regional NOx emissions.

2002 Trip Caps are presented in the following table for reference purposes. Current Trip Caps applicable to properties within the Highway 65 Corridor Planning Area are contained Section 3.4.4 and Table 8 in Exhibit C of the North West Rocklin General Development Plan.

2002 Highway 65 Corridor Trip Allocation By Development Areas

	Dev. Area #	Acres	Zoning	TRIPS (ADT)	Potential Building Square Footage (in thousands)			
					BP	Comm	LI	Total
JBC	104	66.3	PD-BP/COMM	14,626	447	192	0	639
	105	23.6	OS	0	-	-	-	-
	106	24.3	PD-COMM	6,982	70	164	0	234
	Subtotal	114.2		21,608	517	356	0	873
Placer Ranch	107	38.4	PD-COMM	8,313	151	161	0	312
	108	68.0	PD-BP/COMM	14,764	451	193	0	644
	109	15.7	OS	0	-	-	-	-
	110	22.7	PD-BP	3,800	215	0	0	215
	111	2.3	OS	0	-	-	-	-
	Subtotal	147.3		26,877	817	354		1,171
William Jessup University	112	19.6	OS	0	-	-	-	-
	113	106.1	PD-LI	18,325	0	0	719	719
	114	30.1	PD-COMM	11,473	0	328	0	328
	Subtotal	155.8		19,798	0	328	719	1,047
Atherton Tech	115	81.8	PD-LI	28,760	39	0	91	130
	116	5.0	OS	0	-	-	-	-
	Subtotal	86.8		8,760	39		91	130
TOTAL		527.8		77,043	1,373	1,038	810	3,221

ADT: Average Daily Traffic

- 1 Includes traffic capacity for existing William Jessup University (assuming a student capacity of up to 1,200 students) within existing (2004) ring road.
- 2 Includes traffic capacity for existing occupied 659,700 square foot light industrial and office buildings. Remaining traffic capacity for new development in Atherton Tech Center (last 3 undeveloped parcels) is 3,130 trips.

E. NOISE

1. The following items shall be conditions of construction activity and be included in the notes on the face of the Improvement Plans:
 - a. All heavy construction equipment and all stationary noise sources (such as diesel generators) shall have manufacturer installed mufflers.
 - b. Equipment warm up areas, water tanks, and equipment storage areas shall be located in an area as far away from existing residences as is feasible.

- c. Those engaged in construction activity shall comply with the City of Rocklin Construction Noise Compatibility 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 8:00 a.m. and 7:00 p.m. on weekends to the satisfaction of the Public Works Director or Building Official.
2. Upon review of an application for a Subsequent Entitlement, the Community Development Director shall determine the need for the applicant to prepare a noise analysis to determine the noise impacts to or generated by the proposed project. Mitigation measures for noise impacts identified in the study shall be incorporated into or made conditions of the project. Mitigation measures may include, but not be limited to, increased setbacks, site design alterations, residential design alterations, noise attenuation walls where appropriate, and special building materials, to the satisfaction of the City of Rocklin.
3. Development of residential uses within the 60 dB or greater contour shall use setbacks, barriers, or other measures as necessary to ensure that exterior noise levels at first-floor outdoor activity areas do not exceed standards in the City of Rocklin General Plan, as demonstrated by the project-specific noise analysis. Development shall also use building materials, systems (including heating and air conditioning that will allow residents to keep their windows closed) and/or other techniques necessary to ensure that interior noise levels do not exceed 45 dB.
4. Development involving commercial loading docks, schools, playgrounds, and parks (except on the parcel identified as the High School site and the Community Park site addressed in the following condition) shall be sited and designed to ensure that noise levels at nearby residential areas do not exceed stationary noise standards utilized by the City. An acoustical study may be required demonstrating compliance to the City prior to approval of the Subsequent Entitlements for this type of development, as determined by the Community Development Director.
5. Development of athletic fields and recreation areas associated with the high school and community park sites shall utilize site design techniques to reduce impacts to surrounding residential development. Prior to final design of high school and community park athletic fields and associated recreation areas, a noise analysis with recommendations shall be conducted to ensure that noise impacts from future operation of those facilities are reduced to the maximum extent feasible.
6. The design and construction of residential development projects adjacent to the High School and Community Park shall include solid noise barriers along the common boundaries.

F. PUBLIC UTILITIES

1. Development shall adhere to standard PCWA requirements. Applicants for Subsequent Entitlements shall enter into a Pipeline Extension Agreement with PCWA, as necessary, and provide all pipelines and facilities necessary to supply adequate amounts of water for domestic and fire protection purposes. All system improvements shall be subject to PCWA approval.
2. Subsequent Entitlements shall be conditioned to fund and install infrastructure required to provide for the wastewater conveyance needs for the proposed development. Prior to construction of improvements outside the project boundaries, the applicant shall submit to the City Engineer a construction plan that outlines the construction limits, construction schedule, traffic detours, noise and dust suppression, resident notification, and emergency service notification as requested by the City.
3. All other utilities, including but not limited to sewer, telephone, gas, and electricity, shall be provided to development under this GDP in accordance with the standards and requirements of the applicable provider.
4. Utility installations within all primary and secondary streets shall include stubs necessary to serve properties that are anticipated to develop after the primary or secondary street has been installed. The intent is to avoid the need to cut/trench through the new road surface and frontage improvements at a later date.
5. The planning and installation of public utilities within the public rights-of-way shall take the planned location of future landscaping into consideration. Elimination of planned landscaping shall be avoided to the fullest extent possible.
6. The 13-foot wide easement for the 36-inch water line located within the north side of the Whitney Ranch Parkway right-of-way shall not interfere with the overall implementation of landscaping and street tree installation. Compliance with this condition shall be demonstrated during Landscape Improvement Plan approval to the satisfaction of the Community Development Director and the Director of Public Works.

G. PUBLIC SERVICES*Fire*

1. Subsequent Entitlements, shall be conditioned on providing and maintaining appropriate access into open spaces or undeveloped portions of the property per City of Rocklin Fire Department requirements.

2. Fire sprinkler systems shall be installed in structures constructed at a location outside of the service area of a funded fire station, as determined by the Rocklin Fire Chief. This condition, if applicable, shall be implemented at the time of approval of the building permits for the structure.
3. All portions of the exterior first floor of residential structures shall be within 150 feet of the public right-of-way or private street system to the satisfaction of the Fire Chief. Structures not capable of meeting this requirement shall be considered a special hazard and fire sprinkler systems shall be installed. This condition shall be implemented at the time of approval of the building permits.
4. Radio repeater towers shall be installed as needed within the project site to the satisfaction of the Fire Chief and City Engineer. Specific sites will be determined by the Fire Department, in conjunction with the approval of Subsequent Entitlements. Installation of the towers shall be deemed a cost of providing fire protection and emergency services. The towers shall be installed by City.

Parks

5. In lieu of paying City's neighborhood park fees, applicants for residential subdivisions in the Sunset Ranchos Planning Area shall dedicate land in fee to the City for neighborhood parks in substantial conformance with the Phasing Plan and General Development Plan, and shall improve neighborhood parks in conformance with the approved Park Master Plan for each site. All parkland shall be free of any physical condition and any title encumbrances that would prevent or unreasonably restrict use as a park site. Each tentative map shall be reviewed by the City to determine if a park site shall be included, as either an on-site or as an offsite improvement reasonably related to the subdivision, in conformance with the General Development Plan. If a park site is to be included, the tentative map shall be conditioned on the Developer entering into the City's standard form Subdivision Improvement Agreement Turn-Key Park to improve and dedicate the park site to the City. The agreement shall establish the timing of the improvements and dedication, as well as the equipment, facilities, and landscaping in the park, to the satisfaction of the Director of Community Facilities. If a park site is located as an off-site requirement of the respective map, then the subdivider shall, at the direction of the City, dedicate and construct a minimum of 20 foot wide access road to the park site. The agreement shall be executed prior to recording the final map. The improvement and dedication to the City of parkland under this condition shall be at no cost to the City.
6. Plant materials used within the parks adjacent to open space shall be carefully chosen to make the parks appear as extensions of the native corridor. Designs

shall be by a licensed landscape architect and approved by the City. Native trees, shrubs and groundcover materials shall be emphasized.

H. OPEN SPACE AND TRAILS

1. An open space and conservation easement (as described in Government Code section 51070, et seq.) shall be recorded over the remaining portions of the general development plan zoned as OA (Open Area), for purposes of riparian area and creek protection.

The easement shall be in substantial compliance with the City's form Grant Of Open Space And Conservation Easement, and shall prohibit, among other things, grading, removal of native vegetation, deposit of any type of debris, lawn clippings, chemicals, or trash, and the building of any structures, including fencing; provided, that detention and/or retention basins and other improvements required by City may be permitted, and native vegetation may be removed as necessary for flood control and protection pursuant to a permit issued by the California Department of Fish and Game.

2. An open space and conservation easement (as described in Government Code section 51070, et seq.) shall be recorded over those hillside portions of the GDP which are to be left in open space and are beyond the building limit lines for purposes of hillside and bluff protection. The building limit lines shall be established as a part of the tentative map process.

The easement shall be in substantial compliance with the City's form Grant of Open Space and Conservation Easement, and shall prohibit among other things, grading, removal of native vegetation, deposit of any type of debris, lawn clippings, chemicals or trash, and the building of any structures, including fencing.

3. An open space management plan shall be prepared by project subdividers and approved by the City prior to recording of any final maps for the project. The Open Space Management Plan shall include a Fuels Modification Plan which addresses the following:
 - The removed brush and trees (under 6-inches diameter at breast height) within all fuel breaks should be chipped.
 - All undeveloped lots shall be subject to the City's Weed Abatement Program and follow established guidelines for fuel modifications.
 - Access points should be developed for open space areas, and the fuel break should have emergency vehicle access through the entire area.

I. PUBLIC SAFETY AND HAZARDS

1. Applications for Subsequent Entitlements within these portions of the Highway 65 Corridor Planning Area that have not already been studied (i.e., Development Areas 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116), shall include a Phase I Environmental Site Assessment as required by the Community Development Director to determine the potential for site contamination.
2. If evidence of soil contamination, such as stained or odorous soils, or other evidence of hazardous materials is encountered during construction or development activities, work shall cease until an environmental professional, retained at the applicant's expense, has evaluated the situation and identified necessary and appropriate follow-up actions. As part of this process, the City shall ensure that any necessary investigation and/or remediation activities conducted in the project area are coordinated with Placer County Division of Environmental Health, and, if needed, other appropriate State agencies.
3. If, during construction in the GDP Area, groundwater is encountered and dewatering activities are required, the water shall be analyzed by an environmental professional, retained at the applicant's expense, to determine if the water contains unsafe levels of pesticides, herbicides, nitrates, or other contaminants. Work shall not continue until results of the water analyses have been reported and the Placer County Division of Environmental Health has been informed of the results and has provided guidance.
4. Applicants for Subsequent Entitlements shall implement the recommendations contained in the Phase I Environmental Site Assessments prepared for the three portions of the project site (Sunset Ranchos, Parcel K, and SR 65 Corridor) as a condition of development approval to ensure that the potential environmental conditions associated with the properties do not present a health and safety hazard to the environment, the site workers, or the public. The recommendations include, but are not limited to, confirmation as to whether illegally applied pesticides, herbicides, or nitrates are present in soil and water on the property, investigation of potential heating oil tanks or hazardous building materials associated with on-site residences, and further investigation of trash pits at the development site. Additional site investigations shall be coordinated with the Placer County Division of Environmental Health and any required remediation shall be completed per Conditions I-2 and I-3 above.

J. VISUAL RESOURCES

1. Light standards on commercial properties shall be placed to minimize adverse light and glare on adjacent residential properties.
2. High intensity light producing uses, such as stadiums and ball fields, shall be located and oriented to minimize visual impacts on adjacent residential areas. Lighting for stadiums and ball fields shall be shielded and designed to distribute light in the most effective and efficient manner, using the minimum amount of light to achieve the necessary illumination for the use.
3. Lighting within residential and non-residential development projects shall be designed to the extent practicable to incorporate downcast lighting, shielding, and other measures commonly employed as “dark sky” provisions. Lighting on the outside of non-residential buildings shall consist of cut-off shoebox type lighting fixtures, or equivalent, and be mounted such that all light is projected directly toward the ground. Light poles, other than those associated with street lights, the Community Park, and High School facilities, shall be a maximum of 20’ in height as measured from grade to the top of the light. Lighting design plans shall be approved by the Director of Community Development for compliance with this condition.

K. CULTURAL RESOURCES

1. The following requirements shall be made conditions of approval of all Subsequent Entitlements and shall be included as notes within all improvement plans for development within the GDP area:
 - a. If, during construction, the project applicant, any successor in interest, or any agents or contractors of the applicant or successor discovers a cultural resource (such as CA-PLA-616) that could qualify as either an historical resource or a unique archaeological resource, work shall immediately stop within 100 feet of the find, and both the City of Rocklin and a representative of the Indian Community shall be immediately notified. Work within the area surrounding the find (i.e., an area created by a 100-foot radius emanating from the location of the find) shall remain suspended while a qualified archaeologist, retained at the applicant's expense, conducts an onsite evaluation, develops an opinion as to whether the resource qualifies as either an historical resource or a unique archaeological resource, and makes recommendations regarding the possible implementation of avoidance measures or other appropriate mitigation measures. Based on such recommendations, as well as any input obtained from the Indian Community within 72 hours (excluding weekends and State and federal holidays) of its receipt of notice regarding the find, the City shall determine what mitigation is

appropriate. If the discovered cultural resource is neither a Native American artifact, a Native American site, an historical resource, nor a unique archaeological resource, the City shall not require any additional mitigation, consistent with the policies set forth in Public Resources Code sections 21083.2 and 21084.1.

At a minimum, any Native American artifacts shall be respectfully treated and offered to the Indian Community for permanent storage or donation, at the Indian Community's discretion, and any Native American sites, such as grinding rocks, shall be respectfully treated and preserved intact. In considering whether to impose any more stringent mitigation measures, the City shall consider the potential cost to the applicant and any implications that additional mitigation may have for project design and feasibility. Where a discovered cultural resource is neither a Native American artifact, a Native American site, an historical resource, nor a unique archaeological resource, the City shall not require any additional mitigation, consistent with the policies set forth in Public Resources Code sections 21083.2 and 21084.1.

- b. If, during construction, the project applicant, any successor in interest, or any agents or contractors of the project applicant or successor discovers any human remains, the following steps should be taken:
 - 1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:
 - a) The project applicant or its successor in interest contacts the Placer County Coroner so that Coroner can determine whether any investigation of the cause of death is required, and
 - b) If the Coroner determines the remains to be Native American:
 - i. The Coroner shall contact the Native American Heritage Commission within 24 hours (excluding weekends and State and federal holidays). After hearing from the Coroner, the project applicant or its successor in interest shall immediately notify the City of Rocklin and a representative from the Indian Community of the Coroner's determination, and shall provide the Indian Community the opportunity, within 72 hours thereafter, (excluding

weekends and State and federal holidays) to identify the most likely descendant.

- ii. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.
 - iii. The most likely descendent, as identified by either the Native American Heritage Commission or the Indian Community, may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code section 5097.98, or
- 2) Subject to the terms of paragraph 3) below, where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.
- a) The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours (excluding weekends and State and federal holidays) after being notified by the Commission.
 - b) The Indian Community is unable to identify a most likely descendent, or the most likely descendant identified by the Indian Community failed to make a recommendation within 72 hours (excluding weekends and State and federal holidays) after the project applicant or its successor notified the Indian Community of the discovery of human remains; or
 - c) The landowner or its authorized representative rejects the recommendation of the descendant identified by the Commission, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.
- 3) In the event that the Coroner determines that the remains are Native American in origin, and the Native American Heritage

Commission and the Indian Community agree that the remains are of a person associated with the historic United Auburn Indian Community, the project applicant or its successor, if permitted by state law, shall provide the remains and any associated grave goods to the Indian Community with the understanding that the Indian Community will provide for burial with appropriate dignity at an appropriate location that will not be subject to future disturbance.

2. During the review process for any land use entitlement involving property currently containing prehistoric resource PL-2, it shall be determined by discussions between the applicant and the City of Rocklin whether it is feasible to preserve the boulder in place. If in place preservation is selected a deed restriction shall be recorded for that site, in the name of the Indian Community, requiring the preservation of the site. This deed restriction shall run with the land, and shall bind all successors in interest.

Prior to grading within 50 feet of prehistoric resource PL-2, an open space area around the boulder of at least 100 feet in diameter shall be created to preserve the site, and provide public interpretation of the site through signage. Some measure of protection, such as fencing, must be afforded to the deposit if it is present.

3. If in-place preservation of prehistoric resource PL-2 is not possible, the project applicant shall consult with concerned Native Americans and move the boulder to another location where it can be preserved. A deed restriction would then be recorded for that site, in the name of the Indian Community, requiring the preservation of the site. This deed restriction shall run with the land, and shall bind all successors in interest. An open space area around the boulder of at least 100 feet in diameter shall be created to preserve the site, and provide public interpretation of the site through signage. If a deposit is present at the time the boulder is moved, data recovery excavations shall be conducted in the area of its original location to the satisfaction of the Community Development Director.

L. GEOLOGY, SOILS, AND SEISMICITY

1. Applications for Subsequent Entitlements in areas with possible soil instability, earthquake faults or other geologic hazards shall include soils and/or geotechnical analysis of the proposed development. Preliminary reports must be submitted during review of tentative map, use permit, or design review applications. Final reports are required to be submitted concurrent with improvement plans. The geotechnical investigation shall be prepared by a professional engineer or geologist registered in the State of California in accordance with State regulations and to the satisfaction of the City. The City shall ensure recommendations pertaining to site preparation, construction, and

building and roadway design are identified in the geotechnical report and are incorporated into each project design through the plan check and inspection process.

2. If blasting activities are to occur in conjunction with site development, the contractor shall conduct the blasting activities in compliance with State and local regulations. The contractor shall obtain a blasting permit from the City of Rocklin prior to commencing any blasting activities. Information submitted to obtain a blasting permit shall include a description of the work to be accomplished and a statement of necessity for blasting as opposed to other methods considered, including avoidance of hard rock areas, safety measures to be implemented, such as blast blankets, and traffic groundshaking impacts. The contractor shall coordinate any blasting activities with police and fire departments to ensure proper site access control, traffic control, and public notification including the media and affected residents and businesses, as appropriate. Blasting specifications and plans shall include a schedule that outlines the time frame that blasting will occur to limit noise and traffic inconveniences.

M. HYDROLOGY, WATER QUALITY, AND DRAINAGE

1. The application for the first Subsequent Entitlement in the Sunset Ranchos and Highway 65 Planning Areas shall include a master drainage plan for the undeveloped properties to the satisfaction of the City Engineer. The master drainage plan(s) shall be based generally upon the stormwater detention system shown in the General Development Plan, and shall comply with all provisions of the GDP and adopted mitigation measures.
2. The application shall also include a program for the operation and maintenance of all privately owned drainage facilities and improvements located outside of the public right-of-way (including all facilities and improvements described in this Section M.) to the satisfaction of the Public Works Director. The program shall include monitoring the depth of sediment in detention facilities every two years or other time frame approved by the Public Works Director. If it is determined (through consultation with the Public Works Director) that sediment needs to be removed from detention facilities to ensure adequate stormwater capacity is available, the entity responsible for maintenance shall implement appropriate BMPs to protect terrestrial and aquatic resources and water quality to the satisfaction of the Public Works Director. Sediments removed shall be tested for contaminants and disposed of according to laws and regulations in effect at that time. Responsibility and financial obligations for implementation of the program shall be identified and included as part of the program, and shall include assignment of responsibility to HOA's as appropriate.

3. Mosquito control associated with privately-owned drainage facilities shall be required to be performed by the Homeowners' Association.
4. An appropriate restriction shall be recorded over the detention and/or retention basin(s) to assure their availability and use for detention and water quality purposes in perpetuity.
5. All Subsequent Entitlements shall be conditioned on the property owner entering into a written agreement with the City of Rocklin not to protest or oppose the establishment or formation of an improvement, assessment or similar district or area of benefit, or the levy or imposition of any assessment, fee, lien, tax or other levy, whether or not in connection with a district or area of benefit, for the purpose of flood and drainage control in the City of Rocklin. The agreement shall also indemnify the City against claims arising from subdivider's construction of improvements or development of the subdivision and shall be recorded and binding on successors in interest of subdivider.
6. On-site detention, where required, shall be provided to meet Placer County Flood Control and Water Conservation District (PCFCWCD) criteria set forth in Section VII of PCFCWCD's Stormwater Management Manual (SWMM). The SWMM requires, if on-site detention basins are to be used to mitigate downstream flooding effects due to project related increased peak flows, that the objective flow shall be taken as the estimated pre-development peak flow rate less 10 percent of the difference between the estimated pre-development and post-development peak flow rates from the site. This standard shall be used for storm frequencies of 2-year, 10-year, and 100-year storm events, but need not be greater than a 10 percent reduction. In no case shall the objective flow be less than the flows indicated in Figure 7-1 of the SWMM. However, in the event the results of stormwater runoff modeling indicate that on-site detention would exacerbate downstream flooding conditions when applying PCFCWCD numerical criteria, the City shall coordinate with the PCFCWCD to identify appropriate use, location, and sizing of project detention facilities and implement a solution that will ensure conformance with PCFCWCD standards.
7. Installation and design of detention basins shall be in accordance with PCFCWCD's SWMM and in conformance with the applicable master drainage plan. The results of hydrologic modeling shall be used to confirm that the capacity of the on-site detention facilities is adequate to detain the stormwater runoff anticipated following development. In concert with the stormwater system design, the capacity of off-site culverts or existing and/or planned regional detention facilities shall be evaluated to determine whether over-sizing is necessary to accommodate each development's incremental contribution.

