



AGENDA
CITY OF ROCKLIN PLANNING COMMISSION
DATE: November 7, 2017
TIME: 6:30 PM
PLACE: Council Chambers, 3970 Rocklin Road
www.rocklin.ca.us

MEETING PROCEDURES AND STANDARDS OF DECORUM

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. Although not required, speakers are requested to identify themselves by stating their name and city of residence for the official record.

For items not listed on the agenda, any person may do so under "Citizens Addressing the Planning Commission on non-agenda items." Three to five-minute time limits may be placed on citizen comments. As a reminder, the Brown Act does not permit the Commission to take action on items not on the agenda.

All remarks shall be addressed to the Commission as a body and not to any member thereof, or to staff, or to the public. No person, other than a member of the Commission, and the person having the floor, shall be permitted to enter into any discussion without the permission of the presiding officer.

Whenever any group of persons wishes to address the Commission on the same subject matter, it shall be proper for the Chairman to request that a spokesperson be chosen.

Any person who disrupts the meeting of the Commission, may be barred by the Chairman from further audience before the Commission during that meeting.

WRITINGS RECEIVED AFTER AGENDA POSTING

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 City Hall, 3970 Rocklin Road, Rocklin, during normal business hours. These writings will also be available for review at the planning commission meeting in the public access binder located on the table at the back of the Council Chambers. If you have questions related to this agenda, please call 916-625-5160.

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.

AMERICANS WITH DISABILITIES ACT

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.

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.

ELECTRONIC PRESENTATIONS

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.

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.

POSTING OF AGENDA

In accordance with Government Code Section 54954.2(a) this agenda was posted on the City's bulletin board at City Hall, 3970 Rocklin Road, Rocklin, and City of Rocklin website at www.rocklin.ca.us.

AGENDA

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. **SIERRA GATEWAY APARTMENTS
DESIGN REVIEW, DR2015-0018
OAK TREE PRESERVATION PLAN PERMIT, TRE2016-0001**

This application is a request for approval of Design Review and Oak Tree Preservation Plan Permit to construct a 195 unit multi-family project on an approximately 10.2 acre site, including site design, architecture, and landscaping. The subject property is generally located on the southeast corner of Sierra College Boulevard and Rocklin Road. APNs 045-161-014, 045-161-015, 045-161-016. The property is zoned Planned Development 20 dwelling units minimum per acre (PD-20). The General Plan designation is High Density Residential (HDR).

Notice is hereby given that the City of Rocklin Planning Commission will consider making a recommendation for adoption of an Environmental Impact Report for the development project described above. A Draft EIR was prepared to address and analyze the Sierra Gateway Apartments project and was circulated for a 45-day public review period that began on April 27, 2017 and ended on June 12, 2017. The Final EIR document, which addresses and responds to comments that were made on the Draft EIR, will be available for public review on the

City's website at <https://www.rocklin.ca.us/current-environmental-documents>.

The applicant and property owner is Rocklin Sierra Apartments II, LLC.

- a. Resolution Of The Planning Commission Of The City Of Rocklin Recommending Certification Of A Final Environmental Impact Report, Recommending Making Findings Of Fact And Statement Of Overriding Considerations And Recommending Approval Of A Mitigation Monitoring And Reporting Program (Sierra Gateway Apartments / Dr2015-0018 And Tre2016-0001)
- b. Resolution Of The Planning Commission Of The City Of Rocklin Recommending Approval Of A Design Review And Oak Tree Preservation Plan Permit (Sierra Gateway Apartments / Dr2015-0018 And Tre2016-0001)

NON PUBLIC HEARINGS

8. **Informational Items and Presentations**
 - a. None
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
PART I – ENVIRONMENTAL IMPACT REPORT (EIR)**

**Sierra Gateway Apartments
(aka Sierra College Apartments)**

**Design Review, DR2015-0018
Oak Tree Preservation Plan Permit, TRE2016-0001**

November 7, 2017

Recommendation

Staff recommends Planning Commission approval of the following:

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ROCKLIN RECOMMENDING CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT, RECOMMENDING MAKING FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS AND RECOMMENDING APPROVAL OF A MITIGATION MONITORING AND REPORTING PROGRAM (Sierra Gateway Apartments / DR2015-0018 and TRE2016-0001)

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ROCKLIN RECOMMENDING APPROVAL OF A DESIGN REVIEW AND OAK TREE PRESERVATION PLAN PERMIT (Sierra Gateway Apartments / DR2015-0018 and TRE2016-0001)

Background/Environmental Review Process

The staff report for this project is provided in two parts. Part I focuses on the environmental review process, while Part II focuses on the project itself.

The City of Rocklin, as lead agency, prepared an Environmental Impact Report (“EIR”) for the proposed Sierra Gateway Apartments project (the “Project”) to address the potential environmental effects associated with the development of the Sierra Gateway Apartments project. In its entirety, the EIR documents consist of the April 2017 Draft EIR and the October 2017 Final EIR. The EIR evaluates the existing environmental resources within and in the vicinity of the project site, analyzes potential impacts on those resources due to the proposed project, and if necessary, identifies mitigation measures that could avoid or reduce the magnitude of those impacts.

The City prepared and circulated an Initial Study and Notice of Preparation (NOP) for the Project on March 24, 2016 for a 30-day review period. The Initial Study includes a detailed environmental checklist addressing a range of environmental issues per CEQA Guidelines Section 15063 and Appendix G: Environmental Checklist Form. Based on the Initial Study’s review of the potential

environmental effects of the Project, it was determined that certain topics identified in the CEQA Guidelines would result in either no impact or a less than significant impact and would not require further consideration in the Draft EIR. A scoping meeting was held during the NOP comment period on April 14, 2016 to receive comments on the NOP and discuss the scope of the Draft EIR. Comments that were provided by members of the public and public agencies in response to the NOP and at the scoping meeting were received by the City and were incorporated into the scope and content of the environmental analysis, as necessary. The NOP comments are summarized in the Introduction and Scope of EIR section of the Draft EIR (pages 1-1 through 1-10) and are provided in Appendix B to the Draft EIR.

The Draft EIR was circulated to the public and agencies for a 45-day review period, beginning on April 27, 2017 and ending on June 12, 2017. Twenty-two (22) comment letters were received during the public comment period. These comments, and responses thereto, are contained in the project's Final EIR. Per CEQA Guidelines Section 15089, the City is providing an opportunity for review of the Final EIR by the public or by commenting agencies before approving the project. Per CEQA Statutes (Public Resources Code 21092.5), the City is providing a written proposed response to each public agency which commented on the Draft EIR 10 days prior to the certification of the Final EIR. The Final EIR was made available for public review on October 26, 2017.

Summary of Draft EIR Analysis

The Draft EIR analyzed the environmental topic areas of aesthetics, air quality, biological resource and traffic/transportation. A brief explanation of each such issue follows:

- **Aesthetics** – The existing visual character of the site can be described as an undeveloped site containing numerous oak trees, grassland, and gently rolling topography. The surrounding area is mostly developed with retail commercial and residential uses. To the north of the project site are Rocklin Road, several isolated single family residences and vacant land designated for Mixed Use land uses under the Rocklin General Plan. To the northwest of the project site is the Sierra Community College campus, and to the west are Sierra College Boulevard, a small retail commercial shopping center, two separate apartment complexes and single-family residences further to the west. To the south are Water Lily Lane, a single-family subdivision and an open space area associated with an intermittent tributary of Secret Ravine Creek. To the east are an apartment complex, the City of Rocklin/Town of Loomis border and single-family residential subdivisions within the Town of Loomis.

The proposed project would add a 195 unit multi-family apartment complex and associated infrastructure, including new sources of lighting to an undeveloped site. The proposed project will affect the visual character of the project area, due to the transition of the project site from undeveloped land to an urbanized land use.

The EIR addressed the proposed project's potential aesthetic impact related to the existing visual character or quality of the site and concluded that the impact was less than significant and no mitigation measures were required.

- **Air Quality** – Construction and operation of the proposed project will introduce new sources of pollutant emissions to the project area as a result of the diesel-powered construction equipment, trucks hauling building supplies, vehicle exhaust from construction workers, future residents and service workers, landscape maintenance equipment, and water heater/air conditioning energy use.

The EIR addressed the proposed project's potential air quality impacts and concluded the following: 1) the project would have a less than significant impact regarding conflicting or obstructing implementation of an air quality plan and no mitigation measures were required; 2) the project would have a potentially significant impact regarding violating an air quality standard or contributing substantially to an existing or projected air quality violation, so mitigation measures were identified to reduce the impact to a less than significant level; 3) the project would have a less than significant impact regarding exposure of sensitive receptors to substantial pollutant concentrations and no mitigation measures were required; 4) the project would have a less than significant impact regarding creating objectionable odors affecting a substantial number of people and no mitigation measures were required, and 5) the project would have a potentially significant impact regarding resulting 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, so mitigation measures were identified to reduce the impact to a less than significant level.

- **Biological Resources** – The vegetation communities found on the proposed project site are primarily foothill woodland, annual grassland and riparian woodland. An arborist report of the proposed project site was conducted by the firm of Abacus that resulted in the identification of 368 oak trees on the project site. There are also approximately 0.03 acres of jurisdictional wetlands on the proposed project site.

The EIR addressed the proposed project's potential biological resources impacts and concluded the following: 1) the project would have a potentially significant impact regarding affecting special status species, so mitigation measures were identified to reduce the impact to a less than significant level; 2) the project would have a potentially significant impact on riparian habitat, sensitive natural communities and federally protected wetlands, so mitigation measures were identified to reduce the impact to a less than significant level; 3) the project would have a less than significant impact regarding interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors and no mitigation measures were required; 4) the project would have a potentially significant impact regarding conflicting with a local policy or ordinance protecting biological resources, such as a tree preservation policy or ordinance, so mitigation measures were identified to reduce the impact to a less than significant level; 5) the project would have a less than significant impact regarding conflicting with an adopted Habitat Conservation Plan, Natural Communities Plan or other approved local, regional, or state habitat conservation plan and no mitigation measures were required, and 6) the project would have a potentially significant impact regarding resulting in a cumulatively considerable contribution to the loss of native plant

communities, wildlife habitat values, special-status species and wetland resources in the region, so mitigation measures were identified to reduce the impact to a less than significant level.

- **Transportation and Traffic** - The proposed project is anticipated to cause increases in traffic because an undeveloped site will become developed with a 195-unit apartment complex whose residents will generate automobile trips

The EIR addressed the proposed project's potential transportation and traffic impacts and concluded the following: 1) under the existing plus project condition, the project would have a less than significant impact regarding conflicting with an applicable plan, policy or ordinance establishing measures of effectiveness for the performance of the circulation system and no mitigation measures were required; 2) under the short-term plus project condition, the project would have a less than significant impact regarding conflicting with an applicable plan, policy or ordinance establishing measures of effectiveness for the performance of the circulation system and no mitigation measures were required; and no mitigation measures were required; 3) the project would have a less than significant impact regarding conflicting with an applicable congestion management program and no mitigation measures were required, 4) the project would have a less than significant impact regarding a change in air traffic patterns and no mitigation measures were required; 5) the project would have a less than significant impact regarding substantially increasing hazards due to a design feature and no mitigation measures were required; 6) the project would have a less than significant impact regarding inadequate emergency access and no mitigation measures were required; 7) the project would have a less than significant impact regarding conflicting with policies, plans or programs for public transit, bicycle or pedestrian facilities and no mitigation measure were required, and 8) under the cumulative plus project condition, the project would have a potentially significant impact regarding conflicting with an applicable plan, policy or ordinance establishing measures of effectiveness for the performance of the circulation system, so mitigation measures were identified to reduce the level of the impact, but the impact was determined to be significant and unavoidable.

Discussion of the EIR Resolution

The City of Rocklin is the lead agency for the preparation of the EIR for the proposed Sierra Gateway Apartments Project. Although the certification of the project's Environmental Impact Report is the responsibility of the City Council, CEQA Guidelines Section 15080 mandates that "to the extent possible, the EIR process should be combined with the existing planning, review, and project approval process used by each public agency." This legal mandate is one reason that review and a subsequent recommendation action on this EIR is required of the Planning Commission.

CEQA Requirement of Findings of Fact, Exhibit B

Exhibit B to the Planning Commission resolution recommending certification of the EIR is the draft Findings of Fact and Statement of Overriding Consideration for this EIR. Agencies must adopt findings before approving projects for which EIRs are required. (See Public Resources Code, Section 21081, subd. (a); CEQA Guidelines, Section 15091, subd. (a).) For each significant environmental effect identified in an EIR for a project, the approving agency must issue a written finding reaching one or more of three permissible conclusions.

- The first such finding is that “[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.” (CEQA Guidelines, Section 15091, subd. (a)(1).)
- The second permissible finding is that “[s]uch changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.” (CEQA Guidelines, Section 15091, subd. (a)(2).)
- The third potential conclusion is that “[s]pecific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.” (CEQA Guidelines, Section 15091, subd. (a)(3).)

Public Resources Code section 21061.1 defines “feasible” to mean “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors.” CEQA Guidelines section 15364 adds another factor: “legal” considerations.

Organization of the CEQA Findings of Fact

Sections I through IX of the Findings of Fact are informational, discussing the project and project history as well as explaining the legal underpinnings of the findings requirement and the requirement of a mitigation monitoring plan. Sections X through XIII address the environmental impacts identified in the EIR and contain the appropriate findings for each impact, along with an explanation of the impact, mitigation or regulations applied to lessen the severity of the impact, and a conclusion with a statement of significance after impact. All of the sections of the EIR containing identified “significant effects” are addressed in the CEQA Findings of Fact document. For each identified impact in Sections X through XIII, appropriate cross references to the EIR are provided as each impact is discussed in the Findings of Fact.

Discussion of Project Alternatives, Exhibit B, Section XIV and XV

The City’s review of project alternatives is guided primarily by the need to reduce potential impacts associated with the Project, while still achieving the basic objectives of the Project. The objectives

of the Sierra Gateway Apartments project are as follows:

- Provide a high-quality, financially viable residential apartment project that integrates and transitions into the surrounding land uses and would maximize housing opportunities by locating a higher density development with a significant number of units within walking and bicycling distance of Sierra College and nearby retail commercial uses, and within a short driving distance to the City's commercial centers at Sierra College Boulevard and Interstate 80;
- Increase Rocklin's housing supply in a manner that responds to market desires and in close proximity to existing transportation corridors and nearby public transportation to help promote walkable communities and reduce vehicle trips and traffic congestion, and that is consistent with General Plan land use and zoning designations, planning goals, objectives, and policies of the City of Rocklin;
- Provide housing opportunities consistent with the available sites for residential development that were identified in the City of Rocklin 2013-2021 Housing Element Update, consistent with Goal 2 to facilitate the provision of a range of housing types to meet the diverse needs of the community, and consistent with Policy 3.3 to facilitate the development of multi-family housing on vacant parcels designated for medium-high and high density residential uses
- Provide a well-designed project that is consistent with the Sacramento Area Council of Governments (SACOG) 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy, including its guiding principles, policies and strategies as they relate to smart land use, access and mobility, compact development and greenfield developments adjacent to the existing urban edge.
- Develop an apartment complex adjacent to an existing apartment complex that is already being operated by the Project applicant to achieve certain economies of scale such as allowing for more efficient joint management of both complexes and providing additional amenities that can be offered to and enjoyed by tenants of the existing complex.
- Replace a long-standing undeveloped property with a market ready, economically productive use that maximizes opportunities to strengthen the tax base.

The EIR identified the following three potentially feasible alternatives to the Project: No Project Alternative; Reduced Intensity Alternative, and Reduced Building Footprint/Increased Height Alternative. Each of these Alternatives and the Environmentally Superior Alternative are discussed in detail in Sections XIV and XV, respectively, of Exhibit B to the Planning Commission resolution.

Statement of Overriding Considerations, Exhibit B, Section XVI

Section 15091 of the CEQA Guidelines requires public agencies to make written findings for each significant environmental effect that has been identified in an EIR. In addition to making written findings for each significant environmental effect, CEQA Guidelines section 15093 requires the lead agency to “balance, as applicable, the economic, legal, social, technological or other benefits of a proposed project against its unavoidable environmental risks... if the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable”. If there is no way for the lead agency to either avoid or substantially lessen a significant effect, even after mitigation, the lead agency is required to prepare a Statement of Overriding Considerations to support its action to approve a project.

The draft Statement of Overriding Considerations is found in Section XVI of Exhibit B to the Planning Commission resolution. The draft findings in that section state that the proposed Sierra Gateway Apartments project would have the following economic, social, technological or other benefits:

- 1. Consistency with the City’s General Plan.** The Project is consistent with the land use designation for the underlying property set forth in the City’s 2012 General Plan, as amended on April 16, 2013: High Density Residential. (DEIR, p. 3-5)
- 2. Consistency with the City’s Zoning Ordinance.** The Project is consistent with the zoning designation for the underlying property set forth in the City’s Zoning Ordinance, as amended on April 16, 2013: Planned Development Residential, 20 units minimum per acre (PD-20). (DEIR, p. 3-5)
- 3. Consistency with the General Plan EIR.** The General Plan EIR contemplates the environmental impacts of implementation of the General Plan land use designations, goals and policies, and identifies impacts, mitigation measures and statements of overriding consideration. The DEIR for this Project, and these Findings, incorporate, either expressly or by reference, such impacts, mitigation measures and statements of overriding consideration.
- 4. Compliance with the City’s Oak Tree Preservation Ordinance.** The removal of those oak trees on site that have not been identified by the arborist as dead, diseased or dying will be mitigated by compliance with the City’s Oak Tree Preservation Ordinance.
- 5. General Plan Land Use Goals and Policies.** The Project is consistent with and will advance the City’s goals and policies for new residential developments as set forth in the City’s General Plan dated October, 2012, including, but not limited to, the following selected goals and policies of the Land Use and Open Space, Conservation and Recreation Elements of the General Plan (paraphrased in some instances):

- a. Providing for an orderly and well planned development that will enhance the City of Rocklin. (General Land Use Goal, General Plan, p. 2-1);
- b. Is responsive to the objective of promoting flexibility and innovation in new development through the use of planned unit developments and other innovative design and planning techniques. (LU-1, General Plan, p. 2-2);
- c. Is responsive to the objective of encouraging a variety of building sites, building types, and land use concepts in High Density Residential areas located along major streets. (LU-2, General Plan, p. 2-2)
- d. Is responsive to the objective of minimizing the adverse effects of light and glare on surrounding properties. (LU-4, General Plan, p. 2-2);
- e. Is consistent with the General Plan designation for the property of High Density Residential (HDR) and thus meets the objectives of a variety of residential land use designation to meet the future needs of the City (LU-12) and designated residential densities (LU-17). (Policies for New residential Land Use, General Plan, p. 2-3);
- f. Is responsive to the objective of encouraging High Density Residential uses near major arterial and/or collector streets. (LU-20, General Plan, p. 2-4)
- g. Is consistent with the zoning designation for the site (Planned Development Residential, 20 units minimum per acre (PD-20)), which is, in turn, consistent with the General Plan policy of adopting zoning designations consistent with the General Plan. (LU-62, General Plan, p. 2-8)

General Plan Open Space, Conservation and Recreation Goals and Policies. The Project is consistent with and will advance many of the goals and policies set forth in the City's General Plan. Specifically, the Project is consistent with the goals and policies of the Open Space, Conservation and Recreation Element of the General Plan, including, by way of example:

- h. The DEIR and these Findings are consistent with the policy of utilizing the California Environmental Quality Act (CEQA) as the primary regulatory tool for identifying and mitigating, where feasible, impacts to open space and natural resources when reviewing proposed development projects. (OCR-5, General Plan, p. 2-9);
- i. The Project is consistent with the policy mitigating for the removal of oak trees and impacts to oak woodlands in accordance with the City's Oak Tree Preservation Ordinance. (OCR-43, General Plan, p. 2-13);
- j. The Project is consistent with the policy of preserving significant archaeological resources and paleontological resources in place if feasible, or providing for mitigation prior to disturbance. (OCR-65, General Plan, p. 2-15).

General Plan Circulation Element Goals and Policies. The Project is consistent with and will advance many of the goals and policies set forth in the City's General Plan. Specifically, the Project is consistent with the goals and policies of the Circulation Element of the General Plan, including, by way of example:

- k. Is consistent with the policy of coordinating land use and transportation planning to support transit services, NEV facilities and non-motorized transportation. (C-2, General Plan, p. 2-15);
- l. The DEIR and these Findings are consistent with the policy of determining when improvements are needed to City streets to maintain an acceptable level of service. (C-7, General Plan, p. 2-15).

General Plan Housing Element Goals and Policies. The Project is consistent with and will advance many of the goals and policies set forth in the City's General Plan. Specifically, the Project is consistent with the goals and policies of the 2013-2021 Housing Element (Housing Element) of the General Plan, including, by way of example:

- m. Facilitating the provision of a range of housing types to meet the diverse needs of the community. (Goal 2, Housing Element, p. 7-83)
- n. Provide quality housing opportunities for current and future residents with a diverse range of income levels. (Policy 2.1, Housing Element, p. 7-83)
- o. Provide expanded housing opportunities for the community's workforce. (Policy 2.2, Housing Element, p. 7-83)
- p. Facilitate the development of multi-family housing on vacant parcels designated for medium-high and high density residential uses. (Policy 3.3, Housing Element, p. 7-84)

6. Consistency with Smart Growth Principles. The Project is generally consistent with commonly accepted principles of Smart Growth supporting the development of mixed use and mixed income communities; supporting a range of housing types as well as social diversity; promoting the use of existing infrastructure investments, and encouraging efficient land development and proximity to activity centers. This high density residential project includes a range of residential unit sizes to meet the needs of varying household incomes and housing preferences. The Project is located adjacent to existing residential uses to the east and south, retail uses to the west, and a large community college campus to the northwest, and in the context of surrounding uses may be considered an infill development. The Project is located on existing community streets and will cause no new streets to be constructed. The proximity of the Project to retail, a large education campus and employment centers will encourage and accommodate the use of alternative modes of transportation, including bicycle and pedestrian modes, and encourage the reduced reliance on the automobile as a travel mode. The proximity to these same activity centers means the housing opportunities presented by the Project will be available to students and employees, including faculty. (American Planning Association (APA), US Environmental Protection Agency (USEPA).)

7. Consistency with the SACOG Blueprint Project. The Project is generally consistent with the SACOG Blueprint Project and would implement several of the growth principles of the Preferred Scenario adopted unanimously by the SACOG Board of Directors in December, 2004, including, by way of example, transportation choices, compact development, housing

choice and diversity, use of existing assets and quality design. (see “Blueprint Preferred Scenario” and “Blueprint growth principles,” SACOG Blueprint web page) The Project is also consistent with the Blueprint preferred scenario summary statistics for Rocklin reflecting a goal of increasing the percentage of the housing stock comprised of attached products. (see “Blueprint Summary Statistics, Rocklin,” SACOG Blueprint web page).

8. **Revitalize an Underutilized Area of the City.** The Project will foster and facilitate the development of an underutilized area of the City. The underutilized site will be revitalized with economically beneficial uses, new buildings of quality architecture, landscape and hardscape design, and improved vehicular and pedestrian circulation.
9. **Create Employment Opportunities for Local Residents.** The Project will have a positive impact on job creation in the City and will generate diversity in employment opportunities, including temporary construction jobs as well as permanent full-time and part-time jobs. Consequently, it is reasonably expected that the City and its residents will enjoy the economic and social benefits from added employment opportunities created by the Project.
10. **Contribute to and Fund Needed Infrastructure Improvements.** The Project consists of new development that will be required to contribute to needed transportation infrastructure improvements by paying its fair share towards infrastructure improvements. The Project will also construct or contribute to funding other infrastructure improvements which will benefit additional development projects and City residents and visitors.
11. **Increase Customer Base for Retail Activity.** The Project will provide additional workers and residents to the City who will have disposable income to support the City’s retailers and increase retail activity.
12. **Generate Economic Benefits from Taxes.** The Project will provide increased sales tax and property tax revenue to the City, local schools and other agencies. These revenues will benefit the City and other local governmental agencies, and their residents and constituencies, by providing needed revenue for the provision of required services and amenities. Specific to the City of Rocklin, these revenues will go to the City’s General Fund, which is the primary source of funding for the construction, operation and maintenance of a number of essential City services, programs and facilities, including fire and police services, recreation programs, transit operations and administrative functions, among other things.
13. **Expansion of the City’s Housing Stock.** The Project will provide housing resources to meet the demands of a growing population of the south Placer County region, thereby helping to lessen upward pressure on housing costs.

Mitigation Monitoring Plan

Included in the October 2017 Final EIR is the Mitigation Monitoring Plan for the Project. The Mitigation Monitoring Plan identifies the mitigation measures associated with the project and

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identifies the monitoring activities required to ensure their implementation through the use of a table format. The columns identify: Impact, Mitigation Measure(s), Monitoring Agency, Implementation Schedule and Sign-Off.

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 Public Resources Code Section 21081.6. This law requires the lead agency responsible for the certification of an environmental impact report 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 responsibilities for monitoring assignments are based upon the expertise or authority of the person(s) assigned to monitor the specific activity. The City of Rocklin Economic and Community Development Director or his designee shall monitor to assure compliance and timely monitoring and reporting of all aspects of the mitigation monitoring program.

Prepared by David Mohlenbrok, Environmental Coordinator

P:\PUBLIC PLANNING FILES__ PROJECT FILES\Sierra Gateway Apts (Sierra College Apts II)\Meeting Packets\PC 11-7-17\01 Sierra Gateway Apts SR Part I PC 11-7-17 (DR2015-0018 TRE2016-0001) - draft.docx



City of Rocklin Economic and Community Development Department

**Planning Commission
STAFF REPORT
PART II – PLANNING ENTITLEMENTS**

**Sierra Gateway Apartments
(aka Sierra College Apartments)**

**Design Review, DR2015-0018
Oak Tree Preservation Plan Permit, TRE2016-0001**

November 7, 2017

Recommendation

Staff recommends Planning Commission approval of the following:

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ROCKLIN RECOMMENDING CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT, RECOMMENDING MAKING FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS AND RECOMMENDING APPROVAL OF A MITIGATION MONITORING AND REPORTING PROGRAM (Sierra Gateway Apartments / DR2015-0018 and TRE2016-0001)

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ROCKLIN RECOMMENDING APPROVAL OF A DESIGN REVIEW AND OAK TREE PRESERVATION PLAN PERMIT (Sierra Gateway Apartments / DR2015-0018 and TRE2016-0001)

Proposal/Application Request

This application is a request for approval of the following entitlements to allow the development of a 195-unit apartment project on an approximately 10.2 acre site:

- A Design Review to approve the site design, architecture, and landscaping for a multi-family development.
- An Oak Tree Preservation Permit to allow the removal of approximately 321 oak trees from the site.