8. Where development under a Subsequent Entitlement propose bridge footings or related structures at roadway crossings within the 100-year floodplains of the Orchard Creek and Pleasant Grove Creek tributaries, approval shall be conditioned in preparation of a hydraulic study shall be prepared to the satisfaction of the City Engineer to estimate potential changes in water surface elevations those locations. Should the results of the study indicate water surface elevations will be increased at any location upstream or downstream of the proposed crossing, such that developed locations adjacent to floodplain boundaries would be subject to new or exacerbated 100-year flood hazards, the location and/or design of the bridge crossings shall be modified, as appropriate, to reduce the potential for increased water surface elevations.
9. Application for Subsequent Entitlements within the State Route 65 Corridor shall include supplemental drainage studies to the satisfaction of the City Engineer to comply with Policy 3 of the Community Safety element of the Rocklin General Plan. The supplemental studies shall use the best and most recent information available in drainage reports, and other relevant information as appropriate. Conformance with section VII of PCFCWCD's Stormwater Management Manual (SWMM) shall be incorporated into project designs.
10. A storm water pollutant prevention plan (SWPPP), prepared in conformance with the State Regional Water Quality Control Board regulations, shall be a part of the drainage improvement plans for each development to control construction site runoff.

Typical Best Management Practices/Best Available Technologies (BMPs/BATs) that could be used during construction of development projects in the GDP Area include, but are not limited to, the following:

Temporary facilities such as waddles, sandbags, and hay bales may be used during construction. Temporary facilities are designed to help control dust and will capture a majority of the siltation resulting from construction activities prior to discharging into existing natural channels. In addition, they will trap possible fuel and oil spills from construction equipment to prohibit contamination of surface flows or groundwater. The construction contractor would be required to monitor and maintain all BMPs/BATs during construction to ensure they function properly.

11. Appropriate BMPs/BATs shall be incorporated into project designs to reduce urban pollutants in runoff, consistent with goals and standards established under federal and State non-point source discharge regulations (NPDES permit) and Basin Plan water quality objectives. Stormwater runoff BMPs selected from the Storm Water Quality Task Force (*California Storm Water Best Management Practices Handbook, 1993*), the Bay Area Stormwater Management Agencies Association *Start at the Source Design Guidance Manual*, or equally effective

measures shall be identified prior to final design approval. To maximize effectiveness, the selected BMPs/BATs shall be based on finalized site-specific hydrologic conditions, with consideration for the types and locations of development. Mechanisms to maintain the BMPs/BATs shall be identified.

Typical BMPs and BATs that could be used at the Proposed Project include, but are not limited to, the following:

- Application of appropriate signage to all storm drain inlets indicating that they outlet to the natural drainageways;
- Application of a street sweeping program to remove potential contaminants from street and roadway surfaces before they reach drainages;
- Installation of oil and grit separators to capture potential contaminants which enter the storm drain system;
- Minimize sources of concentrated flow by maximizing use of natural drainages to decelerate flows, collect pollutants and suspended sediment;
- Establish vegetation in stormwater drainages to achieve optimal balance of conveyance and water quality protection characteristics;
- Placement of velocity dissipaters, rip-rap, and/or other appropriate measures to slow runoff, promote deposition of waterborne particles, and reduce the erosive potential of storm flows;
- Prompt application of soil protection and slope stabilization practices to all disturbed areas;
- Use sedimentation basins to collect and temporarily detain storm water runoff to provide ample settling time before runoff is discharged;
- Creation of storage basins consisting of depressed areas, usually lined, that are sized to hold storm runoff and settle out material (the facility usually has a type of outlet device that is above the bottom of the basin or a small rip rapped berm over which the treated water can flow);
- Creation of a below-ground storage basin consisting of vertical or horizontal corrugated metal or HDPE pipes sized to allow the volume of water required to be treated to percolate into the ground;
- Use of fossil filters consisting of small filters that are placed like troughs around the inside top drain inlets or at ditch outlets.
- Creation of underground stormwater interceptors, which are underground tanks, similar to septic tanks, that are designed to allow material to settle out and also can have a grease trap to separate oil and petroleum products, prior to discharge; and
- Use of rock-lined ditches, which are surface ditches that are lined with rock, with or without filter material, with the rock lining material designed to allow water to filter into the ground.

Provisions for the maintenance and periodic inspection of permanent facilities shall be addressed in the program required by condition M.2., above. These provisions shall include periodic inspection, cleaning, and the replacement of filter materials, as necessary, to retain the integrity of the BMP/BAT.

12. All Subsequent Entitlements shall be conditioned so as to prohibit any development (including preliminary development activity on the site) that will result in a net increase in the volume of stormwater flows, as compared to undeveloped conditions, downstream of the GDP Area, until a regional retention facility designed to accommodate the increased flow is available to receive the flow. To be “available to receive the stormwater flows” from the site of the development, the regional retention facility must be constructed and in operation, and the owner of the development site must have the right to use the facility on a permanent basis for this purpose. Development which, through onsite or offsite retention or detention or otherwise, does not result in a net increase in the volume of stormwater flows, as compared to undeveloped conditions, downstream of the GDP Area, shall not be subject to this prohibition.

N. LANDSCAPING

1. Parking lot landscaping shall be designed to filter light and daytime glare from distant views, through the use of dense canopy shade trees, earth berms and continuous perimeter landscape plants. Parking lots shall also include a minimum 15-foot wide perimeter landscaping area and/or earth berming along adjacent streets to assist in screening the views of parked cars.
2. All street landscaping, whether publicly or privately owned, shall be irrigated by a permanent drip system or low water consumption system acceptable to the City Rocklin. All street landscape areas shall be maintained by an adjacent commercial, business/professional, or industrial user, or a Homeowner's Association, placed into the City Landscape and Lighting District, or into a Community Facilities District, or similar financing district, as determined by the City.

O. BIOLOGICAL RESOURCES

1. Applications for Subsequent Entitlements within the GDP Area, except the Sunset Ranchos Planning Area, shall include a special-status plant survey which shall be conducted during the appropriate blooming period for species expected to occur in the area.
2. Unless otherwise specified in a mitigation plan approved by the City or appropriate resource agency, disturbed special-status plant populations shall be transplanted to an approved mitigation site and/or mitigation credits shall be

purchased in an approved mitigation bank to ensure no net loss of rare plant populations.

Transplanted populations will be monitored by a qualified biologist/botanist for a period of 5 years. If there is greater than 80 percent survival of transplanted individuals the mitigation will be considered a success. Additional plants will be required if the 80 percent survival goal is not met.

3. Applications for Subsequent Entitlements within the Highway 65 corridor Planning Area shall include wetland delineations on the land.
4. Subsequent Entitlements shall be appropriately conditioned to require avoidance of any net loss of seasonal wetlands and jurisdictional waters of the United States, or the bed, channel, or bank of any stream. Such avoidance may be achieved by implementing and complying with the provisions of the Clean Water Act, as administered by the U.S. Army Corps of Engineers, under Section 404 of the Clean Water Act, and under Sections 1600-1607 of the California Fish and Game Code, as administered by the California Department of Fish and Game (CDFG), which includes obtaining all required permits from the U.S. Army Corps of Engineers and entering into a Streambed Alteration Agreement with CDFG and complying with all terms and conditions of those permits and agreements.

Satisfaction of the conditions shall require the applicant to submit to the Community Development Director and the City Engineer verification from the U.S. Army Corp of Engineers and the California Department of Fish and Game that the development project meets all regulations and that the applicant has obtained all required permits relating to wetlands and waterways.

5. The following information shall be included as a note within the improvement plans for any development project within the Sunset Ranchos Planning Area:

Measures to protect VELB are already outlined in the Biological Opinion for the Sunset Rancho's Project dated July 21, 2000 and amended on October 13, 2000 (Service File 1-1-00-F-0044, Corps File 199800668) as part of General Condition 11 of the Nationwide Permit No. 26 wetlands fill permit for that project. These measures may include the following:

All contractors and construction crews shall be briefed by a qualified biologist on the status of VELB (federally listed as threatened) and the need to protect its host plant, requirements to avoid damaging elderberry plants, and possible penalties for not complying with identified mitigation and monitoring measures. All elderberry stems of at least 1.0 inch diameter at ground level that cannot be avoided during construction activities shall be transplanted to an USFWS-approved mitigation area.

All transplanting of elderberry plants shall occur during the plants' dormant season (November to mid-February) and follow the standards set forth in the *USFWS Conservation Guidelines for the Valley Elderberry Longhorn Beetle (July 9, 1999)*.

As elderberry shrubs do not occur within the Parcel K Planning Area or the Highway 65 corridor Planning Area, this condition shall not apply in those areas.

6. Prior to approval of improvement plans or grading activity, the applicant shall mitigate for the loss of Swainson's Hawk foraging habitat by providing 0.5 acre of replacement Swainson's Hawk habitat land for each acre of land to be developed. The mitigation may be in the form of conservation easements or fee title to an appropriate entity. The location of the habitat area is encouraged, but not required to be within Placer County. Habitats located within the north half of the Central Valley, from the Stanislaus River to Redding shall be deemed acceptable. Applicant shall verify that this condition has been met to the satisfaction of the Community Development Director.
7. Prior to construction on a development project within the GDP Area, the applicant, in consultation with the City of Rocklin and CDFG, shall conduct a pre-construction breeding-season (approximately February 15 through August 30) survey of the development project site during the same calendar year that construction is planned to begin. The survey shall be conducted by a qualified raptor biologist to determine if any birds-of-prey are nesting on or directly adjacent to the development project site. (No surveys are required if construction activities occur outside of the breeding season.)

If phased construction procedures are planned for the development project, the results of the above survey shall be valid only for the season when it is conducted. A new survey shall be conducted for construction occurring in subsequent seasons.

A report shall be submitted to the City of Rocklin, following the completion of the raptor nesting survey that includes, at a minimum, the following information:

A description of methodology including dates of field visits, the names of survey personnel with resumes, a list of references cited and persons contacted, and a map showing the location(s) of any raptor nests observed on the project site.

If the survey does not identify any nesting raptor species on the project site, no further mitigation shall be required. However, should any raptor species be found nesting on the project site, the following mitigation conditions 8 and 9, below, shall be implemented.

8. The applicant, in consultation with the City of Rocklin and CDFG, shall direct construction activities to avoid all birds-of-prey nest sites located in the development project site during the breeding season while the nest is occupied with adults and/or young. The occupied nest shall be monitored by a qualified raptor biologist to determine when the nest is no longer used. Avoidance shall include the establishment of a nondisturbance buffer zone around the nest site. The size of the buffer zone will be determined in consultation with the City and CDFG. Highly visible temporary construction fencing shall delineate the buffer zone.
9. If a legally-protected species nest is located in a tree designated for removal, the removal shall be deferred until after August 30th, or until the adults and young are no longer dependent on the nest site as determined by a qualified biologist.
10. Applications for Subsequent Entitlements for vacant properties located within the Highway 65 Corridor Planning Area shall include surveys for federally listed vernal pool crustaceans completed during the appropriate active period, or alternatively, the applicant may assume presence of these species on the project site and mitigate accordingly.
11. Approval of Subsequent Entitlements shall be conditioned to require no net loss of vernal pool crustaceans and their habitat. This may be achieved through the Section 404/Section 7 Consultation permit process, in accordance with typical standards used by the U.S. Fish and Wildlife Service. This requirement shall be implemented prior to approval of improvement plans or any land use entitlements.

There are three options for mitigation of project-related impacts to vernal pool crustacean habitat.

Option 1: The applicant shall establish an USFWS-approved mitigation bank. The applicant shall reconstruct vernal pool crustacean habitat at a replacement ratio of 1:1 for vernal pool crustacean habitat creation AND 2:1 for vernal pool crustacean habitat preservation for each acre of vernal pool crustacean habitat impacted.

The applicant shall permanently protect the agreed-upon acreage of vernal pool crustacean habitat within the mitigation bank via a USFWS-approved conservation easement, to be held by an USFWS-approved entity.

Option 2: The applicant shall pay into the USFWS vernal pool crustacean mitigation fund. The replacement ratio would be 1:1 for vernal pool crustacean habitat creation AND 2:1 for vernal pool crustacean habitat preservation for each acre of vernal pool crustacean habitat impacted.

Option 3: The applicant shall purchase vernal pool crustacean mitigation credits from an existing mitigation bank. The replacement ratio would be 1:1 for vernal pool crustacean habitat creation AND 2:1 for vernal pool crustacean habitat preservation for each acre of vernal pool crustacean habitat impacted.

Applicants shall submit to the Community Development Director and the City Engineer verification from the USFWS that the project meets all regulations and that the developer/subdivider has obtained all required permits relating to vernal pool crustacean habitat

12. Temporary fencing shall be erected at locations determined by City Engineer during all construction operations, to prevent encroachment into riparian areas, woodland tree canopies, or other sensitive locations.

EXHIBIT C

TO PDG-99-02 et al / PDG2016-0007

Zoning and Development Standards

**NORTH WEST ROCKLIN
GENERAL DEVELOPMENT PLAN
EXHIBIT C TO PDG-99-02 ET AL / PDG2016-0007**

**NORTHWEST ROCKLIN
GENERAL DEVELOPMENT PLAN AMENDMENT**


By

Community Development Department
City of Rocklin
California

Prepared for:

WHITNEY  RANCH™

Newland Communities

**Adopted and amended by Rocklin City Council Ordinance Nos. –
858, 882, 884, 892, 898, 941, 991, 1000, 1014, 1041, 1055 and **

November 1, 2016

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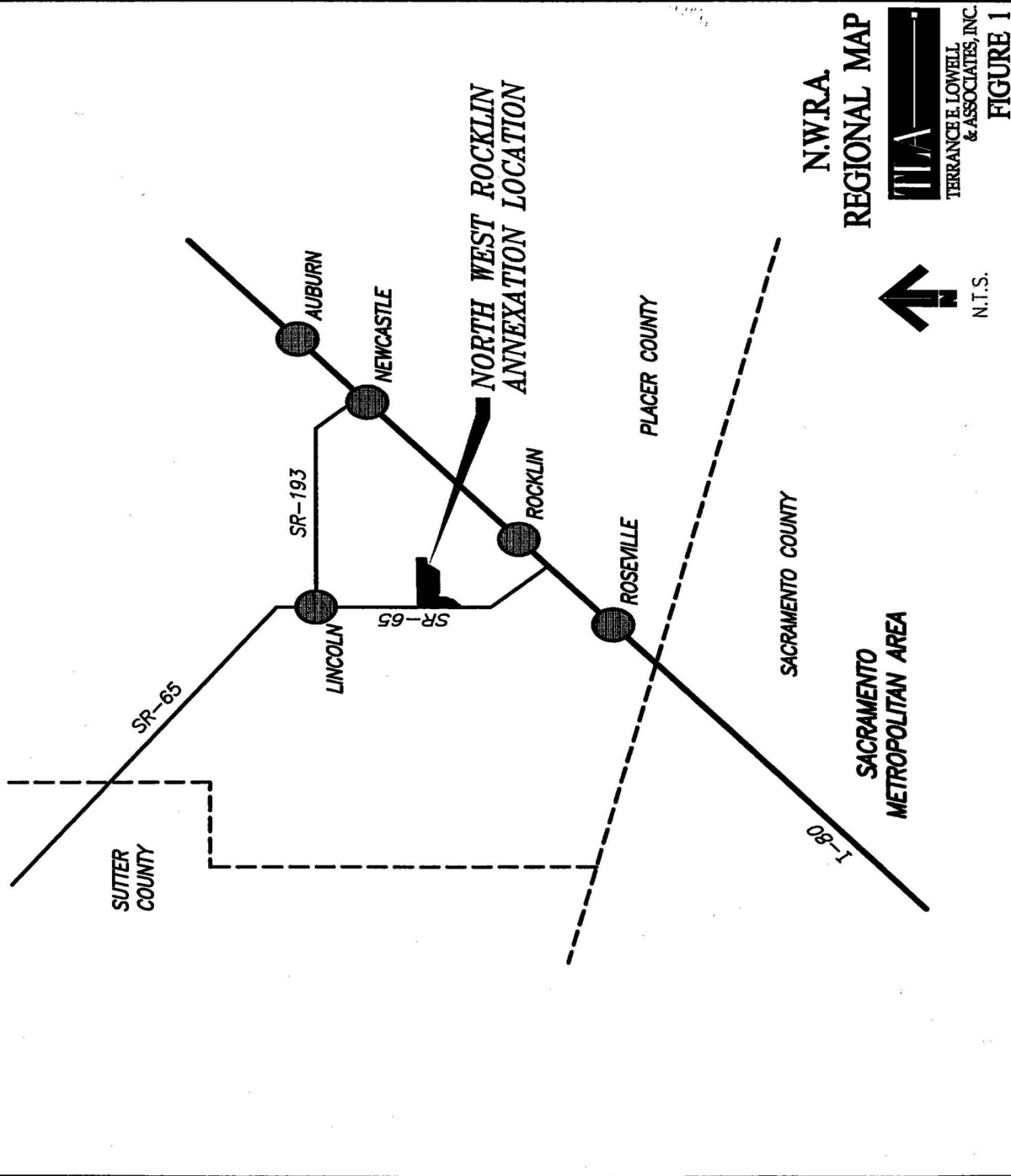
CHAPTER ONE - INTRODUCTION

1.1 Purpose of General Development Plan

A General Development Plan (GDP) is a planning document that defines, in detail, the development criteria for a project area. Chapter 17.60 of the Rocklin Municipal Code establishes the Planned Development process as a “means to provide for greater flexibility in environmental design than is provided under the strict application of the zoning and subdivision ordinances.” With that intent, the North West Rocklin Area General Development Plan (“NWRA GDP”) has been crafted to allow the integrated development of the 1,871-acre project in a manner that will a) promote the development of developable areas and avoid sensitive environmental areas, b) encourage creative and innovative design by allowing flexibility in property development standards, c) encourage the preservation of open space, and d) accommodate various types of large scale, complex and phased development in the planning area. More specifically, the NWRA GDP:

1. Establishes the interrelationship among land uses in the plan area.
2. Specifies permitted and conditionally permitted uses for all parcels and the intensity of the uses.
3. Establishes development standards such as the lot sizes, building setbacks, and height limits.
4. Identifies the width and general location of roadways necessary to serve the development
5. Identifies the needs and supply sources of water, sewer, drainage, and other public service needs of the project.
6. Provides guidance for the preparation of tentative maps, with regards to design features such as street alignments and cross-sections, lot size and lot orientation

The GDP will serve as the regulatory land use document for the North West Rocklin area. All provisions of the Zoning Ordinance (Title 17 of the Rocklin Municipal Code) shall apply to this project unless otherwise specified in this GDP.