Project Ownership and Location

The applicant and property owner is Rocklin Sierra Apartments II, LLC. The subject property is generally located on the southeasterly corner of the intersection of Rocklin Road and Sierra College Boulevard. APN 045-161-014, 045-161-015, and 045-161-016. **Figure 1.**

Figure 1 – Project Location



Surrounding Land Uses and Site Characteristics

The site is currently undeveloped and supports oak trees and native and non-native grasses. The terrain is hilly, with the highest point mounding near the southeast corner and the lowest point being a depression that runs crosswise to the intersection of Rocklin Road and Sierra College Boulevard—a twenty- to thirty-foot elevation change. The site slopes back up approximately 15 feet to near the street grades along the frontages. Elevation changes from the “mound” to other site boundaries range from ten to twenty feet. The site is roughly rectangular with a narrow pie-shaped wedge extending south between the Hidden Creek (aka “Reflections”) subdivision and Sierra College Boulevard. Most of the triangular “pan-handle” area south of Water Lily Lane has been delineated as a wetland as an unnamed tributary of Secret Ravine Creek.

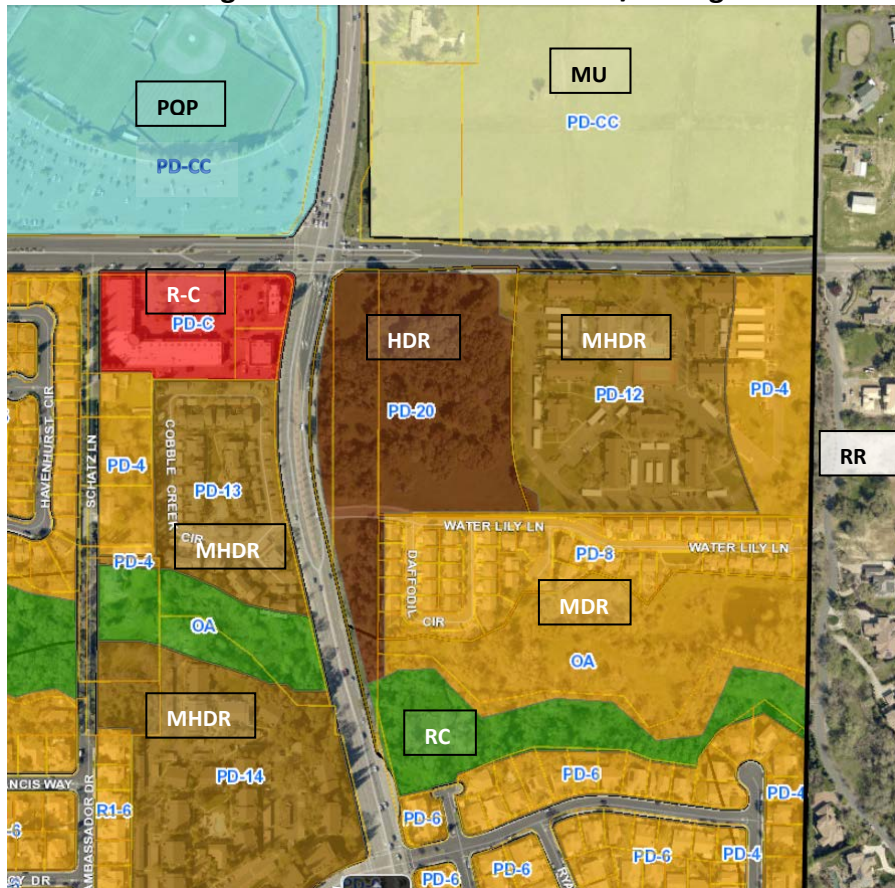
Immediately east are the existing Rocklin Manor Apartments and beyond single family residential within the Town of Loomis. To the south is a single family residential neighborhood; to the west across Sierra College Boulevard is the Campus Plaza commercial center and single family residential; and to the north across Rocklin Road is an undeveloped property owned by Sierra College.

See **Table 1** for surrounding uses and see **Figure 2** for the current General Plan and Zoning.

Table 1. Surrounding Uses

	Current Use	Current General Plan / Zoning
Project Site	Vacant	High Density Residential (HDR) / Planned Development- 20 units per acre minimum (PD-20)
North	Vacant (across Rocklin Road)	Mixed Use (MU) / Planned Development Community College (PD-CC)
South	Single Family Residential (Hidden Creek Subdivision – aka Reflections)	Medium High Density Residential (MHDR) and Recreation Conservation (RC) / Planned Development 8 units per acre (PD-8) and Open Area (OA)
East	Single Family Residential (Town of Loomis)	Rural Residential (RR) / Rural Residential (RR) – 1 acre min./1 du per acre
West	Commercial (Campus Plaza center) Multi-Family Residential (Granite Creek Apartments – aka Emerald Oaks)	Medium High Density Residential (MHDR) and Recreation Conservation (RC) / Planned Development 13 units per acre (PD-13) and Open Area (OA)

Figure 2. Current General Plan/Zoning



Project History

The current project is substantially similar to the previously approved Sierra College Apartments project. In 2015, the Sierra College Apartments project was considered by the Planning Commission in two meetings. At the first meeting, the Planning Commission directed the applicant to modify the project and return for further consideration. At the second meeting, the Planning Commission did not approve the modified project that had moved several units to the interior two Buildings 6 and 7 allowing Buildings 5 and 9, closest to Water Lily Lane, to be stepped back into the site with units positioned farther back from the street frontage and the adjacent Reflections subdivision, thus lowering the perceived height and mass of the buildings as seen from Water Lily Lane. The applicant appealed the Planning Commission's decision to the City Council. On May 26, 2015, the City Council approved the modified project, adding a few special conditions to further help buffer the project from the single family residential. The Council also added a condition that required the modified architecture of the project be reviewed and approved by the Council at a subsequent meeting.

A citizens group filed a lawsuit challenging the project's approval and the Mitigated Negative Declaration adopted for the project via Resolution 2015-123. As a result of that litigation, the City Council rescinded the project's prior approval and directed staff to prepare an Environmental Impact Report (EIR). In 2016, the applicant re-applied for the current entitlements.

The project site was annexed from the County in 1985 as part of the Monte Verde Annexation Area. An EIR was prepared and approved as part of that annexation. The proposed land uses and zoning were found to be consistent with the (then) existing General Plan text and the rezone was approved. The subject site was given the General Plan designation Retail Commercial (RC) with zoning of Planned Development Commercial (PD-C). Additionally, the City Council made findings that the proposed zoning and General Development Plan would form a transition area between the adjoining commercial and residential zones and that the area is uniquely situated on a corner making the proposed zoning and General Development Plan appropriate for the subject property.

The site is also within of the General Development Plan for Rocklin Road East of I-80 in which the previously approved zoning, PD-C, was not changed. City Council approved this General Development Plan (Ordinance 820) on December 14, 1999.

On April 16, 2013, the City Council approved a General Plan Amendment to change the designations from RC to High Density Residential (HDR) and a Rezone to change the zoning from PD-C to Planned Development 20 units minimum per acre (PD-20).

Environmental Determination

The City prepared an Environmental Impact Report (EIR) for this project. See Part One of the Staff Report for a summary of the environmental review process and a discussion of the findings from the EIR. The Final EIR is referenced to Part One as Exhibit A (provided directly to the Planning Commission and available on the City's website at: <https://www.rocklin.ca.us/post/sierra-gateway->

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[apartments-0](#)) and the Findings of Fact and Statement of Overriding Considerations is attached to the draft resolution for the EIR as Exhibit B.

General Plan and Zoning Compliance

Through the approvals of the City Council in 2013, the General Plan land use designation was changed from RC to HDR and the Zoning was changed from PD-C to PD-20. These changes were considered appropriate due to the City's state mandated need to accommodate a variety of housing types and because of the project's location along primary arterials and in close proximity to both Sierra College and local shopping centers. The proposed project is consistent with the current General Plan and the Zoning designations for the site.

During processing of the prior version of the project in 2015, the City Attorney at the time prepared two memos discussing the differences in purview between land use/zoning requirements, and Design Review. The memos also addressed density calculations. While Design Review can address aesthetic and adjacency issues, such as bulk, mass and the location of features on the site, the memorandums specify that a Design Review entitlement cannot modify the minimum or maximum required density of a project.

Copies of the memos from 5/26/15 have been included for reference in this staff report packet as Attachments 1 and 2.

Design Review

General Project Design

The proposed 195-unit multi-family development includes a clubhouse/recreation facility with a swimming pool, nine two- and three-story residential buildings with garages on the ground floor, and carports. Four building types are proposed. The project as proposed is consistent with the zoning and the adopted City-wide Design Review Criteria.

Architecture

As noted above, the Council added a condition for the architecture of the project to be modified to have a more collegiate style. The applicant worked with a Council sub-committee and revised the architecture to its current style. Since the project's original approval in 2015, the City adopted the Architectural Districts Guidelines and this project is within the College District. The applicant worked with staff to further refine the details on the southern façades of Buildings 5 and 9 and added elements that serve to lighten the upper story and provide additional articulation so the upper floors of the buildings have less mass and height. On October 5, the Architectural Review Committee (ARC) considered the architecture. The ARC was generally supportive of the project's architecture and determined that it complied with the College District requirements. The ARC recommended approval of the project to the Planning Commission with three revisions to the project architecture. Specifically, the ARC directed that brick veneer be located on the lower story of all building facades that are clearly visible from either a public or private right-of-way. The ARC also was concerned that the upper most stories of the southern elevations of Buildings 5 and 9 were not enhanced enough. Their direction was to add a sturdy metal grill element in the walkway

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openings that would mimic the pattern and proportion of the divided lights in the windows of the lower stories and to add Hardie panel siding and change the paint color from cream/white to add additional interest to the larger expanses of plain walls. The modifications the applicant made in response to the ARC are shown in Exhibit A. Staff has included a draft condition of approval to require the architecture be modified consistent with the Planning Commission's direction, if needed, to the satisfaction of the Economic and Community Development Director.

Because the proposed buildings have heights that exceed 30 feet and have more than two stories, the design review of the project is required to be reviewed by the Planning Commission with final approval by the City Council pursuant to Rocklin Municipal Code section 17.72.070.B.2.

Landscaping

The project proposes a mix of groundcovers, shrubs, and trees. The parking lot shade requirement has been met and the project complies with the City-wide Design Review Criteria. In order to soften the appearance of the proposed stacked block retaining wall along Sierra College Boulevard, a condition has been included to require screening with both vertical and horizontal plantings.

Parking

The project complies with the City's parking requirements for apartments providing 338 spaces within garages and carports and 49 uncovered visitor spaces, for a total of 387 parking spaces.

Access

Public access to the project will be via the driveway on Rocklin Road that will be shared with the existing Rocklin Manor Apartments. An existing easement across the project site provides access to the Rocklin Manor Apartments. The configuration of the existing driveway will be modified to allow correct circulation for both apartment complexes.

The southern driveway on Water Lily Lane is proposed to be an exit only and Emergency Vehicle Access (EVA). Previously, this driveway was proposed as an EVA only, however allowing exiting vehicles from the project at this driveway was a change made by the project applicant in response to previously voiced public concern regarding having only one main entrance on Rocklin Road. It should be noted that the Water Lily Lane access was also analyzed within the EIR as emergency access only and there were no differences in the EIR's impact conclusions between the Water Lily Lane outbound access and Water Lily Lane emergency access scenarios.

Traffic

For the discussion on the project's traffic analysis and identified mitigations please see the Traffic and Circulation section of Part I of the staff report.

Oak Tree Preservation Permit

According to the arborist report prepared for the project, there are approximately 368 oak trees on the site; approximately 321 oak trees will be removed for development of the site and road improvements, of which 93 require mitigation. A total of 228 oak trees are in poor enough health that, consistent with the provisions of the City's ordinance, they do not require mitigation. In the

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triangular “pan-handle” area south of Water Lily Lane, 47 trees in varying states of health will be retained. A condition of approval has been included that requires an open space easement to be recorded over the pan-handle portion of the property to protect the wetland and the oak trees. In addition, a condition of approval requires the project to mitigate for the removal of oak trees on the project site consistent with the requirements of the City’s Oak Tree Preservation Ordinance (Rocklin Municipal Code Section 17.77.080.B). As noted in the EIR section of the staff report, several project alternatives that had the potential to reduce the number of oaks tree impacted by the project were identified and analyzed.

Public Correspondence

Attached to the staff report as Attachment 3 is correspondence from members of the public commenting on the project.

Prepared by Dara Dungworth, Senior Planner

Attachments

Attachment 1 – Zoning vs. Design Review Memo
Attachment 2 – Zoning vs. Design Review Memo Continued
Attachment 3 – Public Correspondence

P:\PUBLIC PLANNING FILES__ PROJECT FILES\Sierra Gateway Apts (Sierra College Apts II)\Meeting Packets\PC 11-7-17\02 Sierra Gateway Apts SR Part II PC 11-7-17 (DR2015-0018 TRE2016-0001) - final.docx



CITY OF ROCKLIN

MEMORANDUM

DATE: May 26, 2015

TO: Honorable Mayor and City Council, Planning Commissioners, City Staff

FROM: Russell A. Hildebrand, City Attorney

RE: Legal Analysis of the Interplay Between the Zoning Code and the Design Review Code

Introduction

Economic and Community Development Director Marc Mondell asked for a clarification memo regarding the interplay between the zoning code and the design review code. A recent apartment project had large buildings required to meet the mandated minimum zoning density. But how far can design review restrictions go in scaling back the project to achieve neighborhood compatibility goals? I will attempt to answer that question by discussion of the attributes of the zoning code and the design review code, how they overlap, and where one must yield to the authority of the other.

Authority and Scope of Zoning

Land use regulation in California – including zoning – historically has been a function of local government based in the police power granted to local government by the California Constitution. Cal. Const. Art. XI § 7; see, e.g., *Big Creek Lumber Co. v. County of Santa Cruz*, 38 Cal.4th 1139, 1151 (2006); see also *Belle Terre v. Boraas*, 416 U.S. 1, 4 (1974) (“If the validity of the legislative classification for zoning purposes be fairly debatable, the legislative judgment must be allowed to control.”). “[T]he very essence of the police power ... is proper [provided] that the method of its exercise is reasonably within the meaning of due process of law.” *Consolidated Rock Products Co. v. Los Angeles*, 57 Cal. 2d 515, 530 (1962). In fact, courts reviewing claims regarding land use generally provide significant deference to the decisions of local government; “[i]t is to be remembered that we are dealing with one of the most essential powers of the government, one that is the least limitable. It may, indeed, seem harsh in its exercise, usually is on some individual, but the imperative necessity for its existence precludes any limitation upon it when not exerted arbitrarily. ... To so hold would preclude development and fix a city forever in its primitive conditions. There must be progress, and if in its march private interests are in the way they must yield to the good of the community.” *Id.* (citations omitted). With respect to exercise of the police power,

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“there does not seem to be any distinction in principle between depriving an owner of the right to develop such inherent qualities of the land and a regulation which prohibits an owner from erecting on his land structures which he believes will, and which in fact will, enhance the value of the property.” *Marblehead Land Co. v. City of Los Angeles*, 47 F.2d 528, 532 (9th Cir. 1931).

Generally, zoning is the division of the City into districts and the adoption and application of different regulations in each district. Some zoning regulations are city wide, such as Chapter 17.64, Special and Prohibited Uses in our Zoning Code (Title 17 of the Rocklin Municipal Code). But the majority of zoning regulations are zone specific.

There are two basic types of zoning regulations – 1) those that regulate structural and architectural design of buildings like height and bulk and location, and 2) those that set out the uses which are allowed in each district. “Zoning is a separation of the municipality into districts, and the regulation of buildings and structures, according to their construction, and the nature and extent of their use, and the nature and extent of the uses of the land.” *O’Loane v. O’Rourke*, 231 Cal.App. 2d 774, 780 (1965)

Chapter 17.02.030 of the Zoning Code sets out the purpose of the City Zoning Code:

The purpose of this title is to:

- A. Regulate the use of buildings, structures and land as between agriculture, industry, business, residential use, and open space, including agriculture, recreation, enjoyment of scenic beauty and use of natural resources, and other purposes;
- B. Regulate the location, height, bulk, number of stories, and size of buildings and structures;
- C. Regulate the size and use of lots, setbacks, courts and other open spaces;
- D. Regulate the percentage of a lot which may be occupied by a building or structure;
- E. Regulate the intensity of land use;
- F. Establish requirements for off-street parking and loading;
- G. Divide the city into zoning districts of such number, shape and area as may be deemed best suited to carry out the purposes of this title;
- H. To provide for the enforcement of the regulations of this title.

The purposes set forth above are deemed necessary in order to encourage the most appropriate use of land; to conserve, protect and stabilize the value of property; to provide adequate open spaces for light and air; to prevent undue concentration of population; to lessen congestion on the streets; to provide adequate provisions for community utilities; and to promote the public health, safety, and general welfare. It is a further purpose of this title to implement the general plan of the city.

Authority and Scope of Design Review

Design Review in the City of Rocklin is governed by Chapter 17.72 in the Zoning Code. The basic premise of Design Review is stated in the Findings section (17.72.010) :

The council finds that due to the size, bulk and height of many multiple-family residential and nonresidential developments, it is necessary to ensure that the designs thereof make the most efficient use of available resources and harmonize with existing and proposed residential development, as well as with existing development of like character.

The City Council has designated the Planning Commission as the City Design Review Board. (RMC 17.72.030.B.) The decisions of the Design Review Board are guided by RMC 17.72.070 subsection C.:

Any decision by the design review board or the council on a design review application shall be based on consideration of the following:

1. Relationship between the site design and the surrounding development, natural features and constraints and traffic flow;
2. Height, bulk and area;
3. Orientation of buildings and structures (with emphasis on energy consumption for heating, cooling, lighting);
4. Color scheme and materials;
5. Style, type and orientation of lighting;
6. Dimensions and placement of signs and graphics;
7. Landscaping (with emphasis on aesthetics, use of water and maintenance needs);
8. Parking design, including ingress and egress patterns;
9. Other design review criteria, which may be adopted from time to time by resolution of the council.

A description of the Design Review Board and their duties is also found in the Land Use Element of the Rocklin General Plan:

The City of Rocklin Zoning Ordinance provides for design review for multiple-family, commercial and industrial developments through application of a Design Review procedure.

Due to the size, bulk, and height of many multiple-family, commercial and industrial developments, the ordinance is intended to assure that project designs make the most efficient use of available resources and are consistent with

existing uses. The City established a Design Review Board to be appointed by the Mayor, with the concurrence of the City Council. The Planning Commission is currently the designated Design Review Board. The Design Review Board must approve permits for new structures, alterations or remodeling and some single family dwellings and associated accessory structures. The Design Review Board reviews site plans, parking, lighting, signs, fencing, building elevations, materials, color scheme, landscape plans, and preliminary grading plans. The criteria considered by the Design Review Board include:

- Compatibility of height and scale of structures, including signs, with the surrounding area;
- Preservation of natural topographic patterns and their incorporation into site plans;
- Preservation of oak trees;
- Orientation of structures to conserve energy;
- Compatibility of different architectural styles;
- Orientation and intensity of lighting;
- Variable siting of individual structures;
- Avoidance of monotony of texture, building lines or mass;
- Avoidance of blank walls;
- Variation in roof planes and exterior building walls;
- Screening of roof flashing, rain gutters, vents, and roof-mounted mechanical equipment;
- Signage guidelines;
- Parking and landscaping guidelines.

A design review decision will be upheld provided it substantially advances a legitimate government interest and substantial evidence in the record supports the decision. The courts have upheld seemingly vague terms such as “preclusion of monotonous developments,” “uses detrimental to the general welfare” and “neighborhood compatibility” in decisions regarding the reach of design review ordinances.¹ Design review decisions are not subject to the *Nollan/Dolan* nexus and proportionality standard of review, but rather the lower and simpler advancement of a legitimate government interest standard. In *Breneric Assocs. V City of Del Mar*, 69 Cal App 4th 166, 176-177 the court stated:

Although the design review might limit the use of, diminish the value of, or impose additional costs on property, it does not impose requirements for either conveyances of land or monetary exactions. As a result, design review is a general regulation of land use that is not subject to the higher scrutiny test employed in *Nollan* and *Dolan*.

¹ *Novi v. City of Pacifica*, 169 Cal. App.3d 678, 682; *Ross v. City of Rolling Hills Estates*, 192 Cal. App. 3d 370, 376; *Briggs v City of Rolling Hills Estates*, 40 Cal. App. 4th 637, 643

Overlap and Resolution of Conflicting Goals

Though both zoning regulations and design review address size, height, mass and bulk of buildings there is a distinction between the purposes of the two sets of regulations. Zoning sets forth standards that apply citywide and regulate for the benefit of all persons in the City. Whereas design review looks at how a specific project will coexist with a specific location and specific persons, typically those who live in the neighborhood.²

Zoning Regulations

Zoning regulations impose land use regulations that are typically expressed in numerical values and create minimum or maximum standards. For example, in Rocklin the R1-6 residential zone creates a minimum lot size of 6,000 square feet. Buildings must be set back 25 feet from the front property line. Maximum height is thirty feet and the maximum number of stories is two. And the list goes on. One of the important standards established by zoning is the amount and intensity of development expressed as density of dwelling units per acre for residential uses. The more dwelling units per acre that are required to be constructed the fewer options there are for meeting the numerical density standard. For example, the Sierra College Apartments property has a zoning density standard of 20 dwelling units per acre. To achieve that many apartments you must either build one or a few very large buildings, or a number of smaller buildings spread out over the entire site, or some combination in between those two extremes.

Like all zoning regulations, the density standard cannot be changed without amending the City zoning code after notice and a public hearing to change to a lesser density. In the case of housing, there are limitations on a City's ability to make any changes to a project's proposed unit count. Government Code sec. 66589.5 restricts the City from disapproving a project unless specific findings can be made. There will be a more detailed discussion of this GC 65589.5 below.

Calculation of Density

When planners calculate the number of acres at a site for density purposes they typically start with a gross acreage of the total parcel. But due to site constraints or resource preservation goals, they may adjust down to a net developable acreage basis

² This concept also applies to CEQA review under aesthetics. A project may have no substantial aesthetic environmental impact, but still be found unsuitable for the neighborhood due to mass and scale. (see *Guinnane v. San Francisco City Planning Commission* 209 Cal. App. 3d 732, 735 fn2, 742-743)

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considering only those areas of development available for actual improvements after deleting open space, streets, wetlands, parks, tree preserves, etc.

Since our zoning density standards are usually expressed as a maximum allowable number of dwelling units per acre, using the gross acreage would yield the highest number of units and would therefore be the most flexible and least restrictive for the property owner.

Conversely, in those instances where the zoning density is expressed as a mandated minimum number of units, then using the net acreage of the developable area would give the lowest minimum, and be the most flexible and least restrictive for the property owner.

There is no required methodology established by state law or City code expressly stating a required methodology for calculating density. If challenged the decision of the city would be given great deference by the court, provided there was some reasonable and rational basis for the decision. In *Carty v. City of Ojai* the court held, "the function of this court is to determine whether the record shows a reasonable basis for the action of the zoning authorities, and, if the reasonableness of the ordinance is fairly debatable, the legislative determination will not be disturbed" 77 Cal. App. 3d 329, 333.

The City planning staff keep a record of zoning code interpretations to provide consistency in our responses to the public. The Rocklin Planning Department methodology for Residential Density Calculation is noted as follows:

The Rocklin General Plan states that residential density is based upon the "gross" acreage of a given project site. However, in the past applicants have been allowed to discount portions of a project site that are demonstrably unsuitable for development such as wetlands, 100-year flood plains, extremely steep hillsides (including manufactured fill slopes), etc. So we will allow either methodology to be used thus allowing the applicant to maximize or minimize their potential dwelling unit count with the caveat that this flexibility is only available where sites contain physical constraints. Other features such as roads, emergency access ways, etc. will not be subtracted from available acreage when calculating density.

(Example: A 10 acre site zoned PD-15 would normally require a minimum of development density of 150 dwelling units to comply with the zoning. However, if 3 acres of the site were encumbered by a 100-year flood plain it would reduce the developable area to 7 acres resulting in minimum required development density of 105 dwelling units.)

Note 1) The 2012 Rocklin General Plan states that the density of “Mixed Use” developments is to be calculated based upon “net” area but does not define “net”. Most “Mixed Use” areas are located in places where the land is relatively flat and free of constraints such as flood plains, riparian vegetation, etc. The intent here was not to include existing streets and such that might be included as a part of a lot (especially in an older area) in the calculation of lot size for purposes of determining development density.

Note 2) Zoning typically establishes the maximum density allowed on a given site within the density range established by the applicable general plan designation. The general plan designation establishes the minimum / maximum density RANGE allowable. However, there may be instances where a PD zone General Development Plan sets the zoning density at a minimum density. This is more likely to occur on High Density Residential projects.

In the circumstances presented by the Sierra College Apartments project, the gross acreage is 10.19 acres which would yield a required unit count, at 20 dwelling units per acre rounded, of 204 units. This would be the absolute maximum number of units the City could require under the zoning and would be the most restrictive interpretation of the zoning density requirement. The developer is free to build more if they can get the site to work, since the PD-20 zoning on this site only establishes a minimum number of units that must be built.

But on this property there are a number of site constraints including isolated open space areas, portions of Rocklin Road and Water Lily Lane which are constructed streets, and areas of future right of way identified for dedication to the City which must be left undeveloped, restricting the actual buildable area to 7.87 acres. At that acreage the required minimum number of units rounded would be 158 apartments. Again, the developer is not limited on the maximum density above 158 units by the zoning. This would be the least restrictive and most flexible interpretation. As the least restrictive approach, this would also be the most legally defensible interpretation.³

Limitation on Reduction of Housing Units Imposed by GC. 66589.5

As mentioned, Government Code subsection 66589.5(j) restricts a city’s ability to deny approval or impose conditions reducing unit count on housing development projects unless certain findings can be made. The burden of proof also shifts to the city, to show they have complied with this statute in the case of a legal challenge.

³ The General Plan density range for high density residential property is 15.5 dwelling units per acre and up. If we interpret the General Plan as requiring a gross acreage calculation, this would lead to a required density of 158 units.

The applicable subsection is §66589.5(j) which reads:

(j) When a proposed housing development project complies with applicable, objective general plan and zoning standards and criteria, including design review standards, in effect at the time that the housing development project's application is determined to be complete, but the local agency proposes to disapprove the project or to approve it upon the condition that the project be developed at a lower density, the local agency shall base its decision regarding the proposed housing development project upon written findings supported by substantial evidence on the record that **both** of the following conditions exist:

(1) The housing development project would have a specific, adverse impact upon the public health or safety unless the project is disapproved or approved upon the condition that the project be developed at a lower density. As used in this paragraph, a "specific, adverse impact" means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete.

(2) There is no feasible method to satisfactorily mitigate or avoid the adverse impact identified pursuant to paragraph (1), other than the disapproval of the housing development project or the approval of the project upon the condition that it be developed at a lower density.

So before the City can require a housing development to reduce units, they must either clearly identify on the record the objective general plan, zoning, or design review standard that is out of compliance, or if all standards are met, then make the findings required by subparagraphs one and two. To make those findings the specific adverse impact must be identified and supported by substantial evidence in the record, and then the city must explain why there is no feasible method to mitigate or avoid the impact. Again the finding of no feasible mitigation must be supported by evidence in the record.

Limits of Design Review

Appropriate considerations for design review applications are listed above. There is very wide discretion to modify a project, or deny a project, under design review. A design review decision can deny a project due to neighborhood incompatibility based simply on the size, bulk and mass of the proposed buildings. In *Guinanne v. San Francisco Planning Commission* the court supported the city's denial of a single family home building permit. 209 Cal. App. 3d 732 (1989). Guinanne applied for a building permit to construct

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a four-story, 6,000 square foot house with five bedrooms, five baths and parking for two cars. This application was subject to design review under the city code. The planning commission rejected the application during design review because the building was too massive and “not in character” with the neighborhood. The board of permit appeals also denied the permit.

The court upheld the city’s denial. It stated the planning commission and the appeals board had the authority to exercise discretion in deciding whether to issue the permit. (*Id.* at 742) The court noted the such a review is not limited to a determination of whether the applicant has complied with zoning ordinances and building codes. The San Francisco Planning Code specifically directed the commission to protect the “character and stability” of residential areas, and the court held that such concern for neighborhood aesthetics has long been justified as a legitimate governmental objective.

Similarly, the court in *Saad v. Berkeley* upheld the City of Berkeley’s denial of a use permit for a three story home in a single family zone because it would impair the view of neighboring property owners, and would have a towering effect. 24 Cal. App. 4th 1206, 1216 (1994).

Summary and Conclusion

Though there is great latitude in the ability of a design review board to reshape, restrict, or even deny a project, the reach of design review decisions can never go so far that it effects a change to the zoning regulations applicable to a property, including a change to project density required by the specific zoning. But as discussed above, the City does have flexibility in how they interpret the acreage to be included in the development density calculation, provided there is evidence in the record supporting the final density calculation and the decision is consistent with the general plan. Any design review modification to a housing project that decreased density would be illegal under Government Code §66589.5(j), unless the specific findings set forth in that statute could be made based on substantial evidence in the record. But the design review process could require a reconfiguration of units to achieve the stated purposes of design review.

Attachment 2



CITY OF ROCKLIN

MEMORANDUM

DATE: May 26, 2015

TO: Honorable Mayor and City Council, Planning Commissioners, City Staff

FROM: Russell A. Hildebrand, City Attorney

RE: Supplement to Prior Report - Legal Analysis of the Interplay Between the Zoning Code and the Design Review Code

Introduction

Questions have been presented regarding the conflict between the actual density calculation prepared for the Sierra College Apartments by City Planning Staff and the example I presented in the section of the Legal Analysis on Calculation of Density.

Explanation

The legal analysis section on calculation of density presented two examples of the extremes in calculation of allowable density under the adopted zoning at the Sierra College Apartment site. Using every bit of gross acreage would yield 204 units. Extracting every bit of land that could possibly be considered unbuildable would yield 158 units. Those are theoretical extremes set forth in the analysis as the possible range.

In fact the professional planning staff has analyzed the site and the intent of the high density residential zone and concluded that the acceptable amount of acreage to base zoning density on is the gross acreage minus the constructed roadway areas of Rocklin Road and Water Lilly Lane. The actual zoning density as set forth in the staff report for the proposed project is 193 units, based on an acreage of 9.61 net acres. The memo discussing legal principals should have clarified the distinction between the theoretical examples of the possible range and the actual calculation done by the Planning Department.

However, the controlling factor in this application is the actual unit count of the proposed project. The project includes 195 units. That number exceeds both the theoretical lowest possible minimum density of 158 units and the actual calculated minimum density of 193 units. Therefore the proposed unit count of 195 units meets the minimum zoning density standard.

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Page 2

We then must look to the application of Government Code Section 65589.5(j) which restricts any reduction in unit count for a housing project unless the City can identify the objective general plan, zoning, or design review standard that is out of compliance. If all objective standards have been met, then a denial of the project or a reduction in units can only be made upon written findings supported by substantial evidence on the record that **both** of the following conditions exist:

(1) The housing development project would have a specific, adverse impact upon the public health or safety unless the project is disapproved or approved upon the condition that the project be developed at a lower density. As used in this paragraph, a "specific, adverse impact" means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete.

(2) There is no feasible method to satisfactorily mitigate or avoid the adverse impact identified pursuant to paragraph (1), other than the disapproval of the housing development project or the approval of the project upon the condition that it be developed at a lower density.

To make those findings the specific adverse impact must be identified and supported by substantial evidence in the record, and then the city must explain why there is no feasible method to mitigate or avoid the impact. Again the finding of no feasible mitigation must be supported by evidence in the record. An example of such a health and safety impact could be a project designed so that the fire department has insufficient access to buildings for emergency response.

Attachment 3

March 10, 2017

TO: SIERRA COLLEGE, EVERGREEN CO., EZRALOW CO., CITY OF ROCKLIN

RE: Land Swap Proposal

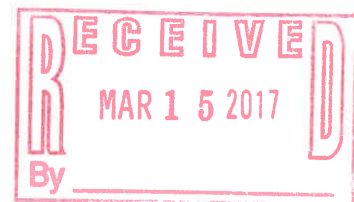
To Whom it May Concern:

Citizens for Tree Preservation (CTP) is a local group formed in 2006 after witnessing the loss of thousands of native trees in the Rocklin area to commercial and residential developments. Our attempts to communicate the importance of preservation of native landscapes have been made at numerous meetings with governmental authorities, developers, homeowners associations and private citizens. Our efforts have resulted in the formation of concerned citizen's groups - Citizens Voice, 501c3, Rescue Rocklin and a Rocklin Citizen's Coalition.

Preservation of trees provides mitigation for pollution (air, noise, light, water) from increased traffic impacts, buffers residential neighborhoods, preserves wildlife habitats, preserves regional identity and balances manmade hardscapes with Nature. It's well known that trees are good for the environment and the wellbeing of our mental and physical health.

Although we have worked many years to promote this message, the push for continued development in Rocklin leaves little or no room for recognition of these benefits in spite of the goals stated in Rocklin's Oak Tree Preservation Guidelines and the City's collection of tree mitigation fees.

However, Citizens for Tree Preservation sees a timely opportunity to achieve these goals and create a model for future development. The current Sierra College surplus land development proposal offers an opportunity to achieve balance between development and preservation. This opportunity would involve a collaboration among Sierra College, Developers, City of Rocklin and citizen interests.



CTP has long promoted an idea for a land swap between Sierra College surplus land and the Ezralow Co., developers of Sierra Gateway Apartments on 10 acres at the corner of Sierra College Blvd. and Rocklin Rd. A proposed apartment development on this property would clear cut the entire oak woodland (over 400 mature trees) and require severe grading to level this naturally rolling land.

Our continued hope is to preserve this beautiful piece of native oak woodland as a passive park, while protecting the rights of the property owners and achieving Rocklin's stated goals "**to address the decline of oak woodlands to urbanization.**"

In light of the College's recent development proposal to include a large residential segment as a part of its 72 acre surplus parcel, we see an ideal opportunity for a land swap that could satisfy the needs of the both developers and achieve the goals of the City of Rocklin for oak tree preservation.

In our attached Proposal we outline the benefits to all parties including the local community.

We encourage a serious dialogue between the developers of each project - Sierra College and its developer, the Evergreen Company, and the Ezralow Co. to explore the possibilities that could result in a win-win compromise.

Please carefully consider the mutual benefits outlined in the attached Proposal. We encourage open minds and creative negotiations to achieve the greatest outcome for the community.

We would be happy to meet to discuss this. We have invested over a decade of volunteer efforts to protect this beautiful 10 acre piece of Nature. We hope you see the value and possibilities in this new opportunity. Citizens will be watching closely.

Irene Smith *Roger Smith*

Thank you,
Irene and Roger Smith
Citizens for Tree Preservation - n8rlvr2009@gmail.com

PROPOSAL**WE WOULD LIKE YOUR SERIOUS CONSIDERATION OF THE BENEFITS BELOW:**

We are proposing that an acre-for-acre “land swap” be made between the developer of the proposed Sierra Gateway Apartments (Ezralow Co., Applicant for 10 acre proposed apartment complex at NE corner of Rocklin Rd. and Sierra College Blvd.) and Sierra College (Evergreen Co.), using a portion of the residential segment of the College’s 72 acres for this swap. This will take willing partners, of course, who would not only see the benefits of preserving our natural heritage, but also the sizable benefits to each party and the surrounding community.

Benefits for Sierra College

*Provides multiple options for use of 10 acre “swapped” land:

Option 1 - Trade the property to the City of Rocklin for use as a passive open space in lieu of paying mitigation payments for the development of 107 acres of College surplus lands. Any difference in valuation of this trade could be adjusted, if necessary, using City-held tree mitigation funds. Use of these funds for such a trade would allow the City to fulfill its legal obligation to mitigate for the huge tree loss they’ve allowed throughout the City.

Option 2 - Place a conservation easement on the property, then donate to a land trust for their stewardship and, utilize the substantial tax benefits for the donation.

Option 3 - Use the land for college purposes with a goal of preserving the native landscape - enlisting students to create a model “green” project using latest environment-saving building practices and for use as a classroom for promoting these concepts.

- * Satisfies College mandate to “surplus the land to a public entity for 1st right of refusal” if sold to City of Rocklin.
- * Provides tree mitigation credit for development of 107 acres of surplus lands.
- * Preserves street and critical intersection traffic capacity for development of “surplus” College lands
- * Privatization of housing construction to an established developer (Ezralow)
- * Helps satisfy College needs for on-campus housing
- * Minimizes traffic congestion for student drivers and pedestrians at critical intersection
- * Provides safer access to the College for tenants occupying the new apartments - they would have just one intersection to cross - not two.
- * College will have facilitated a valuable “green” contribution to the community it serves

Benefits to Evergreen Company

- *Swap substitutes for mitigation fees owed City of Rocklin for tree removal on 107 acres of surplus College lands.
- *Condenses and re-directs traffic by eliminating 1300 cars (from Sierra Gateway Apt. complex) entering critical intersection at Sierra College Blvd. and Rocklin Rd.
- * Increases driver safety by entering 4-lane road (Sierra College Blvd.) rather than 2 lanes on Rocklin Rd.

- * Helps satisfy community demands for preservation of green space and wildlife habitat.

Benefits for Developer of Sierra Gateway Apts. (Ezralow Co.) on 10 acres

- * Huge savings in development costs starting with level, cleared land.
- * Huge savings in tree mitigation fees owed to City of Rocklin
- * Increased net profits
- * Eliminates environmental impact on 10 acres and eliminates neighborhood opposition.

Benefits to City of Rocklin

- * Helps fulfill City's goal "to address the decline of oak woodlands", as stated in their Oak Tree Preservation Guidelines.
- * Provides ideal opportunity to mitigate for tree losses resulting from developments approved by the City by using collected tree mitigation funds.
- * Satisfies commitment to Sacramento Tree Foundation Master Plan to justify City's designation as a "Tree City".
- * Satisfies City's Urban Forest Plan goal of "promoting conservation of existing tree resources".
- * Satisfies City mandate to lessen it's carbon footprint.
- * Retains benefits of tree canopy - cooling, absorption of carbon monoxide, improves air and water quality, reduces water needs, health, economic and social benefits
- * Adds natural, passive open space to Rocklin's park inventory for the benefit of citizens and the environment.

Benefits to Community

- * Preservation of a natural “green” environment in an otherwise continuous, hard-scaped urban environment.
- * Protection of residential neighborhood privacy.
- * Buffer from noise and light pollution from busy intersection.
- * Provides respite for relaxation, reflection and healthy play in natural setting.
- * Protects wildlife habitat with “panhandle” link to creek corridor used by wildlife.
- * Relieves added automobile congestion at already very busy intersection.
- * Improves safety for pedestrian and students at peak hours.

“Our tree canopy provides an immense range of health, energy, environmental and economic benefits. Trees improve air and water quality. Trees provide shade to the landscape and reduce water needs. They help keep your home cooler, slow stormwater runoff and help recharge groundwater and reduce soil erosion. And, trees add value - sometimes thousands of dollars’ worth in your home and neighborhood”. Ray Trethaway, Executive Director, Sacramento Tree Fdn.

Thank you for giving your serious consideration to an effort begun many years ago to preserve this beautiful oak woodland that benefits us all. We will be following up soon.

Irene and Roger Smith
Citizens For Tree Preservation
n8rlvr2009@gmail.com

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

Citizens For Tree Preservation

Loomis, CA
citizens4trees@gmail.com

April 8, 2016

TO: Mr. Marc Mondell
Economic development Director
City of Rocklin

SUBJECT: Sierra Gateway Apartments (SGA) - 2nd Application

Dear Mr. Mondell:

We were surprised and most disappointed to see that the same SGA apartment project has been re-submitted by the developer. This new proposal is essentially the same massive, 'bad fit' project that failed to gain approval from your Planning Commission, triggered organized opposition from the community, and resulted in a lawsuit against the City.

Even with an EIR now being prepared, this project still fails to meet the goals of your "Oak Tree Preservation Guidelines", does not comply with the City's conditions for rezoning (2013), and fails to comply with the City's clearly outlined criteria for Design Review. It also fails to serve the goals outlined in your General Plan.

Although it is out of the City's control as to the nature of the projects it receives applications for, we want you to be aware that there will be renewed community opposition to this "new" project by ourselves and others.

Sincerely,



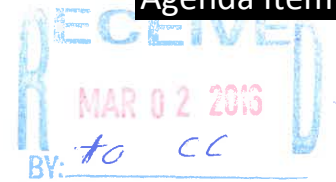
Roger Smith, for Citizens For tree Preservation



cc. Rocklin City Council

Citizens Voice Organization

P.P. Box 661
Rocklin, CA 95677
www.citizens-voice.org



Rick, Marc, Bret
Russ, Deanne, Laura

March 1, 2016

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

SUBJECT: City's Design Review Process

Dear Honorable Mayor Janda and Councilmembers:

I'm writing on behalf of Citizens Voice, which is a non-profit organization focused on providing residents with a stronger voice while simultaneously supporting responsible and sustainable development in the City of Rocklin.

As you know, last year the City Council approved the Sierra Gateway Apartments (SGA) project (at the southeast corner of Sierra College Blvd. and Rocklin Road). This approval came - after failing to get approval from the City's Planning Commission, and after heavy opposition by area residents. The project approvals were eventually rescinded by the Council.

It is our understanding that the next iteration of the project will be moving forward through the environmental review process. We believe this represents an important opportunity for the City Council. As residents, we expect that projects proposed in the City, must meet the existing city laws, regulations and ordinances.

We believe that the Design Review (DR) criteria are most critical in relationship to any new SGA proposal. One of our top concerns is how this new proposal fits with the existing neighborhood density, character, and appearance. Per the Rocklin Municipal Code (17.72.070), we ask the Council to ensure specific code standards for DR are met by this proposal, including but not limited to:

- Relationship between the project and surrounding development, natural features & constraints, and traffic flow
- Height, bulk area & scale of structures
- Preservation of natural topographic patterns
- Preservation of oak trees
- Compatibility of architecture
- Avoidance of monotony of texture, building lines or mass.

Worth noting is the City's overriding DR goal that development projects be 'good fits' with existing neighborhoods. We feel that the previous SGA project did not comply with that goal.

We believe the City can set a 'gold standard' for public review and environmental review by engaging citizens early in the process, and ensuring that the process is inclusive, fair and transparent. You have an opportunity to ensure that existing policies, zoning, and General Plan standards are adhered to by this and future projects. The next time this project comes before the City, it should be made clear that the project must fit the City's standards, not that the City must acquiesce to the project's design. We believe this will result in a project that can gain support, not opposition, from residents and simultaneously follow the established rules governing our city.

We offer the following ideas to help achieve this goal and ensure the City staff, Planning Commission and Council are all working with the same understanding, especially as it relates to the DR standards:

1. Hold DR workshops and internal training involving staff, Planning Commission, and Council.
2. Develop written directives clarifying DR criteria and goals and the overall DR process.
3. Consider forming a Design Review Board made up of citizens
4. Develop clear, strict policies for ensuring that development projects comply with the City's "Oak Tree Preservation Guidelines."
5. Ensure that development projects comply with any special zoning goals (e.g., the "Rocklin Road East of I-80 General Development Plan"), which aim to "...provide for greater flexibility in environmental design than is provided under the strict application of zoning and subdivision ordinances."

We offer our assistance with the above ideas and request to meet and discuss these ideas further with Mayor Janda, the City Manager and Planning and Economic and Development Directors. Please contact me by email at info@citizens-voice.org to arrange a time that is convenient for both of us. Thank you for your time and attention to this important matter.

Sincerely,



Chris Wiegman, for
Citizens Voice Organization

cc: Rick Horst, City Manager
Marc Mondell, Director, Economic & Community Development
Barbara Ivanusich, City Clerk



June 30, 2016

Marc Mondell
Economic Development Director
City of Rocklin
3970 Rocklin Rd.
Rocklin, CA 95677

Sent via email

SUBJECT: Ezralow Company LLC's Compliance with City Codes, Timing
& Environmental Review

Dear Mr. Mondell:

Citizens Voice Organization requested electronic copies of the correspondence between the City of Rocklin and attorney for the Ezralow Company LLC regarding the removal of the unpermitted chain link fence (Case 16-250). The initial concern about the fencing for this property was brought up April 8th by our organization. We appreciate your swift action in upholding the City's codes regarding this fencing. That said, we are writing with three immediate and related concerns.

As outlined in the June 27, 2016 letter, the City stated it was "compelled to issue a tree removal permit" citing City Code § 17.77.050(F)(1)(a). We agree, a tree removal permit is needed, however, we also contend that City Code §§ 17.77.050(A-E) are applicable.

Because there is a pending development application (received by the City on December 1, 2015, File Number: DR2015-0018) for the Sierra Gateway Apartments (Assessor Parcels 045-161-014, 015 and 016) that has *already identified* an Oak Tree Mitigation Plan (pages 39-43 of said application)—the tree preservation plan permit, mitigation and bond requirements all apply.

The development application reveals 327 of the 420+ trees will be removed when the site is graded. Furthermore, the property owner is proposing "fees in lieu of replacement" for 127 impacted trees. Removal of these trees prior to the project's approval is an "early start" needed for the proposed development of the site. Taking a close look at the tables on pages 41-43 of said application, many of the trees listed there have actions consistent with "removal of dead wood."

We ask where the comparison is of trees identified in the Oak Tree Mitigation Plan versus what the property owner proposes to remove now? If the property owner was concerned about trespassers, why is only a portion of the property “protected” by the fencing? Interestingly, the fencing does not exist on over 1.5 acres of the panhandle property which is just as accessible as the larger parcel.

Our second concern relates to the baseline conditions for the property for its upcoming environmental review. As indicated in our comment letter on the Notice of Preparation (NOP) for the proposed Sierra Gateway Apartments project dated April 22, 2016, studies conducted for the Environmental Impact Report include biological resources. The California Environmental Quality Act (CEQA) Guidelines require lead agencies to include a description of the physical environmental conditions in the vicinity *at the time the NOP was published*.

However, the property owner was in violation of the City’s Code at the time the NOP was released March 22, 2016. We continue to assert that the biological resources cannot be properly evaluated until the fencing is removed. At present, the fencing prohibits wildlife movement and access across the property, which historically occurred prior to the fence installation. The baseline conditions for the site cannot be adequately assessed until full ecological function is restored. To further our point, the Court of Appeals explains: “Before the impacts of a project can be assessed and mitigation measures considered, an EIR must describe the existing environment. It is only against this baseline that any significant environmental effects can be determined.” (*County of Amador v. El Dorado County Water Agency* (1999) 76 Cal.App.4th 931, 952.)

Our third concern relates to the implementation of the tree removal. Because the property is proposed for development and the City is moving forward with an Environmental Impact Report, we believe the completion of the proposed tree removal time frame should be expedited. We submit the following for consideration:

- 30 (thirty) days to have an arborist review the site and outline the proposed actions,
- 15 (fifteen) days for city review and concurrence, and
- 30 (thirty) days for the landowner to complete the proposed actions.

We respectfully request this letter be included in the administrative record for the Sierra Gateway Apartments. Should have any questions regarding this letter, please contact me at 916-293-1388. Thank you.

Sincerely,

Chris Wiegman
Citizens Voice

cc: Barbara Ivanusich, Rocklin City Clerk

From: Gary Grewal [mailto:garygrewal88@gmail.com]
Sent: Wednesday, April 12, 2017 8:25 PM
To: City Clerk
Subject: Re: Council encourages resident involvement

Hello,

As per Mayor Scott Yuill's request for additional resident feedback, I would like to strongly encourage the council to decline any further development that requires the removal of native oak trees and sensitive habitats.

Apparently the Sierra Oaks development will be going ahead of city council soon, and it should be rejected. We have already lost so much open space and trees to development off Granite Drive and other parts of Rocklin. Being that we are almost at build-out, doesn't it make sense to preserve what open space and quality of life we have? We have an oak tree mitigation fund, we need to use it to buy up the this kind of land, or increase the fees for cost of removal in order to buy more land.

The council is aware that they represent the citizens of Rocklin first, business interests second. Countless residents have protested against developments that cut down so many trees, including the lot across Sierra College. Several groups were also formed in response to these action, including Citizens for Tree Preservation and Rocklin Friends of Open Space.

I grew up in Rocklin and it was truly a magical place to be. We used to be able to roam parks and trails and that developed an affinity for protecting nature and being a steward of our community at a young age. What is happening now is Rocklin is becoming a bedroom community, complemented by big box stores. Our neighbors used to be close, we used to have a sense of community, and now the people that are moving in don't seem to be community oriented. We are losing our small town feel and what makes Rocklin great. The mayor states we must focus on "wise land-use policies" and boasts Rocklin's great quality of life. What will happen when we are just another suburban sprawl? We cannot undo development or bring back the natural environment we have been blessed with.

Rocklin should embrace a philosophy similar to Boulder, CO, where I currently live close to. Due to their preservation of parks and open space, it is a town where they have maintained high real estate values, employment, tax revenue, but also a community feel. Myself and other young professionals would love to return to Rocklin and raise a family one day, but not if it continues to chase development dollars over quality of life and preservation.

Look forward to hearing the council's thoughts.

<https://bouldercolorado.gov/osmp/vmp-open-space-master-plan>

Gary Grewal

RECEIVED
APR 22 2016
Hand Delivered

5240 Rocklin Road #209
Rocklin CA 95677
April 22, 2016

BY: Environmental Services
City of Rocklin

About 8 years ago I called the realtor for the property south east corner Rocklin Road and Sierra College Blvd. I asked the price He replied 5 million dollars. Well I can't afford that. He asked what I could afford and I said I could maybe round up a quarter million! "What do you want the property for" he asked, and I replied "to leave it as it is".

. Just before Christmas 06 or 05 - I saw someone's reindeer - antlers and all - placed in front of the dumpster. "now who would leave it there?" Then, slowly, it walked it walked back into the property.

. One summer I saw a doe and her 2 fawns walking through the grass on the property. 10 acres+ is home to many of God's creatures.

. Including many many over 100 year old oaks. Some - some of them are dead and trees - in dying create home for all sorts of creatures and good

**Take care
of your planet.**

Packet Pg. 45

soil in their decomposition.

- . Poppies and Lupine grow on the property.
Shent poppies protected from picking in CA?
- . The beautiful calm created by God's handiwork brings serenity to me as I pass by daily from north, south and west to my home in Rocklin Manor. I wonder how many others are calmed by this refuge?
- . The corner traffic increased every school year with Sierra College students, with more commuters and home owners from + to Brace Road.
- . Sierra College Blvd connecting to Hazel to the south is being used now as a major commuter route. And Hazel is being widened just above Route 50 + the American River Bridge. How many more cars will be coming this way - some even commute to Lincoln!
- . This corner property - "The Bad Fit for development" was years ago rezoned for residential use from commercial. The owner wanted to put in a gas station and the citizens of Rocklin couldn't imagine it's pollution. We are now concerned for ~~pollution~~ pollution from a 192 residential, 3 story building with parking lots and cars.
 water use fossil fuels fuel fuels
 car emissions car travel entering + exiting
 the property asphalt + concrete
 a 3 story building in east Rocklin?
- . If you are not careful Rocklin will soon look like Citrus Heights
 - . pump yourself some fuel at our 2 Arco stations
stand at the pumps and look around.

Rocklin Road at 80 doesn't look so bad because there are trees.

At Sierra College Blvd. at Granite Drive the corner looks like any other town or city.

- Look at the gross destruction of mature on Granite drive.
- And I will ^{also} mention the Sutterman Crossing property on Rocklin Road - walled in Roofs.
- Do you really want the crossroad of Rocklin Road and Sierra College Blvd to look like that?
- And whoever approved a 3 story building?

The City Council of Rocklin has not evaluated +/or addressed the historic component of the American Indians and other cultures who have lived on this corner.

The Rocklin City Council is allowing the Environmental Impact Report (EIR) to be prepared by its own Rocklin City Council Staff? Is this permissible? Who and how and from where is reimbursement for this work?

How much money is the City Council receiving for all this?

Is the City Council trying to act professionally and objectively, honestly and with integrity?

A proper objective EIR must be done by unbiased professionals.