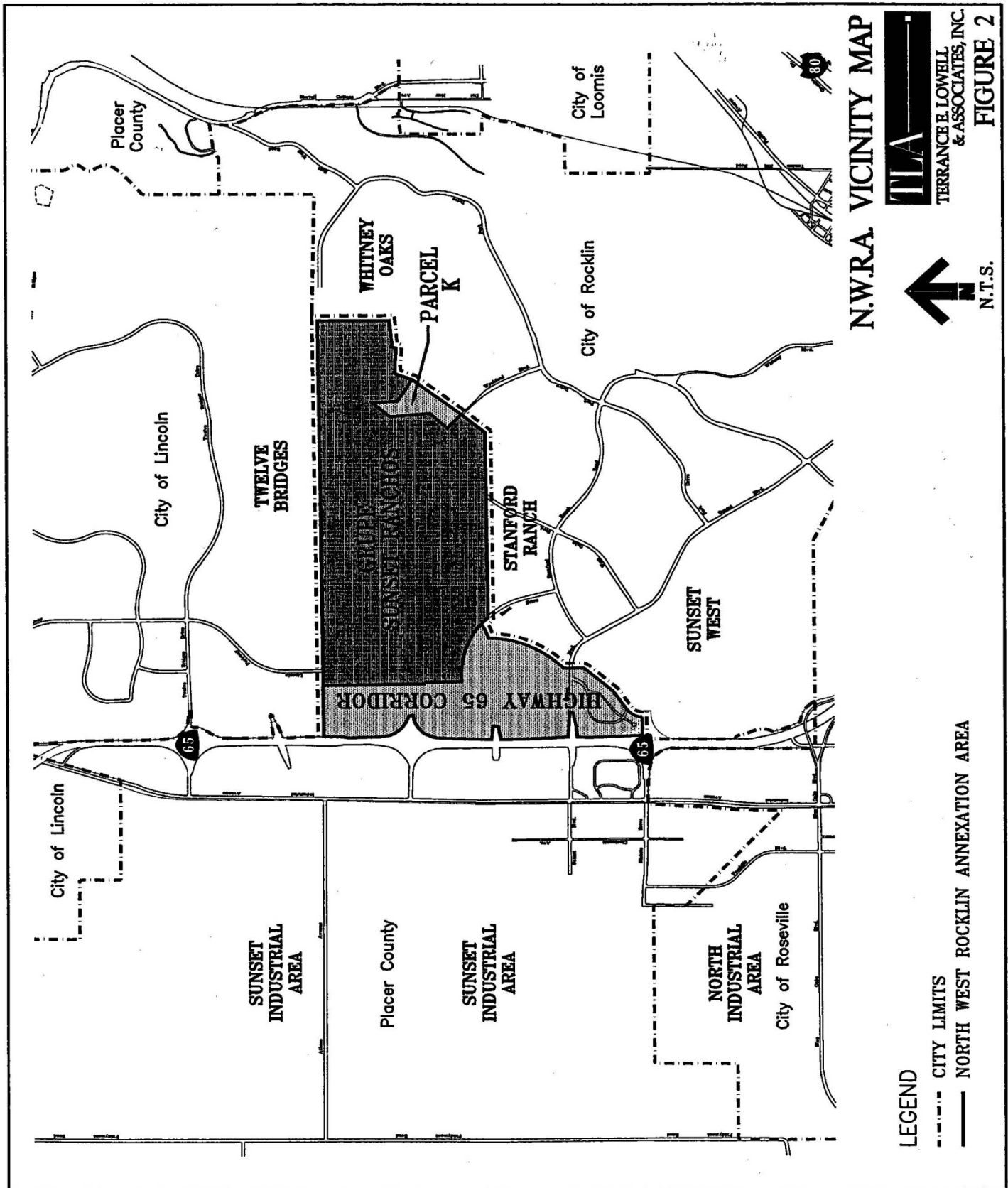


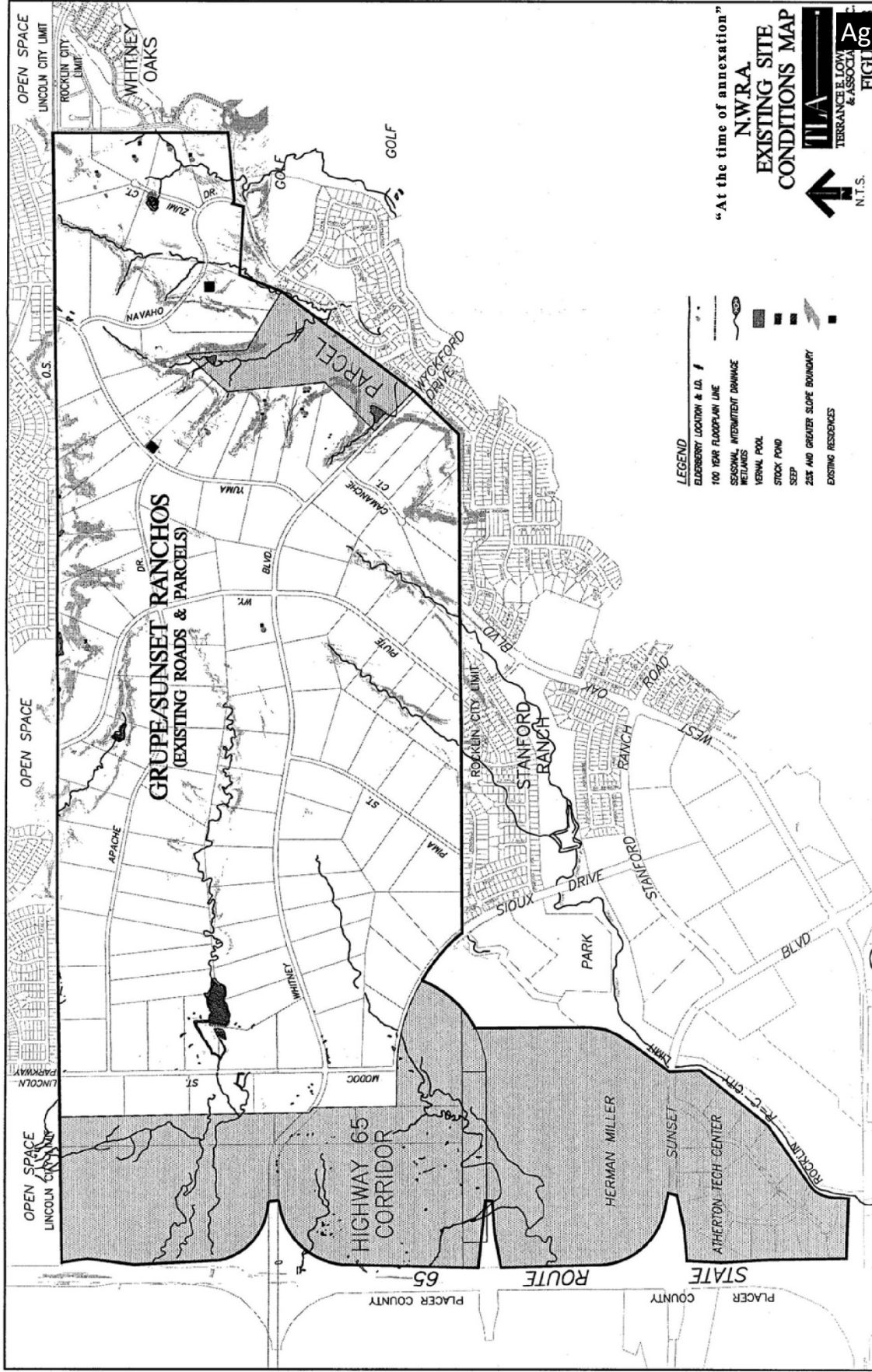
1.2 Plan Area Location and Description

The North West Rocklin Plan Area is approximately 1,871 acres located in the northwest corner of the City of Rocklin. Rocklin is located in the County of Placer, about 20 miles northeast of the City of Sacramento.

The North West Rocklin Plan Area is contiguous to SR 65 on the west and the Twelve Bridges Specific Plan area in the City of Lincoln on the north. Within the City of Rocklin, the Whitney Oaks project is to the east with Sunset West and Stanford Ranch on the south. West of the plan area is the Sunset Industrial Area in the County of Placer.

The North West Rocklin Plan Area's location within the regional setting is presented in Figure 1 and a vicinity map is presented in Figure 2. Figure 3 shows the existing site conditions at the time of the annexation, which influenced future land uses for the plan area.





The North West Rocklin Area contains three distinct planning areas: Sunset Ranchos ([aka Whitney Ranch](#)), Highway 65 Corridor (~~Hwy. 65~~), and Parcel K. Table 1 presents a summary of proposed land uses in the three planning areas and Figure 2 shows their locations.

Planning Area	Acreage	Existing Use	Dev. Unit	Proposed Zoning and Use
Sunset-Ranchos aka Whitney Ranch	1,296.3	Single-family homes, Apartments , Condominiums , High School, parks	1 to 69	Planned Development (PD) <ul style="list-style-type: none"> • up to 2,937 SF dwelling units • up to 1,328 MF dwelling units • 23.3 acres (252,600 sq. ft) commercial • 9.2 ac. (125,452 sq. ft) Business Professional. • 2 Elementary Schools (22.4 ac.) • 1 Junior High School (19.9 ac.) • 1 High School (50.0 ac.) • 57.3 ac. Public Parks/ • 6.7 ac. Private Recreation Facilities • 199.8 ac. Open Space
Highway 65 Corridor:	527.8			Planned Development (PD)
• Atherton Tech	81.8 ac. 5 ac.	Light Industrial Open Space	115 116	Light Industrial (81.8 ac.) Open Space (5 ac.)
• William Jessup University	155.8 ac.	University and vacant land	113 A 113 B 113 C 114 112	Light Industrial (106.1 13.9 ac.) Light Industrial/MU (17.7 ac.) WJU Campus (74.5 ac.) Commercial (30.1 ac.) Open Space (19.6 ac.)
• Placer Ranch	147.3 ac.	Vacant	107 A 107 B 108A 108B 110 109/111	Commercial (38.4 32.4 ac.) Commercial (6.0 ac.) Bus. Prof./Commercial (34.26 47.6 ac.) 221 174 SF dwelling units (33.74 20.4 ac) 149 196 SF dwelling units (22.9 ac.) Open Space (18 ac.)
• JBC Investments	114.2 ac.	Vacant	106 104 105	Commercial (24.3 ac.) Bus. Prof./Commercial (66.3 ac.) Open Space (23.6 ac.)
• Core Roadways	23.7 ac.			
Parcel K	47 ac.	Single-family residential		Developed <ul style="list-style-type: none"> • 109 SF dwelling units • Open Space (3.2 ac.)

CHAPTER TWO – ZONING DISTRICTS AND RELATIONSHIP TO THE ROCKLIN MUNICIPAL CODE

2.1 Relationship to the Rocklin Municipal Code

All provisions 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 16 and Title 17 of the R.M.C. and this General Development Plan, the provisions of the General Development Plan shall prevail.

2.2 Zoning Districts

To encourage a more creative and flexible approach to the use of land in this planning area, the General Development Plan identifies the zoning for Northwest Rocklin as a Planned Development (PD).

The Northwest Rocklin General Development Plan will utilize the following zoning categories.

- PD-1.6** Residential – One-and-six tenths (1.6) dwelling units to the gross acre.
 Purpose: To provide for low density, single family-detached residential units, with minimum lot size of 11,000square feet.
- PD-2.1, 2.5C-3.3** Residential Cluster – Two-and-one tenths (2.1) through three-and-three tenths (3.3) dwelling units to the gross acre.
 Purpose: To provide for low density, single family-detached residential units, with minimum lot size of 7,000 square feet.
- PD-2.9C – 3.8C** Residential Cluster – Two-and-nine tenths (2.9) through three-and-eight tenths (3.8) dwelling units to the gross acre.
 Purpose: To provide for low density, single family-detached residential units, with minimum lot size of 6,000 square feet. This zoning category applies to parcels with extensive slope constraints. Smaller lot sizes allows slope areas to be preserved as permanent open space.
- PD-3A** Residential – Three (3) dwelling units to the gross acre.
 Purpose: To provide for low density, single family-detached residential units, with minimum lot size of 11,000 square feet.
- PD-3B** Residential – Three (3) dwelling units to the gross acre.
 Purpose: This designation shall apply to the Parcel K area next to Stanford Ranch. It will provide for low density, single family-detached residential units, with minimum lot size of 7,500 square feet.

- PD-3.5C – 5.4C** Residential Cluster – Three-and-five tenths (3.5) through five-and-four-tenths (5.4) dwelling units to the gross acre.
 Purpose: To provide for medium density, single family detached and attached residential units, with minimum lot size of 4,000 square feet. This zoning category applies to parcels with extensive slope constraints. Smaller lot sizes allows slope areas to be preserved as permanent open space.
- PD-4** Residential – Four (4) dwelling units to the gross acre.
 Purpose: To provide for medium density, single family-detached residential units, with minimum lot size of 7,500 square feet. See note (1).
- PD-4.2 - 5** Residential – Four-and-two tenths (4.2) through five (5) dwelling units to the gross acre.
 Purpose: To provide for medium density, single family detached and attached residential units, with minimum lot size of 6,000 square feet.
- PD-6.5 – 6.6** Residential – Six-and-five tenths (6.5) through six-and-six tenths (6.6) dwelling units to the gross acre.
 Purpose: To provide for medium density, single family detached or attached residential units, using traditional and non-traditional lot designs. A minimum lot size of 3,000 square feet is required.
- PD-7.3–10A** Residential – Seven-and-three tenths (7.3) through ten (10) dwelling units to the gross acre.
 Purpose: To provide for medium density, single family detached or attached residential units, using traditional and non-traditional lot designs. A minimum lot size of 2,400 square feet is required.
- PD-8.7A** Residential – Eight-and-seven tenths (8.7) dwelling units to the gross acre.
 Purpose: To provide for medium high density, single family-detached or attached residential units, using traditional and non-traditional lot designs. A minimum lot size of 2,500 square feet is required.
- PD-10 - 12** Residential – Ten (10) through Twelve (12) dwelling units to the gross acre.
 Purpose: To provide for medium high density, single-family detached or attached, multi-family residential units, apartments, townhouses, condominiums, or cluster design.
- PD-18 – 20** Residential – Eighteen (18) through Twenty (20) dwelling units to the gross acre.
 Purpose: To provide for high density, multi-family attached residential units, apartments, townhouses, condominiums, or cluster design.

PD-22+ Residential – **Minimum** Twenty-two (22) dwelling units to the gross acre.
 Purpose: To provide for high density, multi-family attached residential units, apartments, townhouses, condominiums, or cluster design. This category is intended to help the City achieve its regional housing needs allocation. Thus, the minimum density is set with no maximum cap. No project will be approved if the density is below 22 dwelling units per gross acre.

PD-BP Business Professional
 Purpose: To provide opportunities for developing and operating professional and administrative offices.

PD-COMM Commercial
 Purpose: To provide a large concentration and mix of retail and services to meet the needs of local residents and employees of the plan area. Office uses will be limited to no more than 30% of the total building square footage.

PD-NC Neighborhood Commercial
 To provide a mix of retail and services to meet the needs of local residents. Due to limited parcel size and proximity to single-family residential uses, uses in this district will be limited in types, intensity, and design compared to the community commercial district.

PD-BP/COMM Business Professional/Commercial
 Purpose: To provide opportunities for developing and operating professional and administrative offices while allowing limited amount (maximum of 30% of site) retail commercial uses that are compatible with office uses.

PD-LI Light Industrial
 Purpose: This district is intended primarily for light industrial uses such as manufacturing, assembly, research and development as well as limited office uses that are compatible with industrial uses and light Industrial land uses in a campus-like setting.

SCHOOL School Facilities
 Purpose: To reserve land for the construction of future school facilities. These parcels will be reserved for purchase by the Rocklin Unified School District (RUSD). (1)

Recreation Facility Private Recreation Facilities
 Purpose: To provide areas for private recreational facilities typically owned and operated by a community association or Home Owners’ Association for exclusive use by property owners, tenants, and their guests.

Park Park Facilities
 Purpose: To provide areas for passive and active recreational opportunities. These parcels will be dedicated to the City for park improvements and annexed

into the City of Rocklin Parks CFD. The Community park site will provide for more intense active recreation such as athletic complexes, swimming pools and lighted ball fields. The park will attract users from throughout the City. Neighborhood parks will serve the immediate neighborhood and will have less intensive recreation uses like play equipment and turf area.

- OS** Open Space
- Purpose:** To preserve hillsides, streams, and other natural resources and buffer them from adjacent land uses. Storm water conveyance and detention will also utilize open space area. The open space corridors will preserve natural drainage ways, link public facilities via adjacent pedestrian trail, and create a unifying element to the plan.
- Note (1):** All proposed elementary school parcels have been designated with an underlying designation of PD-5. This would give notice that residential development could occur in the event the Rocklin Unified School District chooses not to use any of the sites for future school facilities.

The zoning designations, acreage and dwelling units for each project area are presented in Table 2. Figure 4 identifies the zoning that applies to the North West Rocklin Area. Figure 5 identifies the Development Areas referred to in this General Development Plan.

Subsequent amendments to zoning in the North West Rocklin Area are reflected on the City’s Official Zoning Map. That document shall be referred to in all instances as the official zoning exhibit for this General Development Plan.

- * The number of dwelling units and/or square footage reflected above is the maximum allowed based on zoning and for which infrastructure is designed or planned for. Actual development yield may be less.

Square footage for the Highway 65 Corridor is tied to # of trips and will depend on mix of uses. See Chapter 3.

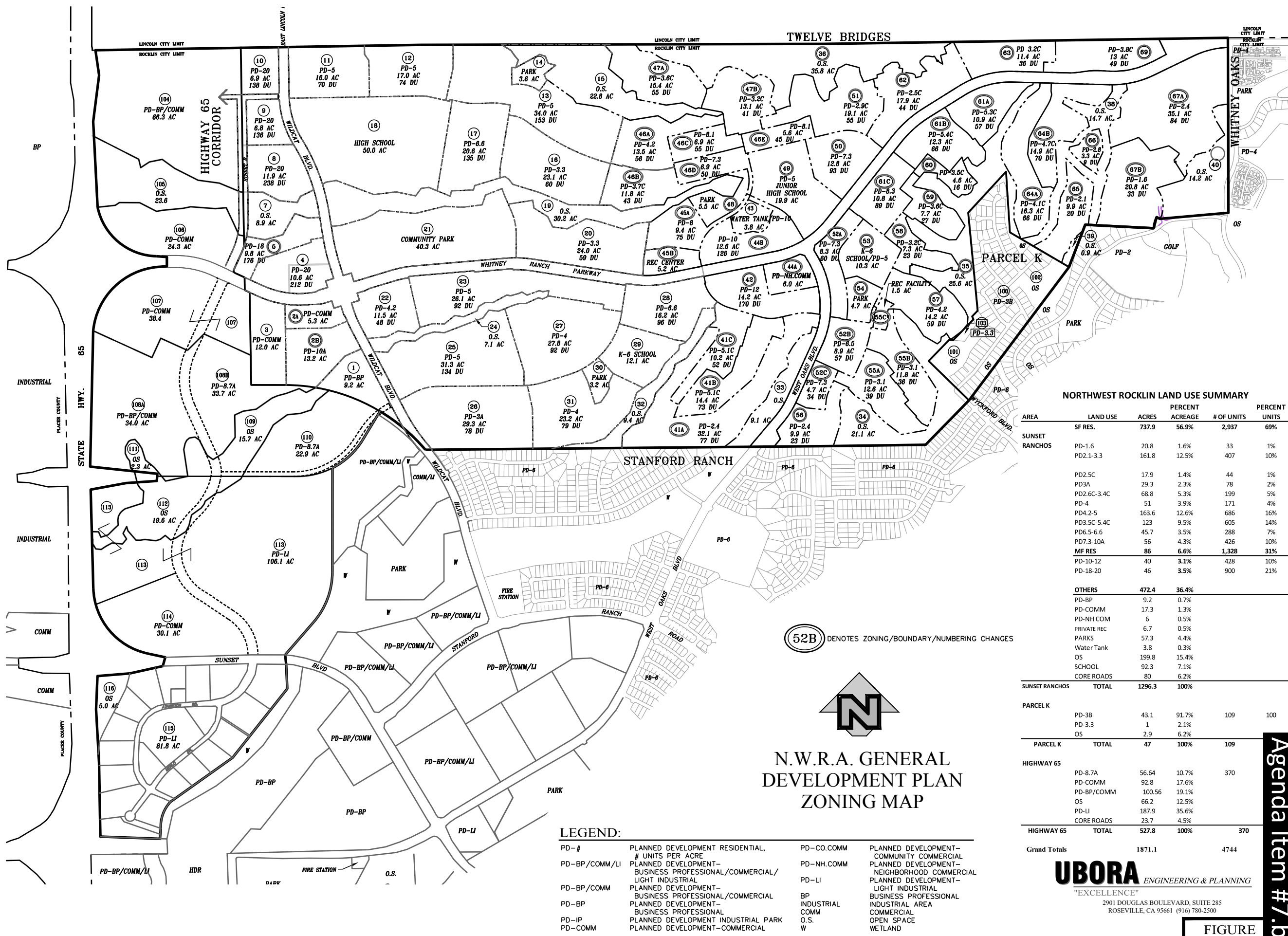
2.3 Zoning Boundaries

The boundaries of the zones described in this plan shall be as shown on the General Development Plan Zoning Map, as indicated on Figure 4. Where precise delineation of the zone boundary, such as prepared on a tentative map indicates the area included is actually different from the area shown on the General Development Plan Zoning Map, and there is a choice between land use categories to assign to the area affected by the boundary change, any adjustment in land use or dwelling unit density shall result in no net gain of units when totaling the two areas, and shall not result in an increase of more than 10% in any zone category.