An evaluation by the people of Rocklin, Loomis, Lincoln who use these crossroads should also be taken. A referendum? A vote?

And the City Council of Rocklin should evaluate this project with eyes and hearts as normal citizens of this beautiful Rocklin corner property rather than thinking only of Financial gains.

This all sounds like the financial and political doings that have created planet earth and human existence since these catastrophes

- the 2008 financial ~~sh~~ crisis
- the Hurricane Katrina clean-up crisis
- the lead in the water Flint, Michigan crisis

a lot of this is emotional.

- The future of planet earth is at stake
- This 10.2 acres of land is a small yet important part of our home planet
- Today is Earth Day - created to think about our footprints on this small blue marble.

Sincerely
Eve Anne Palevicy

Fax

TO:	City of Rocklin	FROM:	Bryan Jones
COMPANY:	Planning Commision	COMPANY:	Jersey Mike's Subs
FAX:	9166255195	FAX:	
SUBJECT:	Sierra Gateway Apts	DATE:	Friday, October 27, 2017

Dear Mr. Sloan, Mr. Martinez, Mr. Whitmore, Mr. McKenzie and Ms. Vass,

I applaud recent efforts made by the city to attract and retain new businesses, promoting Rocklin as an ideal location to live, work, dine and shop. As a small business owner in Rocklin, my family's livelihood depends on a robust local economy, access to responsible and retainable employees, and residents that support their local retailers.

My business, Jersey Mike's Subs, is located just a mile from a proposed new apartment community, Sierra Gateway Apartments, which will bring additional residents, potential employees and customers necessary to support my business and those of my neighbors.

I urge you to support the development of this project.

Sincerely,

Bryan Jones
Jersey Mike's Subs
5130 Common Dr., #111, Rocklin, CA 95677

RESOLUTION NO. PC-2017-

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY
OF ROCKLIN RECOMMENDING CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT
REPORT, RECOMMENDING MAKING FINDINGS OF FACT AND STATEMENT OF
OVERRIDING CONSIDERATIONS AND RECOMMENDING APPROVAL OF A
MITIGATION MONITORING AND REPORTING PROGRAM

(Sierra Gateway Apartments / DR2015-0018 and TRE2016-0001)

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

Section 1. The Planning Commission of the City of Rocklin finds as follows:

A. An Environmental Impact Report (the “EIR”) was prepared by the City of Rocklin (“City”), for the Sierra Gateway Apartments project, which as proposed consists of approval of a Design Review DR2015-0018 and an Oak Tree Preservation Plan Permit TRE2016-0001, (the “Project”) pursuant to the California Environmental Quality Act (Public Resources Code §21000 et seq. (“CEQA”); the Guidelines for Implementation of the California Environmental Quality Act (2 Cal. Code of Regs. §15000 et seq.) (“Guidelines”); and the local procedures adopted by the City pursuant thereto.

B. The notice of completion for the Draft EIR was forwarded to the Office of Planning and Research pursuant to Section 15085 of the Guidelines.

C. The City distributed copies of the Draft EIR to those public agencies which have jurisdiction by law with respect to the project and to other interested persons and agencies, and sought the comments of such persons and agencies pursuant to Section 15086 of the Guidelines.

D. The City circulated the Draft EIR for public review between April 27, 2017 and June 12, 2017, and notice inviting comments on the adequacy of the Draft EIR was given in compliance with Section 15087 of the Guidelines.

E. The City thereafter evaluated and prepared responses to the comments received on the Draft EIR pursuant to Section 15088 of the Guidelines, and prepared the Final EIR including all such responses as provided in Sections 15089 and 15132 of the Guidelines.

F. The Rocklin Planning Commission conducted a noticed public hearing on the Final EIR on November 7, 2017, and in conjunction with its hearing on the Project, recommended that the Final EIR be certified as complete, having considered all evidence in the record, including the following:

- (1) The Final EIR, which consists of the Draft EIR and written comments received during the public comment period and responses thereto;
- (2) All staff reports, memoranda, maps, letters, minutes of meetings, and other documents prepared by City staff relating to the Project and presented to the Rocklin Planning Commission at its hearing on the Final EIR and the Project;
- (3) All testimony, documents, and other evidence presented by or on behalf of the applicant relating to the EIR and the Project, including testimony given before the City Planning Commission, written reports, and exhibits;
- (4) The proceedings before the Planning Commission relating to the Project and Final EIR, including testimony and documentary evidence introduced at the public hearings, the transcript of all hearings of the Planning Commission related to this matter, and the official minutes of such meetings;
- (5) City Planning Commission Resolution PC-2017-___, adopted by the Planning Commission on November 7, 2017, recommending approval of the Project.
- (6) The mitigation monitoring and reporting program for the Project.

Section 2. Recommendation of Certification of the EIR. Pursuant to section 15080 of the Guidelines, the Planning Commission hereby recommends to the City Council the certification of the Final EIR for the Project in compliance with CEQA, the Guidelines, and the local procedures adopted by the City Council pursuant thereto.

- A. The Planning Commission has reviewed and considered the information contained in the Final EIR prior to making its determination on the Project and it is hereby determined that the Final EIR is legally sufficient for approval of the proposed Project and that this determination reflects the independent judgment of the Planning Commission of the City of Rocklin;
- B. The Commission, pursuant to Public Resources Code section 21081, subdivision (a), hereby recommends to the City Council the "City of Rocklin CEQA Findings of Fact and Statement of Overriding

Considerations for the Sierra Gateway Apartments Project (SCH#2016032068)” as set forth in Exhibit B attached hereto;

- C. The Commission, pursuant to Public Resources Code section 21081.6, subdivision (a)(1), hereby recommends to the City Council the mitigation monitoring and reporting program for the Project as approved, as set forth in Chapter 4 of the October 2017 Final EIR, which is herein incorporated by this reference; and

Section 3. The documents and other materials that constitute the record of proceedings upon which the Planning Commission has based its decision are located in the office of the Rocklin Community Development Director, 3970 Rocklin Road, Rocklin, California 95677. The custodian of these documents and other materials is the Rocklin Community Development Director.

PASSED AND ADOPTED this 7th day of November, 2017, by the following roll call vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

ABSTAIN: Commissioners:

Chairperson

ATTEST:

Secretary

P:\PUBLIC PLANNING FILES__ PROJECT FILES\Sierra Gateway Apts (Sierra College Apts II)\Meeting Packets\PC 11-7-17\Sierra Gateway Apts PC EIR Reso.doc

EXHIBIT A

Sierra Gateway Apartments Final EIR

Available at the following website links as published
April 2017 (Draft EIR) and October 2017 (Final EIR).

DRAFT EIR: <https://www.rocklin.ca.us/post/sierra-gateway-apartments-0>

FINAL EIR: [Sierra Gateway Final EIR](#)

EXHIBIT B

Findings of Fact and Statement of Overriding Considerations

CITY OF ROCKLIN
CEQA FINDINGS OF FACT
and
STATEMENT OF OVERRIDING CONSIDERATIONS
for the
SIERRA GATEWAY APARTMENTS PROJECT
(SCH#2016032068)

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SIERRA GATEWAY APARTMENTS
SCH# 2016032068
FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATION
REQUIRED UNDER THE
CALIFORNIA ENVIRONMENTAL QUALITY ACT
(PUBLIC RESOURCES CODE, SECTION 21000 *et seq*)

I. INTRODUCTION

The City of Rocklin (“City”), as lead agency, prepared a Draft Environmental Impact Report (“Draft EIR” or “DEIR”) for the Sierra Gateway Apartments (“Project”). In its entirety, the documents consist of the April 2017 Draft EIR and the October 2017 (proposed) Final EIR (“FEIR”) (State Clearinghouse No. 2016032068). Where referenced in this document, the FEIR constitutes both the Draft and Final Environmental Impact Reports. (CEQA Guidelines, Sec. 15132, 15362, subd. (b)). As described in the FEIR, the Project includes approval of a land development proposal, including a site plan, design review and compliance with the City’s oak tree ordinance, for an apartment complex having 195 residential units on approximately 10.2 acres, consistent with the General Plan designation of High Density Residential (HDR) and the zoning designation of Planned Development Residential, 20 units minimum per acre (PD-20). These findings, as well as the accompanying statement of overriding considerations herein, have been prepared in accordance with the California Environmental Quality Act (“CEQA”) (Pub. Resources Code, Sec. 21000 *et seq*) and its implementing guidelines (“CEQA Guidelines”) (Cal. Code Regs., tit. 14, Sec. 15000 *et seq*).

II. ACRONYMS AND ABBREVIATIONS

These Findings of Fact and Statement of Overriding Considerations (Findings) contain a number of acronyms and abbreviations. The acronyms and abbreviations used in these findings are the same as the definitions and acronyms set forth in the FEIR.

III. PROJECT DESCRIPTION

A. LOCATION

The City of Rocklin is approximately 25 miles northeast of the state capitol, Sacramento, and is within the County of Placer (see Figure 3-1, Regional Location Map, DEIR p. 3-2). 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 northeast, and the City of Roseville to the south and southwest. The 10.2 +/- gross acre Sierra Gateway Apartments project site is located at the southeast corner of the intersection of Sierra College Boulevard and Rocklin Road. The Project site is comprised of three parcels, Placer County Assessor’s Parcel Numbers 045-161-014, -015 and -016 (see DEIR Figure 3-2, Project Location). The

property is located in the transition of the central valley and the Sierra Nevada foothills at an elevation ranging between 320 and 340 feet.

The surrounding area is mostly developed with retail commercial and residential uses. To the north of the Project site are Rocklin Road, several isolated single family residences and vacant land designated for Mixed Use land uses under the Rocklin General Plan. To the northwest of the Project site is the Sierra Community College campus, and to the west are Sierra College Boulevard, a small retail commercial shopping center consisting of approximately 36,233 square feet contained in one main building and two separate pads, the Granite Creek apartment complex (2-stories, 80 units), the Shaliko apartment complex (2-stories, 152 units) and developed Medium Density Residential single-family residences further to the west. To the south are Water Lily Lane, a Medium Density Residential single-family subdivision consisting of 60 one- and two-story residences, vacant land designated for Medium Density Residential land uses under the Rocklin General Plan and an open space area associated with an intermittent tributary of Secret Ravine Creek. To the east are the existing Rocklin Manor apartment complex (2-stories, 157 units), the City of Rocklin/Town of Loomis border and single-family residential subdivisions within the Town of Loomis (see Figure 3-3, Surrounding Land Uses, DEIR p. 3-4).

B. OVERVIEW

The Sierra Gateway Apartments project (proposed Project) consists of the development of a 195-unit apartment complex, associated infrastructure, private recreational facilities, parking and landscaping on 10.2 +/- gross acres. There is a “panhandle” portion of the property that is approximately 1.08 acres in size that is not proposed for development, although a portion of the panhandle will be graded to accommodate curb, gutter and sidewalk and drainage improvements, as well as an extension of the northbound right turn pocket along Sierra College Boulevard. This Project will require Design Review and Oak Tree Preservation Plan entitlements from the City of Rocklin.

The apartment complex will consist of eleven residential buildings and a clubhouse building, which will include a leasing office and a manager’s apartment. The majority of the residential buildings will be three-story buildings comprised of one, two, and three bedroom units with private garages located at the ground level. There will also be four two-story buildings configured to provide private garages with carriage style apartment units above. In total there will be 104 one bedroom units, 82 two bedroom units, and 9 three bedroom units totaling 194,733 square feet of living space. The complex’s amenity spaces will be located near the proposed primary entrance to the site and will include a single level leasing office/clubhouse, fitness buildings, and a second story manager’s office all around a common pool area. Access to the Project will be from Rocklin Road as a shared driveway with the existing Rocklin Manor apartments, and to accommodate increased traffic of the combined access the current access design will be widened to provide two entry and two exit lanes. The Project will also have an exit only driveway to the south onto Water Lily Lane as currently proposed (see Figure 3-4, Project Site Plan, DEIR p. 3-7). It should be noted that the Water Lily Lane access was also analyzed within the DEIR as emergency access only and there were no differences in the DEIR’s

impact conclusions between the Water Lily Lane outbound access and Water Lily Lane emergency access scenarios.

The Project site is designated High Density Residential (HDR) under the Rocklin General Plan, and is zoned Planned Development Residential, minimum 20 dwelling units per acre (PD-20); the Project proposes no changes to the General Plan land use designation or zoning designation.

C. PROJECT OBJECTIVES

The City Council approved a General Plan Amendment in 2013 to change the land use designation for the property from Retail Commercial (RC) to High Density Residential (HDR) and a Rezone to change the zoning from Planned Development Commercial (PD-C) to Planned Development Residential, 20 units minimum per acre (PD-20) based on a number of supporting City objectives.

The stated objectives of this Project are as follows:

- Provide a high-quality, financially viable residential apartment project that integrates and transitions into the surrounding land uses and would maximize housing opportunities by locating a higher density development with a significant number of units within walking and bicycling distance of Sierra College and nearby retail commercial uses, and within a short driving distance to the City's commercial centers at Sierra College Boulevard and Interstate 80;
- Increase Rocklin's housing supply in a manner that responds to market desires and in close proximity to existing transportation corridors and nearby public transportation to help promote walkable communities and reduce vehicle trips and traffic congestion, and that is consistent with General Plan land use and zoning designations, planning goals, objectives, and policies of the City of Rocklin;
- Provide housing opportunities consistent with the available sites for residential development that were identified in the City of Rocklin 2013-2021 Housing Element Update, consistent with Goal 2 to facilitate the provision of a range of housing types to meet the diverse needs of the community, and consistent with Policy 3.3 to facilitate the development of multi-family housing on vacant parcels designated for medium-high and high density residential uses
- Provide a well-designed project that is consistent with the Sacramento Area Council of Governments (SACOG) 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy, including its guiding principles, policies and strategies as they relate to smart land use, access and mobility, compact development and greenfield developments adjacent to the existing urban edge.

- Develop an apartment complex adjacent to an existing apartment complex that is already being operated by the Project applicant to achieve certain economies of scale such as allowing for more efficient joint management of both complexes and providing additional amenities that can be offered to and enjoyed by tenants of the existing complex.
- Replace a long-standing undeveloped property with a market ready, economically productive use that maximizes opportunities to strengthen the tax base.

D. DISCRETIONARY APPROVALS

The proposed Project requires the following discretionary and non-discretionary actions from the City of Rocklin:

- Certification of the Environmental Impact Report as adequate and complete;
- CEQA Findings – the appropriate findings of fact and statement of overriding considerations, if necessary, must be adopted by the City in conjunction with the certification of the EIR. This document satisfies that requirement.
- Mitigation Monitoring and Reporting Plan: adopted to ensure that mitigation measures are tracked and implemented;
- Design Review;
- Oak Tree Preservation Plan Permit;
- Approval of Engineering Improvement Plans, and
- Issuance of Building Permits

The term “responsible agency” includes all public agencies other than the lead agency that may have discretionary approvals associated with the implementation of some aspect of the Project (CEQA Guidelines Section 15381). The proposed Project requires actions by the following Responsible Agencies:

- Placer County Water Agency for construction of water facilities;
- South Placer Municipal Utility District for construction of sewer facilities;
- U.S. Army Corps of Engineers for issuance of Clean Water Act Section 404 permit;
- U.S. Fish and Wildlife Service for issuance of Biological Opinion (Section 7 Consultation);
- Central Valley Regional Water Quality Control Board for issuance of Clean Water Action Section 401 water quality certification, and
- California Department of Fish and Wildlife Section 1600 Streambed Alteration Agreement

(DEIR, Appendix A, Initial Study, p. 6.)

IV. ENVIRONMENTAL REVIEW PROCESS

A. The Initial Study (DEIR, Appendix A, INITIAL STUDY) prepared for the proposed Project includes a detailed environmental checklist addressing a range of environmental issues (CEQA Guidelines, Section 15063, and CEQA Guidelines Appendix G: Environmental Checklist Form). For each one of the issues, the Initial Study identifies the level of impact for the proposed Project. The Initial Study identifies the environmental effects as either “potentially significant impact”, “less than significant with mitigation”, “less than significant impact”, “no impact”, or “impact for which General Plan EIR is sufficient”. Based on the initial review of the potential effects of the proposed Project in the Initial Study, it was determined that certain topics identified in the CEQA Guidelines would result in either no impact or a less than significant impact to the environment and would not require further consideration in the Draft EIR. These topics include:

- aesthetics (as related to impacts on scenic vistas or viewsheds, impacts to state scenic highways and new and/or increased sources of light and glare)
- agricultural and forest resources
- cultural resources
- geology and soils
- greenhouse gas emissions
- hazards and hazardous materials
- hydrology and water quality
- land use and planning
- mineral resources
- noise
- population and housing
- public services
- recreation
- utilities and service systems.

The Initial Study provided the following conclusions:

- **Aesthetics** – There are no designated, identified, recognized or recorded scenic vistas or viewsheds in the City and the proposed project will not cause impacts to these resources. The project site is not located near a state scenic highway or other designated scenic corridor and the proposed project will not impact these resources. The proposed project will include new sources of light and glare but a photometric lighting study prepared for the proposed project indicates lighting levels will be at levels not considered to be excessive. Therefore, these issues will not be discussed in the EIR.

- **Agricultural and Forest Resources** – The proposed project site is not prime farmland, agricultural or forestry lands and the proposed project will not cause impacts to these resources; therefore these issues will not be discussed in the EIR.
- **Cultural Resources** –A cultural resources assessment of the proposed project site was prepared by the firm Peak and Associates and is included in the Draft EIR as Appendix H. The assessment concluded that the proposed project site did not contain any known cultural resources. Unknown buried archaeological resources, paleontological resources and/or human remains could be inadvertently discovered during construction of the proposed project. The proposed project’s Initial Study identified a mitigation measure outlining procedural steps to be taken should such a discovery occur. Implementation of the project-specific mitigation measure identified in the proposed project’s Initial Study would reduce impacts to cultural resources to a less-than-significant level. The project-specific mitigation measure will be included in the EIR’s Mitigation Monitoring and Reporting Plan, but otherwise cultural resources impacts will not be discussed further in the EIR.
- **Geology and Soils** – Grading, trenching and backfilling associated with the construction of the proposed project would alter the topography on the project site and may result in soil erosion impacts. Compliance with the City’s development review process, the City’s Improvement Standards and Standard Specifications and the Uniform Building Code will reduce any potential geology and soils impacts to a less-than-significant level; therefore these issues will not be discussed in the EIR.
- **Greenhouse Gas Emissions** – Construction and operation of the proposed project will generate greenhouse gas emissions. The CalEEMod software modeling program was used by the firm of De Novo Planning Group to estimate the proposed project’s short-term construction related and long-term operational greenhouse gas emissions and identify potentially significant impacts; the air quality and greenhouse gas analysis is included in the Draft EIR as Appendix E. Compliance with the mitigation measures incorporated into the General Plan goals and policies would reduce impacts related to GHG emissions to a less-than-significant level; therefore this issue will not be discussed in the EIR.
- **Hazards and Hazardous Materials** - Construction and operation of a multi-family residential project are not anticipated to involve the transportation, use and disposal of large amounts of hazardous materials. Compliance with the mitigation measures incorporated into the General Plan goals and policies and applicable City Code and compliance with applicable Federal, State and local laws and regulations would reduce impacts related to hazards and hazardous materials to a less-than-significant level; therefore these issues will not be discussed in the EIR.
- **Hydrology and Water Quality** - The proposed project would involve grading activities that would remove vegetation and expose soil to wind and water erosion and potentially impact water quality, and additional impervious surfaces would be created with the development of the proposed project. Waterways in the Rocklin area have the

potential to flood and expose people or structures to flooding. According to FEMA flood maps (Map Panel 06061CO481G, effective date November 21, 2001) the proposed project site is located in flood zone X, which indicates that the proposed project is not located within a 100-year flood hazard area and outside of the 500-year flood hazard area. Compliance with the mitigation measures incorporated into Rocklin General Plan goals and policies, the City's 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 City's Improvement Standards would reduce impacts to hydrology and water quality to a less-than-significant level; therefore these issues will not be discussed in the EIR.

- **Land Use and Planning** - The proposed project site is designated High Density Residential on the City of Rocklin General Plan land use map and is zoned Planned Development Residential, 20 dwelling units minimum per acre (PD-20), which allow for a project such as the one being proposed. The proposed project requires Design Review and Oak Tree Preservation Plan entitlements from the City of Rocklin. Approval of such entitlements and compliance with the mitigation measures incorporated into the General Plan goals and policies would ensure that development of the infill site would not result in significant impacts to land use and planning; therefore these issues will not be discussed in the EIR.
- **Mineral Resources** - The City of Rocklin planning area and the proposed project site has no mineral resources as classified by the State Geologist. The planning area and the proposed project site have no known or suspected mineral resources that would be of value to the region and to residents of the state. No mineral resources impact is anticipated; therefore this issue will not be discussed in the EIR.
- **Noise** - Development of the proposed project will result in an increase in short-term noise impacts from construction activities. The development and occupation of a 195-unit apartment complex is not anticipated to have significant long-term operational noise impacts. A noise assessment of the proposed project was prepared by the firm of JC Brennan and Associates which identified a potentially significant impact that roadway noise levels could exceed interior noise level standards for future residents of the apartments; the noise assessment is included in the Draft EIR as Appendix K. The proposed project's Initial Study identified a mitigation measure to reduce the impact to a less than significant level. Compliance with the mitigation measures incorporated into the General Plan goals and policies, the City of Rocklin Construction Noise Guidelines and the project-specific mitigation measure identified in the proposed project's Initial Study would reduce noise related impacts to a less-than-significant level. The project-specific mitigation measure will be included in the EIR's Mitigation Monitoring and Reporting Plan, but otherwise noise impacts will not be discussed further in the EIR.
- **Population and Housing** - The proposed project will provide future housing opportunities, but not to such a degree that it would induce substantial population growth because the project site has long been identified for development of urban uses in the City of Rocklin General Plan. The proposed project site is vacant and

development would not displace substantial numbers of people. The proposed project would have a less than significant impact on population and housing; therefore these issues will not be discussed in the EIR.

- **Public Services** - The proposed project would create a need for the provision of new and/or expanded public services or facilities since an undeveloped site would become developed. Although the proposed project may increase the need for public services, compliance with General Plan goals and policies and payment of necessary fees, including participation in any applicable financing district and applicable development impact fees, would reduce the impact to a less than significant level; therefore these issues will not be discussed in the EIR.
- **Recreation** - The proposed project would result in additional residents that would be expected to utilize City of Rocklin and other recreational facilities. However, compliance with General Plan goals and policies and payment of necessary fees, including park and recreation fees, would ensure the impacts to recreational facilities are less than significant; therefore these issues will not be discussed in the EIR.
- **Utilities and Service Systems** – The proposed project will increase the need for utility and service systems because an undeveloped site will become developed. Such increases are not anticipated to impact the ability of the utility and service providers to adequately provide such services because the proposed project site is within the existing service areas of utility and service systems providers and the proposed project site has long been identified for development of urban uses in the City of Rocklin General Plan. Compliance with General Plan goals and policies and payment of necessary fees would ensure the impacts to utilities and service systems are less than significant; therefore these issues will not be discussed in the EIR.

The project applicant has agreed to implement the mitigation measures identified in the Initial Study.

Documentation to support the exclusion of these topics from further consideration in the Draft EIR is provided in the Initial Study and the appendices to the Draft EIR.

B. POTENTIALLY SIGNIFICANT IMPACTS.

The Initial Study identified several environmental issues as potentially significant and requiring further analysis. A brief explanation of each such issue includes:

- **Aesthetics** – The existing visual character of the site can be described as an undeveloped site containing numerous oak trees, grassland, and gently rolling topography. The surrounding area is mostly developed with retail commercial and residential uses. To the north of the project site are Rocklin Road, several isolated single family residences and vacant land designated for Mixed Use land uses under the Rocklin General Plan. To the northwest of the project site is the Sierra Community College campus, and to the west are Sierra College Boulevard, a small retail commercial shopping center, two separate apartment complexes and single-family residences

further to the west. To the south are Water Lily Lane, a single-family subdivision and an open space area associated with an intermittent tributary of Secret Ravine Creek. To the east are an apartment complex, the City of Rocklin/Town of Loomis border and single-family residential subdivisions within the Town of Loomis. The proposed project would add a 195 unit multi-family apartment complex and associated infrastructure, including new sources of lighting to an undeveloped site. The proposed project will affect the visual character of the project area, due to the transition of the project site from undeveloped land to an urbanized land use.

The EIR addressed the proposed project's potential aesthetic impacts related to the existing visual character or quality of the site.

- **Air Quality** – Construction and operation of the proposed project will introduce new sources of pollutant emissions to the project area as a result of the diesel-powered construction equipment, trucks hauling building supplies, vehicle exhaust from construction workers, future residents and service workers, landscape maintenance equipment, and water heater/air conditioning energy use.

The EIR addressed the proposed project's potential air quality impacts.

- **Biological Resources** – The vegetation communities found on the proposed project site are primarily foothill woodland, annual grassland and riparian woodland. An arborist report of the proposed project site was conducted by the firm of Abacus that resulted in the identification of 368 oak trees on the project site. There are also approximately 0.03 acres of jurisdictional wetlands on the proposed project site.

The EIR addressed the proposed project's potential biological resources impacts.

- **Transportation and Traffic** - The proposed project is anticipated to cause increases in traffic because an undeveloped site will become developed with a 195-unit apartment complex whose residents will generate automobile trips

The EIR addressed the proposed project's potential transportation and traffic impacts.

C. NOTICE OF PREPARATION.

In accordance with section 15082 of the CEQA Guidelines, the City prepared and circulated a Notice of Preparation (NOP) of an EIR for the Proposed Project on March 24, 2016, for a 30-day review period. Pursuant to CEQA Guidelines sections 15023, subdivision (c), and 15087, subdivision (f), the State Clearinghouse in the Office of Planning and Research is responsible for distributing environmental documents to State agencies, departments, boards, and commissions for review and comment. The City followed required procedures with regard to distribution of the appropriate notices and environmental documents to the State Clearinghouse. The State Clearinghouse was obligated to make, and did make, that information available to interested agencies for review and comment. The NOP was received by the State Clearinghouse (SCH#2016032068) on March 24, 2016, and was made available for a 30-day public review period ending on April 22, 2016. The City also held a public scoping meeting on

April 14, 2016 to receive comments on the NOP and discuss the scope of the DEIR. The NOP and the comments received on the NOP are presented in Appendix A and Appendix B, respectively, of the Draft EIR. Summaries of the comments received at the scoping meeting as well as the comments received on the NOP are included on pages 1-6 through 1-10 of the DEIR, and responses to those comments received on the NOP are presented on pages 1-10 – 1-22 of the Draft EIR.

D. DRAFT EIR

Consistent with the conclusions of the Initial Study, the following environmental issues were addressed in the EIR:

- Aesthetics
- Air Quality
- Biological Resources
- Transportation/Traffic
- Growth Inducing Impacts
- Cumulative Impacts
- Significant Irreversible Environmental Effects
- Significant and Unavoidable Impacts
- Energy
- Alternatives Analysis

(DEIR pp. 1, 2, and 1.0-4)

The City distributed the DEIR for public and agency review on April 27, 2017. A public review period of 45 days was provided on the DEIR that ended on June 12, 2017 (DEIR Notice of Availability, p. 1). This period satisfied the requirement of a 45-day review period as set forth in Section 15105 of the CEQA Guidelines.

E. FINAL EIR

The proposed Final EIR was issued in October 2017. The Final EIR includes comments received related to the DEIR, responses to significant environmental issues raised in the comments, revisions to the text of the DEIR as necessary for clarification, and the proposed mitigation monitoring and reporting program.

F. CERTIFICATION OF FINAL EIR

On November 7, 2017, the Planning Commission for the City of Rocklin held a public hearing on the Project and FEIR. At the conclusion of the hearing the Planning Commission adopted resolutions recommending certification of the FEIR as adequate and complete and recommending approval of the Project. On _____ 2017, the City Council for the City of Rocklin held a public hearing on the Project and FEIR. At the conclusion of the hearing, the City Council adopted resolutions (1) certifying of the FEIR as adequate and complete and (2) approving the Project. To support such approval, the City Council makes the following findings of fact and statement of overriding considerations (collectively the “Findings”). These Findings contain the Council’s written analysis and conclusions regarding the Project’s environmental effects, mitigation measures, and alternatives to the Project. These Findings are based upon the entire record of proceedings for the FEIR, as described below.

V. RECORD OF PROCEEDINGS

A. CUSTODIAN OF RECORD

In accordance with Public Resources Code section 21167.6, subdivision (e), the record of proceedings for the City's decision on the Project includes the following documents:

- The NOP and all other public notices issued by the City in conjunction with the Project;
- All comments submitted by agencies or members of the public during the comment period on the NOP;
- The Draft EIR for the Project (April 2017) and all appendices;
- All comments submitted by agencies or members of the public during the comment period on the Draft EIR;
- All comments and correspondence submitted to the City with respect to the Project, in addition to timely comments on the Draft EIR;
- The Final EIR for the Project, including comments received on the Draft EIR and responses to those comments and appendices (October 2017);
- Documents cited or referenced in the Draft and Final EIRs;
- The mitigation monitoring and reporting program for the Project;
- All findings and resolutions adopted by the City in connection with the Project and all documents cited or referred to therein;
- All reports, studies, memoranda, maps, staff reports, or other planning documents relating to the Project prepared by the City, consultants to the City, or responsible or trustee agencies with respect to the City's compliance with the requirements of CEQA and with respect to the City's action on the Project;
- All documents submitted to the City by other public agencies or members of the public in connection with the Project, through the close of the Planning Commission public hearing on November 7, 2017, and the close of the City Council public hearing on _____, 2017;
- Any minutes and/or verbatim transcripts of all information sessions, public meetings, and public hearings held by the City in connection with the Project;
- Any documentary or other evidence submitted to the City at such information sessions, public meetings, and public hearings;
- The City's General Plan and all environmental documents prepared in connection with the adoption of the General Plan;
- The City's Zoning Ordinance and all other City Code provisions cited in materials prepared by or submitted to the City;

- Any and all resolutions adopted by the City regarding the Project, and all staff reports, analyses, and summaries related to the adoption of those resolutions;
- Matters of common knowledge to the City, including, but not limited to laws and regulations of federal, state, regional and local governments and special districts, as well as policies adopted by regional public agencies such as SACOG;
- Any documents expressly cited in these findings, in addition to those cited above; and
- Any other materials required for the record of proceedings by Public Resources Code section 21167.6, subdivision (e) and applicable law.

The documents constituting the record of proceedings are available for review by responsible agencies and interested members of the public during normal business hours at the City of Rocklin Economic and Community Development Department, 3970 Rocklin Road, Rocklin, California, 95677. The custodian of these documents is the Economic and Community Development Director.

B. PREPARATION AND CONSIDERATION OF THE FEIR AND INDEPENDENT JUDGMENT FINDINGS

The City finds, with respect to the City’s preparation, review and consideration of the FEIR, that:

1. The City prepared the Draft EIR, with the assistance of various sub-consultants, with input from the applicant, and under the supervision and at the direction of the City of Rocklin Economic and Community Development Department. The City, with the assistance of various consultants, prepared the Final EIR.
2. The City circulated the DEIR for review by responsible agencies and the public and submitted it to the State Clearinghouse for review and comment by state agencies.
3. The FEIR has been completed in compliance with CEQA.
4. The Project will have significant, unavoidable impacts as described and discussed in the FEIR.
5. The FEIR is adequate under CEQA to address the potential environmental impacts of the Project.
6. The FEIR has been presented to the City of Rocklin Planning Commission and City of Rocklin City Council, and the Planning Commission and City Council have independently reviewed and considered information contained in the FEIR.
7. The FEIR reflects the independent judgment of the City.

By these Findings, the City ratifies, adopts and incorporates the analyses, explanations, findings, responses to comments, and conclusions of the FEIR, except as may be specifically described in these Findings.

VI. CONSISTENCY WITH APPLICABLE PLANS

The EIR evaluates the Project to determine whether it is consistent with applicable plans, policies, and regulations. In this case, the relevant plans, policies and regulations are the City of Rocklin General Plan and the City of Rocklin Zoning Ordinance.

The proposed Project site is designated High Density Residential on the City of Rocklin General Plan land use map and is zoned Planned Development Residential, 20 dwelling units minimum per acre (PD-20). Both the General Plan and zoning designations allow for a project such as the one being proposed. The proposed Project requires Design Review and Oak Tree Preservation Plan entitlements from the City of Rocklin. Approval of such entitlements and compliance with the mitigation measures incorporated into the General Plan goals and policies, as well as the mitigation measures identified and set forth herein, would ensure that development of the infill site would not result in significant impacts to land use and planning.

VII. FINDINGS REQUIRED UNDER CEQA

A detailed analysis of the potential environmental impacts and the proposed mitigation measures for the Project is set forth in Sections 4.1 through 4.5, as well as Chapters 5 and 6 of the DEIR, with corrections and revisions as set forth in Chapter 3 of the FEIR. The DEIR evaluated the Project's potential environmental impacts in four distinct topical categories, and also evaluated the Project's potential growth inducing and cumulative impacts. The City concurs with the conclusions in the DEIR, as incorporated into the FEIR, that: (i) changes or alterations have been required, or incorporated into, the Project which avoid or substantially lessen many of the potentially significant environmental effects identified in the DEIR; and (ii) specific economic, legal, social, technological, or other considerations make it infeasible to substantially lessen or avoid the remaining significant impacts, as further described in the Statement of Overriding Considerations below.

Sections 21002 and 21002.1 of the Public Resources Code, and CEQA Guidelines section 15091, require the following:

(a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have

been adopted by such other agency or can and should be adopted by such other agency.

(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

Accordingly, for each significant impact identified herein, a finding has been made as to one or more of the following, as appropriate, in accordance with Public Resources Code section 21081 and State CEQA Guidelines section 15091:

- A. Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the FEIR. Such changes or alterations reduce the significant environmental effect identified in the FEIR to a level of less than significant;
- B. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency; and/or
- C. Specific economic, legal, social, technological or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or Project alternatives identified in the FEIR.

A narrative of supporting facts follows the appropriate finding. For many of the impacts, one or more of the findings above have been made. Finding (B) appears because, although the City is the lead agency, it has limitations on its power to require or enforce certain mitigation. In the event finding (B) occurs, agencies with jurisdiction to impose certain mitigation measures have been identified. It is these agencies, within their respective scopes of authority, which would have the ultimate responsibilities to adopt, implement, and enforce the mitigation discussed within each type of impact that could result from Project implementation.

Whenever finding (C) was made, the City has determined that there will be, even after mitigation, an unavoidable significant level of impact due to the Project, and sufficient mitigation is not feasible to reduce the impact to a level of less than significant. Such impacts are always specifically identified in the supporting discussions. The Statement of Overriding Considerations applies to all such unavoidable significant impacts, as required by sections 15092 and 15093 of the CEQA Guidelines.

The concept of “feasibility” also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417.) “‘Feasibility’ under CEQA encompasses ‘desirability’ to the extent that desirability is based on a reasonable balancing of

the relevant economic, environmental, social, and technological factors.” (Ibid. *See also Sequoyah Hills Homeowners Assn. v. City of Oakland*_(1993) 23 Cal.App.4th 704, 715.)

The CEQA Guidelines do not define the difference between “avoiding” a significant environmental effect and “substantially lessening” such an effect. The City must therefore glean the meaning of these terms from the other context in which the terms are used. Public Resources Code section 21081, on which CEQA Guidelines section 15091 is based, uses the term “mitigate” rather than “substantially lessen.” The CEQA Guidelines therefore equate “mitigating” with “substantially lessening.” Such an understanding of the statutory term is consistent with the policies underlying CEQA, which include the policy that “public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects.” (Pub. Resources Code section 21002.)

For purposes of these findings, the term “avoid” refers to the effectiveness of one or more mitigation measures to reduce an otherwise significant effect to a less than significant level. In contrast, the term “substantially lessen” refers to the effectiveness of such measure or measures to substantially reduce the severity of a significant effect, but not to reduce that effect to a less than significant level. These interpretations appear to be mandated by the holding in *Laurel Hills Homeowners Assn. v. City Council* (1978) 83 Cal.App.3d 515, 519-521, in which the Court of Appeal held that an agency had satisfied its obligation to substantially lessen or avoid significant effects by adopting numerous mitigation measures, not all of which rendered the significant impacts in question to less than significant.

Although CEQA Guidelines section 15091 requires only that approving agencies specify that a particular significant effect is “avoid(ed) or substantially lessen(ed),” these findings, for purposes of clarity, in each case will specify whether the effect in question has been reduced to a less than significant level, or has simply been substantially lessened but remains significant.

Moreover, although section 15091, read literally, does not require findings to address environmental effects that an EIR identifies as merely “potentially significant,” these findings will nevertheless fully account for all such effects identified in the Draft and Final EIR.

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. Project modification or alternatives are not required, however, where such changes are infeasible or where the responsibility for modifying the project lies with some other agency. (CEQA Guidelines section 15091(a) and (b).)

With respect to a project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project’s “benefits” outweigh its “unavoidable adverse environmental effects”, and on that basis consider the adverse environmental effects

“acceptable” under CEQA (CEQA Guidelines sections 15093 and 15043(d). See also Pub. Resources Code section 21080(b).) The California Supreme Court has stated, “(t)he wisdom of approving...any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore, balanced.” (*Goleta II*, 52 Cal.3d at p. 576.)

These findings constitute the City’s best efforts to set forth the evidentiary and policy bases for its decision to approve the Project in a manner consistent with the requirements of CEQA. To the extent that these findings conclude that various proposed mitigation measures outlined in the Final EIR are feasible and have not been modified, superseded or withdrawn, the City will implement these measures consistent with its decision to approve the Project.

VIII. CERTIFICATIONS

1. The City certifies that it has been presented with the Final EIR and that it has reviewed and considered the information contained in the Final EIR prior to making the following certifications and findings.
2. Pursuant to CEQA Guidelines section 15090, the City certifies that the Final EIR has been completed in compliance with CEQA and the State CEQA Guidelines. The City certifies the Final EIR for the actions described in these Findings and in the Final EIR.
3. The City further certifies that the Final EIR reflects its independent judgment and analysis.
4. These Findings constitute the City’s best efforts to set forth the evidentiary and policy bases for its decision to approve the proposed Project in a manner consistent with the requirements of CEQA. To the extent that these Findings conclude that various proposed mitigation measures outlined in the Final EIR are feasible and have not been modified, superseded or withdrawn, the City hereby adopts the measures and binds itself to implement these measures as conditions of Project approval.
5. In adopting these mitigation measures, the City intends to adopt each of the mitigation measures proposed in the Final EIR. Accordingly, in the event a mitigation measure recommended in the Final EIR has inadvertently been omitted from these Findings, said mitigation measure is hereby adopted and incorporated in the Findings below by reference. The City’s Statement of Overriding Considerations for the Project is included herein below.

IX. MITIGATION MONITORING AND REPORTING PROGRAM

A Mitigation Monitoring and Reporting Program (or Mitigation Monitoring Program) has been prepared for the Project, and is being approved by the City by the same resolution that has adopted these Findings. The City will use the Mitigation Monitoring and Reporting Program to track compliance with Project mitigation measures. The Mitigation Monitoring and Reporting Program will remain available for public review during the compliance period. The Final Mitigation Monitoring and Reporting Program is attached to and incorporated into the FEIR document and is approved in conjunction with certification of the FEIR and adoption of these Findings of Fact.

X. LESS THAN SIGNIFICANT IMPACTS

Under CEQA, no mitigation measures are required for impacts that are less than significant (Pub. Resources Code, Section 21002; CEQA Guidelines, Section 15126.4, subd. (a)(3), 15091.). Based on substantial evidence in the whole of the record of this proceeding, including, more specifically, the Initial Study and the DEIR, the City finds that implementation of the Project will not result in significant impacts in the following areas and that these potential impact areas, therefore, do not require mitigation:

1. Aesthetics:

- a. Initial Study I. a) Would the proposed project have a substantial adverse impact on a scenic vista?
- b. EIR Impact 4.2-1) Would the proposed project substantially degrade the existing visual character for quality of the site and its surroundings?
- c. Initial Study 1. c) Would the proposed project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
- d. Initial Study I. d) Would the proposed project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?
- e. EIR Impact 4.2-2) Would the proposed project contribute to a cumulative impact relating to substantially degrading the existing visual character or quality of the site and its surroundings?

2. Agricultural Resources:

- a. Initial Study II. a) Would the proposed project 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?
- b. Initial Study II. b) Would the proposed project conflict with existing zoning for agricultural use, or a Williamson Act contract?
- c. Initial Study II. c) Would the proposed project 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))?

- d. Initial Study II. d) Would the proposed project result in the loss of forest land or conversion of forest land to non-forest use?
- e. Initial Study II. e) Would the proposed project 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?

3. Air Quality:

- a. EIR Impact 4.3-1) Would the proposed project conflict with or obstruct implementation of applicable air quality plan?
- b. EIR Impact 4.3-3) Would the proposed project expose sensitive receptors to substantial pollutant concentrations?
- c. EIR Impact 4.3-4) Would the proposed project create objectionable odors affecting a substantial number of people?

4. Biological Resources:

- a. EIR Impact 4.4-3) Would the proposed project 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?
- b. EIR Impact 4.4-5) Would the proposed project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

5. Cultural Resources:

- a. Initial Study V. a) Would the proposed project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?
- b. Initial Study V. b) Would the proposed project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?
- c. Initial Study V. e) Would the proposed project cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code §21074?

6. Geology and Soils

- a. Initial Study VI. a) Would the proposed project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: 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)?
- b. Initial Study VI. a) Would the proposed project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: ii) Strong seismic ground shaking?

- c. Initial Study VI. a) Would the proposed project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: iii) Seismic-related ground failure, including liquefaction?
 - d. Initial Study VI. a) Would the proposed project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: iv) Landslides?
 - e. Initial Study VI. b) Would the proposed project result in substantial soil erosion or the loss of topsoil?
 - f. Initial Study IV. c) Would the proposed project 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?
 - g. Initial Study VI. d) Would the proposed project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?
 - h. Initial Study VI. e) Would the proposed project 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?
7. Greenhouse Gas Emissions:
- a. Initial Study VII. a) Would the proposed project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
 - b. Initial Study VII. b) Would the proposed project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?
8. Hazards and Hazardous Materials:
- a. Initial Study VIII. a) Would the proposed project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
 - b. Initial Study VIII. b) Would the proposed project 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?
 - c. Initial Study VIII. c) Would the proposed project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
 - d. Initial Study VIII. d) Would the proposed project 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?
 - e. Initial Study VIII. 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 proposed project result in a safety hazard for people residing or working in the project area?

- f. Initial Study VIII. f) For a project within the vicinity of a private airstrip, would the proposed project result in a safety hazard for people residing or working in the project area?
 - g. Initial Study VIII. g) Would the proposed project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
 - h. Initial Study VIII. h) Would the proposed project 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?
9. Hydrology and Water Quality:
- a. Initial Study IX. a) Would the proposed project violate any water quality standards or waste discharge requirements?
 - b. Initial Study IX. b) Would the proposed project 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)?
 - c. Initial Study IX. c) Would the proposed project 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?
 - d. Initial Study IX. d) Would the proposed project 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?
 - e. Initial Study IX. e) Would the proposed project 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?
 - f. Initial Study IX. f) Would the proposed project otherwise substantially degrade water quality?
 - g. Initial Study IX. g) Would the proposed project 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?
 - h. Initial Study IX. h) Would the proposed project place within a 100-year flood hazard area structures which would impede or redirect flood flows?
 - i. Initial Study IX. i) Would the proposed project 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?
 - j. Initial Study IX. j) Would the proposed project result in inundation by seiche, tsunami, or mudflow?

10. Land Use and Planning:

- a. Initial Study X. a) Would the proposed project physically divide an established community?
- b. Initial Study X. b) Would the proposed project 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?
- c. Initial Study X. c) Would the proposed project conflict with any applicable habitat conservation plan or natural community conservation plan?

Mineral Resources:

- d. Initial Study XI. a) Would the proposed project 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?
- e. Initial Study XI. b) Would the proposed project 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?

11. Noise:

- a. Initial Study XII. b) Would the proposed project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
- b. Initial Study XII. c) Would the proposed project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
- c. Initial Study XII. d) Would the proposed project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
- d. Initial Study XII. 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?
- e. Initial Study XII. 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?

12. Population and Housing:

- a. Initial Study XIII. a) Would the proposed project 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.)?
- b. Initial Study XIII. b) Would the proposed project displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?

- c. Initial Study XIII. c) Would the proposed project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

13. Public Services:

- a. Initial Study XIV. a) Would the proposed 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 fire protection?
- b. Initial Study XIV. a) Would the proposed 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 police protection?
- c. Initial Study XIV. a) Would the proposed 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 schools?
- d. Initial Study XIV. a) Would the proposed 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 other public facilities?

14. Recreation:

- a. Initial Study XV. a) Would the proposed 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?
- b. Initial Study XV. b) Does the proposed project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

15. Transportation, Traffic:

- a. EIR Impact 4.5-1) Would the proposed project 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 and freeways, pedestrian and bicycle paths, and mass transit? (Existing Plus Project Condition)

- b. EIR Impact 4.5-2) Would the proposed project 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 and freeways, pedestrian and bicycle paths, and mass transit? (Short Term Plus Project Condition)
 - c. EIR Impact 4.5-3) Would the proposed project conflict with an applicable congestion management program established by a county congestion management agency, 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?
 - d. EIR Impact 4.5-4) Would the proposed project 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?
 - e. EIR Impact 4.5-5) Would the proposed project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
 - f. EIR Impact 4.5-6) Would the proposed project result in inadequate emergency access?
 - g. EIR Impact 4.5-7) Would the proposed project conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?
16. Utilities and Service Systems:
- a. Initial Study XVII. a) Would the proposed project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
 - b. Initial Study XVII. b) Would the proposed project 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?
 - c. Initial Study XVII. c) Would the proposed project 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?
 - d. Initial Study XVII. d) Would the proposed project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?
 - e. Initial Study XVII. e) Would the proposed project 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?
 - f. Initial Study XVII. f) Would the proposed project be served by a landfill with sufficient capacity to accommodate the project's solid waste disposal needs?

- g. Initial Study XVII. g) Would the proposed project comply with federal, state, and local statutes and regulations related to solid waste?

XI. SIGNIFICANT EFFECTS AND MITIGATION MEASURES

The Draft EIR identified the potentially significant environmental impacts (or effects) that the Project would contribute to or otherwise cause. A detailed analysis of potential environmental impacts and proposed mitigation measures was set forth in Sections 4.1 through 4.5 as well as Chapters 5 and 6 of the DEIR, as well as in the FEIR in the applicable responses to comments on the DEIR. The DEIR evaluated the Project's potential environmental impacts in four distinct topical categories, and also evaluated the Project's potential growth inducing and cumulative impacts. Some of these significant impacts can be fully avoided through adoption of feasible mitigation measures. Other impacts cannot be avoided by the adoption of feasible mitigation measures or alternatives, and thus will be significant and unavoidable. For reasons set forth herein, however, the City has determined that overriding economic, social, and other considerations outweigh the significant unavoidable impacts of the Project.

The City's findings with respect to the Project's significant impacts and mitigation measures are set forth in the Final EIR and in these Findings. In making these Findings, the City ratifies, adopts and incorporates in these Findings the analysis and explanation in the Final EIR, and ratifies, adopts and incorporates into these Findings the determinations and conclusions of the Final EIR relating to environmental impacts and mitigation measures, except to the extent any such determinations and conclusions are specifically and expressly modified by these Findings. To the extent any of the mitigation measures are within the jurisdiction of other agencies, the City finds that those agencies can and should implement those measures within their jurisdiction.

SIGNIFICANT EFFECTS AND MITIGATION MEASURES

The FEIR identified a number of significant and potentially significant environmental effects (or impacts) that the Project will cause. Most of these significant effects can be fully avoided through the adoption of feasible mitigation measures. Other effects can be lessened but cannot be avoided by the adoption of feasible mitigation measures or alternatives. Other significant, unavoidable effects cannot be substantially lessened or avoided. For reasons set forth below, however, the City has determined that the significant, unavoidable effects of the Project are outweighed by overriding economic, social and other benefit considerations.

The following identifies and summarizes the potentially significant effects, significant effects and mitigation measures identified in the Draft EIR, as organized by the environmental topic areas (sections).

Section 4.2. Aesthetics

The Project's potential impacts related to aesthetics are described and discussed on pages 4.2-1 to 4.2-24 of the DEIR, as well as in the FEIR in the responses to comments received on the DEIR.

Impact 4.2-1: Substantially Degrade the Existing Visual Character or Quality of the Site and its Surroundings.

Implementation of the proposed project would result in development that could degrade the existing visual character or quality of the site and its surroundings. However, as further discussed below, this will be a **less than significant impact**.

Explanation:

The proposed project would result in the development of a 195-unit, two- and three-story apartment complex and associated infrastructure within the project site, which could change the visual nature or character of the site and its surroundings. The proposed project will convert the project site from a generally undeveloped wooded and grassland area to developed uses.

The apartment complex will consist of eleven residential buildings and a clubhouse building, which will include a leasing office and a manager's apartment. The majority of the residential buildings will be three-story buildings comprised of one, two, and three bedroom units with private garages located at the ground level. There will also be four two-story buildings configured to provide private garages with carriage style apartment units above. The complex's amenity spaces will be located near the proposed primary entrance to the site and will include a single level leasing office/clubhouse, fitness buildings, and a second story manager's office all around a common pool area. Access to the project will be from Rocklin Road as a shared driveway with the existing Rocklin Manor apartments, and to accommodate increased traffic of the combined access the current access design will be widened to provide two entry and two exit lanes. The project will also have an exit only driveway to the south onto Water Lily Lane.

The design of the building facades is a contemporary interpretation of the indigenous American Prairie style. A traditional tripartite organization of base-middle-top, incorporating brick in the base and chimney elements, is evocative of traditional residential collegiate architectural precedents. Incorporated into the design are classic elements of low sloping roofs with large eaves supported by rectangular piers, a horizontal emphasis through contrasting trim devices, and geometric patterns of small-pane window glazing. The material palette includes a combination of typical colors and materials found in traditional examples and would use natural building materials (e.g., masonry, plaster, concrete, wood and brick) and colors (complementary natural earth tones) to integrate the buildings into the existing environment to the maximum extent possible.

The proposed project would include berms and retaining walls to adjust for grade variances. Stacked block retaining walls ranging from 3 to 7 feet tall would be placed along the project's frontage with Sierra College Boulevard, a concrete with brick veneer retaining wall ranging from 4 to 6 feet tall would be placed along the western side of the project's driveway on Rocklin Road, and a concrete with brick veneer retaining wall up to 10 feet tall would be placed between buildings 5 and 9 and their respective parking lots, near Water Lily Lane. In addition, the existing sound wall along Water Lily Lane would be extended westerly by the proposed project towards Sierra College Boulevard, terminating at a plane that coincides with the edge of the westernmost building (building 5).

To understand changes in the existing visual environment as a result of implementation of the proposed project, artistic renderings were used to illustrate with project conditions as taken from representative locations from different perspectives of the project site. These artistic renderings show landscape growth at maturity (15-20 years) of the development assuming that a mix of sizes and varieties of plants and trees would be planted as part of project construction. The artistic renderings are provided in Figures 4.2-2 through 4.2-13 of the DEIR (DEIR, pp. 4.2-12 – 4.2-24).

Views from Sierra College Boulevard (West)

Under the proposed project, four apartment buildings located along Sierra College Boulevard would be three stories in height. Landscaping consisting of trees, shrubs, groundcovers and granite boulders would be provided along the project's frontage on Sierra College Boulevard, with the exception of the "panhandle" area. The panhandle area would have a sidewalk, curb and gutter installed along the Sierra College Boulevard frontage but would otherwise remain in its current natural state and receive no new landscaping. The landscaped areas would help to minimize views of the proposed buildings by providing a visual separation between the project and surrounding uses and filtering views, particularly as the landscape matures over time. The use of natural building materials (e.g., masonry, plaster, concrete, wood and brick) and colors (complementary natural earth tones) would serve to integrate the buildings into the existing environment by blending rooflines and vertical architectural components.

Views from Rocklin Road (North)

Under the proposed project, two apartment buildings located along Rocklin Road would be three stories in height. The project's entrance is located on Rocklin Road on the eastern end of the project site and landscaping consisting of trees, shrubs, and groundcovers would be provided along the project's frontage on Rocklin Road. The landscaped areas would help to minimize views of the proposed buildings by providing a visual separation between the project and surrounding uses and filtering views, particularly as the landscape matures over time. The use of natural building materials (e.g., masonry, plaster, concrete, wood and brick) and colors (complementary natural earth tones) would serve to integrate the buildings into the existing environment by blending rooflines and vertical architectural components.

Views from Rocklin Manor Apartments (East)

Under the proposed project, three apartment buildings three stories in height, a clubhouse with a manager's unit two stories in height and pool would be located on the eastern side of the project site. Landscaping consisting of trees, shrubs, and groundcovers would be provided along the project's eastern side, and existing mature trees between the proposed project and the Rocklin Manor Apartments would be retained. The landscaped areas would help to minimize views of the proposed buildings by providing a visual separation between the project and surrounding uses and filtering views, particularly as the landscape matures over time. The use of natural building materials (e.g., masonry, plaster, concrete, wood and brick) and colors (complementary natural earth tones) would serve to integrate the buildings into the existing environment by blending rooflines and vertical architectural components.

Views from Water Lily Lane (South)

Under the proposed project, two apartment buildings located along Water Lily Lane Road would be three stories in height. The project's secondary exit is located on Water Lily Lane and landscaping consisting of trees, shrubs, and groundcovers would be provided along the project's frontage on Water Lily Lane, and existing mature trees between the proposed project and Water Lily Lane would be retained. There is also an existing six foot tall masonry wall between the project site and Water Lily Lane that would be retained and extended out to Sierra College Boulevard. The landscaped areas and masonry wall would help to minimize views of the proposed buildings by providing a visual separation between the project and surrounding uses and filtering views, particularly as the landscape matures over time. The use of natural building materials (e.g., masonry, plaster, concrete, wood and brick) and colors (complementary natural earth tones) would serve to integrate the buildings into the existing environment by blending rooflines and vertical architectural components.

It should be noted that the project applicant previously made several changes to the project in response to the public's and the City Planning Commission's concerns that the two buildings closest to Water Lily Lane were too tall. Buildings 5 and 9 were reduced in height from 45' 10" to 33' 9" and 45' 10" to 28' 1", respectively, by stepping them back into the site and eliminating one story of height (Building 5) and two stories of height (Building 9). In addition, the applicant added trees in front of the south elevation of Building 9 and revised the landscaping in front of Building 5 to include a six foot tall masonry "privacy" wall from the project exit to the corner of Sierra College Boulevard. The applicant also tried to work with the homeowner's association (HOA) to the south to plant additional trees within the HOA-owned landscape area in front of the existing masonry wall, but was unsuccessful.

As discussed above, the proposed project would include landscape buffers around the perimeter of the project site and retaining walls and "privacy" walls along portions of the perimeter. The landscape buffers would utilize a mixture of trees, shrubs, groundcovers and granite boulders to help minimize views of project buildings and help blend rooflines with vertical architecture with the existing surroundings helping to reduce impacts associated with a change in the visual character or quality of the site and its surroundings. Instead of an undeveloped, mostly oak-tree covered lot, the proposed project would change this view shed by inserting buildings, walls and landscaping between the existing roadways on the west and north, apartments on the east and single-family one and two story residences on the south. The existing apartment buildings to the east of the proposed project are approximately 80 feet away from the property lines of the single family subdivision to the south and by way of comparison, the proposed project's buildings closest to the single family subdivision to the south would be located approximately 50 feet (Building 5) and 80 feet (Building 9) away from the property lines.

The proposed project has been designed to be consistent with the provisions of the City's Design Review Guidelines that encourage originality in building and landscaping design in a manner that will enhance the physical appearance of the community; encourage harmonious and compatible development; reduce potential visual conflicts with adjacent development (both existing and proposed), and involve area residents, owners, and merchants in the review process. The proposed project is also subject to the City development standards set forth in the

City's Zoning Ordinance. Together, the Zoning Ordinance and Design Review Guidelines help to ensure that development form, character, height, and massing are consistent with the City's vision for the character of the community.

While compliance with the City's Design Review Guidelines, Zoning Ordinance and General Plan policies would ensure visual compatibility with existing development as well as an evaluation of the preservation of unique natural features, the visual character of the City would still be altered as further development such as the proposed project occurs within the City. The City's General Plan EIR concluded that aside from implementation of the City's Design Review Guidelines and the application of General Plan goals and policies addressing visual character and views, no other mitigation measures are available to fully mitigate impacts to existing visual character given the extent and density of proposed development, and significant aesthetic impacts will occur as a result of development under the General Plan. The General Plan EIR further recognized that these impacts cannot be reduced to a less than significant level and 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 considerations were adopted by the Rocklin City Council in regard to these impacts, which were found to be significant and unavoidable.

The proposed project would result in an alteration to the visual character of the project site and its surroundings, but such an alteration is not considered to be substantial as further explained. The proposed project includes the use of natural building materials (e.g. masonry, plaster, concrete, wood and brick) and a perimeter landscaped buffer. These design features would be encapsulated in recommended conditions of approval and project exhibits for the hearing body to review. Despite some of the proposed project's buildings being three stories in height, the building structures proposed are of consistent height and scale with surrounding development and anticipated future development.

The anticipated future development in the surrounding project vicinity includes the development of the 35 +/- acre property across Rocklin Road and to the north of the proposed project site. This property is designated as a Mixed Use land use designation under the City's General Plan. A property's zoning designation is the typical regulatory tool that establishes building height levels, but in this instance the City has yet to apply a Mixed Use zoning designation to the property in question. However, the definition of Mixed Use provided in the City's General Plan notes that the density of the Mixed Use land use designation is 10 to 40 dwelling units per acre and 0.25 to 1.6 Floor to Area ratio (FAR), with non-residential building intensities varying between 0.25 and 1.6 FAR, depending upon the location. In addition, the Mixed Use definition notes that the population per acre is 26-104 persons per acre, with the population varying with allowed residential density. Accordingly, it is reasonable to expect that the future development of the 35 +/- acre Mixed Use property will include multiple story buildings, as that is the only way that such FARs could be achieved (a FAR greater than 1.0 would have to be by way of a multiple story building), and the only way that such dwelling units per acre and persons per acre could be achieved.

Existing buildings in the area include single and multi-family residential buildings one and two stories in height and multi-story institutional uses. These buildings and the anticipated future

development of buildings within the adjacent Sierra College campus area and Mixed Use land use designation to the north of Rocklin Road are collectively all of similar size and scale to the proposed project. The height difference between the proposed project's three story buildings as compared to the adjacent and nearby apartment complexes consisting of two stories is not considered to be a significant difference nor is it vastly different from the height differential in the single family subdivision to the south where there are both one- and two-story residences. Admittedly there is a mass difference between multi-family developments and single-family developments, but there is not a significant mass difference between two-story multi-family developments and three-story multi-family developments.

A typical and obvious approach employed to address concerns related to building height is a reduction in height, as suggested in a comment received on the NOP. However, in the proposed project's circumstances, a reduction in height would negate the project's ability to meet its density requirements as stipulated by the project site's General Plan land use designation of High Density Residential and its zoning designation of Planned Development Residential, 20 dwelling units minimum per acre.

The City of Rocklin Planning Commission would also make a determination as to whether the proposed project meets the City's Design Review objectives and criteria and that hearing body has the ability to make modifications to the proposed project if they deem such necessary. If the proposed project is approved, it would subsequently be required to submit Improvement Plans, building plans and landscape plans for the development of the project. Prior to approval of Improvement plans, building plans and landscape plans, the project design elements would be subject to the review and approval of City staff. The review would include, but not be limited to, a review of onsite landscaping (including the landscape buffer areas and other landscaped areas), retaining and "privacy" walls, fencing, lighting and building design and materials.

The Design Review process, as well as the incorporation of project design features into conditions of approval and project exhibits, would ensure that the development of the proposed project would result in a **less than significant impact** to the visual character or quality of the site and its surroundings.

Mitigation: None required.

Impact 4.2-2: Cumulative Impact of Substantially Degrading the Existing Visual Character of Quality of the Site and its Surroundings.

Implementation of the proposed project would not contribute to a cumulative impact relating to substantially degrading the existing visual character or quality of the site and its surroundings. Therefore, any such impact would be **less than cumulatively considerable** and **less than significant**.

Explanation: Future development in the City of Rocklin, including the Sierra Community College campus, as well as in the Town of Loomis to the east of the proposed project site could affect the same views analyzed for the proposed project. This future development would result in changes to the existing land use environment through the conversion of vacant or partially developed land to developed uses that could result in a change in visual character or quality.

The City of Rocklin and Town of Loomis General Plans, and to some degree the Sierra College campus master plan, identify the location and type of future development and also specify goals, objective and standards of site development.

The City of Rocklin, Town of Loomis and Sierra Community College and other surrounding areas are anticipated to experience growth in association with new and infill development, which would add to the alteration of existing visual conditions. The City's General Plan EIR concluded that the cumulative development of the City in combination with the buildout of western Placer County would result in a cumulatively considerable change in the visual character of the area. Aside from the application of General Plan goals and policies addressing visual character and views, no other mitigation measures are available to fully mitigate impacts to existing visual character given the extent and density of proposed development, and significant cumulative aesthetic impacts will occur as a result of development under the General Plan and in western Placer County. The General Plan EIR further recognized that these impacts cannot be reduced to a less than significant level and that buildout of the Rocklin General Plan and western Placer County 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 considerations were adopted by the Rocklin City Council in regard to these impacts, which were found to be significant and unavoidable.

Future surrounding development, as well as the development of the proposed project, would change the existing visual character or quality of those specific locations from vacant land to developed land uses. Through land use entitlement and other review processes, future development is anticipated to be well designed and consistent and compatible with adjacent developments in the larger project vicinity. Development patterns would include landscaping and setbacks that would help screen future development from adjacent land uses and provide a transition space from existing developed land uses. Therefore, the impact would be considered **less than cumulatively considerable** and **less than significant**.

Mitigation: None required.

Section 4.3. Air Quality

The Project's potential impacts related to air quality are described and discussed on pages 4.3-1 to 4.3-32 of the DEIR, as well as in the FEIR in the responses to comments received on the DEIR.

Impact 4.3-1: Conflict with or Obstruct Implementation of the Applicable Air Quality Plan.

Implementation of the proposed project would result in development that could conflict with or obstruct implementation of the applicable air quality plan. However, as explained further below, the Project's operational emissions would not have this result and the impact would be **less than significant**.

Explanation: The Placer County Air Pollution Control District (PCAPCD) and a number of other air districts in the Sacramento Valley Air Basin (SVAB) developed the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (the 2013 Plan) to address attainment of the federal 8-hour ozone standard. Similarly, the PCACPD's 2012 Triennial

Progress Report addresses attainment of the California 1-hour and 8-hour ozone standards. Projects in the SVAB could be considered to conflict with the 2013 Plan if the emissions impact of the project would be greater than what was projected in the emissions inventories of the Plan. The 2013 Plan's emissions inventories are developed based upon anticipated growth parameters such as population and housing, which are based upon local general plan and zoning designations, in this instance the City of Rocklin General Plan and the City of Rocklin Zoning Map.

In general, a project would not interfere with the applicable air quality plan if it is consistent with growth assumptions used to form the applicable air quality plan and if the project implements all available and reasonably feasible air quality control measures. Air quality impacts are controlled through policies and provisions of the PCAPCD, the City of Rocklin General Plan, the 2013 Plan, and the 2012 Triennial Progress Report.

The most significant air quality impacts from a residential development are associated with mobile source emissions. The vehicle trips generated by the proposed residential project would be less than the number of trips that could be generated if the project site was built out per the former retail commercial land use designation that was in place at the time that emission inventories were conducted for the 2013 Plan. Specifically, based on the project's traffic study and the Institute of Transportation Engineers Trip Generation Manual (9th edition), the proposed residential project would generate 1,305 daily trips (195 dwelling units X 6.69 daily trips/dwelling unit for apartments). Conversely, the former retail commercial designation would be expected to generate 4,744 daily trips (10.2 acres X 43,560 sf/acre = 444,312 sf X .25 retail sf/site sf = 111,078 sf X 42.70 trips/1000 sf for shopping centers). Thus, the proposed project would generate 3,439 fewer daily trips and the project would result in fewer overall emissions as compared to the emissions that would be generated by a retail commercial project. Because emission inventories within the 2013 Plan were determined based on the then-allowed commercial uses, the emissions related to the proposed project would be less than what was estimated and included in emissions inventories. Thus, the project would result in less mobile source emissions than anticipated and such emissions would be less overall when compared with emissions inventories of the 2013 Plan.

General conformity requirements of the Plan include whether the project would contribute to new violations of NAAQS, increase the frequency or severity of an existing violation of any NAAQS, or delay timely attainment of any NAAQS. As indicated in Impacts 4.3-2 and 4.3-3 below, the proposed project's short-term construction emissions and long-term operational emissions would not exceed the PCAPCD's project-level thresholds of significance with implementation of the identified mitigation measures.

As demonstrated by the vehicle trip generation comparison presented above, the proposed project's operational emissions are anticipated to be lower than that which could be generated by the level of development that was anticipated by the 2013 Plan and evaluated in the City of Rocklin General Plan EIR. Given that the 2013 Plan contemplated and accounted for greater air quality impacts associated with the Project site's previous planned commercial use, the current project would not conflict or obstruct implementation of the 2013 Plan. Therefore, the proposed project would not conflict with or obstruct implementation of the applicable air quality plan, and the impact would be **less than significant**.

Mitigation: None required.

Impact 4.3-2: Violate Any Air Quality Standard or Contribute Substantially to an Existing or Projected Air Quality Violation.

Implementation of the proposed project would result in the generation of ROG, NO_x and PM₁₀ emissions that could violate an air quality standard or contribute substantially to an existing or projected air quality violation. Therefore, this would be a **potentially significant impact**.

Explanation:

Construction Emissions

Construction activities would result in temporary short-term emissions associated with vehicle trips from construction workers, operation of construction equipment, and the dust generated during construction activities. These temporary and short-term emissions would generate ozone precursors (ROG and NO_x) as well as PM₁₀ and PM_{2.5}.

Construction-related fugitive dust emissions would vary from day to day, depending on the level and type of activity, silt content of the soil, and the weather. In the absence of mitigation, construction activities may result in significant quantities of dust, and as a result, local visibility and PM₁₀ concentrations may be adversely affected on a temporary and intermittent basis. In addition, fugitive dust generated by construction would include not only PM₁₀, but also larger particles, which would fall out of the atmosphere within several hundred feet of the site and could result in nuisance-type impacts to nearby uses.

To address short-term construction impacts related to dust emissions, the Placer County Air Pollution Control District has adopted Rule 228 – Fugitive Dust. Rule 228 includes the following discussion related to Minimum Dust Control Requirements: The following dust mitigation measures are to be initiated at the start and maintained throughout the duration of any construction or grading activity, including any construction or grading for road construction or maintenance.

- Unpaved areas subject to vehicle traffic must be stabilized by being kept wet, treated with a chemical dust suppressant, or covered.
- The speed of any vehicles and equipment traveling across unpaved areas must be no more than 15 miles per hour unless the road surface and surrounding area is sufficiently stabilized to prevent vehicles and equipment traveling more than 15 miles per hour from emitting dust exceeding Ringelmann 2 or visible emissions from crossing the project boundary line.
- Storage piles and disturbed areas not subject to vehicular traffic must be stabilized by being kept wet, treated with a chemical dust suppressant, or covered when material is not being added to or removed from the pile.
- Prior to any ground disturbance, including grading, excavating, and land clearing, sufficient water must be applied to the area to be disturbed to prevent emitting dust

exceeding Ringelmann 2 and to minimize visible emissions from crossing the boundary line.

- Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt, from being released or tracked offsite.
- When wind speeds are high enough to result in dust emissions crossing the boundary line, despite the application of dust mitigation measures, grading and earthmoving operations shall be suspended.
- No trucks are allowed to transport excavated material off-site unless the trucks are maintained such that no spillage can occur from holes or other openings in cargo compartments, and loads are either covered with tarps, or wetted and loaded such that the material does not touch the front, back, or sides of the cargo compartment at any point less than six inches from the top and that no point of the load extends above the top of the cargo compartment.

In addition, the proposed project is required to comply with all PCAPCD rules and regulations for construction, with the following rules specifically applicable to construction-related air quality impacts:

- Rule 202 related to visible emissions;
- Rule 205 related to emissions that may cause nuisance conditions;
- Rule 217 related to the emission of ROG from asphalt using for paving; and
- Rule 218 related to architectural coatings

The California Emission Estimator Model (CalEEMod) Version 2016.3.1 was used to estimate construction emissions for the proposed project and the modeling input parameters were adjusted to reflect the requirements of these applicable rules. Table 4.3-6 (DEIR, p. 4.3-17) identifies that the PCAPCD’s established criteria pollutant threshold of significance for land use projects is 82 pounds per day for ROG, NOx and PM10 emissions for project construction. Table 4.3-7 (DEIR, p. 4.3-21 and reprinted below) shows the proposed project’s construction emissions for the construction years 2018 and 2019.

TABLE 4.3-7 CONSTRUCTION EMISSIONS (UNMITIGATED MAXIMUM DAILY LBS./DAY)				
	ROG	NOx	PM₁₀ TOTAL	PM_{2.5} TOTAL
2018 (Summer)	12.0013	59.5767	20.7920	12.3416
2018 (Winter)	11.9830	59.5907	20.7920	12.3416
2019 (Summer)	14.4489	62.7993	3.8481	3.2224
2019 (Winter)	14.4405	62.8367	3.8481	3.2224
PCAPCD SIGNIFICANCE THRESHOLD	82	82	82	N/A
EXCEEDANCE OF PCAPCD THRESHOLD	NO	NO	NO	NO
NOTES: N/A = Not Applicable				
SOURCES: Placer County Air Pollution Control District, <i>CEQA Air Quality Handbook</i> , October 2012, CALEEMOD (Version 2016.3.1).				

As shown in the table above, with adherence to the PCAPCD rules, the construction emissions in the 2018 and 2019 construction season (winter and summer) do not exceed the PCAPCD thresholds of significance.

Mitigation for Construction Emissions: None required.

Operational Emissions

The proposed project would be a direct and indirect source of air pollution, in that it would generate and attract vehicle trips in the region (mobile source emissions) and it would increase area source emissions and energy consumption. The mobile source emissions would be entirely from vehicles, while the area source emissions would be primarily from the use of natural gas fuel combustion, hearth fuel combustion, landscape fuel combustion, consumer products and architectural coatings.

The California Emission Estimator Model (CalEEMod) Version 2016.3.1 was used to estimate operational emissions for the proposed project. Table 4.3-6 (DEIR, p. 4.3-17) identifies the PCAPCD’s established criteria pollutant threshold of significance for land use projects as 55 pounds per day for ROG and NOx and 82 pounds per day for PM10 emissions for project operations. Table 4.3-8 (DEIR, p. 4.3-22, and reprinted below) shows the proposed project’s operational emissions broken down into individual emission categories of area, energy and mobile, as well as a total of all emission categories.

TABLE 4.3-8				
OPERATIONAL EMISSIONS (UNMITIGATED MAXIMUM DAILY LBS./DAY)				
	ROG	NOx	PM₁₀ TOTAL	PM_{2.5} TOTAL
SUMMER				
Area	303.7635	6.0152	51.7384	51.7384
Energy	0.0937	0.8010	0.0648	0.0648
Mobile	5.4914	10.5509	8.0128	2.2144
Total	309.3486	17.3671	59.8160	54.0175
PCAPCD SIGNIFICANCE THRESHOLD	55	55	82	N/A
EXCEEDANCE OF PCAPCD THRESHOLD	YES	NO	NO	NO
WINTER				
Area	303.7635	6.0152	51.7384	51.7384
Energy	0.0937	0.8010	0.0648	0.0648
Mobile	4.6864	11.7168	8.0134	2.2149
Total	308.5437	18.5330	59.8166	54.0181
PCAPCD SIGNIFICANCE THRESHOLD	55	55	82	N/A
EXCEEDANCE OF PCAPCD THRESHOLD	YES	NO	NO	NO
NOTES: N/A = Not Applicable				
SOURCES: Placer County Air Pollution Control District, <i>CEQA Air Quality Handbook</i> , October 2012, CALEEMOD (Version 2016.3.1).				

Operational NOx and PM₁₀ emissions are below the thresholds of significance for the individual emissions categories (i.e., area, energy and mobile sources), as well as the total for these categories. The ROG emissions for the Area Source category, as well as the total for all categories, exceed the project-level operational threshold of significance. The PCACPD has determined that projects with emissions that exceed this threshold are potentially significant and require mitigation to reduce emissions.

The California Emission Estimator Model (CalEEMod) Version 2016.3.1 was used to estimate project-level operational emissions for the proposed project with implementation of mitigation measures. The primary source of operational emissions that was targeted for mitigation in the model was the area source emissions, which are estimated at 303.7635 lbs./day (maximum daily). Mitigation was entered into the model to reduce the total operational emissions. Mitigation included the following for area source emissions:

- No Hearths
- Energy Efficient Appliances
- Low Volatile Organic Compound (VOC) Paints
- Implement Neighborhood Electric Vehicle (NEV) Network

Table 4.3-9 (DEIR, p. 4.3-23, and reprinted below) shows the project-level operational emissions, which include area, energy and mobile source emissions that would result from operations of the proposed project with mitigation.

TABLE 4.3-9 OPERATIONAL EMISSIONS (MITIGATED MAXIMUM DAILY LBS./DAY)				
	ROG	NOx	PM₁₀ TOTAL	PM_{2.5} TOTAL
SUMMER				
Area	5.3365	0.1873	0.0886	0.0886
Energy	0.0937	0.8010	0.0648	0.0648
Mobile	5.4785	10.5135	7.9728	2.2033
Total	10.9087	11.5018	8.1261	2.3567
Percent Reduction	96.5	33.8	86.4	95.6
PCAPCD SIGNIFICANCE THRESHOLD	55	55	82	N/A
EXCEEDANCE OF PCAPCD THRESHOLD	NO	NO	NO	NO
WINTER				
Area	5.3365	0.1873	0.0886	0.0886
Energy	0.0937	0.8010	0.0648	0.0648
Mobile	4.6726	11.6738	7.9734	2.2039
Total	10.1028	12.6620	8.1268	2.3573
Percent Reduction	96.7	31.7	86.4	95.6
PCAPCD SIGNIFICANCE THRESHOLD	55	55	82	N/A
EXCEEDANCE OF PCAPCD THRESHOLD	NO	NO	NO	NO
NOTES: N/A = Not Applicable SOURCES: Placer County Air Pollution Control District, <i>CEQA Air Quality Handbook</i> , October 2012, CALEEMOD (Version 2016.3.1).				

As shown in the table above, all emissions are reduced to a level that does not exceed the project-level operational thresholds of significance.

Mitigation for Operational Emissions:

Mitigation Measure 4.3-2 (a): Prior to the start of any grading or construction activity, the Project applicant shall include the following standard notes on all Improvement and Building Plans approved in association with this Project and shall implement the notes during all grading and construction activities:

1. No wood burning fireplaces/hearths shall be allowed. Only natural gas or propane fired fireplace appliances are permitted. These appliances shall be clearly delineated on the Building Plans submitted in conjunction with the Building Permit application. (Based on PCAPCD Rule 225, section 302.2).
2. Install Energy Efficient (Energy Star rated) appliances, including fans, refrigeration, and clothes washers and dryers in all of the apartment units.
3. Install a total of eight electric vehicle charging stations within the Project site. The location of all eight charging stations shall be identified on maps provided to the City of Rocklin. In year one, all eight locations shall have conduit installed and available for installation of the charging stations. Additionally, in year one, four electric vehicle charging stations shall be fully connected and actively available to residents. At the end of year one, the applicant shall evaluate the demand for the four active charging stations and determine whether additional charging stations are warranted based on the demand by the residents. The evaluation shall continue annually until all eight charging stations are fully installed and active. The demand evaluation shall be based on a combination of physical observations, electric usage (i.e., bills) and resident surveys. The annual demand evaluations shall be provided to the City of Rocklin until such time that all eight charging stations are fully installed and active.
4. Low Volatile Organic Compound (VOC) paint shall be utilized for both the interiors and exteriors of the buildings. To limit the quantity of VOCs in architectural coatings supplied, sold, offered for sale, applied, solicited for application, or manufactured for use within the PCAPCD boundaries, all projects must comply with PCAPCD Rule 218 (based on PCAPCD Rule 218).

Mitigation Measure 4.3-2 (b): Prior to the issuance of a certificate of occupancy, the Project applicant shall provide certification from a sustainability energy consultant that Energy Star rated fans, refrigerators, and clothes washers and dryers have been installed in all of the apartment units.

Level of Significance After Mitigation:

Implementation of **Mitigation Measures 4.3-2 (a) and (b)** would ensure that all operational emissions are reduced below the PCAPCD's thresholds of significance. Therefore, the Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation and the impact would be **less than significant**.

Impact 4.3-3: Expose Sensitive Receptors to Substantial Pollutant Concentrations.

Implementation of the proposed Project could expose sensitive receptors to substantial pollutant concentrations. However, as explained further below, the Project would not result in the exposure of sensitive receptors to localized concentrations of TACs or any other substantial pollutant concentrations, and the impact would be **less than significant**.

Explanation:

Localized Carbon Monoxide (CO) Exposure

CO is a localized pollutant of concern (i.e., high concentrations are normally only found very near sources). The major source of CO, a colorless, odorless, poisonous gas, is automobile traffic. Elevated concentrations of CO (i.e., hotspots) are usually only found near crowded or congested intersections where traffic is slow and/or idling. The proposed project would increase traffic on surrounding roadways and would increase concentrations of carbon monoxide along streets providing access to the project site.

The CO screening approach outlined in the PCAPCD's *CEQA Air Quality Handbook: Assessing and Mitigating Air Quality Impacts under CEQA* (2012) was used to estimate whether or not the proposed project's traffic impact would cause a potential CO hotspot. The CO screening approach uses the following screening criteria:

- A traffic study for the project indicates that the peak-hour Level of Service (LOS) on one or more streets or at one of more intersections (both signalized and non-signalized) in the project vicinity will be degraded from an acceptable LOS (e.g., A, B, C or D) to an unacceptable LOS (e.g., LOS E or F); or
- A traffic study indicates that the project will substantially worsen an already existing unacceptable peak-hour LOS on one or more streets or at one or more intersections in the project vicinity. "Substantially worsen" includes situations where delay would increase by 10 seconds or more when project-generated traffic is included.