Figure 4 NWRA GDP Zoning Map

SUMMARY OF LAND USES

DEV. UNIT	G.P.	ACREAGE	ZONING	MAX. # OF DU'S
SUNSET RANCHOS				
1	BP	9.2	PD-BP	-
2A	MU	5.3	PD-COMM	-
2B	MU	13.2	PD-10A	132
3	RC	12.2	PD-COMM	-
4	HDR	10.6	PD-20	212
5	HDR	9.8	PD-18	176
7	R-C	8.9	OPEN SPACE	-
8	HDR	11.9	PD-20	238
9	HDR	6.8	PD-20	136
10	HDR	6.9	PD-20	138
11	MDR	16	PD-5	70
12	MDR	17	PD-5	74
13	MDR	34	PD-5	153
14	POP	3.6	PARK	-
15	R-C	22.8	OPEN SPACE	-
16	LDR	23.1	PD-3.3	60
17	MDR	20.6	PD-6.6	135
18	POP	50	HIGH SCHOOL	-
19	R-C	30.2	OPEN SPACE	-
20	LDR	24	PD-3.3	59
21	POP	40.3	COMM. PARK	-
22	HDR	11.5	PD-4.2	48
23	MDR	26.1	PD-5	92
24	R-C	7.1	OPEN SPACE	-
25	MDR	31.3	PD-5	134
26	LDR	29.3	PD-3A	78
27	MDR	27.8	PD-4	92
28	MDR	16.2	PD-6.6	96
29	POP	12.1	K-6 SCHOOL	-
30	POP	3.2	PARK	-
31	MDR	23.2	PD-4	79
32	R-C	9.4	OPEN SPACE	-
33	R-C	9.1	OPEN SPACE	-
34	R-C	21.1	OPEN SPACE	-
35	R-C	25.6	OPEN SPACE	-
36	R-C	35.8	OPEN SPACE	-
38	R-C	14.7	OPEN SPACE	-
39	R-C	0.9	OPEN SPACE	-
40	R-C	14.2	OPEN SPACE	-
41A	LDR	32.1	PD-2.4	77
41B	MDR	14.4	PD-5.1C	73
41C	MDR	10.2	PD-5.1C	52
42	MHDR	14.2	PD-12	170
43	POP/MDR	3.8	WATER TANK/PD-10	-
44A	RC	6	PD-NH.COMM	-
44B	MHDR	12.6	PD-10	126
45A	MDR	9.4	PD-8	75
45B	POP	5.2	PRIV. REC. FACILITY	-
46A	MDR	13.5	PD-4.2	56
46B	MDR	11.8	PD-3.7C	43
46C	MDR	6.9	PD-8.1	55
46D	MDR	6.9	PD-7.3	50
46E	MDR	5.6	PD-8.1	45
47A	MDR	15.4	PD-3.6C	55
47B	LDR	13.1	PD-3.2C	41
48	POP	5.5	PARK	-
49	POP	19.9	JR. HIGH SCH/ PD-5	-
50	MDR	12.8	PD-7.3	93
51	LDR	19.1	PD-2.9C	55
52A	MDR	8.3	PD-7.3	60
52B	MDR	8.9	PD-6.5	57
52C	MDR	4.7	PD-7.3	34
53	POP	10.3	K-6 SCHOOL/PD-5	-
54	POP	4.7	PARK	-
55A	LDR	12.6	PD-3.1	39
55B	LDR	11.8	PD-3.1	36
55C	POP	1.5	PRIV. REC. FACILITY	-
56	LDR	9.9	PD-2.4	23
57	MDR	14.2	PD-4.2	59
58	LDR	7.3	PD-3.2C	23
59	MDR	7.7	PD-3.6C	27
60	MDR	4.6	PD-3.5C	16
61A	MDR	10.9	PD-5.3C	57
61B	MDR	12.3	PD-5.4C	66
61C	MDR	10.8	PD-8.3	89
62	LDR	17.9	PD-2.5C	44
63	LDR	11.4	PD-3.2C	36
64A	MDR	16.3	PD-4.1C	66
64B	MDR	14.9	PD-4.7C	70
65	LDR	9.9	PD-2.1	20
66	LDR	3.3	PD-2.8	9
67A	LDR	35.1	PD-2.4	84
67B	LDR	20.8	PD-1.6	33
69	MDR	13	PD-3.8C	49
CORE ROADS		80		
TOTAL	R/W	1,296.30		4,265
PARCEL K				
100	LDR	PD-3B	43.1	109
101	R-C	OS	1.2	-
102	R-C	OS	1.7	-
103	LDR	PD-3.3	1	0
TOTAL			47	109
HIGHWAY 65				
4	BP/COM	PD-	66.3	
5	M	BP/COMM		
6	R-C	OS	23.6	
7	RC	PD-COMM	24.3	
8	RC	PD-COMM	38.4	
9A	BP/COM	PD-	34.26	
9B	M	BP/COMM		
9C	MDR	PD 8.7A	33.74	221
10	R-C	OS	15.7	
11	MDR	PD 8.7A	22.9	149
12	R-C	OS	2.3	
13	R-C	OS	19.6	
14	LI	PD-LI	106.1	
15	RC	PD-COMM	30.1	
16	LI	PD-LI	81.8	
17	R-C	OS	5	
R/W	R/W	R/W	23.7	
TOTAL			527.8	370
GRAND TOTAL			1,871.1	4,744



NORTHWEST ROCKLIN LAND USE SUMMARY

AREA	LAND USE	ACRES	PERCENT ACREAGE	# OF UNITS	PERCENT UNITS
SUNSET RANCHOS	PD-1.6	20.8	1.6%	33	1%
	PD2.1-3.3	161.8	12.5%	407	10%
	PD2.5C	17.9	1.4%	44	1%
	PD3A	29.3	2.3%	78	2%
	PD2.6C-3.4C	68.8	5.3%	199	5%
	PD-4	51	3.9%	171	4%
	PD4.2-5	163.6	12.6%	686	16%
	PD3.5C-5.4C	123	9.5%	605	14%
	PD6.5-6.6	45.7	3.5%	288	7%
	PD7.3-10A	56	4.3%	426	10%
	MF RES	86	6.6%	1,328	31%
	PD-10-12	40	3.1%	428	10%
	PD-18-20	46	3.5%	900	21%
	OTHERS	472.4	36.4%		
	PD-BP	9.2	0.7%		
	PD-COMM	17.3	1.3%		
	PD-NH.COM	6	0.5%		
	PRIVATE REC	6.7	0.5%		
	PARKS	57.3	4.4%		
	Water Tank	3.8	0.3%		
	OS	199.8	15.4%		
	SCHOOL	92.3	7.1%		
	CORE ROADS	80	6.2%		
SUNSET RANCHOS	TOTAL	1296.3	100%		
PARCEL K					
	PD-3B	43.1	91.7%	109	100
	PD-3.3	1	2.1%		
	OS	2.9	6.2%		
PARCEL K	TOTAL	47	100%	109	
HIGHWAY 65					
	PD-8.7A	56.64	10.7%	370	
	PD-COMM	92.8	17.6%		
	PD-BP/COMM	100.56	19.1%		
	OS	66.2	12.5%		
	PD-LI	187.9	35.6%		
	CORE ROADS	23.7	4.5%		
HIGHWAY 65	TOTAL	527.8	100%	370	
Grand Totals		1871.1		4744	

N.W.R.A. GENERAL DEVELOPMENT PLAN ZONING MAP

LEGEND:

PD-#	PLANNED DEVELOPMENT RESIDENTIAL, # UNITS PER ACRE	PD-CO.COMM	PLANNED DEVELOPMENT-COMMUNITY COMMERCIAL
PD-BP/COMM/LI	PLANNED DEVELOPMENT-BUSINESS PROFESSIONAL/COMMERCIAL/LIGHT INDUSTRIAL	PD-NH.COMM	PLANNED DEVELOPMENT-NEIGHBORHOOD COMMERCIAL
PD-BP/COMM	PLANNED DEVELOPMENT-BUSINESS PROFESSIONAL/COMMERCIAL	PD-LI	PLANNED DEVELOPMENT-LIGHT INDUSTRIAL
PD-BP	PLANNED DEVELOPMENT-BUSINESS PROFESSIONAL	BP	INDUSTRIAL
PD-IP	PLANNED DEVELOPMENT INDUSTRIAL PARK	COMM	COMMERCIAL
PD-COMM	PLANNED DEVELOPMENT-COMMERCIAL	O.S.	OPEN SPACE
		W	WETLAND

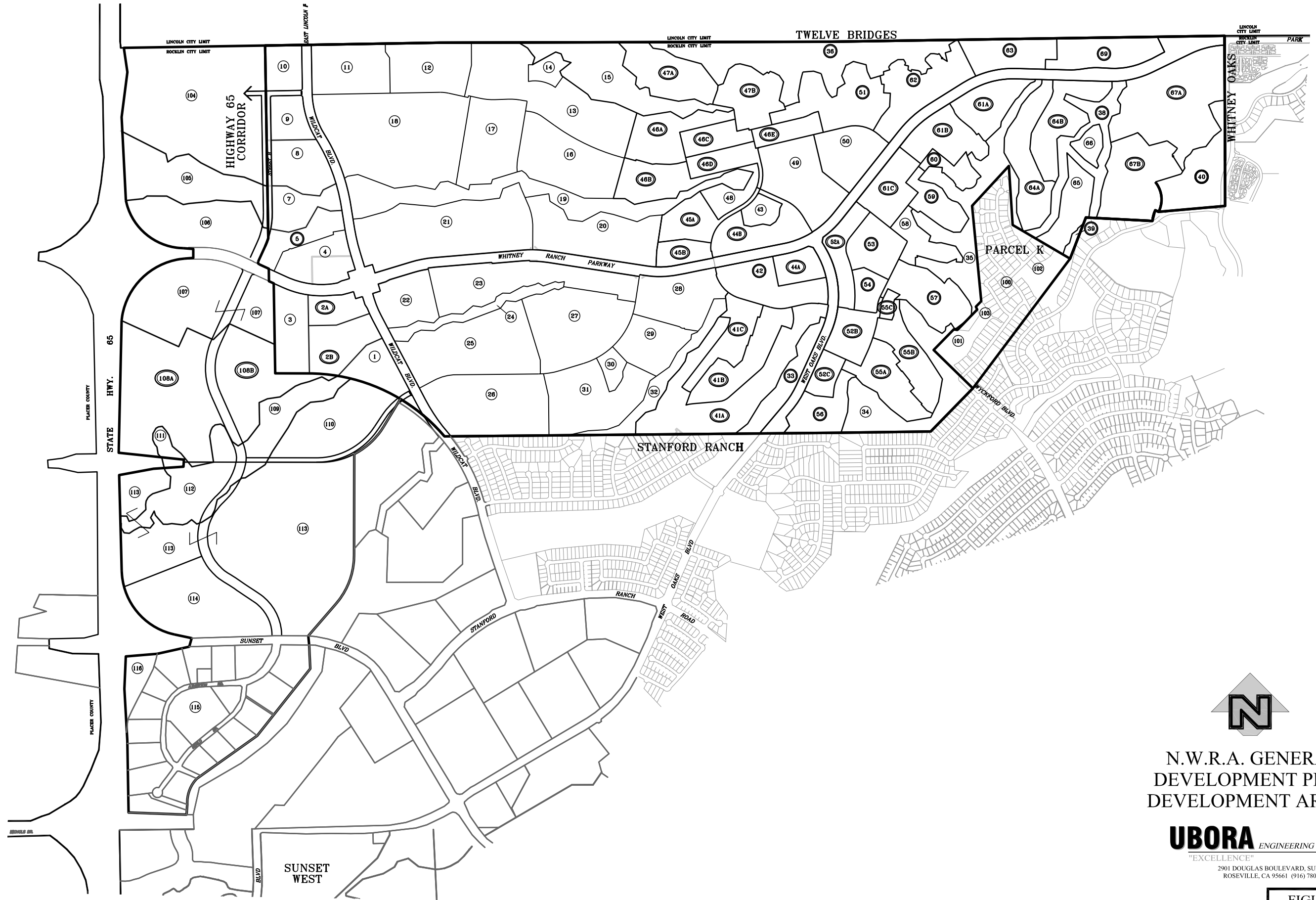
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Agenda Item #7.b.

UBORA ENGINEERING & PLANNING
"EXCELLENCE"
2901 DOUGLAS BOULEVARD, SUITE 285
ROSEVILLE, CA 95661 (916) 780-2500

FIGURE

Figure 5 NWR GDP Development Areas



N.W.R.A. GENERAL
DEVELOPMENT PLAN
DEVELOPMENT AREAS

UBORA ENGINEERING & PLANNING
"EXCELLENCE"
2901 DOUGLAS BOULEVARD, SUITE 285
ROSEVILLE, CA 95661 (916) 780-2500

FIGURE 5

P:\project\9-110.10 (Whitney Ranch)\GDP Clean up\Exhibits\FIG 5-GDP Dev Areas.dwg

CHAPTER THREE – PERMITTED LAND USES AND DEVELOPMENT STANDARDS

3.1 Introduction

This chapter presents information regarding permitted uses and development standards associated with the zoning districts in the Northwest Rocklin Plan Area. The requirements presented in this chapter are prescriptive, which means all projects must comply with them without any discretion. In addition to these requirements, a set of Design Guidelines have been prepared which would provide guidance to property owners, architects, and developers in designing projects that are harmonious with the existing fabric of the project area and the City of Rocklin in general.

3.2 Overview of Project Area

The Sunset Ranchos planning area consists of predominantly residential development with associated parks and school sites, open space, and commercial areas to support the community's population. The site encompasses approximately 1,296.3 +/- vacant acres and is proposed for 2,937 single-family lots, 1,328 multi-family units, one 50-acre high school site, one 19.9 acre junior high school two elementary school sites totaling 22.4 acres, 64 acres of park/recreational sites, 199.8 acres of open space, and 23.3 acres of commercial sites.

Parcel K planning area consists of 44.1 acres of residential development up to a maximum of 109 units and approximately 2.9 acres of open space.

The Highway 65 Corridor planning area includes the Atherton Tech Center, which consists of existing office, business professional and industrial uses, the William Jessup University facility, and vacant undeveloped land zoned for similar land uses. Approximately 57 acres of the Highway 65 Corridor area is zoned for approximately 370 small-lot single-family residential units. The Atherton Tech Center was approved for the construction of Light Industrial buildings and is almost built out.

3.3 Land Use Summaries

3.3.1 Sunset Ranchos

The Sunset Ranchos planning area is conceptually divided into 84 development areas for land use planning. Each development area is identified on Figure 5 in Chapter 2. Table 3 lists the development areas within Sunset Ranchos with the corresponding proposed land use, zoning category, estimated acreage, maximum allowable number of dwelling units (# of DUs) and potential square footage.

Table 3
Sunset Ranchos Land Uses By Development Areas

Development Unit	Land Use	Acreage	Zoning	Max. Allowable Dw. Units*	Square Ft. ('000)*
1	Bus. Prof.	9.2	PD-BP	-	125.4
2A	Commercial	5.3	PD-Comm	-	56.6
2B	Residential	13.2	PD-10A	132	
3	Commercial	12	PD-Comm	-	130.7
4	Residential	10.6	PD-20	212	
5	Residential	9.8	PD-18	171	
7	Open Space	8.9	Open Space	-	
8	Residential	11.9	PD-20	238	
9	Residential	6.8	PD-20	136	
10	Residential	6.9	PD-20	138	
11	Residential	16	PD-5	70	
12	Residential	17	PD-5	74	
13	Residential	34	PD-5	153	
14	Neigh. Park	3.6	Park	-	
15	Open Space	22.8	Open Space	-	
16	Residential	23.1	PD-3.3	60	
17	Residential	20.6	PD- 6.6	135	
18	High School	50	High School	-	
19	Open Space	30.2	Open Space	-	
20	Residential	24	PD-3.3	59	
21	Comm. Park	40.3	Community Park	-	
22	Residential	11.5	PD-4.2	48	
23	Residential	26.1	PD-5	92	
24	Open Space	7.1	Open Space	-	
25	Residential	31.3	PD-5	134	
26	Residential	29.3	PD-3A	78	
27	Residential	27.8	PD-4	92	
28	Residential	16.2	PD-6.6	96	
29	School	12.1	K-6 School	-	
30	Neigh. Park	3.2	Park	-	
31	Residential	23.2	PD-4	79	
32	Open Space	9.4	Open Space	-	
33	Open Space	9.1	Open Space	-	
34	Open Space	21.1	Open Space	-	
35	Open Space	25.6	Open Space	-	
36	Open Space	35.8	Open Space	-	
38	Open Space	14.7	Open Space	-	
39	Open Space	0.9	Open Space	-	
40	Open Space	14.2	Open Space	-	
41A	Residential	32.1	PD-2.4	77	
41B	Residential	14.4	PD-5.1C	73	
41C	Residential	10.2	PD-5.1C	52	

Table 3 Contd.

Development Unit	Land Use	Acreage	Zoning	Max. Allowable Dw. Units*	Square Ft.('000)*
42	Residential	14.2	PD-12	170	
43	Water Tank	3.8	Water Tank/PD-10	-	
44A	Nh. Comm.	6	PD-Nh. Comm	-	65.3
44B	Residential	12.6	PD-10	126	
45A	Residential	9.4	PD-8	75	
45B	Rec. Center	5.2	Private Rec. Facility	-	
46A	Residential	13.5	PD-4.2	56	
46B	Residential	11.8	PD-3.7C	43	
46C	Residential	6.9	PD-8.1	55	
46D	Residential	6.9	PD-7.3	50	
46E	Residential	5.6	PD-8.1	45	
47A	Residential	15.4	PD-3.6C	55	
47B	Residential	13.1	PD-3.2C	41	
48	Neigh. Park	5.5	Park	-	
49	School	19.9	Jr. High Sch./PD-5	-	
50	Residential	12.8	PD-7.3	93	
51	Residential	19.1	PD-2.9C	55	
52A	Residential	8.3	PD-7.3	60	
52B	Residential	8.9	PD-6.5	57	
52C	Residential	4.7	PD-7.3	34	
53	School	10.3	K-6 School/PD-5	-	
54	Neigh. Park	4.7	Park	-	
55A	Residential	12.6	PD-3.1	39	
55B	Residential	11.8	PD-3.1	36	
55C	Rec. Facility	1.5	Private Rec. Facility	-	
56	Residential	9.9	PD-2.4	23	
57	Residential	14.2	PD-4.2	59	
58	Residential	7.3	PD-3.2C	23	
59	Residential	7.7	PD-3.6C	27	
60	Residential	4.6	PD-3.5C	16	
61A	Residential	10.9	PD-5.3C	57	
61B	Residential	12.3	PD-5.4C	66	
61C	Residential	10.8	PD-8.3	89	
62	Residential	17.9	PD-2.5C	44	
63	Residential	11.4	PD-3.2C	36	
64A	Residential	16.3	PD-4.1C	66	
64B	Residential	14.9	PD-4.7C	70	
65	Residential	9.9	PD-2.1	20	
66	Residential	3.3	PD-2.8	9	
67A	Residential	35.1	PD-2.4	84	
67B	Residential	20.8	PD-1.6	33	
69	Residential	13	PD-3.8C	49	
Core Roads	RW	80	-	-	
Total		1,296.3		4,265	377

3.3.2 Parcel K

The Parcel K Planning Area is divided into 4 conceptual development areas for land use planning. Each development area is identified on the proposed GDP Zoning Map (Figure 4) in Chapter 2. Table 4 lists the development areas with the corresponding proposed land use, zoning category, estimated acreage and potential number of dwelling units (# of DUs).

Table 4
Parcel K - Land Use by Development Areas

Dev. Area #	Use	Zoning	Acre.	# of Dus *
100	Residential	PD-3B	43.1	109
101	Open Space	OS	1.2	-
102	Open Space	OS	1.7	-
103	Residential	PD-3.3	1	0
Total			47	109

* Dwelling unit numbers are based upon them

3.3.3 Highway 65 Corridor

The Highway 65 Corridor Planning Area is divided into 14 conceptual development areas for land use planning. Each development area is identified on the GDP Zoning Map (Figure 4). Table 5 lists the development areas within Highway 65 Corridor with the corresponding proposed land use, zoning designation and estimated acreage. Square footage is tied to the number of trips and will depend on the mix of uses that is proposed. (See section 3.4.4).

Table 5
Highway 65 Corridor Land Uses By Development Areas

Dev. Area #	Use	Zoning	Acres **
104	Office and Commercial	PD-BP/COMM	66.3
105	Open Space	OS	23.6
106	Commercial	PD-COMM	24.3
107 <u>A</u>	Commercial	PD-COMM	38 <u>32.4</u>
<u>107 B</u>	<u>Commercial</u>	<u>PD-COMM</u>	<u>6.0</u>
108A	Office and Commercial	PD-BP/COMM	34.26 <u>47.6</u>
108B	Residential	PD-8.7A	33.74 <u>20.4</u>
109	Open Space	OS	15.7
110	Residential	PD-8.7A	22.9
111	Open Space	OS	2.3
112	Open Space	OS	19.6
113 <u>A</u>	Light Industrial	PD-LI	106.1 <u>13.9</u>
<u>113 B</u>	<u>Light Industrial / Mixed Use</u>	<u>PD-LI</u>	<u>17.7</u>
<u>113 C</u>	<u>University Campus</u>	<u>PD-LI</u>	<u>74.5</u>

114	Commercial	PD/COMM	30.1
*115	Light Industrial	PD-LI	81.8
116	Open Space	OS	5.0
Core R/W	***Road	R/W	23.7
Subtotal			527.8

- * This parcel (Atherton Tech) is almost built out. Total square footage for existing development is 659,700.
- ** Acreage estimates have been prepared as part of the General Development Plan. The actual acreages may change slightly through mapping of the properties.
- *** Includes 5 acres of roadways within Atherton Tech.

3.4 Permitted Land Uses

3.4.1 Residential Districts

Table 6 Permitted and Conditionally Permitted Uses in Residential Districts

Uses	1.6	2.1 – 3.3	2.5C	2.9C – 3.8C	3A	3B	3.5C – 5.4C	4	4.2 - 5	6.5 – 6.6	7.3 – 10.A	8.7A	10-12	18-22+
Accessory uses & structure	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Apartments, Townhouses, Condominiums	-	-	-	-	-	-	-	-	-	-	P	P	P	P
Community/Residential Care	U	U	U	U	U	U	U	U	U	U	U	U	U	U
Day Care Facilities	U	U	U	U	U	U	U	U	U	U	U	U	U	U
Rest Homes	-	-	-	-	-	-	-	-	-	U	U	U	U	U
Mobile Home Park	-	-	-	-	-	-	-	-	-	-	-	-	U	U
Parks, Playgrounds	U	U	U	U	U	U	U	U	U	U	U	U	U	U
Places of Assembly for Community Service	U	U	U	U	U	U	U	U	U	U	U	U	U	U
* Private Recreation facility	U	U	U	U	U	U	U	U	U	U	U	U	U	U
Utility Substation	U	U	U	U	U	U	U	U	U	U	U	U	U	U
Schools, private elementary and secondary	U	U	U	U	U	U	U	U	U	U	U	U	U	U
Schools, public elementary and secondary	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Secondary residential units	P	P	P	P	P	P	P	P	P	P	P	P	P	-
Single family detached	P	P	P	P	P	P	P	P	P	P	P	P	P	-
Duplex/Triplex	-	-	-	-	-	-	-	-	-	P	P	P	P	P

* Private Recreation Facilities: Defined as recreational facilities typically owned and operated by a community association or homeowner’s association for exclusive use by property owners, tenants, and their guests. Such facilities may include: club houses, swimming pools, and other similar recreational uses that do not involve public address systems or exterior lighting that is uncharacteristic for a residential development.

P = Permitted Use U = Conditionally Permitted Use - = Not Permitted

3.4.2 Non Residential Districts

Table 7 presents the permitted and conditionally permitted uses in non-residential districts.

Table 7
Permitted and Conditionally Permitted Uses in Non-residential Districts

Uses	Neigh. Comm	Comm	BP	BP/ Comm	Light Indust.
					-
Arcade/Billiard Parlor	-	U	-	U	
Automotive Dealership	-	U	-	U	U
Automotive Dealership (entirely indoor without repair)	-	P	-	P	U
Automotive Repair Shop (Light)	-	U	-	U	U
Automotive Repair Shop (Heavy)	-	-	-	-	U
Banking, Insurance, Financial	P	P	P	P	P
Broadcasting Studios	-	-	-	-	U
Business Support Services such as copy shops and mailing services	P	P	P	P	P
Car Wash (Stand alone or with a Gas Station)	-	U	-	U	-
Coin operated laundry or pick-up station for laundry or dry cleaner	P	P	-	P	-
Convenience Stores	P	P	-	P	-
Convenience store with gasoline sale	-	P	-	P	-
Contractors yard	-	-	-	-	U
Day Care Facilities	U	U	U	U	U
Delicatessen	P	P	P	P	P
Drive-through Facilities	-	P	P	P	-
Dry cleaners with on-site dry cleaning	U	U	-	U	P
Death care services, including mortuary and cremation service	-	-	-	-	U
Equipment rentals, indoor	-	-	-	-	P
Equipment rentals, outdoor	-	-	-	-	U
Farm Equipment & Supply Sales	-	-	-	-	U
Gas Station	-	P	-	P	U
Hard Liquor Sales (off-premise sales)	-	P	-	P	-
Hospital	-	-	-	U	-
Hotel/Lodging	-	U	U	U	-
Indoor Sports and Recreation, Health and fitness Centers, Figure Salons	-	P	U	P	U

Uses	Neigh. Comm	Comm	BP	BP/Comm	Light Indust.
Light Manufacturing and processing	-	-	-	-	P/U (3)
Mail Order & Vending	-	-	-	-	P
Massage Parlors	-	U	-	U	-
Mini storage	-	-	-	-	U(7)
Mobile Pushcart Vending Facility	U	U	U	U	U
Offices	P	P	P	P	P
Outdoor Dining (more than 4 tables or 8 chairs)	U	U	U	U	U
Personal Services (beauty/barber salon, dry cleaners, dance studio without alcohol sale etc.)	P	P	-	P	-
Pet shop, grooming services	P	P	-	P	-
Places of Assembly for Community Service	-	-	P	P	U
Plant Nurseries (stand alone or accessory to a department store)	-	P	-	P	P
Printing & Publishing	-	-	-	-	P
Public Utility Facilities	U	U	U	U	P
Research and Development	-	-	-	-	P
Restaurant, with or without bar	P	P	P (6)	P	
Restaurant ancillary to & within primary use	P	P	P (6)	P	P
Retail Sales (inside an enclosed building) except that adult/sex oriented sales shall be regulated by Section 17.79.020 of the Rocklin Municipal Code	P	P	-	P	-
Retail use, showroom, and training appurtenant to a permitted or conditionally permitted use	P	P	-	P	P
Schools, college & university	-	U	U	U	U
Schools, private elementary and secondary	U	U	U	U	-
Schools, public elementary and secondary	P	P	P	P	P
Schools, specialized education & training, including trade schools	-	U	P	U	U
Sports facility or other outdoor public assembly	-	-	-	-	U
Theaters except that adult/sex oriented motion picture shall be regulated by Section 17.79.020 of the Rocklin Municipal Code	-	U	-	U	-
Uses involving public address system	-	U	U	U	U
Uses that operate between 11 p.m. and 6 a.m.	U	P	P	P	P
Vehicle rental storage (outside)	-	-	-	-	U
Veterinary Clinic	U	U	U	U	-
Warehousing and Distribution	-	-	-	-	P
Wholesale Sales	-	-	-	-	P
Woodworking and Cabinet Shops	-	-	-	-	U

P = Permitted Use U = Conditionally Permitted Use - = Not Permitted

3.4.3 Special Use Regulations for Non Residential Zones

Permitted and conditionally permitted uses are subject to the following conditions and criteria:

1. SIMILAR USE DETERMINATIONS

The Community Development Director may determine certain uses or activities that are not explicitly stated above to be permitted or conditionally permitted uses provided the use or activity has characteristics that are similar to those of the uses listed above.

2. MODIFICATIONS TO TRAFFIC CAPACITIES (TABLE 8)

Maximum square footage for each development area shall be limited by the traffic capacity shown in Table 8. Additional square footage may be allowed if it can be demonstrated through a traffic analysis that intersections and roadway segments would operate acceptably.

3. POTENTIAL NUISANCE FACTORS/USE PERMIT

Uses which in the opinion of the Community Development Director, involve the potential to create odor, dust, noise, light, vibration or other nuisance factors, will be considered with a conditional use permit.

4. OFFICE USES/PD-COMM

Office uses in the PD-Comm. district shall be limited to no more than 30% of total building square footage.

5. COMMERCIAL USES/PD-BP/COMM

Commercial uses in the PD-BP/COMM. district shall be limited to no more than 30% of the land area within each applicable Development Area identified on the General Development Plan Zoning Map. This condition specifically applies to Development Area 104, and 108A.

6. RESTAURANTS & DRIVE-THRUS/PD-BP

Restaurant buildings or drive-through speaker boxes in the PD-BP district shall be located no closer than 300 feet to a residential property line.

7. MINISTORAGES / DEVELOPMENT AREA 113

Conditional use permit applications for mini-storage facilities will only be considered within Development Area number 113.

3.4.4 Traffic Capacity

The traffic impact study for the NWRA project [as updated by the Final Transportation Impact Analysis for the Northwest Rocklin Area General Development Plan \(May 5, 2016 – Fehr & Peers\)](#) assumes a total average daily trips of ~~68,692~~ [98,010](#) trips for the Highway 65 corridor planning area - consisting of development areas 104 through 116, including the undeveloped parcels in Atherton Tech. [\(See Highway 65 Corridor Development Areas Map at the end of this Section\).](#) If all traffic and road improvements that are outlined the General Development Plan are constructed [and modifications to specific intersections identified in the 2016 study are incorporated into and implemented through the City’s Capital Improvement Program](#) and development intensity stays within levels assumed by the traffic study, roadway intersections and segments within the project area will operate within acceptable levels of service established by the General Plan. To ensure that development intensity stays within levels assumed by the traffic study, future uses shall be required to demonstrate that the volume of traffic generated by each development does not exceed the Average Daily Traffic (ADT) shown for each development area in Table 8.

Volumes shown in Table 8 may be exceeded only if a traffic study demonstrates that all intersections and roadway segments would operate acceptably with the increase. This may occur when other areas within the annexation area develop at intensities lesser than presumed in the GDP and traffic study.

Traffic volumes for the 34.0 acres of commercial and 9.2 acres of business professional in the Sunset Ranchos planning area are included in the traffic counts for the Sunset Ranchos planning area. As long proposed building square footage is consistent with or below levels identified in Table 2, no additional traffic analysis would be required.

Consistent with the Traffic Impact Study, the following trip generation rates will be used for the purpose of establishing the base ADT limitation for a project within the Highway 65 Corridor Planning Area:

Business Professional (Office)	17.7 daily trips per 1,000 square feet
Commercial (Retail, Highway etc)	35 daily trips per 1,000 square feet
Light Industrial	7.6 daily trips per 1,000 square feet
Single Family Residential	9.0 daily trips per dwelling unit
Multi-Family Residential	6.5 daily trips per dwelling unit

All uses will be subject to applicable use limitations of this GDP as well as the traffic limitations herein. For example, in the PD-BP/COMM zone district, commercial uses cannot exceed 30% of the site.

SAMPLE CALCULATION OF ALLOWED SQUARE FOOTAGE FOR A PARCEL USING TRAFFIC CAPACITY AND ZONING RESTRICTIONS.

Development Area No. 104
 Zoning Designation: PD-BP/Comm.
 Acreage: 66.3 acres

Step 1:

Total Site acreage: 66.3 acres or 2,888,028 square feet
 Total Trips allocated ~~14,626~~ 20,127

Step 2

Maximum allowed commercial
 (30% of site assumed at 25% FAR): 216,602 square feet

Step 3

Trip generation for maximum allowed commercial (@ 35 trips per 1,000 sq. ft.): 7,581 trips

Step 4

Remainder of trips for parcel: ~~14,626~~ 20,127 minus 7,581 = ~~7,045~~ 12,546 trips

Step 5

Allowable square footage for Business Professional uses:
~~7,045~~ 12,546 trips divided by 17.7 (trip rate for BP uses) x 1,000 = ~~398,023~~ 708,000 square feet

In the above example:

1. The use regulation (chapter 3.4.3) limits commercial uses in the BP/Comm Zone to 30% of the site. A 25% FAR is assumed for commercial development and 30% FAR assumed for office and light industrial. This limitation translates into a maximum of 216,602 square feet for commercial uses.
2. At 35 trips per 1,000 square feet, the maximum number of trips allocated for commercial uses is 7,581 trips.
3. That leaves a remainder of ~~7,045~~ 12,546 trips for the parcel. That translates into ~~398,023~~ 708,000 square feet of development.
4. Because there is no use limitation on other uses, the developer could elect to develop the entire 66.3 acres for office or other allowed use.

The "Potential Building Square Footage" shown in Table 8 has been computed using the zoning limitations of chapter 3.4.3 and the traffic capacity of chapter 3.4.4. The computation does not assume the maximum allowed commercial intensity in the PD-BP/Comm Zone or the maximum allowed business-professional office in the PD-Comm. Zone. Instead, the potential maximum development intensity is ~~reduced~~calculated -for both commercial and office uses to fit under the traffic capacity caps. It must be emphasized that this calculation is one of several possibilities for each parcel. In the PD-Comm. zone for example, it is possible for the entire site to be developed as commercial. In that case, the total building square footage would be smaller than what is shown in Table 8.

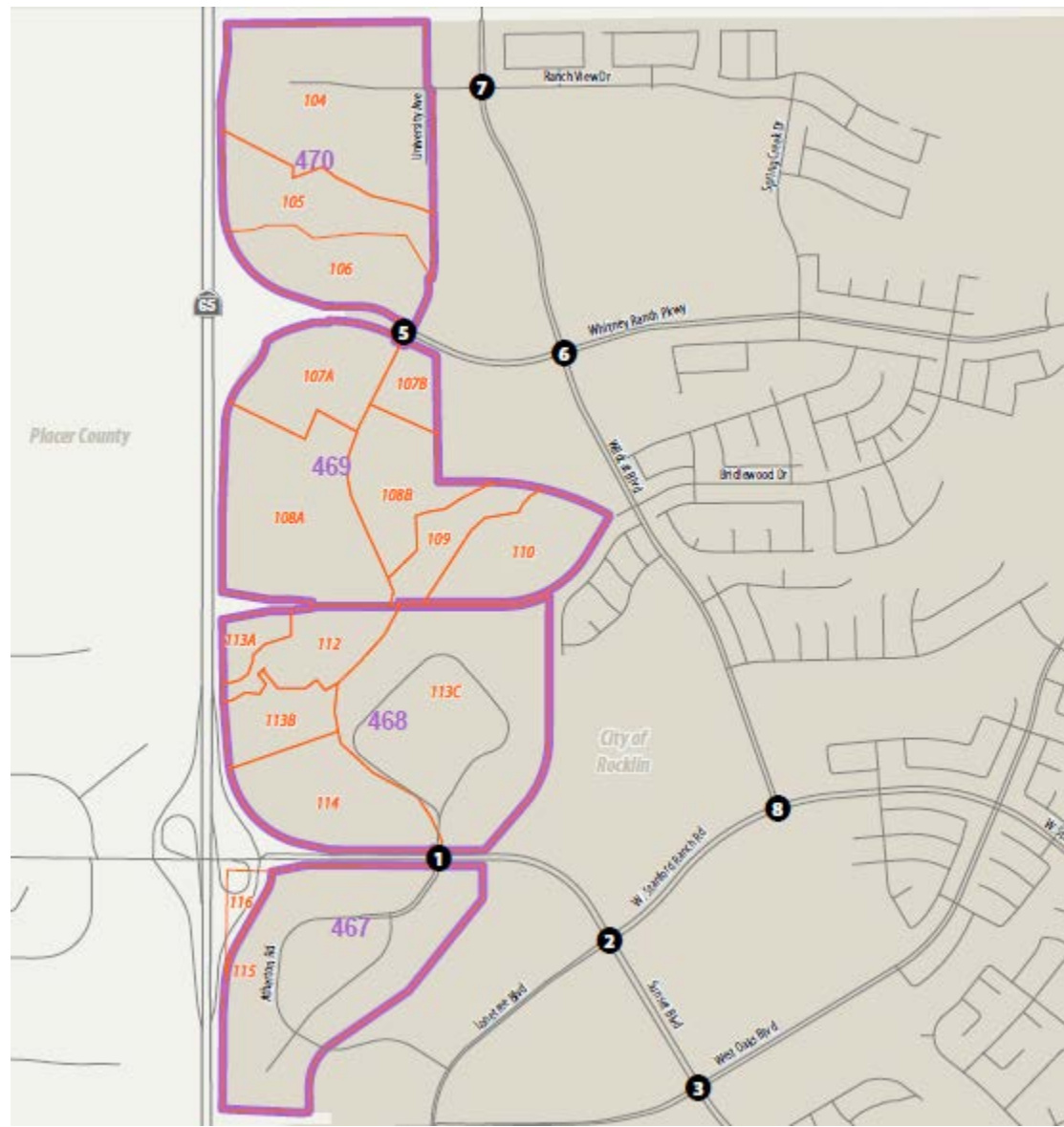
Table 8
Highway 65 Corridor Trip Allocation By Development Areas

	Dev. Area #	Acres	Zoning	TRIPS (ADT)	Potential Building Square Footage (in thousands)			
					BP	Comm	LI	Total
JBC	104	66.3	PD-BP/COMM	14,626 20,127	447 708	192 216	0	639 924
	105	23.6	OS	0	-	-	-	-
	106	24.3	PD-COMM	6,982 9,275	70 265	164 265	0	234 265
	Subtotal	114.2		21,608 29,402	517 708	356 481	0	873 1,189
Placer Ranch	107 <u>A</u>	38.4 32.4	PD-COMM	8,313 12,355	151 353	161 353	0	312 353
	<u>107 B</u>	6.0	PD-COMM	2,310	0	66	0	66
	108 <u>A</u>	68.0 47.6	PD-BP/COMM	14,764 14,452	451 508	193 156	0	644
	<u>108 B</u>	20.4	PD-8.7A (174 SF Units)	1,566	N/A	N/A	N/A	Coverted to Single Family
	109	15.7	OS	0	-	-	-	-
	110	22.9	PD-BP PD-8.7A (196 SF Units)	3,800 1,764	215 N/A	0 N/A	0 N/A	Coverted to Single Family- 215
	111	2.3	OS	0	-	-	-	-
Subtotal	147.3		26,877 32,447	817 508	354 575		1,171 1,083	
William Jessup University	112	19.6	OS	0	-	-	-	-
	113 <u>A</u>	106.1 13.9	PD-LI	8,325 2,711	0	0	719	719 356
	<u>113 B</u>	17.7	¹ PD-LI	5,785	135	97	0	232
	<u>113 C</u>	74.5	PD-LI (WJU Campus)	² 7,425	N/A	N/A	N/A	See Footnote 2
	114	30.1	PD-COMM	11,473 11,480	0	328	0	328
	Subtotal	155.8		19,798 27,401	0 135	328 425	719 356	1,047 916
Atherton Tech	115	81.8	PD-LI	²³ 8,760	39	0	91	130
	116	5.0	OS	0	-	-	-	-
	Subtotal	86.8		8,760	39		91	130
TOTAL		527.8		77,043 98,010	1,373 1,390	1,038 1,481	810 447	3,221 3,318

ADT: Average Daily Traffic

- 1 [This site is designated as Mixed Use in the General Plan, therefore, Retail and Office development are allowed. Project specific zoning will be applied when a development project comes forward.](#)
- 2 ~~2~~ [Includes traffic capacity for existing and planned William Jessup University \(assuming an ultimate student capacity of up to ~~1,200~~ 3,300 students\)-~~within existing \(2004\) ring road.~~](#)
- 3 [3](#) ~~3~~ [Includes traffic capacity for existing occupied 659,700 square foot light industrial and office buildings. Remaining traffic capacity for new development in Atherton Tech Center \(last ~~3~~ undeveloped parcels\) is 3,130 trips.](#)

[Highway 65 Corridor Development Areas Map](#)



3.5 Development Standards

Table 9 – Residential Development Standards

Standard ^a	PD-1.6	PD-2.1, 2.4, 2.5C, 2.8, 3.1, & 3.3	PD-2.9C, 3.2C, 3.3C, 3.6C 3.7C & 3.8C	PD-3A	PD-3B	PD-3.5C, 4.1C, 4.7C, 5.1C, 5.3C, & 5.4C	PD-4	PD-4.2 & 5	PD-6.5 & 6.6	PD-7.3, 8, 8.1, 8.3 & 10A	PD-8.7A ^g	PD-10, 12	PD-18 & 20	PD-22+ Minimum
Max. units per gross acre	1.6	2.1-3.3	2.9 – 3.8	3	3	3.5 – 5.4	4	4.2 – 5	6 – 6.6	7.3 – 10	8.7	12	18-20	None
Min. units per gross acre	1	1	1	1	1	3.5	3.5	3.5	3.5	3.5	8.5	8.5	15.5	22
Min. lot area (sq. ft.)	11,000	7,000	6,000	11,000	7,500	4,000	7,500	6,000	3,000	2,400	2,500	2,000	2 acres	2 acres
Min. lot width														
Interior	90'	65'	55'	75'	65'	40'	65'	55'	40'	30'	30'	20'	70'	70'
Corner	100'	70'	60'	80'	70'	45'	70'	60'	45'	40'	30''	25'	80'	80'
Minimum lot depth ^b	100'	100'	100'	100'	100'	80'	100'	100'	80'	70'	60'	-	-	-
Setbacks ^c														
Front	25'	20'	20'	25'	25'	15'	20'	20'	12'	12'	8'	5'	20'	20'
Front Porch	20'	15'	15'	20'	20'	11.5'	15'	15'	11.5'	10'	5'	N/A	N/A	N/A
Front entry Garage	20'	20'	20'	20'	20'	20'	20'	20'	20'	20'	18'	5'	N/A	N/A
Side, interior	10'	5'	5'	10'	5'	4'	5'	5'	4'	4'	0' ^h	0'	15'	15'
Side, street ^f	15'	10'	10'	15'	10'	10'	10'	10'	10'	10'	10'	10'	15'	15'
Rear														
Rear Entry Garage	25'	20'	20' 5'	25'	25'	15' 5'	20'	20' 5'	15' 4'	4' 4'	4' 4'		15'	' 15'
Max. lot coverage ^e	40%	50%	50%	45%	40%	55%	50%	50%	60%	60%	70%	70%	70%	70%
Max. bldg. height ^d														
Principal bldg.	30'	30'	30'	30'	30'	30'	30'	30'	30'	35'	35'	35'	35'	50'
Accessory bldg.	14'	14'	14'	14'	14'	14'	14'	14'	14'	NA	14'	NA	14'	14'

^a Special development standard modifications may be permitted for non-traditional single family residential, senior, and affordable housing developments. See Sections 3.5.2 (11), 3.5.2 (13), and 3.5.2 (14)

^b Also see Section 3.5.2 (1)

^c Also see Sections 3.5.2(1), 3.5.2 (2), 3.5.2 (3), 3.5.2 (11), 3.5.2 (13) and 3.5.2 (14)

^d Also see Sections 3.5.3 (1)

^e Also see Sections 3.5.2 (4), 3.5.2 (11), 3.5.2 (13) and 3.5.2 (14).

^f Street side setback for Lot 10 DP13A, Lot 1 DP 13B, Lot 1 DP 25, Lot 39 DP 31, Lot 40 DP 31 and Lot 79 DP 31 shall be 30 feet. This setback may be reduced at the discretion of the Community Development Director if it is determined that traffic calming features or landscape features will adequately lessen vehicle speeds in these locations and/or diminish the prominence of the portion of the residence facing the subdivision entry.
DP = Development Parcel (Reference pertains to SD-2003-04)

^g Sections 3.5.2 (2) and 3.5.2 (3) are not applicable in this zone district

^h The minimum interior side setback shall be three (3') feet. An interior side setback of zero (0') is permissible when a minimum six (6') wide Use Benefit Easement has been established on the adjacent property to allow access for maintenance and ensure a minimum six (6') setback between.

3.5.2 Special Regulations for Single-family Residential Zones

The following additional regulations shall apply to single-family residential:

1. PARCEL K and SUNSET RANCHOS PLANNING AREAS / ADJACENT TO STANFORD RANCH

Residences constructed on lots within the Sunset Ranchos and Parcel K Planning Areas that are located immediately adjacent to Stanford Ranch, shall also be restricted to the following standards. These standards supersede the standards contained in the chart in Section 3.5.1 where applicable.

Rear Setback (primary structures in Parcel K only)(a)	60 feet
Min. Lot Depth	125 feet

- a. Patio covers that are open on at least two sides shall be permitted to encroach within the 60 foot setback.

2. VARIED FRONT YARD SETBACKS

- a) Varied front yard setbacks are required along all residential streets. However, the minimum setback must be met in all cases. This requirement shall not apply to non-traditional single family residential subdivision designs such as alley loaded, 3-packs or green court.
- b) Usable porches that are open on at least 2 sides and do not occupy more than 50% of the front width of the house may project five (5) feet into the required front setback. To be considered "usable" and therefore, eligible for this provision, a porch must be a minimum of 5 feet deep and 10 feet long.