If the answer to one or both of these screening criteria is "yes", then the proposed project can be said to have the potential to create a violation of the CO standard and further modeling is warranted. If the answer to the screening criteria is "no", then further modeling is not warranted and the proposed project would not create a violation of the CO standard.

The Sierra Gateway Apartments Project Level of Service Analysis (Omni Means 2017) examined Level of Service (LOS) for the intersections affected by the proposed project. The traffic study indicates that the Sierra College Blvd/Rocklin Road intersection would operate at an LOS of D under the Short Term No Project and Short Term Plus Project conditions during the PM peak hour, but would deteriorate to an LOS E under the Short Term Plus Project with Outbound Access from Water Lily Lane condition during the PM peak hour. Therefore, this intersection would cause the proposed project to not screen out under the CO screening approach outlined in the Placer County Air Pollution Control District's *CEQA Air Quality Handbook Assessing and Mitigating Air Quality Impacts for Projects Under CEQA* (2012).

The PCAPCD is currently in the process of updating their CO guidelines (4/12/17 phone correspondence with Dr. Yushuo Chang, Senior Planner at PCAPCD) and the PCAPCD has advised that the potential for a CO hotspot should be analyzed based on whether or not the proposed project would generate more than a maximum daily emission of 550 pounds of CO. If the project were to generate greater than this level of CO emissions during project operations, the proposed project would be considered to have a high potential for generating a CO hotspot, and therefore further analysis would be required. If the project were to generate equal to or less than a maximum daily emission of 550 pounds of CO during project operations, then further analysis would not be required (PCAPCD, 2017). Given that the proposed project would not generate greater than 436.0614 pounds/day of CO emissions under the unmitigated scenario, and no greater than 67.4809 pounds/day of CO emissions under the mitigated scenario (as provided by CalEEMod; See Appendices A and B), the proposed project would not be required to undergo further CO hotspot analysis.

Furthermore, as described by the Sierra Gateway Apartments Project Level of Service Analysis (Omni Means 2017), the Rocklin General Plan EIR previously forecasted LOS E conditions at the intersection of Sierra College Boulevard/Rocklin Road (the affected intersection) in the Cumulative Conditions (Table 4.4-29 of the Rocklin General Plan EIR). Page 4.4-76 of the Rocklin General Plan EIR also identified a mitigation measure that would improve intersection operations to LOS B (modify the intersection to include a free eastbound right turn lane from Rocklin Road onto Sierra College Boulevard) that was adopted by the Rocklin City Council. Therefore, although the Sierra College Blvd/Rocklin Road intersection has been forecasted to undergo a degradation of LOS in the short-term, this degradation of LOS at the affected intersection is expected to be remedied in the long-term.

Given that the proposed project is within an attainment area for carbon monoxide (ambient air quality standards are currently attained) and in an area with low background concentrations, and given the proposed project would not generate maximum daily emissions of greater than 550 pounds of CO during project operations, the potential for a carbon monoxide hotspot impact represents a less than significant impact.

Toxic Air Contaminant (TAC) Exposure

A toxic air contaminant is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air. However, their high toxicity or health risk may pose a threat to public health even at very low concentrations. In general, for those TACs that may cause cancer, there is no concentration that does not present some risk. This contrasts with the criteria pollutants for which acceptable levels of exposure can be determined and for which the state and federal government have set ambient air quality standards.

No sources of substantial TACs would be associated with operation of the proposed project. However, the proposed project would include development of residences, and because of the sensitivity of this use, an assessment of compatibility with surrounding land uses with respect to TAC emissions is provided.

TABLE 4.3-10 CARB MINIMUM SEPARATION RECOMMENDATIONS ON SITING SENSITIVE LAND USES	
SOURCE CATEGORY	ADVISORY RECOMMENDATIONS
Freeways and High-Traffic Roads	Avoid siting sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day
Distribution Centers	Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week). Take into account the configuration of existing distribution centers and avoid locating residences and other new sensitive land uses near entry and exit points.
Rail Yards	Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance railyard. Within one mile of a rail yard, consider possible siting limitations and mitigation approaches.
Ports	Avoid siting of new sensitive land uses immediately downwind of ports in the most heavily impacted zones. Consult local air districts or the CARB on the status of pending analyses of health risks.
Refineries	Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult with local air districts and other local agencies to determine an appropriate separation.
Chrome Platers	Avoid siting new sensitive land uses within 1,000 feet of a chrome plater.
Dry Cleaners Using Perchloro-ethylene	Avoid siting new sensitive land uses within 300 feet of any dry cleaning operation. For operations with two or more machines, provide 500 feet. For operations with three or more machines, consult with the local air district. Do not site new sensitive land uses in the same building with perc dry cleaning operations.
Gasoline Dispensing Facilities	Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50 foot separation is recommended for typical gas dispensing facilities.
SOURCE: Air Quality and Land Use Handbook: A Community Health Perspective, California Air Resources Board (CARB) 2005	

There are no nearby industrial areas in the vicinity of the proposed project. The primary source of TACs that could affect the proposed project would be on-road mobile sources on nearby surface streets. The California Air Resources Board (CARB) published the *Air Quality and Land Use Handbook: A Community Health Perspective* to provide information to planners and decision-makers about land use compatibility issues associated with emissions from industrial, commercial and mobile sources of air pollution. The CARB Handbook indicates that mobile sources continue to be the largest overall contributors to the State’s air pollution problems, representing the greatest air pollution health risk to most Californians. The most serious

pollutants on a statewide basis included diesel exhaust particulate matter (diesel PM or DPM), benzene, and 1, 3-butadiene, all of which are emitted by motor vehicles. These mobile source air toxics are largely associated with freeways and high traffic roads. Non-mobile source air toxics are largely associated with industrial and commercial uses. Table 4.3-10 (DEIR, p. 4.3-27, and reprinted above) provides the California Air Resources Board minimum separation recommendations on siting sensitive land uses.

The proposed project is a residential development project and does not include any of the source categories listed in Table 4.3-10. There is one source category located in the vicinity of the project site (freeways). Interstate 80 (I-80) is located approximately 3,500 feet to the northeast of the project site, which is beyond the 500 foot screening distance which results in the proposed project being consistent with the *CARB Minimum Separation Recommendations on Siting Sensitive Land Uses* for freeways. Additionally, there are no other source categories (i.e., high-traffic roads, distribution centers, rail yards, ports, refineries, chrome platers, dry cleaners using perchloro-ethylene, gasoline dispensing facilities) located within the CARB recommended screening distances or in the project vicinity. Therefore, implementation of the proposed project would not result in the exposure of sensitive receptors to localized concentrations of TACs or any other substantial pollutant concentrations, and the impact would be **less than significant**.

Mitigation: None required

Impact 4.3-4: Create Objectionable Odors Affecting a Substantial Number of People

Implementation of the proposed Project could create objectionable odors affecting a substantial number of people. However, as explained further below, the Project would not result in the development of land uses associated with the creation of substantial odors nor would the proposed Project locate sensitive receptors in the proximity of a known odor source and the impact would be **less than significant**.

Explanation:

While offensive odors rarely cause any physical harm, they can be very unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and the PCAPCD. The general nuisance rule (Health and Safety Code Section 41700 and PCAPCD Rule 215) is the basis for the threshold.

Examples of facilities that are known producers of odors include wastewater treatment facilities, chemical manufacturing, sanitary landfills, fiberglass manufacturing, transfer stations, painting/coating operations (e.g. auto body shops), composting facilities, food processing facilities, petroleum refineries, feed lots/dairy, asphalt batch plants, and rendering plants. Table 4.3-11 (DEIR, p. 4.3-29 and reprinted below) provides the PCAPCD's recommended odor screening distances and suggested buffer distances for a variety of odor-generating facilities.

TABLE 4.3-11 PCAPCD ODOR SCREENING DISTANCES	
LAND USE/TYPE OF OPERATION	PROJECT SCREENING DISTANCE
Wastewater Treatment Plant	2 miles
Wastewater Pumping Facilities	1 mile
Sanitary Landfill	2 miles
Transfer Station	1 mile
Composting Facility	1 mile
Petroleum Refinery	2 miles
Asphalt Batch Plant	2 miles
Chemical Manufacturing	2 miles
Fiberglass Manufacturing	1 mile
Painting/Coating Operations	1 mile
Rendering Plant	2 miles
Coffee Roaster	1 mile
Food Processing Facility	1 mile
Confined Animal Facility/Feed Lot/Dairy	1 mile
Green Waste and Recycling Operations	1 mile
Metal Smelting Plants	2 miles
SOURCE: Sacramento Metropolitan Air Quality Management District (SMAQMD), CEQA Guide to Air Quality Assessment, Chapter 7, Odors/Recommended Odor Screening Distances	

If a project would locate receptors and known odor sources in proximity to each other further analysis may be warranted; however if a project would not locate receptors and known odor sources in proximity to each other, then further analysis is not warranted.

The proposed project would not result in the development of land uses associated with the creation of substantial odors (such as a wastewater treatment plant, rendering plant, composting facility, asphalt batch plant, etc.), nor would the proposed project locate sensitive receptors in the proximity of a known odor source and as such, further analysis is not warranted. Therefore, implementation of the proposed project would not result in the exposure of a substantial number of people to objectionable odors and the impact would be **less than significant**.

Mitigation: None required.

Impact 4.3-5: Result in a Cumulatively Considerable Net Increase of any Criteria Air 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)

Implementation of the proposed Project would result in development that could result in a cumulatively considerable net increase of any criteria air 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). Therefore, this would be a **potentially significant impact**.

Explanation:

ROG and NOx are ozone precursors and are primarily of regional concern. Thus, all other mobile, area, and energy sources in the SVAB that would operate concurrently with the proposed project would contribute to cumulative operational-related ROG and NOx emissions.

The PCAPCD has historically recommended 10 lbs. per day as the cumulative thresholds for land use projects in Placer County. This threshold was established to identify a threshold for the implementation of BACT for stationary sources, and mitigation measures or other sources when the threshold is exceeded. However, the cumulative thresholds were updated by the recent *PCAPCD CEQA Thresholds of Significance Justification Report*, which are presented in Table 4.3-6 of the DEIR. (DEIR, p. 4.3-17 and reprinted elsewhere in these Findings).

The District does not recommend the use of this cumulative threshold to determine the need for an EIR. Rather, this threshold is used by the District to recommend mitigation measures to offset the project’s cumulative air quality impacts. Table 4.3-12 (DEIR, p. 4.3—31 and reprinted below) presents the PCAPCD’s cumulative thresholds.

TABLE 4.3-12 OPERATIONAL PHASE CUMULATIVE EMISSION THRESHOLDS				
	<i>ROG</i>	<i>NOx</i>	<i>PM₁₀</i>	<i>PM_{2.5}</i>
Threshold	55 lbs/day	55 lbs/day	82 lbs/day	N/A
<i>SOURCE: PCAPCD CEQA THRESHOLDS OF SIGNIFICANCE JUSTIFICATION REPORT (PCAPCD 2016)</i>				

As previously discussed, the California Emission Estimator Model (CalEEMod)TM (v.2016.3.1) was used to estimate project-level operational emissions for the proposed project. Mitigation was entered into the model to reduce the total operational emissions. Mitigation included the following for area source emissions:

- No Hearths
- Energy Efficient Appliances
- Low VOC Paints
- Implement NEV Network (0.5 % - low penetration value of 0.04 NEV/household, equivalent to eight charging stations)

It should be noted that the mitigation model input for low VOC paint (interior and exterior) is a standard requirement in Placer County in accordance with PCAPCD Rule 218, so while it is modeled as mitigation the standard requirement is not identified as a mitigation measure in

this report. Table 4.3-13 (DEIR, p. 4.3-32 and reprinted below) shows the project-level operational emissions, which include area, energy, and mobile source emissions that would result from operations of the proposed project with mitigation.

(i)

TABLE 4.3-13 OPERATIONAL EMISSIONS (MITIGATED MAXIMUM DAILY LBS/DAY)				
	<i>ROG</i>	<i>NOx</i>	<i>PM₁₀ Total</i>	<i>PM_{2.5} Total</i>
<i>Summer</i>				
Area	5.3365	0.1873	0.0886	0.0886
Energy	0.0937	0.8010	0.0648	0.0648
Mobile	5.4785	10.5135	7.9728	2.2033
Total	10.9087	11.5018	8.1261	2.3567
Percent Reduction	96.5%	33.8%	86.4%	95.6%
<i>Winter</i>				
Area	5.3365	0.1873	0.0886	0.0886
Energy	0.0937	0.8010	0.0648	0.0648
Mobile	4.6726	11.6738	7.9734	2.2039
Total	10.1028	12.6620	8.1268	2.3573
Percent Reduction	96.7%	31.7%	86.4%	95.6%
<i>SOURCES: CALEEMOD (v.2016.3.1) AND PCAPCD CEQA THRESHOLDS OF SIGNIFICANCE JUSTIFICATION REPORT (PCAPCD 2016)</i>				

As shown in the table above, the proposed project’s operational related emissions impacts would be below cumulative thresholds of significance for ROG and NOx during both the summer and winter in the adjusted (mitigated) scenario.

Mitigation:

To address the potentially significant cumulative air quality impact as a result of operational emissions and to ensure compliance with the operational emissions reduction measures noted above, the following mitigation measure is being applied to the project:

Mitigation Measure 4.3-5:

Implement Mitigation Measures 4.3-2(a) and 4.3-2(b).

Level of Significance After Mitigation:

Implementation of **Mitigation Measure 4.3-5** would ensure that the operational activities associated with the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard. Therefore, the impact would be considered **less than cumulatively considerable** and **less than significant**.

Section 4.4. Biological Resources

The Project's potential impacts related to biological resources are described and discussed on pages 4.4-1 to 4.4-28 of the DEIR, as well as in the FEIR in the responses to comments received on the DEIR.

Impact 4.4-1 Substantial Adverse Effect on Special-Status Species.

Implementation of the proposed Project would have impacts on biological resources as the site is converted from a vacant site to a developed site, which could affect candidate, sensitive or special status species. Therefore, this would be a **potentially significant impact**.

Explanation:

Based on the findings of the biological resource surveys discussed above, although special-status plant or wildlife species were not observed during surveys, there is still the potential for the occurrence of one special-status plant species (Big-scale balsam root) and several special-status wildlife species (Western pond turtle, Cooper's hawk, Sharp-shinned hawk, purple martin and other raptors and migratory birds) on the project site.

Impacts to species that are not considered to be special-status species that may occur on the project site, such as black-tailed deer, raccoons, skunks and common birds, etc., will also occur as the project site is converted from a vacant site to a developed site and the majority of the project site's habitat is converted from annual grassland and oak woodland to an urban setting consisting of structures and ornamental landscaping. However, because such species are not considered to be special-status species and are thus not afforded protection by federal, state or local legislation, impacts to those species are not considered to be significant.

Impacts to all biological resources (including species that are not considered to be special-status species) were considered in the City of Rocklin General Plan EIR. 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, including the development of the proposed project site. 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:

To address the potentially significant impact to one special-status plant species (Big-scale balsam root), the following mitigation measure is being applied to the Project and shall be incorporated as notes on the grading and/or improvement plans:

Mitigation Measure 4.4-1 (a): A pre-construction botanical survey for Big-scale balsamroot shall be conducted by a qualified botanist during the appropriate blooming period (March to June) to determine presence of absence of this species on the Project site. If no Big-scale balsam root is found, no further mitigation is required. If the species is found, the botanist shall establish an approximately 10-foot buffer around the individuals and the Project should avoid impacts to the plants. If avoidance is not feasible, a plan should be developed prior to the commencement of construction activities that includes measures for preserving and enhancing existing populations, creating off-site populations through seed collection or transplantation, and/or restoring or creating suitable habitat to achieve no net loss of occupied habitat or individuals. The plan should also include monitoring and reporting requirements for populations to be preserved on the Project site or protected or enhanced off site. The plan shall be approved by the California Department of Fish and Wildlife (CDFW).

To address the potentially significant impact to the western pond turtle, the following mitigation measure is being applied to the Project and shall be incorporated as notes on the grading and/or improvement plans:

Mitigation Measure 4.4-1 (b): A pre-construction survey for western pond turtle shall be conducted by a qualified biologist within 14 days prior to start of any grading or construction activities to determine presence of absence of this species on the Project site. If no western pond turtles are found, no further mitigation is required so long as construction commences within 14 days of the preconstruction survey and, once construction begins, it does not halt for more than 14 days. If western pond turtles are found, the biologist shall relocate the species to suitable habitat away from the construction zone to similar habitat outside of the construction footprint, but within the Project area.

To address the potentially significant impacts to Cooper's hawk, Sharp-shinned hawk, purple martin and other nesting raptors and migratory birds, the following mitigation measure is being applied to the Project and shall be incorporated as notes on the grading and/or improvement plans:

Mitigation Measure 4.4-1 (c): The applicant/developer shall attempt to time the removal of potential nesting habitat for raptors and migratory birds to avoid the nesting season (February 1 – August 31).

If vegetation removal and/or Project grading or construction activities occur during the nesting season for raptors and migratory birds (February 1-August 31), the applicant/developer shall hire a qualified biologist approved by the City to conduct pre-construction surveys no more than 14 days prior to initiation of development activities. The survey shall cover all areas of

suitable nesting habitat within 500 feet of Project activity and shall be valid for one construction season. Documentation of the survey shall be provided to the City and if the survey results are negative, no further mitigation is required and necessary tree removal may proceed. If there is a break in construction activity of more than 14 days, then subsequent surveys shall be conducted.

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

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

Level of Significance After Mitigation:

Implementation of **Mitigation Measures 4.4-1 (a), (b) and (c)** would ensure that impacts to special-status plant and animal species that have the potential to occur on the Project site would be reduced below a level of significance. Therefore, the impact would be **less than significant**.

Impact 4.4-2 Substantial Adverse Effect on Riparian Habitat and/or Federally Protected Wetlands.

Implementation of the proposed Project would have impacts on biological resources as the site is converted from a vacant site to a developed site, which could affect riparian habitat and federally protected wetlands. Therefore, this would be a **potentially significant impact**.

Explanation:

Based on the findings of the biological resource surveys and wetland delineations discussed above, the proposed project site includes some areas of riparian habitat and 0.02 acres of wetlands. The development of the proposed project will result in the loss of some riparian habitat and the permanent loss of 0.02 acres of wetlands. As discussed above, impacts to these resources are regulated by the California Department of Fish and Wildlife Code and the Clean Water Act, respectively, and require permitting by the California Department of Fish and Wildlife, the U.S. Army Corps of Engineers and the Regional Water Quality Control Board, as well as potential consultation with the United States Fish and Wildlife Service.

Mitigation:

To address the potentially significant impact to riparian habitat and federally protected wetlands, the following mitigation measure is being applied to the project and shall be incorporated as notes on the grading and/or improvement plans:

Mitigation Measure 4.4-2: Prior to any grading or construction activities, the appropriate Section 404 permit will need to be acquired for any Project-related impacts to waters of the

U.S. Any waters of the U.S. that would be lost or disturbed should be replaced or rehabilitated on a “no-net-loss” basis in accordance with the Corps’ mitigation guidelines. Habitat restoration, rehabilitation, and/or replacement should be at a location and by methods agreeable to the Corps of Engineers. In association with the Section 404 permit and prior to the issuance of improvement plans, a Section 401 water quality certification from the Regional Water Quality Control Board shall be obtained. All terms and conditions of said permits shall be complied with.

If it is determined through consultation efforts between the U.S. Corps of Engineers and the U.S. Fish and Wildlife Service (USFWS) that a Biological Opinion is required, the applicant shall obtain one and all terms and conditions of the Biological Opinion shall be complied with.

For potential impacts to riparian habitat, the Project shall obtain a Section 1600 Streambed Alteration Agreement (SAA) from the California Department of Fish and Wildlife and all terms and conditions of the SAA shall be complied with.

Prior to any grading or construction activities, the applicant shall submit documentation to the City of Rocklin that they have obtained an Army Corps of Engineers Section 404 permit, a Regional Water Quality Control Board Section 401 water quality certification, a California Department of Fish and Wildlife Section 1600 Streambed Alteration Agreement, and if applicable, a United States Fish and Wildlife Service Biological Opinion. The applicant shall also demonstrate to the City of Rocklin that they have implemented habitat restoration, rehabilitation, and/or replacement as stipulated in their Section 404 permit. The applicant shall also demonstrate to the City of Rocklin how they have complied with the terms and conditions of the Section 404 permit, the Section 401 water quality certification, the Section 1600 Streambed Alteration Agreement, and if applicable, the Biological Opinion.

Level of Significance After Mitigation:

Implementation of Mitigation Measure 4.4-2 would ensure that impacts to riparian habitat and federally protected wetlands that occur on the Project site would be reduced below a level of significance. Therefore, the impact would be **less than significant**.

Impact 4.4-3 Interfere Substantially with Fish or Wildlife Movement, with Wildlife Corridors, or Impede the Use of Native Wildlife Nursery Sites.

As further explained below, implementation of the proposed Project would not have significant impacts on biological resources as the site is converted from a vacant site to a developed site, which could interfere 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. Therefore, this would be a **less than significant impact**.

Explanation:

The surrounding area is mostly developed in an urban fashion, including retail commercial development to the west and residential development to the west, east and south of the Project site. The Project site is also bound on the west by Sierra College Boulevard and on the north by Rocklin Road.

The Project site is used by native resident wildlife species but not by any migratory wildlife species (in the sense of wildlife species migrating significant distances between winter and summer habitat areas). The southern edge of the “panhandle” portion of the Project site is adjacent to an existing open space preserve area that contains a ponded area and an intermittent tributary of Secret Ravine. This open space preserve area was established with the subdivision that is located to the south of the intermittent tributary through the application of City policies that require areas like these to be set aside from development activities. Such open space areas provide habitat, cover, water and food source and movement corridor opportunities for use by wildlife species. Because development by the Sierra Gateway Apartments project is not proposed in the “panhandle” portion of the Project site (other than roadway frontage and drainage improvements adjacent to Sierra College Boulevard), that portion of the Project site as well as the adjacent open space preserve area to the south can continue to function as wildlife habitat and allow for wildlife movement.

The loss of the wildlife habitat that exists on the Project site was considered in the City of Rocklin General Plan EIR. 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, including the development of the proposed Project site. 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. Therefore, the proposed Project would not interfere substantially with wildlife movement or wildlife corridors and there would be a **less than significant impact**.

The Dudek Biological Resource Assessment report noted that the intermittent tributary of Secret Ravine that occurs in the “panhandle” portion of the Project site has a low potential occurrence for central valley steelhead and Chinook salmon-central valley fall-run, the two special status fish species that were identified as having the potential to occur in the Project region. There are likely other fish species that occupy the intermittent tributary of Secret Ravine. Because development by the Sierra Gateway Apartments Project is not proposed in the “panhandle” portion of the Project site (other than roadway frontage and drainage improvements adjacent to Sierra College Boulevard, which will have no significant impacts to

the tributary or biological resources), that portion of the Project site and the intermittent tributary of Secret Ravine as well as the adjacent open space preserve area to the south can continue to function as fish species habitat and allow for fish species movement. Therefore, the proposed Project would not interfere substantially with fish movement or fish movement corridors and there would be a **less than significant impact**.

There are no native wildlife nursery sites on the Project site or in the immediate vicinity; therefore the proposed Project is not anticipated to interfere or impede the use of native wildlife nursery sites and there would be a **less than significant impact**.

Mitigation: None required.

Impact 4.4-4 Conflict with Local Policies or Ordinances Protecting Biological Resources, such as a Tree Preservation Policy or Ordinance.

Implementation of the proposed Project would have impacts on biological resources as the site is converted from a vacant site to a developed site, which could result in the removal of oak trees that are regulated by the City of Rocklin Oak Tree Preservation Ordinance. Therefore, this would be a **potentially significant impact**.

Explanation:

The firm of Abacus, a Sacramento area consulting firm with recognized expertise in arboriculture, prepared an arborist report for the Sierra Gateway Apartments project. Their report, dated October 19, 2016 is included as Appendix G to this Draft EIR. Per the arborist report, the project area includes 385 total trees, of which 368 are oak trees within the boundaries of the project that qualify as “protected trees” by the standards of the City of Rocklin Oak Tree Preservation Guidelines. Composition of the 368 oak trees includes 309 interior live oaks, 53 blue oaks, 5 valley oaks and 1 oracle oak. Of the 368 oak trees, 5 are rated 0 (dead), 133 are rated 1 (dangerous/non-correctable), 122 are rated 2 (poor), 107 are rated 3 (fair) or 4 (good), and 1 is rated 5 (excellent). As explained further below, the project proposes to remove 321 of the 368 protected trees. (See Figure 4.4-2 Oak Tree Removal)

As discussed above, the City of Rocklin has recognized the value of native trees through the adoption of the City of Rocklin Oak Tree Preservation Ordinance, Chapter 17.77 of the City of Rocklin Municipal Code. The ordinance contains policies which regulate both the removal of protected trees and the encroachment of construction activities into the protected zones of these trees. Sections 17.77.030 and 17.77.050 prohibit the removal of oak trees without the issuance of a permit and require that preservation and removal of healthy oak trees from undeveloped property shall be addressed in the development application review process, and shall be governed by the guidelines adopted under Section 17.77.100.

Prior to removal of any native oak tree, the property owner must submit an application to the City of Rocklin for an Oak Tree Removal Permit. The application will provide the species, size and condition of the tree(s) proposed for removal, and include a site plan indicating the location of the tree(s) proposed for removal and the proximity of the tree(s) to structures or other manmade improvements. Additionally, if deteriorating health or the tree is a factor for removal, the applicant may be required to provide a certified arborist report on the health of

the tree(s). Mitigation for the removal of healthy oak trees (those rated 3, 4 or 5 in the arborist report) will be required, and can either be by tree replacement or by payment into the City of Rocklin Oak Tree Preservation Fund.

Of the 368 total “protected” oak trees on the project site, the proposed project will remove 321 of the oak trees as a result of the grading that is necessary to accommodate structures, access, handicap accessibility, drainage, sewer and other infrastructure requirements. Mitigation for the removal of the 108 healthy oak trees rated 3, 4, and 5 will be required pursuant to the Ordinance. Mitigation will not be required for the remaining 260 trees that are rated 0, 1, or 2, as the arborist’s report has identified them as being poor quality (i.e. diseased) or as dead or dying.