3. GARAGE SETBACKS

- a) Garage structures for single-family residences shall be setback a minimum 20 feet from the street even if the building setback is less than 20 feet. This excludes alleys and courtyards.
- b) The garage portion of a house may project five (5) feet into the required front setback, provided the garage door does not front the street. The garage elevation that fronts the street and projects into the front yard must have architectural details other than a blank wall plane. Architectural details could include but are not limited to a combination of pop-outs, window features, planters, etc.

4. LOT COVERAGE CALCULATION

Lot coverage calculations will not include porches open on at least 2 sides and located on the front or street side of the house.

5. LANDSCAPING

The front and side yard landscaping for each lot shall be installed prior to final inspection of the structure to the satisfaction of the Community Development Director. Said landscaping shall include at minimum one 15-gallon tree, one other tree, 5-gallon shrubs and turf to the satisfaction of the Community Development Director. All landscaping installed after the final inspection shall be at the discretion of the property owner.

6. BUILDING PAD

The building pad for each primary structure shall, at minimum, extend a minimum of three (3) feet beyond the side walls of the primary structure to the toe or top of slope and minimum of ten (10) feet beyond the rear wall of the primary structure to the toe or top of the slope to the satisfaction of the Community Development Director.

7. RETAINING WALLS IN FRONT AND STREET SIDE YARDS

Individual retaining structures located in the front yard or street side yard shall not exceed 30 inches in height. The aggregate height of multiple retaining structures in the front yard and street side yard shall not exceed 5-feet and there shall be a minimum 24-inch bench between retaining structures to the satisfaction of the Community Development Director.

8. PARCEL K OPEN SPACE

At least 20 percent of the Parcel K planning area shall be retained in open space.

9. PARCEL K ROCK FORMATIONS

The existing large rock formations located within the Parcel K planning area northwest of Kali Place shall be retained and preserved in open space. The open space designated to preserve these features shall be considered part of the total percentage of open space required for the planning area. (The open space and rock formations shall be placed within an HOA parcel or parcel dedicated to the City of Rocklin with appropriate funding mechanisms for maintenance).

10. PARCEL K VEHICULAR ACCESS

Primary vehicular access to future development within the Parcel K planning area shall be provided by at least two points of access. The access points shall consist of one street that intersects with Wyckford Boulevard and the extension of Kali Place. These facilities shall be open non-gated public streets.

11. SETBACK MODIFICATION

The Planning Commission and/or City Council may modify the development standards for nontraditional single-family housing, such as zero lot lines and cluster housing, provided the overall density is not increased.

12. GATES

Gates that restrict access to neighborhood park sites shall be prohibited or must remain open between 7 a.m. and 10 p.m.

13. SENIOR HOUSING DEVELOPMENT STANDARDS

Development standards for age-restricted senior housing (as defined by Civil Code Section 51.3 and the Federal Fair Housing Act of 1988) may be modified by up to 20%, including density increases. This modification is based on a) typical household size for this type of housing is less than 2 and b) trip generation for this type of housing is 4.6 trips per day compared to 9 trips per day for conventional single family. This density increase may not be combined with State density bonus pursuant to section 65915 of the Government Code for the provision of affordable housing.

14. AFFORDABLE HOUSING DEVELOPMENT STANDARDS

Development standards for affordable housing units pursuant to State law and/or the City of Rocklin Housing Element may be modified by up to 20%. Density increases shall be granted only in accordance with section 65915 of the Government Code.

15. TRIANGULAR VISIBILITY AREA

The “triangular visibility area” means the area at any corner formed by the intersection of two or more public streets. At the intersection of two residential streets, no accessory structure or fence is permitted within a triangle dimensioned twenty feet (20’) by twenty feet (20’), measured from the back of sidewalk. In the case of separated sidewalks, the triangle shall be measured from front of sidewalk. Landscaping and fences within the clear vision triangle shall be limited in a manner such that it does not hinder sight distance for vehicular or pedestrian traffic as determined by the Director of Public Works.

16. SALES OFFICE

- a) The Community Development Director may approve the use of a temporary sales trailer, for a limited period of time, within the project area, subject to such standards and conditions as deemed necessary to ensure aesthetic qualities, public health, and safety.
- b) The Community Development Director may approve the use of one or more residences as model homes and the use of the garage of one model home as a sales office subject to such standards and conditions as deemed necessary to ensure aesthetic qualities, public health, and safety. Prior to approval of a final inspection for a model home the developer shall reconvert any garage used for sales office to a garage use to the satisfaction of the Community Development Director.

3.5.3 Special Regulations for Multi-Family Residential Zones

1. BUILDING HEIGHT INCREASES

The maximum height for principal buildings in the PD-18, PD-20 and PD-22+ zones shall be as listed in Table 9. However, the maximum allowable height may be increased beyond the limits identified in Table 9 subject to justification provided and accepted as part of a Design Review approval.

2. PRIMARY ACCESS DESIGN

Private access drives shall be of circular design where possible and provide vehicular access at two or more points. Access drives which have but one point of access shall not exceed one hundred fifty feet (150') in length; however, such drives may exceed 150 feet in length if the design includes turnaround arrangements or "emergency only" access arrangements to the satisfaction of City of Rocklin.

3. SECONDARY ACCESS DESIGN

Secondary access drives for private driveways may be installed with a minimum full travel pavement of 20 feet, within which parking shall be prohibited by layout and design features which reasonably assure that no part of the access will potentially be used for on or off-street parking by normally conscientious drivers.

4. FENCING ALONG STREETS

Open type fencing, a minimum of 4 feet in height, shall be incorporated into the project when multi-family units front along a public road. The purpose of the fencing is to discourage residents from using the public road for on-street parking. The fence shall be sited parallel to the public roadway, with a minimum 5 feet setback.

5. SECURITY

Project design must incorporate security and safety considerations for occupants, including: fencing, gates, adequate lighting within public areas such as walkways, parking and play areas, location of children’s play areas and parking areas visible from dwelling units.

6. LANDSCAPING

Landscaping shall be required in all multi-family residential projects and granite boulders shall be incorporated into landscaped areas.

3.5.4 Non Residential Zones

Table 11 Development Standards for Non Residential Zones					
	NC	C	BP	BP/C	LI
Max. Bldg. Height	30'	30'	30'	30'	30'
Max. Bldg. Height with Use Permit	-	50' (55')*	50' (55')*	50' (55')*	50' (55')*
Max. No of Stories	2	2	2	2	2
Max. No of Stories with Use Permit	-	4	4	4	4
Max. Lot Coverage	50%	50%	50%	50%	50%
Setbacks from:					
Highway 65	-	50'	50'	50'	50'
6-lane Street	-	25	-	-	-
4 lanes or less	20'	20'	20'	20'	20'
Multi-family (PD-20)	15'	15'	15'	15'	-
Single family (PD2-6.6)	25'	-	-	-	-
Open Space/Park/School	15'	15'	15'	15'	15'
Any property line	10'	10'	10'	10'	10'

* Applies to developments along Highway 65 only.

3.5.5 Special Regulations for Non Residential Zones

1. LANDSCAPING / HIGHWAY 65

Setback area adjacent to Highway 65 shall be landscaped to provide an attractive visual buffer to the satisfaction of the Community Development Director. Parking shall not be allowed in the setback area.

2. LANDSCAPING/NON RESIDENTIAL PROJECTS

Landscaping shall be required in all non-residential projects. Granite boulders shall be incorporated into landscaped areas.

3. TRASH ENCLOSURES

Trash enclosure areas shall be fully screened by a combination of masonry walls with solid metal gates to the satisfaction of the Community Development Director.

4. OUTSIDE STORAGE

All outside storage areas shall be screened by a combination of fencing, masonry walls, and grade separation. Outside storage without adequate screening is not permitted.

3.5.6 Off Street Parking

The off street parking shall be provided in accordance with the provisions of Chapter 17.66 of the Rocklin Municipal Code.

3.6 Parks and Open Space

The plan designates 57.3 acres of public park, 6.7 acres of private recreation sites and 199.8 acres of open space areas.

3.6.1 Parks

The City of Rocklin General Plan and Subdivision Ordinance require dedication of park acreage in the amount of five (5) acres of parkland per thousand (1,000) population of residents of any new development. Subdivisions of 50 parcels or more are required either to dedicate land for park purposes, to pay a dedication fee in lieu of land, or a combination of both to satisfy the development’s proportion of the adopted park acreage. The Sunset Ranchos planning area of the General Development Plan is zoned to accommodate up to 4,265 dwelling units. At 2.6 persons per dwelling unit, the area is projected to generate up to 11,089 persons. Approximately 55.45 acres of parkland will be required to serve future residents. The plan designates 57.3 acres of public park and 6.7 acres of private recreation sites. These include one community park site of 40.3 acres and four neighborhood park sites totaling 17 acres.

The community park location provides a large contiguous site with relatively flat terrain suitable for intense recreational activity such as softball, soccer, and the construction of swimming pools and recreational buildings. Other recreational activities and facilities may include walking, viewing, outdoor theatres, tot lots/playground, picnic areas and hard courts for basketball and tennis. Restrooms and off-street parking will be provided. Lighting for security and night activities on the recreational fields will be installed at the discretion of the City. It is anticipated that competitive level lighting will be installed in the ball field areas.

Neighborhood parks are intended to be the focal points of neighborhoods, sometimes in combination with elementary schools. Two of the five neighborhood parks are adjacent to elementary school sites. The other three are “free-standing.” The neighborhood parks are planned to serve population within ¼ to ½ mile radius, and generally will not provide for off-street parking. Recreational activities at these public parks may include the following: passive

and active recreational interests, turf area for multi-use recreational activities, pre-school and school-aged/playgrounds, picnic areas, hard courts for basketball, and restrooms.

Park design will be at the discretion of the Parks and Recreation Commission and the City Council. The park sites have General Plan designations of PQP and are zoned as Planned Development - Parks. See Figure 6 for locations of parks.

3.6.2 Open Space

The plan preserves open space areas, which provide numerous passive and active recreational opportunities for future residents. The following areas have been identified for preservation and designated as open space:

- ◆ Areas with steep slopes in excess of 25%.
- ◆ All lands within the post development 100-year floodplain.
- ◆ Lands within 50 feet from the edge of the bank of all perennial and intermittent streams and creeks providing natural drainage, and to areas consisting of riparian habitat.
- ◆ Wetland resources associated with the area's natural drainage ways.

Open space corridors are designed to:

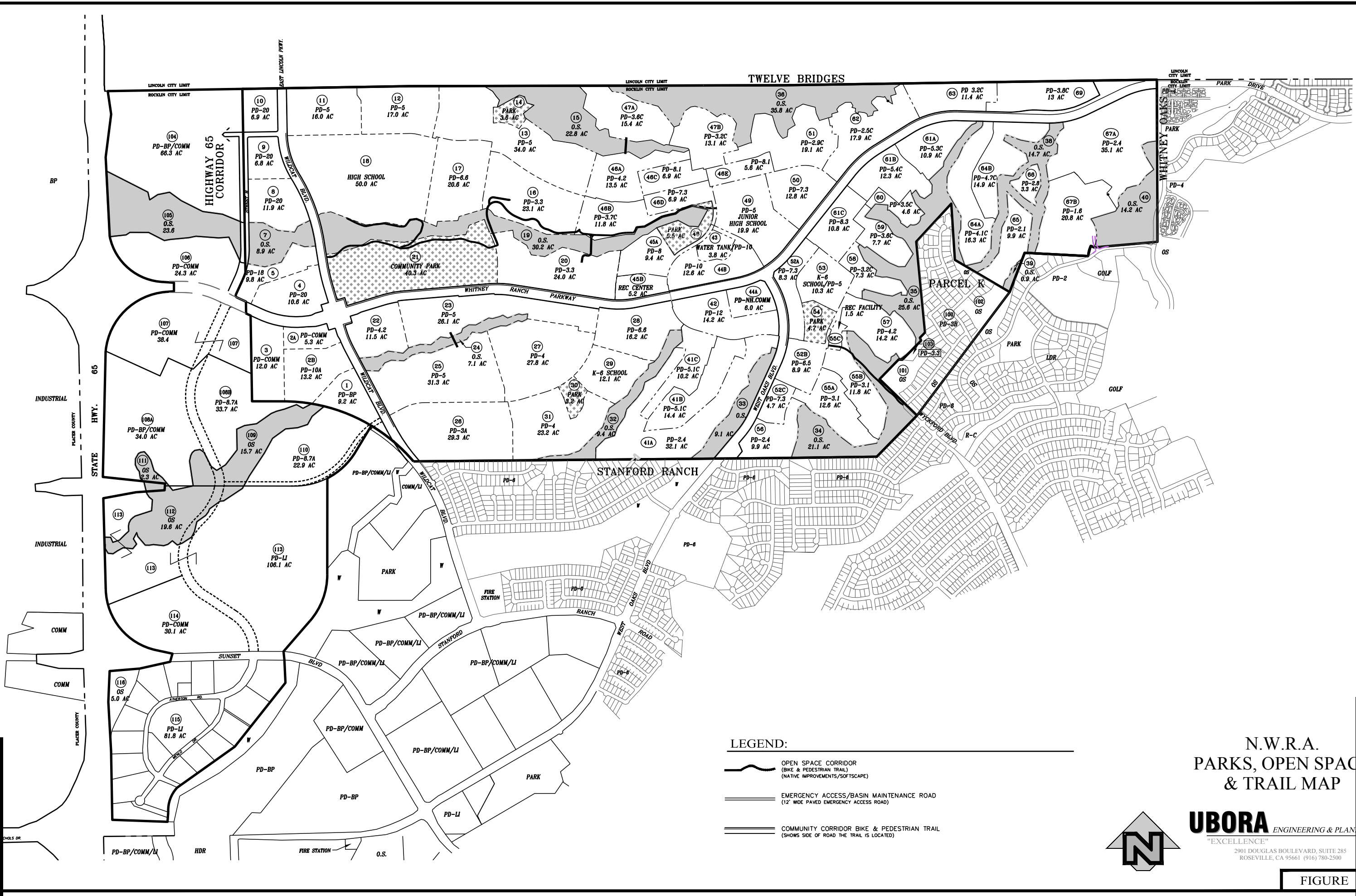
- a) Provide a buffer between land uses.
- b) Preserve special areas of riparian or other botanical habitat including those subject to the conditions of any Federal or State wetland preservation permit requirements.
- c) Provide a corridor for off-street pedestrian and bikeway circulation.
- d) Provide a visually unifying natural element.
- e) Encourage view corridors to points of orientation throughout the plan area; both for local, short range views to landmarks in the area, and long range views to the Sierra Nevada and Coast Range foothills.
- f) Provide land for on-site management of stormwater drainage.

Development will be restricted in open space areas. Open space areas may be configured as common-interest parcels under control of individual or master Homeowners Association(s) (HOAs) or dedicated to the City of Rocklin with some other mechanism for financing improvements and maintenance. Unless otherwise noted for improvements such as road crossings, utilities and pedestrian and bike trail, these areas will remain undeveloped. Open space areas are shown on Figure 6 - parks, open space and trail system map.

A Fuel Modification Plan (FMP) will be prepared concurrently with any subsequent entitlement for development of land which includes or is adjacent to an open space area to address the interface between open space areas and urban uses. The goal of the FMP is to reduce the potential for fire and contain the spread of fire. It shall include, but not be limited to:

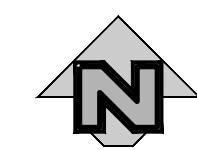
- a) Access points as necessary into open space areas.
- b) Appropriate clearances around homes.
- c) Disposal of removed brush and trees within any firebreak area.

Figure 6 – Parks, Open Space and Trail Map



N.W.R.A.
PARKS, OPEN SPACE
& TRAIL MAP

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FIGURE

3.7 Schools

The plan provides a 50-acre high school site, one 19.9-acre junior high school and two elementary school sites totaling 22.4 acres. The 2 elementary school sites are located next to neighborhood park sites to provide joint-use opportunities. Consistent with City policy, public schools are allowed in all zoning designations in the City.

3.8 Circulation

The vehicular circulation system is designed to provide continuous access throughout the plan area, as well as connections to the existing community. The plan area's roadway system also provides important regional roadway connections to SR 65, the City of Lincoln to the north, and through adjacent projects to Sierra College Boulevard.

Non-vehicular circulation within the plan area consists of a system of sidewalks, bike lanes and pedestrian trails. These sidewalks, bike lanes and trails provide non-vehicular access between neighborhoods, to schools/parks and open space, to neighborhood commercial facilities as well as to employment centers.

3.8.1 Interchanges

Interchanges are planned at Sunset Boulevard/SR 65 and Whitney Ranch Parkway/SR 65 intersections along the western boundary of the plan area. Funding for the future interchanges has been addressed in the financing plan for the GDP.

3.8.2 Vehicular Circulation System

The street system is organized in a hierarchy with three arterial streets carrying traffic to and throughout the plan area. Whitney Ranch Parkway is an east-west connection between Highway 65 and the Whitney Oaks development. Wildcat Boulevard will connect the existing community with Twelve Bridges in Lincoln. West Oak Boulevard will be extended through the plan area to connect to Whitney Ranch Parkway. University Avenue, is a 4-lane north-south, divided arterial parallel to Highway 65 that will provide access to the Highway 65 Corridor properties. The location of University Avenue from Whitney Ranch Parkway to Sunset Boulevard through the William Jessup University site is conceptual. Ultimate alignment will be determined at subsequent project approvals and will be based on criteria such as acceptable street radius, connectivity to established signalized intersections and other environmental constraints. Collector streets will provide access into individual neighborhoods. Conceptual locations of collector streets along the arterial roads are shown on the Figure 7. Final alignments will be shown on subsequent Tentative Maps.

Wyckford Boulevard and Kali Place will provide access to Parcel K. These streets are currently stubbed to the Parcel K boundary. Under limitations defined in the North Rocklin Circulation Element, no more than 200 additional residential dwelling units shall be allowed to access

Wyckford Boulevard. Parcel K proposes development of up to ~~134~~ 109 dwelling units consistent with the threshold established for Wyckford Boulevard.

Each elementary school site will be provided with a minimum of two street frontages to facilitate traffic circulation. A road may also be established on the east side of the high school to also facilitate circulation. Location and alignment of local streets will be shown on subsequent Tentative Maps.

A summary of major road improvements is provided in Table 11. Figure 7 shows the plan area’s arterial roadways, number of lanes and location of traffic signals. Right-of-way improvements for the roadways are shown in road cross-section on Figure 8.

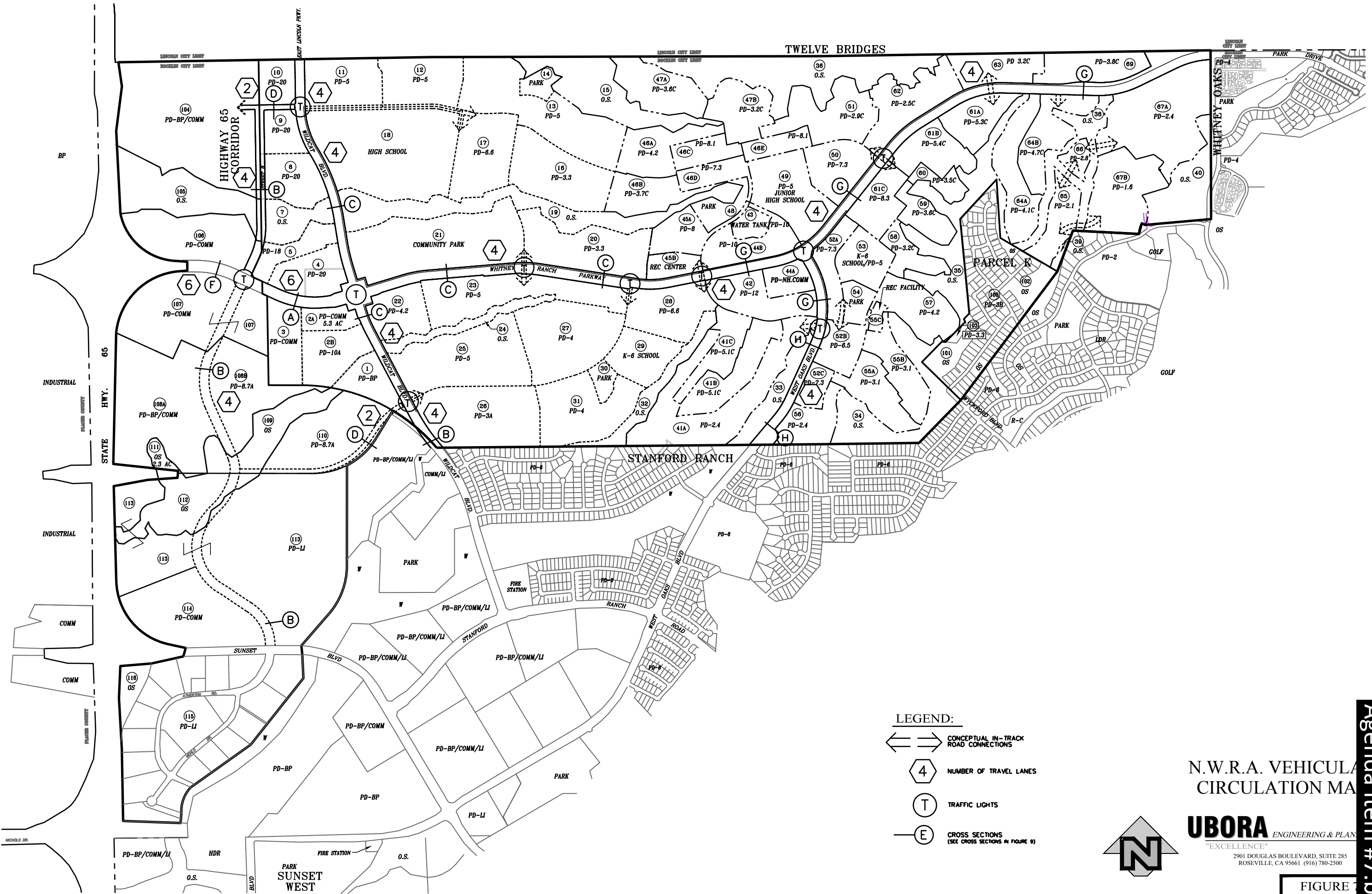
**Table 11
Major Roadway Improvements**

Roadway	Right-of-way	# of Lanes	Width Per Travel Lane	Landscape Median	Sidewalk Width	Frontage Landscape	Cross Section
Whitney Ranch Parkway, from Hwy 65 to University Avenue.	158'	6	12'	20'	6'	25'	F
Whitney Ranch Parkway, from – University Avenue to Wildcat Blvd.	152'	6	12'	14'	6'	25'	A
Whitney Ranch Parkway, from Wildcat Blvd. to Painted Pony Dr., and portions of Wildcat Blvd.	130'	4	12'	14'	6'	27' & 35'	C
Whitney Ranch Parkway, from Painted Pony Dr. to Park Dr., and West Oak Blvd., north of Painted Pony	140'	4	12'	14'	6'	27' & 35'	B G
West Oak Blvd., south of Painted Pony	130'	4	12'	14'	6'	21' & 31'	H
University Avenue	120'	4	12'	14'	6'	15'	B
Typical Ind./Comm St	60'	2	21'	-	6'	-	D

Notes:

- The 6 and 4-lane arterials are intended to function as non-frontage access roads except where driveway access to commercial areas or multi-family uses is needed.
- All major intersections will have appropriate bus turnouts based on PCTA’s recommendations.
- Whitney Ranch Parkway median width will be 20 ft. between the interchange and B Street to accommodate City secondary entryway sign.
- Whitney Ranch Parkway, east of Painted Pony and West Oaks, north of Painted Pony, include additional shoulders (5’ minimum) which also serve as NEV lane in each direction of traffic.

Figure 7 – Vehicular Circulation Map

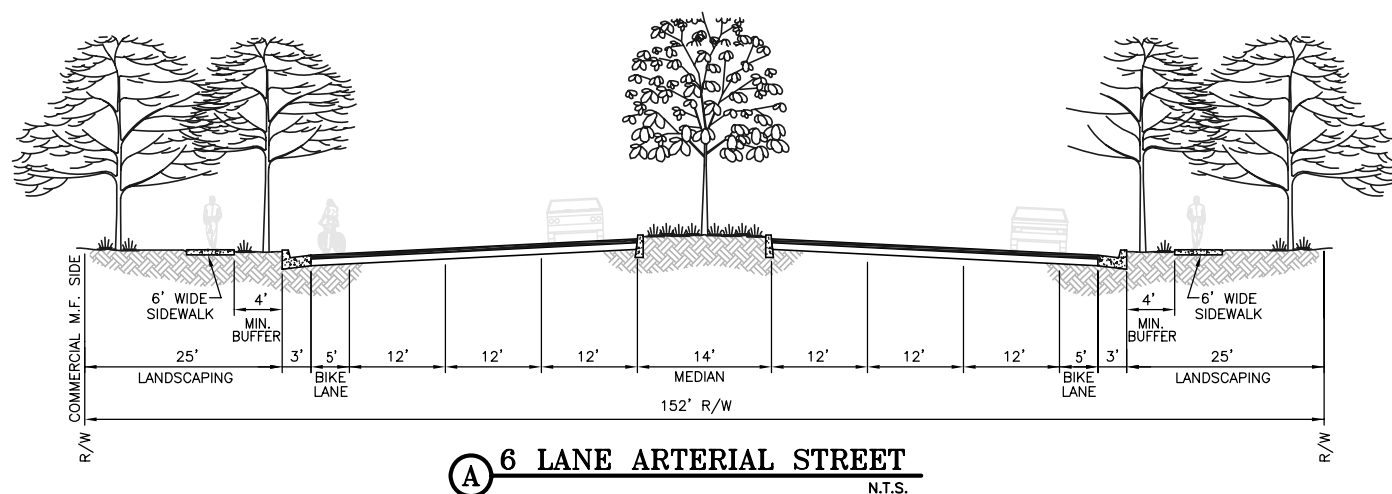


N.W.R.A. VEHICULAR CIRCULATION MAP

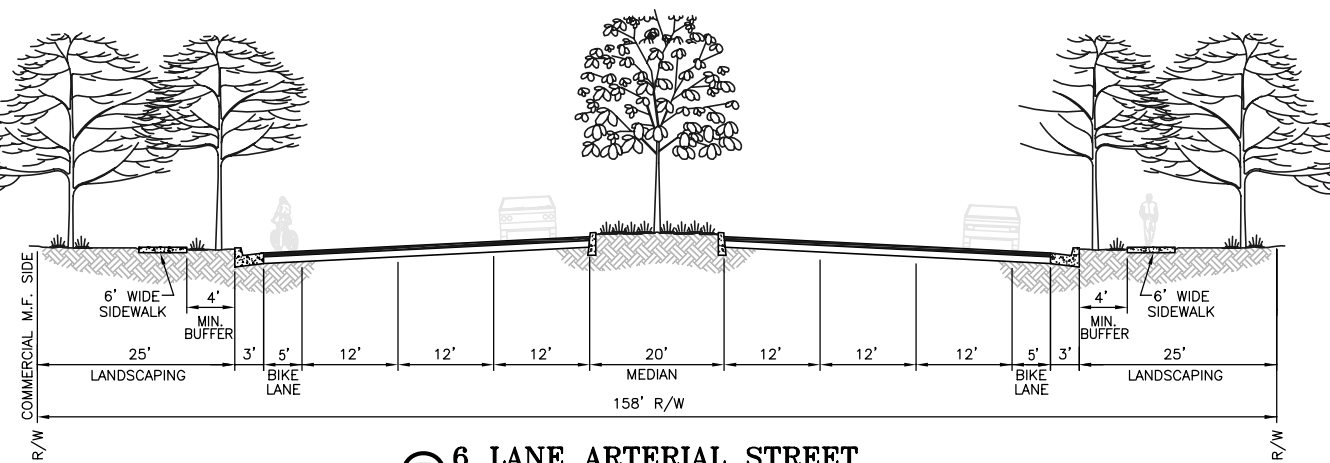
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FIGURE 7

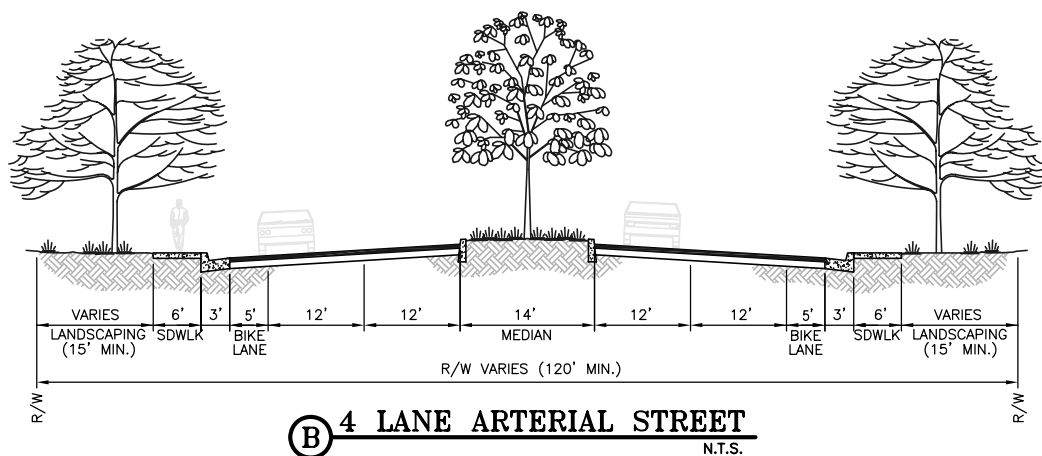
Figure 8 – Roadway Cross-Sections



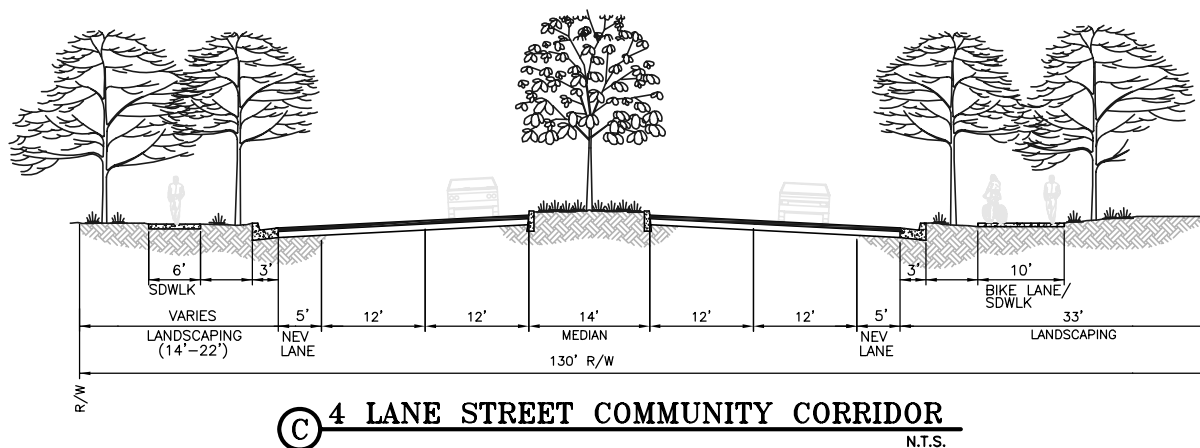
A 6 LANE ARTERIAL STREET
N.T.S.



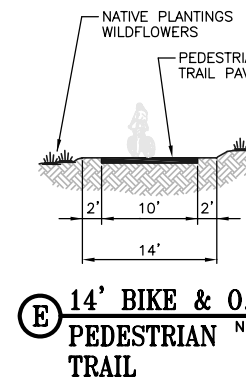
F 6 LANE ARTERIAL STREET
N.T.S.



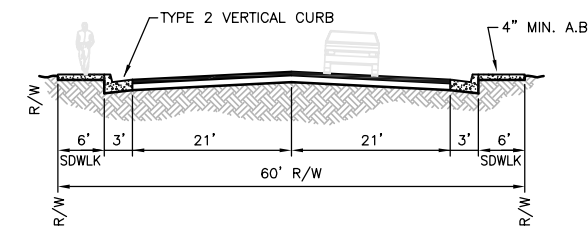
B 4 LANE ARTERIAL STREET
N.T.S.



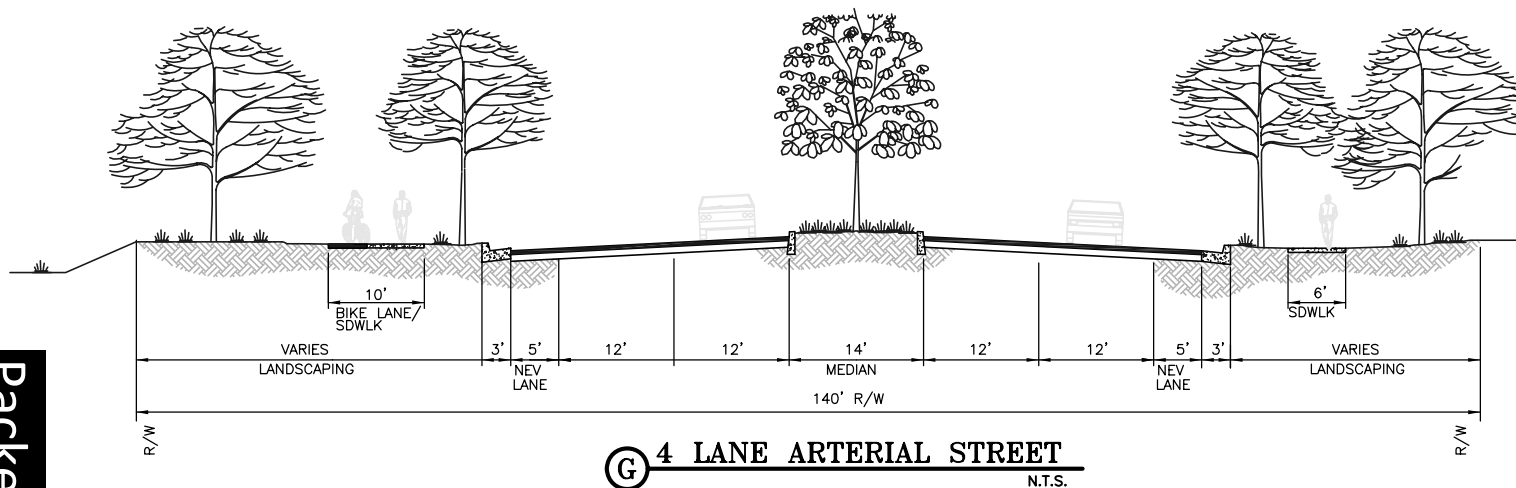
C 4 LANE STREET COMMUNITY CORRIDOR
N.T.S.



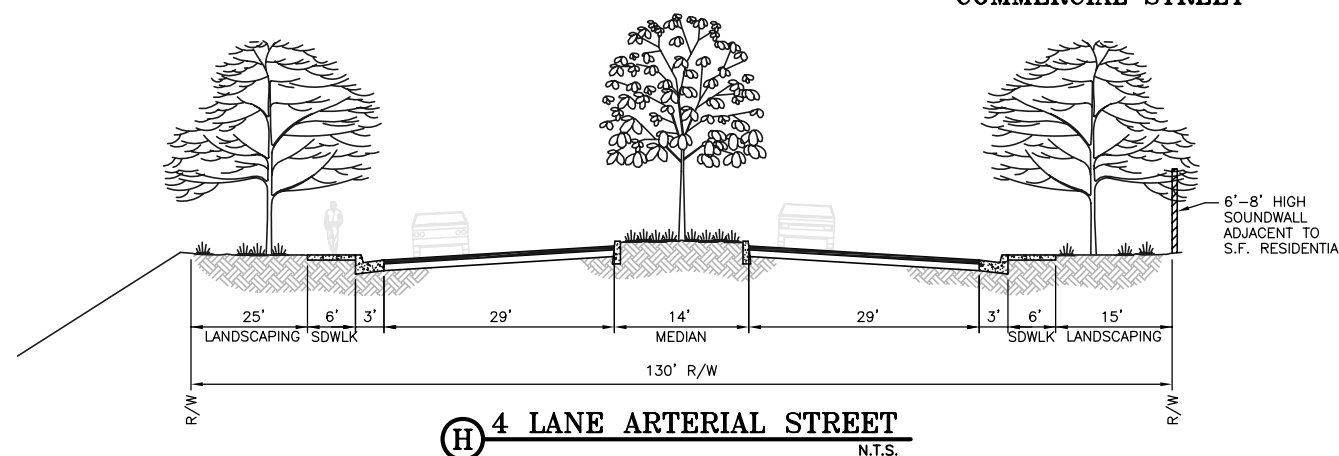
E 14' BIKE & O.S. PEDESTRIAN TRAIL
N.T.S.



D TYPICAL INDUSTRIAL AND COMMERCIAL STREET
N.T.S.



G 4 LANE ARTERIAL STREET
N.T.S.



H 4 LANE ARTERIAL STREET
N.T.S.

Packet Pg. 288

Agenda Item #7.b.

N.W.R.A. ROADWAY CROSS SECTIONS



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FIGURE 8

3.8.3 Bikeway and Pedestrian Trail System

The City's General Plan includes an on-street and off-street bicycle plan that interconnects the entire community on a bikeway trail system. Most of the major streets within the City have on-street bicycle lanes and pedestrian sidewalks.

The GDP bike and pedestrian trail system expands the city's bike/pedestrian access concept beyond the public street rights-of-way and into planned open space corridors connecting neighborhoods, schools, parks, open space, commercial, and recreational (passive and active) uses.

This comprehensive community bike and pedestrian trail system is incorporated into the project design. The trail system will enhance the neighborhood village design with an extensive network of interconnected pedestrian and bikeway trails on-street and off-street within the planned open space corridors. These amenities are designed to encourage human activities and interactions within the pedestrian/bikeway and open space corridors, resulting in a greater sense of community. The network of trails and bike lanes will be fully accessible to the general public.

The trail system design includes a transitional component and two internal components. The transitional component links the City of Rocklin standard from existing major arterial streets into the project site. These segments will extend the Wildcat Boulevard, West Oaks Boulevard, and Park Drive standard on-street bike lanes and sidewalk improvements to points of transition in the North West Rocklin area where the internal trail system begins. Street landscaping for the transitional component has been increased from the standard 15 feet from arterial roads to a total of 27 feet (including a 6'-wide sidewalk). The landscaping will be designed to provide a 6' wide landscape buffer from the roadway, a 6' wide sidewalk, and a 15' landscape strip between the sidewalk and private property.

The two internal components include the community corridor and open space corridor trails. The community corridor will be the centerpiece of the trail system. The community corridor places both the sidewalk and the bike paths within a 35-38 foot landscape corridor located on one side and a single sidewalk within a 19-27 foot landscape corridor on the opposite side of the street. The 35-38 foot wide corridor consists of a 10'-wide paved bicycle and pedestrian trail, and 25-28 foot of landscaping. These corridors provide connections between the GDP village core and the multi-family residential and commercial land use areas. In addition, the trail will connect to the Whitney Oaks trail starting at the intersection of Park Drive and Whitney Oaks Drive. To facilitate the transition between the on-street bike lanes and the community corridor, the corridor begins at signalized intersections. The community corridor trail system is approximately four (4) miles long.

The open space trail cross-section is a 10'-wide combined bike and pedestrian trail with 2-foot shoulders on each side of the trail. Open space trails will be off-street facilities located generally, within or along open space corridors. The open space trails will connect the 40-acre

community park and neighborhood parks with residential areas, forming an off-street trail network. This will provide for the easy movement of pedestrians between neighborhoods and encourage the use of this non-vehicular form of travel. Open space drainage crossings will also be provided as shown to facilitate access and connections to residential neighborhoods. Approximately 3 miles of trails are provided within or along the open space corridors.

Cross sections of the community corridor and open space trail designs are depicted in Figure 8.

3.8.4 Open Space Crossings

Non-vehicular and emergency vehicle access crossings of open space within the project area are shown in Figure 6. These crossings have been located to provide critical transportation linkage to development areas and access to public facilities such as schools, parks and detention basins. The approved Army Corps of Engineers' (ACOE) Nationwide permit allows open space crossings. Each crossing will be designed with minimal effects on wetland resources within the open space area and in accordance with conditions of the ACOE permit, as well as Streambed Alteration Agreements for each crossing.

3.9 Public Facilities and Services

The North West Rocklin Area General Development Plan will provide the entire infrastructure necessary to serve the needs of residents and users within the plan area. Services will be provided as follows:

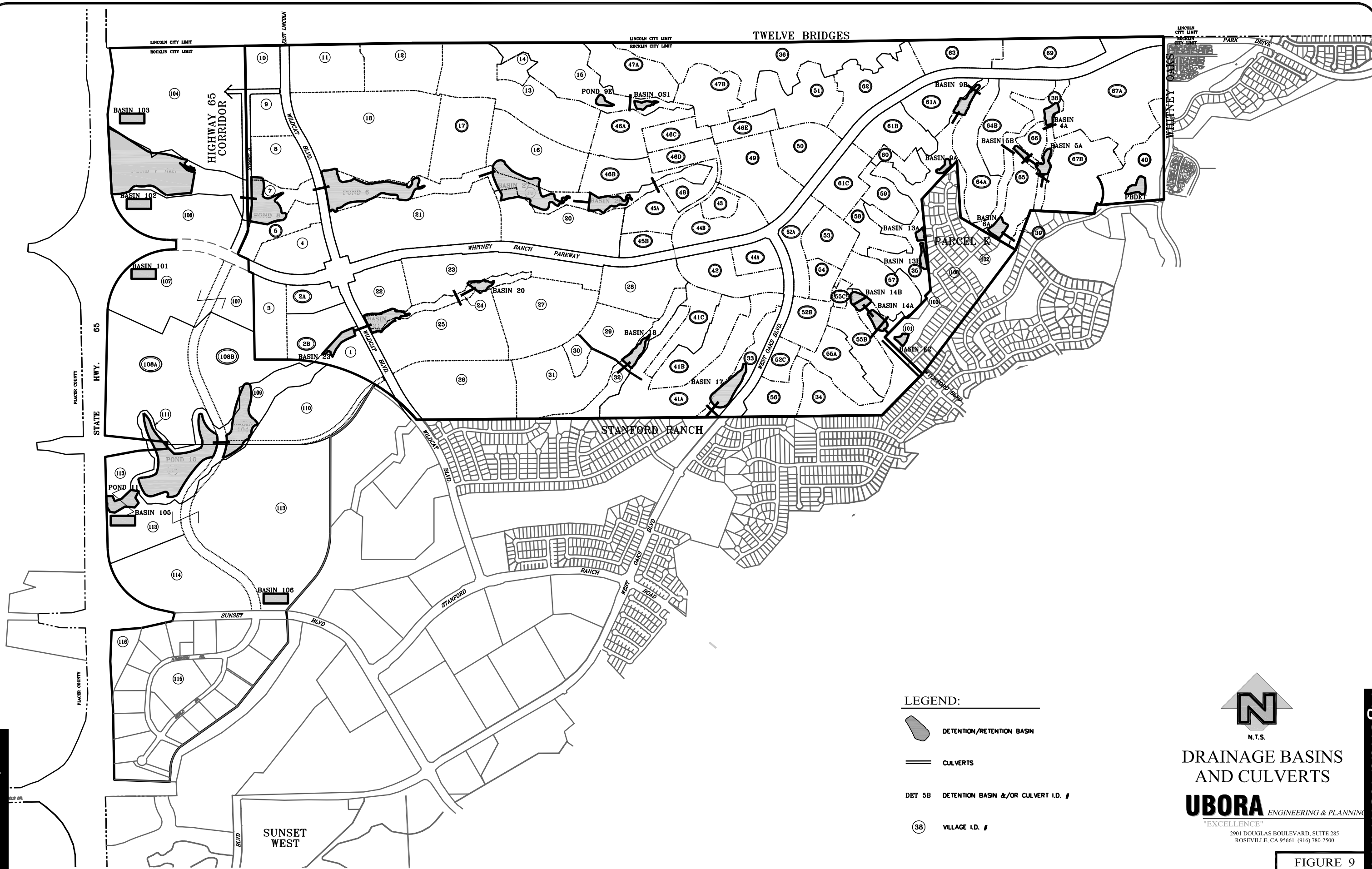
Table 12
Service Providers

Service	Provider
Water	Placer County Water Agency (PCWA)
Sewer	South Placer Municipal Utility District (SPMUD)
Drainage	City of Rocklin
Solid Waste	Auburn-Placer Disposal
Schools	Rocklin Unified School District
Power & Natural Gas	P G & E
Telephone	Pacific Bell




All facilities and services shall be constructed, dedicated, or provided in accordance with the General Plan, the Capital Improvement plan, the Rocklin Municipal Code and other required entitlements and permits.