The “panhandle” portion of the project site will require some oak tree removal due to roadway frontage and drainage improvements adjacent to Sierra College Boulevard, but otherwise 47 oak trees will be preserved in this area of the project site (of the 47 trees to be preserved, 1 is rated 0 (dead), 21 are rated 1 (dangerous/not correctable), 10 are rated 2 (poor) and 15 are rated 3 (fair) or 4 (good)). It should be noted that the previously approved Sierra College Center project located on this project site also included the removal of the majority of the oak trees, with the exception of the oak trees in the “panhandle” portion of the site and 4 oak trees located on the eastern edge of the project site that were included in a parking landscape area (those 4 oak trees are now scheduled for removal with the proposed project due to structures and hardscape being proposed in that area).

Mitigation:

To address the potentially significant impact of conflicting with local policies or ordinances protecting biological resources (i.e., the City of Rocklin Oak Tree Preservation Ordinance), the following mitigation measures is being applied to the project:

Mitigation Measure 4.4-4: Prior to the issuance of improvement plans or grading permits, the applicant shall:

- 1) Clearly indicate on the construction documents that oak trees not scheduled for removal will be protected from construction activities in compliance with the pertinent sections of the City of Rocklin Oak Tree Preservation Ordinance.
- 2) Mitigate for the removal of oak trees on the Project site consistent with the requirements of the City’s Oak Tree Preservation Ordinance (Rocklin Municipal Code Section 17.77.080.B). The required mitigation shall be calculated using the formula provided in the Oak Tree Preservation Ordinance and to that end the Project arborist shall provide the following information:
 - The total number of surveyed oak trees;
 - The total number of oak trees to be removed;
 - The total number of oak trees to be removed that are to be removed because they are sick or dying, and

- The total, in inches, of the trunk diameters at breast height (TDBH) of all surveyed oak trees on the site in each of these categories.

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

Level of Significance After Mitigation:

Implementation of Mitigation Measure 4.4-4 would ensure that impacts to oak trees regulated by the City of Rocklin Oak Tree Preservation Ordinance would be reduced below a level of significance. Therefore, the impact would be **less than significant**.

Impact 4.4-5 Conflict with the Provisions of an Adopted Habitat Conservation Plan, Natural Community Conservation Plan, or Other Approved, Local, Regional or State Habitat Conservation Plan.

Implementation of the proposed Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, this would be a **less than significant impact**.

Explanation:

The Project site is not within a Habitat Conservation Plan or Natural Community Conservation Plan area, nor is it within a local, regional, or state habitat conservation plan area. Therefore the proposed Project would not conflict with the provisions of an adopted Habitat Conservation Plan or other approved local, regional or state habitat conservation plan, and the impact would be **less than significant**.

Mitigation: None required.

Cumulative Impacts

The cumulative context for biological resources impacts would be both the City of Rocklin and the surrounding area of western Placer County. This cumulative setting condition includes proposed and approved projects, planned development under the City of Rocklin General Plan, and planned and proposed uses in the region.

Impact 4.4-6 Construction of the Proposed Project, in Conjunction with Other Development in the City of Rocklin and Western Placer County, Could Contribute to the Loss of Native Plant Communities, Wildlife Habitat Values, Special-Status Species and Wetland Resources in the Region.

Implementation of the proposed Project and continued development in the City of Rocklin and in the region could directly and indirectly affect biological resources as a result of the development of natural areas that contain wildlife habitats and plant communities. Therefore, this would be a **potentially significant impact**.

Explanation:

The proposed project would contribute incrementally to the cumulative loss of native plant communities, wildlife habitat values, special-status species and their potential habitat, and wetland resources. Growth and urbanization of the City of Rocklin, as well as growth and urbanization in western Placer County, cumulatively contribute to the loss of these resources. Construction and operation of the proposed project would degrade and/or destroy some of the project site's biological resources, which would contribute to the cumulative loss of biological resources in the region.

Cumulative impacts to biological resources were analyzed in the City's General Plan EIR. The General Plan EIR noted that the cumulative setting condition includes proposed and approved projects, planned development under the proposed General Plan Update, and planned and proposed land uses in the region, as well as consideration of development patterns on communities in western Placer County, the Central Valley and the Sierra foothills. 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, including the development of the proposed project site. It was recognized that continued development in the City and in the region could directly and indirectly affect biological resources, and the development of natural areas could cause loss of wildlife habitats or plant communities. The implementation of the proposed General Plan Update would contribute incrementally to the cumulative loss of native plant communities, wildlife habitat values, special-status species and their potential habitat and wetland resources in the western Placer County region, and the growth and urbanization of the City of Rocklin and other communities in western Placer County cumulatively contribute to the loss of these resources. The General Plan Update and its associated project components, along with other development in the region, would result in adverse impacts on special-status species, biologically sensitive habitat, native oak trees, heritage trees and oak woodland, and jurisdictional features (wetlands and waters of the U.S.)(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's Oak Tree Preservation Ordinance. Implementation of these policies would ensure that impacts to special-status species are mitigated by requiring replacement of habitat lost as well as maintenance of special-status species viability. However, complete offset of the habitat loss in the City cannot be ensured in every circumstance. The City specifically noted that balancing the needs of the City may result in some modification of existing undeveloped land and natural resources.

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. Aside from the application of General Plan goals and policies addressing impacts to biological resources, no other mitigation measures are available to fully mitigate impacts to biological resources given the extent and location of proposed

development, and significant cumulative biological resources impacts will occur as a result of development under the General Plan and in western Placer County. The General Plan EIR further recognized that these impacts cannot be reduced to a less than significant level and that buildout of the Rocklin General Plan and western Placer County will contribute to cumulative impacts to sensitive biological communities, cumulative impacts to the loss of native oak and heritage trees and cumulative impacts to the loss of oak woodland habitat. 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.

Future surrounding development, as well as the development of the proposed project, would impact biological resources as vacant land is converted to developed uses. These biological resources impacts were considered and analyzed at a programmatic level in the General Plan EIR and are considered to contribute to the significant cumulative impacts to biological resources discussed above. Future development within the City of Rocklin would be required to comply with the City's goals, policies and ordinances to mitigate impacts to biological resources. The site-specific significant impacts to biological resources as a result of the proposed Sierra Gateway Apartments project identified above can all be reduced to a less than significant level through the application of the identified mitigation measures (see Impacts 4.4-1, 4.4-2 and 4.4-4, above) or are not considered to be significant impacts (see Impacts 4.4-3 and 4.4-5, above). Because the above analysis has concluded that the proposed project will not result in any significant impacts due to the application of the identified mitigation measures and the proposed project will not result in any significant biological resources impacts more severe than those disclosed in the General Plan EIR, the City finds, pursuant to CEQA Guidelines section 15168, subdivision (c) (4), that the cumulative environmental effects of the proposed Sierra Gateway Apartments project were covered in the program EIR for the General Plan. The City also finds, pursuant to CEQA Guidelines section 15183 (j), that cumulative impacts to biological resources, including the contribution to those cumulative impacts as a result of the proposed project, were adequately discussed in the General Plan EIR and further analysis of that cumulative impact is not necessary in this Draft EIR. Therefore, with the application of the previously identified mitigation measures the impact would be considered **less than cumulatively considerable** and **less than significant**.

Mitigation: To address the potentially significant biological resources impacts as a result of the Project site being converted from a vacant site to a developed site, the following mitigation measures are being applied to the Project:

Mitigation Measure 4.4-6:

Implement Mitigation Measures 4.4-1 (a), (b) and (c), Mitigation Measure 4.4-2 and Mitigation Measure 4.4-4.

Level of Significance After Mitigation:

Implementation of **Mitigation Measures 4.4-1 (a), (b) and (c), Mitigation Measure 4.4-2 and Mitigation Measure 4.4-4** would ensure that the biological resources impacts associated with the proposed Project would not result in any significant impact nor in an increase in the severity

of significant biological resources impacts disclosed in the General Plan EIR. Therefore, the impact would be considered **less than cumulatively considerable** and **less than significant**.

Section. 4.5. Transportation/Traffic

The Project's potential impacts related to transportation and traffic are described and discussed on pages 4.5-1 to 4.5-61 of the DEIR, as well as in the FEIR in the responses to comments received on the DEIR.

Impact 4.5-1 Conflict with an Applicable Plan, Ordinance or Policy Establishing Measures of Effectiveness for the Performance of the Circulation System – Existing Plus Project Condition

Implementation of the proposed Project would not have significant transportation/traffic impacts as an undeveloped site becomes developed and automobile trips are generated. Therefore, this would be a **less than significant impact**.

Explanation:

As presented in Table 4.5-8 (Existing Plus Project, Water Lily Lane Emergency Access Intersection Levels of Service) (DEIR, p. 4.5-22), the intersections of Rocklin Road/I-80 EB Ramps and Rocklin Road/I-80 WB Ramps are projected to operate at an unacceptable LOS in the PM peak hour based on the City of Rocklin LOS standards.

Although the Existing Plus Project, Water Lily Lane Emergency Access condition adds to an unacceptable LOS at the intersection of these two freeway ramps, the impact is considered less than significant because the increase in delay due to the proposed project is less than five seconds at a signalized intersection that operates at an unacceptable LOS in the "no project" condition (WB Ramp: $40.1 - 37.9 = 2.2$ seconds and EB Ramp: $40.8 - 39.9 = 0.9$ seconds).

As presented in Table 4.5-8, all other study intersections are projected to continue to operate at an acceptable LOS in both the AM and PM peak hours.

As presented in Table 4.5-9 (Existing Plus Project Freeway Mainline and Ramp Levels of Service) (DEIR, p. 4.5-23), all freeway mainline segments and ramps are projected to continue to operate at an acceptable LOS based on Caltrans LOS standards.

As presented in Table 4.5-10 (Existing Plus Project, Outbound Access from Water Lily Lane Intersection Levels of Service) (DEIR, p. 4.5-25), the intersections of Rocklin Road/I-80 EB Ramps and Rocklin Road/I-80 WB Ramps are projected to operate at an unacceptable LOS in the PM peak hour based on the City of Rocklin LOS standards.

Although the Existing Plus Project, Outbound Access from Water Lily Lane condition adds to an unacceptable LOS at the intersection of these two freeway ramps, the impact is considered less than significant because the increase in delay due to the proposed project is less than five seconds at a signalized intersection that operates at an unacceptable LOS in the "no project" condition (WB Ramp: $40.1 - 37.9 = 2.2$ seconds and EB Ramp: $40.8 - 39.9 = 0.9$ seconds).

As presented in Table 4.5-10, all other study intersections are projected to continue to operate at an acceptable LOS in both the AM and PM peak hours.

Therefore, because the traffic generated by the proposed project would not cause any study location LOS operations to deteriorate past the identified LOS thresholds, there would be a **less than significant impact**.

Mitigation: None required.

Although no mitigation measures are required, the proposed Project would be subject to the payment of applicable Traffic Impact Mitigation (TIM) fees, South Placer Regional Transportation Authority (SPRTA) fees and Highway 65 Interchange Improvement fees as applicable on a fair share basis.

Impact 4.5-2 Conflict with an Applicable Plan, Ordinance or Policy Establishing Measures of Effectiveness for the Performance of the Circulation System – Short Term Plus Project Condition

Implementation of the proposed Project would not have significant transportation/traffic impacts as an undeveloped site becomes developed and automobile trips are generated. Therefore, this would be a **less than significant impact**.

Explanation:

As presented in Table 4.5-14 (Short Term Plus Project, Water Lily Lane Emergency Access Intersection Levels of Service) (DEIR, p. 4.5-30), the intersections of Rocklin Road/I-80 EB Ramps and Rocklin Road/I-80 WB Ramps are projected to operate at an unacceptable LOS in the PM peak hour based on the City of Rocklin LOS standards. As noted in Tables 4.5-4 and 4.5-12, (DEIR pp. 4.5-17 and 4.5-28) these two intersections operate at an unacceptable LOS in the PM peak hour under Existing Conditions and in the Short Term No Project Condition.

Although the Short Term Plus Project, Water Lily Lane Emergency Access condition adds to an unacceptable LOS at the intersection of these two freeway ramps, the impact is considered less than significant because the increase in delay due to the proposed project is less than five seconds at a signalized intersection that operates at an unacceptable LOS in the “no project” condition (WB Ramp: $43.7 - 42.7 = 1$ second and EB Ramp: $66.3 - 65.5 = 0.8$ second).

As presented in Table 4.5-14, the intersection of Sierra College Boulevard/Rocklin Road is projected to operate at an unacceptable LOS in the PM peak hour based on the City of Rocklin LOS standards.

Although the Short Term Plus Project, Water Lily Lane Emergency Access condition adds to an unacceptable LOS at the Sierra College Boulevard/Rocklin Road intersection, the impact is considered less than significant because the increase in delay due to the proposed project is less than five percent (0.05 V/C) at a signalized intersection that operates at an unacceptable LOS in the “no project” condition ($0.89 - 0.89 = 0.0$ change in V/C).

As presented in Table 4.5-14, all other study intersections are projected to continue to operate at an acceptable LOS in both the AM and PM peak hours.

As presented in Table 4.5-15 (Short Term Plus Project Freeway Mainline and Ramp Levels of Service) (DEIR, p. 4.5-32), all freeway mainline segments and ramps are projected to continue to operate at an acceptable LOS based on Caltrans LOS standards.

As presented in Table 4.5-16 (Short Term Plus Project, Outbound Access from Water Lily Lane Intersection Levels of Service)(DEIR, p. 4.5-34), the intersections of Rocklin Road/I-80 EB Ramps and Rocklin Road/I-80 WB Ramps are projected to operate at an unacceptable LOS in the PM peak hour based on the City of Rocklin LOS standards. As noted in Tables 4.5-4 and 4.5-12, these two intersections operate at an unacceptable LOS in the PM peak hour under Existing Conditions and in the Short Term No Project Condition.

Although the Short Term Plus Project, Outbound Access from Water Lily Lane condition adds to an unacceptable LOS at the intersection of these two freeway ramps, the impact is considered less than significant because the increase in delay due to the proposed project is less than five seconds at a signalized intersection that operates at an unacceptable LOS in the “no project” condition (WB Ramp: $43.7 - 42.7 = 1$ second and EB Ramp: $66.3 - 65.5 = 0.8$ second).

As presented in Table 4.5-16, the intersection of Sierra College Boulevard/Rocklin Road is projected to operate at an unacceptable LOS in the PM peak hour based on the City of Rocklin LOS standards.

Although the Short Term Plus Project, Outbound Access from Water Lily Lane condition adds to an unacceptable LOS at the Sierra College Boulevard/Rocklin Road intersection, the impact is considered less than significant because the increase in delay due to the proposed project is less than five percent (0.05 V/C) at a signalized intersection that operates at an unacceptable LOS in the “no project” condition ($0.92 - 0.89 = 0.03$ change in V/C).

As presented in Table 4.5-16, all other study intersections are projected to continue to operate at an acceptable LOS in both the AM and PM peak hours.

Therefore, because the traffic generated by the proposed project would not cause any study location LOS operations to deteriorate past the identified LOS thresholds, there would be a **less than significant impact**.

Mitigation: None required.

Although no mitigation measures are required, the proposed Project would be subject to the payment of applicable Traffic Impact Mitigation (TIM) fees, South Placer Regional Transportation Authority (SPRTA) fees and Highway 65 Interchange Improvement fees as applicable on a fair share basis.

Impact 4.5-3 Conflict with an Applicable Congestion Management Program Established by a County Congestion Management Agency

Implementation of the proposed Project would not 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. Therefore, this would be a **less than significant impact**.

Explanation:

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, because there is no conflict with an applicable congestion management program, there would be a **less than significant impact**.

Mitigation: None required.

Impact 4.5-4 Change in Air Traffic Patterns

Implementation of the proposed Project would not 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. Therefore, this would be a **less than significant impact**

Explanation:

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, because there is no change in air traffic patterns, there would be a **less than significant impact**.

Mitigation: None required.

Impact 4.5-5 Substantially Increase Hazards Due to a Design Feature

Implementation of the proposed Project would not result in a substantial increase in hazards due to a design feature (e.g., sharp curves or dangerous intersections or incompatible uses (e.g., farm equipment)). Therefore, this would be a **less than significant impact**.

Explanation:

Per the Historical Collision Data discussed above and represented in Table 4.5-6, there have been less than four vehicle accidents at the study intersections closest to the Project site per year for the five years included in the collected data, and there have been no accidents reported at either Project access point intersection (Sierra College Boulevard/Water Lily Lane and Rocklin Road/Rocklin Manor Drive (west)) during the five-year study period.

Per the Project Site Access – Focused Analysis discussion above, the proposed Project's site access at Rocklin Road and Rocklin Manor Drive will have acceptable level of service (LOS) and adequate queue lengths during the AM and PM peak periods under the Existing Plus Project, Short Term Plus Project, and Cumulative Plus Project for both the Water Lily Lane Emergency Access and Outbound Access to Water Lily Lane access conditions. The addition of Project traffic at the ingress point of Rocklin Road and Rocklin Manor Drive is not anticipated to result in an increase of hazards nor is it anticipated to exacerbate what are historically low levels of accidents at the study intersections closest to the Project site.

In addition, the proposed Project is evaluated by the City Engineer to assess such items as hazards due to a design feature or incompatible use, and no such conditions were found.

Therefore, because recent accident data demonstrates a low level of accidents at the study intersections closest to the Project site, an analysis has shown that the Project's site access at Rocklin Road and Rocklin Manor Drive will have acceptable level of service and adequate queue

lengths and the proposed Project has been reviewed by the City Engineer, there would be a **less than significant impact**.

Mitigation: None required.

Impact 4.5-6 Result in Inadequate Emergency Access

Implementation of the proposed Project would not result in inadequate emergency access. Therefore, this would be a **less than significant impact**

Explanation:

Per the Project Site Access – Focused Analysis discussion above (DEIR p. 4.5-48), the proposed Project's site access at Rocklin Road and Rocklin Manor Drive will have acceptable level of service (LOS) and adequate queue lengths during the AM and PM peak periods under the Existing Plus Project, Short Term Plus Project, and Cumulative Plus Project for both the Water Lily Lane Emergency Access and Outbound Access to Water Lily Lane access conditions.

In addition, the proposed Project is evaluated by representatives of the City of Rocklin's Fire and Police Departments to ensure that adequate emergency access is provided.

Therefore, because an analysis has shown that the Project's site access at Rocklin Road and Rocklin Manor Drive will have acceptable level of service and adequate queue lengths and the proposed Project has been reviewed by representatives of the Fire and Police Departments, there would be a **less than significant impact**.

Mitigation: None required.

Impact 4.5-7 Conflict with Adopted Policies, Plans or Programs Regarding Public Transit, Bicycle or Pedestrian Facilities

Implementation of the proposed Project would not conflict with adopted policies, plans or programs regarding public transit, bicycle or other pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Therefore, this would be a **less than significant impact**

Explanation: Because the Project will not conflict with the existing public transit, bicycle and pedestrian facilities in the Project area and an evaluation of the proposed Project by City staff did not identify potential conflicts with public transit, bicycle and pedestrian facilities, there would be a **less than significant impact**.

Mitigation: None required.

XII. CUMULATIVE IMPACTS

The cumulative context for transportation/traffic impacts would be the City of Rocklin and the surrounding areas of western Placer County. This cumulative setting condition includes proposed and approved projects, planned development under the City of Rocklin General Plan and other jurisdiction's General Plans (i.e., Placer County, Town of Loomis, City of Roseville and City of Lincoln), and planned and proposed uses in the region.

Impact 4.5-8 Conflict with an Applicable Plan, Ordinance or Policy Establishing Measures of Effectiveness for the Performance of the Circulation System – Cumulative Plus Project Condition

Implementation of the proposed Project and continued development in the City of Rocklin and in the region could affect transportation/traffic as result of the development of undeveloped areas and the generation of additional automobile trips on roadways. Therefore, this would be a **potentially significant impact**.

Explanation:

As presented in Table 4.5-19 (Cumulative (Year 2030) Plus Project, Water Lily Lane Emergency Access Intersection Levels of Service)(DEIR, p. 4.5-41) and Table 4.5-21 (Cumulative (Year 2030) Plus Project, Outbound Access from Water Lily Lane)(DEIR, p. 4.5-46), five intersections are projected to operate at an unacceptable LOS based on the City of Rocklin LOS standards:

- Sierra College Boulevard/Rocklin Road – AM and PM peak hours
- Sierra College Boulevard/Interstate 80 EB Ramps – AM peak hour
- Sierra College Boulevard/Interstate 80 WB Ramps – AM peak hour
- Rocklin Road/Interstate 80 WB Ramps – AM and PM peak hours
- Rocklin Road/Interstate 80 EB Ramps – AM and PM peak hours

Sierra College Boulevard/Rocklin Road Intersection

Although the Cumulative (Year 2030) Plus Project, Water Lily Lane Emergency Access and Cumulative (Year 2030) Plus Project, Outbound Access from Water Lily Lane conditions add to an unacceptable LOS at the intersection of Sierra College Boulevard and Rocklin Road, the impact is considered less than significant because the V/C increase due to the Project is less than 0.05 at a signalized intersection that operates at an unacceptable LOS in the “no project” condition (AM Peak Hour: $0.93 - 0.92 = 0.01$ change in V/C; PM Peak Hour: $0.93 - 0.92 = 0.01$ change in V/C).

The General Plan EIR forecasted LOS E conditions at the intersection of Sierra College Boulevard/Rocklin Road in the Cumulative conditions. (See Table 4.4-28 on page 4.4-68 of the General Plan EIR) The discussion on page 4.4-76 of the General Plan EIR identifies a mitigation measure (modify the intersection to include a free eastbound right turn lane from Rocklin Road onto Sierra College Boulevard to improve intersection operations to LOS B (V/C = 0.698)) that would result in acceptable LOS operations at this intersection; this mitigation measure was previously adopted as a part of the General Plan EIR. In addition, the AM peak hour traffic analysis performed for this Project evaluated whether the addition of a southbound free right

turn lane will mitigate the AM peak hour to an acceptable LOS. The traffic analysis demonstrates that this is an effective mitigation measure. It should be noted that the General Plan EIR did not identify this mitigation measure because the AM peak hour was not analyzed. This measure is identified here for informational purposes and for future consideration by the City. Since the Project does not cause this impact, this measure is not a responsibility of the Project.

Sierra College Boulevard/Interstate 80 EB Ramps Intersection

Under the Cumulative (Year 2030) Plus Project, Water Lily Lane Emergency Access and Cumulative (Year 2030) Plus Project, Outbound Access from Water Lily Lane conditions, the proposed project does not create a significant impact at the intersection of Sierra College Boulevard/I-80 EB Ramps in the AM peak hour because the increase in delay due to the Project is less than 5 seconds at a signalized intersection that operates at an unacceptable LOS in the “no project” condition ($79.7 - 77.4 = 2.3$ seconds).

A potential improvement to bring the intersection to an acceptable LOS C in both the AM and PM peak hours would be the construction of an eastbound free-right turn lane. This measure is identified here for informational purposes and for future consideration by the City. Since the Project does not cause this impact, this measure is not a responsibility of the Project.

Sierra College Boulevard/Interstate 80 WB Ramps Intersection

Under the Cumulative (Year 2030) Plus Project, Water Lily Lane Emergency Access and Cumulative (Year 2030) Plus Project, Outbound Access from Water Lily Lane conditions, the proposed project does not create a significant impact at the intersection of Sierra College Boulevard/I-80 WB Ramps because the increase in delay due to the Project is less than 5 seconds at a signalized intersection that operates at an unacceptable LOS in the “no project” condition ($39.5 - 39.4 = 0.1$ second).

A potential improvement to bring the intersection to an acceptable LOS C in both the AM and PM peak hours would be to convert the eastbound and westbound approaches to split phasing. This measure is identified here for informational purposes and for future consideration by the City. Since the Project does not cause this impact, this measure is not a responsibility of the Project.

XIII. SIGNIFICANT AND UNAVOIDABLE IMPACTS

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. Such impacts would be considered unavoidable when it has been determined that either no mitigation, or only partial mitigation, is feasible. This section identifies significant impacts that could not be eliminated or reduced to a less than significant level by mitigation measures imposed by the City as lead agency. The City of Rocklin would make the final determination of the significance of impacts and of the feasibility of mitigation measures as part of its certification action. The environmental effects of the proposed project on various aspects of the environment are discussed in detail in Chapter 4, Environmental Setting, Impacts, and Mitigation Measures. The analysis concluded there would not be any project-specific significant and unavoidable impacts. However, the analysis did conclude that there would be one cumulative significant and unavoidable impact of the Sierra Gateway Apartments project:

Impact 4.5-8: Conflict with an Applicable Plan, Ordinance or Policy Establishing Measures of Effectiveness for the Performance of the Circulation System – Cumulative Plus Project Condition

Level of Significance After Mitigation: Significant and Unavoidable (DEIR, pp. 4.5-58, 5.4-1)

Finding: Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

Explanation:

Rocklin Road/Interstate 80 WB and EB Ramp Intersections

Under the Cumulative (Year 2030) Plus Project, Water Lily Lane Emergency Access and Cumulative (Year 2030) Outbound Access from Water Lily Lane conditions, the increase in delay at the intersections of Rocklin Road/Interstate 80 WB and EB ramps is each more than five seconds at an intersection that operates at an unacceptable LOS in the Cumulative No Project condition in the PM peak hour (WB Ramp: $82.5 - 70.5 = 12$ seconds; EB Ramp: $115.7 - 102.7 = 13$ seconds). This is considered to be a significant impact.

As presented in Table 4.5-20 (Cumulative (Year 2030) (DEIR, p. 4.5-58) Plus Project Freeway Mainline and Ramp Levels of Service) (DEIR, p. 4.5-44), all freeway mainline segments and ramps are projected to operate at an acceptable LOS based on Caltrans LOS standards.

Under the Cumulative (Year 2030) Plus Project, Water Lily Lane Emergency Access and Outbound Access from Water Lily Lane conditions, the increase in delay at the intersections of Rocklin Road/Interstate 80 WB and EB ramps is each more than five seconds at an intersection that operates at an unacceptable LOS in the Cumulative No Project condition in the PM peak hour (WB Ramp: $82.5 - 70.5 = 12$ seconds; EB Ramp: $115.7 - 102.7 = 13$ seconds). Therefore, the impact would be considered **cumulatively considerable** and **significant and unavoidable**.

Mitigation: The proposed Project will be subject to the payment of applicable Traffic Impact Mitigation (TIM) fees, South Placer Regional Transportation Authority (SPRTA) fees and Highway 65 Interchange Improvement fees as applicable on a fair share