Figure 9 – Drainage Basins and Culverts is presented below.

Figure 9 – Drainage Basins and Culverts



LEGEND:

-  DETENTION/RETENTION BASIN
-  CULVERTS
- DET 5B DETENTION BASIN &/OR CULVERT I.D. #
-  VILLAGE I.D. #



DRAINAGE BASINS AND CULVERTS

UBORA ENGINEERING & PLANNING
 "EXCELLENCE"
 2901 DOUGLAS BOULEVARD, SUITE 285
 ROSEVILLE, CA 95661 (916) 780-2500

FIGURE 9



City of Rocklin Economic and Community Development Department

**Planning Commission
STAFF REPORT**

Nonconforming Parcels and Noticing

Zoning Ordinance Amendment, ZOA2016-0001

November 1, 2016

Recommendation

To facilitate Planning Commission discussion and possible action, the following documents have been provided:

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 DEVELOPMENT ON NONCONFORMING LOTS AND PUBLIC HEARING NOTICING REQUIREMENTS (ZOA2016-0001)

The Planning Commission's action would be a recommendation to the City Council.

Proponent

The proposed Zoning Ordinance Amendment was initiated by the City of Rocklin.

Location

The proposed Zoning Ordinance Amendment would apply Citywide.

Background

On September 13, 2016, the Rocklin City Council approved a Resolution of Intent, **Attachment 1**, which authorized staff to prepare amendments to Rocklin Municipal Code Titles 16 and 17 regarding requirements for development of nonconforming lots and to revise certain sections of Title 17 to standardize and update public hearing noticing requirements.

Planning Commission Staff Report
Nonconforming Parcels and Noticing (ZOA2016-0001)
November 1, 2016
Page 2

Analysis

Nonconforming Lots

Rocklin Municipal Code (RMC) “Title 16 – Subdivisions”, Section 16.12.010 states that development can only occur when the subject lot or parcel is of the minimum size for the zoning in which it is located, as regulated by Title 17. As such, a property would not be considered to be a “buildable lot” unless it meets the minimum size requirements specified in the underlying zoning district.

There are a limited number of parcels within the older areas of the city, that were legally created many years ago, which do not meet the current minimum lot sizes established as part of their subject zoning districts. These parcels are currently designated as “nonconforming” by Chapter 17.62 of the Code.

These nonconforming parcels are considered to be undevelopable based on the current requirements of Section 16.12.010, regardless of whether all other applicable development standards of the zone district are able to be met. Therefore, in order to allow for any development on the land, the land owner(s) would be required to go through a time-consuming entitlement process to rezone the property and/or to amend boundary lines; assuming that either of those options was viable.

The proposed amendment would remove Section 16.12.010 from Title 16 and would insert revised regulations into Title 17 as new *Section 17.08.015 – Requirements to Build, Attachment 2*. This revision would allow parcels of land which are below the minimum lot size to potentially be developed, provided they were legally created, have approved access to a public way or private road easement, and are able to comply with all building height, lot coverage, and setback requirements set forth in their applicable zoning districts, or elsewhere within Title 17. The proposed language is as follows:

17.08.015 - Requirements to Build.

- A. No building or structure shall be constructed on any lot or parcel, and no permit shall be issued to permit such construction unless:
 1. Such lot or parcel was legally created;
 2. Such lot or parcel has approved access to a public way or private road easement;
 3. Said building or structure is able to comply with all height, lot coverage, and setback requirements, as set forth in the applicable zoning district and/or elsewhere within this Title.

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Nonconforming Parcels and Noticing (ZOA2016-0001)
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Public Noticing Requirements

Public noticing requirements are regulated within several chapters of the Municipal Code; typically organized by the section of the applicable entitlement. While some of these requirements are listed as specific numerical radii (e.g. “all properties located within 300 feet from the project boundaries”) others reference specific sections of the California Government Code to determine noticing requirements. It has recently come to staff’s attention that some of these references are to outdated sections of the Government Code, which in some cases have been preempted or no longer exist at all. Other sections of the City’s code were also inadvertently left out when the City updated its overall noticing policies in 2011.

Currently, Section 65091 of the Government Code states that notice of hearing shall be mailed or delivered at least 10 days prior to the hearing to all owners of real property within 300 feet of the real property that is the subject of the hearing, as shown on the latest equalized assessment roll.

Staff is proposing to modify all applicable sections of the Municipal Code which reference public hearing noticing requirements in order to be consistent with the current Government Code requirements. This action is also considered a technical cleanup item, consistent with the most recent direction given by the City Council regarding noticing procedures in 2011 (i.e., Resolution 2011-136) which was to provide notice to all owners of real property within 300 feet of the real property that is the subject of the hearing consistent with State guidelines and requirements.

In order to address this modification, staff is proposing to amend the Municipal Code to include the following universal language for all projects/entitlements which require public noticing:

A minimum of ten (10) days before the scheduled date of a hearing, public notice shall be mailed or delivered to all owners of real property, as shown on the latest equalized assessment roll, within 300 feet of the exterior boundaries of the real property that is the subject of the hearing, unless a larger noticing radius is required by state law.

The chapters which would be modified are as follows:

- Chapter 17.60 – PD Zone
- Chapter 17.70 – Conditional Use Permits and Variances
- Chapter 17.72 – Design Review
- Chapter 17.82 – Amendments
- Chapter 17.90 – General Plan Amendment and Specific Plans
- Chapter 17.92 – Development Agreements

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Nonconforming Parcels and Noticing (ZOA2016-0001)
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All proposed modifications to the Municipal Code are included in strike/add format, with proposed deletions shown with ~~strikeout~~ and additions shown with an underline in **Attachment 2**.

Environmental Determination

The California Environmental Quality Act (Section 21000, et. seq. of the California Public Resources Code, hereafter CEQA) requires analysis of agency approvals of discretionary “projects.” A “project,” under CEQA, is defined as “the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.”

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.

Recommendation

Staff recommends that the Planning Commission recommend to the Rocklin City Council approval of the proposed amendments of the Rocklin Municipal Code Titles 16 and 17 regarding requirements for development on nonconforming lots and to revise certain sections of Title 17 to modify public hearing noticing requirements.

Attachments

- 1) Resolution of Intent to Initiate and Amendment of the Rocklin Municipal Code to Modify Sections of Titles 16 and 17 Regarding Requirements For Development on Nonconforming Lots and to Revise Certain Sections of Title 17 to Modify Public Hearing Requirements (September 13, 2016)
- 2) Proposed Amendments to the Rocklin Municipal Code.

RESOLUTION NO. 2016-213

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROCKLIN
 OF INTENT TO INITIATE AN AMENDMENT OF THE ROCKLIN MUNICIPAL CODE
 TO MODIFY SECTIONS OF TITLES 16 AND 17 REGARDING REQUIREMENTS FOR DEVELOPMENT
 ON NONCONFORMING LOTS AND TO REVISE CERTAIN SECTIONS OF TITLE 17 TO MODIFY
 PUBLIC HEARING NOTICING REQUIREMENTS

ZOA2016-0001

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 as follows:

Current regulations detailed in Section 16.12.010 of the Municipal Code prohibit development of lots which do not achieve the minimum parcel size, as determined by the underlying zoning district. Even if all other applicable development standards can be met, no potential for the development of these parcels currently exists without requiring additional planning entitlements.

Several sections of the Municipal Code which regulate Public Hearing Noticing requirements are inconsistent and reference outdated sections of the California Government Code and City policies. These sections require updates for internal consistency and to provide uniformity with current Government Code regulations.

Section 2. The City Council hereby authorizes and directs staff to prepare and process an amendment to the Rocklin Subdivision and Zoning Ordinances which amendments shall address the specific terms listed in Section 1, above.

PASSED AND ADOPTED this 13th day of September, 2016, by the following vote:

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

 Dave Butler, Vice Mayor

ATTEST:

 Barbara Ivanusich, City Clerk

Proposed Amendments to the Rocklin Municipal Code

Note: All proposed modifications to the Municipal Code are included in strike/add format, with proposed deletions shown with ~~strikeout~~ and additions shown with an underline.

Section 16.12.010 shall be repealed in its entirety:

~~**16.12.010 – Access and size required to build – Zoning conformance.**~~

- ~~A. No building or structure shall be constructed on any lot or parcel, and no permit shall be issued to permit such construction unless:~~
- ~~1. Such lot or parcel has approved access to a public way or private road easement;~~
 - ~~2. Such lot or parcel is of the minimum size as required by Title 17 for the zone in which it is located.~~
- ~~B. A parcel of land which is shown as a separate lot on a subdivision map, parcel map, Record of Survey, or other map filed for record, or on the maps of the county assessor, shall not be deemed to be a buildable lot unless it meets the size and configuration requirements of Title 17.~~

Section 17.08.015 shall be added as follows:

17.08.015 - Requirements to build.

- A. No building or structure shall be constructed on any lot or parcel, and no permit shall be issued to permit such construction unless:
1. Such lot or parcel was legally created;
 2. Such lot or parcel has approved access to a public way or private road easement;
 3. Said building or structure is able to comply with all height, lot coverage, and setback requirements, as set forth in the applicable zoning district and/or elsewhere within this Title.

Section 17.60.045 of Chapter 17.60 – PD Zone shall be added as follows:

17.60-045 – Public Noticing.

A minimum of ten (10) days before the scheduled date of a hearing, public notice shall be mailed or delivered to all owners of real property, as shown on the latest equalized assessment roll, within 300 feet of the exterior boundaries of the real property that is the subject of the hearing, unless a larger noticing radius is required by state law.

Section 17.70.040 of Chapter 17.70 – Conditional Use Permits and Variances shall be amended to read:

Section 17.70.040 – Public ~~hearing~~ Notice ~~Noticing~~.

~~A public hearing shall be held by the planning commission after the filing of the application. Not less than ten days prior to hearing, the commission shall give notice thereof by mail to all property owners shown on the list of property owners furnished by the applicant. The notice shall include the name and address of the applicant, owner, agent, if any, zoning classification of the property, the proposed use, and date, hour and place of hearing.~~

A minimum of ten (10) days before the scheduled date of a hearing, public notice shall be mailed or delivered to all owners of real property, as shown on the latest equalized assessment roll, within 300 feet of the exterior boundaries of the real property that is the subject of the hearing, unless a larger noticing radius is required by state law.

Section 17.72.060 of Chapter 17.72 – Design Review shall be amended to read:

Section 17.72.060 – Hearing Public Noticing.

~~A public hearing on the application shall be conducted by the design review board and, for those applications described in Section 17.72.070B, by the council. Notice of hearing shall be given not less than ten days prior to the hearing by mail to the owners of property within a six hundred foot radius of the project site.~~

A minimum of ten (10) days before the scheduled date of a hearing, public notice shall be mailed or delivered to all owners of real property, as shown on the latest equalized assessment roll, within 300 feet of the exterior boundaries of the real property that is the subject of the hearing, unless a larger noticing radius is required by state law.

Section 17.82.040 of Chapter 17.82 – Amendments shall be amended to read:

Section 17.82.040 – Planning Commission – ~~Hearing~~ – Notice Public Noticing.

~~The Planning Commission shall hold a public hearing when required by Section 65853 and 65854 applicable sections of the California Government Code. Notice shall be given as required by Section 65854 of the Government Code. A minimum of ten (10) days before the scheduled date of a hearing, public notice shall be mailed or delivered to all owners of real property, as shown on the latest equalized assessment roll, within 300 feet of the exterior boundaries of the real property that is the subject of the hearing, unless a larger noticing radius is required by state law.~~

Section 17.90.060 of Chapter 17.90 – General Plan Amendments and Specific Plans shall be amended to read:

Section 17.90.060 – General Plan Amendment – Planning Commission Review.

- A. The planning commission shall, on the dates prescribed, consider at a public hearing the applications for amendments to the general plan, and any amendment initiated by the council or the planning commission. The hearing may be continued from time to time.

- B. ~~The notice for such hearing shall be given as prescribed in Government Code Section 65351.~~ A minimum of ten (10) days before the scheduled date of a hearing, public notice shall be mailed or delivered to all owners of real property, as shown on the latest equalized assessment roll, within 300 feet of the exterior boundaries of the real property that is the subject of the hearing, unless a larger noticing radius is required by state law.
- C. A recommendation for one or more amendments to the general plan shall be by resolution and shall require the affirmative vote of not less than a majority of the total voting members of the planning commission, as prescribed by the California Government Code Section 65352.

Section 17.92.140 of Chapter 17.92 – Development Agreements shall be amended to read:

Section 17.92.140 – ~~Required Notice for Public Hearings~~ Public Noticing

- A. ~~Notice of public hearings required by this chapter shall be given as provided in Sections 65854, 65854.5 and 65856 of the Government Code, in addition to such other notice as may be required for other actions to be considered concurrently with the development agreement.~~ A minimum of ten (10) days before the scheduled date of a hearing, public notice shall be mailed or delivered to all owners of real property, as shown on the latest equalized assessment roll, within 300 feet of the exterior boundaries of the real property that is the subject of the hearing, unless a larger noticing radius is required by state law.
- B. The notice requirements referred to in subsection A of this section are as required by the laws existing at the time of adoption of this chapter (~~Government Code Sections 65867, 65854, 65854.5 and 65856~~). If state law is amended to prescribe a different notice requirement, notice shall be given in that manner.
- C. The failure of any person to receive notice required by law of any hearing as required by this chapter shall not affect the authority of the council to enter into a development agreement.

RESOLUTION NO. PC-2016-

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 DEVELOPMENT ON NONCONFORMING LOTS AND
PUBLIC HEARING NOTICING REQUIREMENTS (ZOA2016-0001)

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. On September 13, 2016 the Rocklin City Council approved a Resolution of Intent to initiate an amendment of the Rocklin Municipal Code to modify Titles 16 and 17 regarding requirements for development on nonconforming lots and to revise certain sections of Title 17 to standardize and update public hearing noticing requirements.

B. The proposed amendments to the Rocklin Municipal Code are not “projects” under CEQA, and are therefore exempt under sections 15060(c)(2) and (3), 15061(b)(3), 15262, and 15378 of the State CEQA Guidelines.

C. The proposed amendments to the Rocklin Municipal Code are consistent with and implement the policies of the City of Rocklin's General Plan, including the Housing Element.

D. The proposed amendments to the Rocklin Municipal Code are not likely to create serious health problems or create nuisances on or near affected properties.

E. The Planning Commission has considered the effect of the proposed amendments to the Rocklin Municipal Code 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 Ordinance attached hereto as Exhibit 1 and incorporated by reference herein.

PASSED AND ADOPTED this 1st day of November, 2016, by the following roll call
vote:

AYES: Commissioners

NOES: Commissioners

ABSENT: Commissioners

ABSTAIN: Commissioners

Chairman

ATTEST:

Secretary

EXHIBIT 1

ORDINANCE NO.

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 DEVELOPMENT ON NONCONFORMING LOTS AND
 PUBLIC HEARING NOTICING REQUIREMENTS

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. On September 13, 2016 the Rocklin City Council approved a Resolution of Intent to initiate an amendment of the Rocklin Municipal Code to modify Titles 16 and 17 regarding requirements for development on nonconforming lots and to revise certain sections of Title 17 to modify standardize and update public hearing noticing requirements was approved by the Rocklin City Council on September 13, 2016.

B. The proposed amendments to the Rocklin Municipal Code are not “projects” under CEQA, and are therefore exempt under sections 15060(c)(2) and (3), 15061(b)(3), 15262, and 15378 of the State CEQA Guidelines..

C. The proposed amendments to the Rocklin Municipal Code are consistent with and implement the policies of the City of Rocklin's General Plan, including the Housing Element.

D. The proposed amendments to the Rocklin Municipal Code are not likely to create serious health problems or create nuisances on or near affected properties.

E. The City Council has considered the effect of the proposed amendments to the Rocklin Municipal Code 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. **Section 16.12.010** shall be repealed in its entirety.

Section 3. **Section 17.08.015** shall be added as follows:

17.08.015 - Requirements to build.

- A. No building or structure shall be constructed on any lot or parcel, and no permit shall be issued to permit such construction unless:
1. Such lot or parcel was legally created;
 2. Such lot or parcel has approved access to a public way or private road easement;
 3. Said building or structure is able to comply with all height, lot coverage, and setback requirements, as set forth in the applicable zoning district and/or elsewhere within this Title.

Section 4. **Section 17.60.045 of Chapter 17.60 – PD Zone** shall be added as follows:

17.60.045 – Public Noticing.

A minimum of ten (10) days before the scheduled date of a hearing, public notice shall be mailed or delivered to all owners of real property, as shown on the latest equalized assessment roll, within 300 feet of the exterior boundaries of the real property that is the subject of the hearing, unless a larger noticing radius is required by state law.

Section 5. **Section 17.70.040 of Chapter 17.70 – Conditional Use Permits and Variances** shall be amended to read:

Section 17.70.040 – Public Noticing.

A minimum of ten (10) days before the scheduled date of a hearing, public notice shall be mailed or delivered to all owners of real property, as shown on the latest equalized assessment roll, within 300 feet of the exterior boundaries of the real property that is the subject of the hearing, unless a larger noticing radius is required by state law.

Section 6. **Section 17.72.060 of Chapter 17.72 – Design Review** shall be amended to read:

Section 17.72.060 – Public Noticing.

A minimum of ten (10) days before the scheduled date of a hearing, public notice shall be mailed or delivered to all owners of real property, as shown on the latest equalized assessment roll, within 300 feet of the exterior boundaries of the real property that is the subject of the hearing, unless a larger noticing radius is required by state law.

Section 7. **Section 17.82.040 of Chapter 17.82 – Amendments** shall be amended to read:

Section 17.82.040 – Planning Commission – Public Noticing.

A minimum of ten (10) days before the scheduled date of a hearing, public notice shall be mailed or delivered to all owners of real property, as shown on the latest equalized assessment roll, within 300 feet of the exterior boundaries of the real property that is the subject of the hearing, unless a larger noticing radius is required by state law.

Section 8. **Section 17.90.060 of Chapter 17.90 – General Plan Amendments and Specific Plans** shall be amended to read:

Section 17.90.060 – General Plan Amendment – Planning Commission Review.

- A. The planning commission shall, on the dates prescribed, consider at a public hearing the applications for amendments to the general plan, and any amendment initiated by the council or the planning commission. The hearing may be continued from time to time.
- B. A minimum of ten (10) days before the scheduled date of a hearing, public notice shall be mailed or delivered to all owners of real property, as shown on the latest equalized assessment roll, within 300 feet of the exterior boundaries of the real property that is the subject of the hearing, unless a larger noticing radius is required by state law.
- C. A recommendation for one or more amendments to the general plan shall be by resolution and shall require the affirmative vote of not less than a majority of the total voting members of the planning commission, as prescribed by the California Government Code.

Section 9. **Section 17.92.140 of Chapter 17.92 – Development Agreements** shall be amended to read:

Section 17.92.140 – Public Noticing

- A. A minimum of ten (10) days before the scheduled date of a hearing, public notice shall be mailed or delivered to all owners of real property, as shown on the latest equalized assessment roll, within 300 feet of the exterior boundaries of the real property that is the subject of the hearing, unless a larger noticing radius is required by state law.
- B. The notice requirements referred to in subsection A of this section are as required by the laws existing at the time of adoption of this chapter. If state law is amended to prescribe a different notice requirement, notice shall be given in that manner.
- C. The failure of any person to receive notice required by law of any hearing as required by this chapter shall not affect the authority of the council to enter into a development agreement.

Section 10. Within fifteen days of passage of this ordinance, the City Clerk shall cause the full text of the ordinance, with the names of those City Councilmembers 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 fifteen days, shall cause a summary of the ordinance, prepared by the City Attorney and with the names of the City Councilmembers 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 City Councilmembers 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 , 2015, 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 _____, 2016, by the following vote:

AYES: Councilmembers:
NOES: Councilmembers:
ABSENT: Councilmembers:
ABSTAIN: Councilmembers:

Greg Janda, Mayor

ATTEST:

Barbara Ivanusich, City Clerk

First Reading:
Second Reading:
Effective Date: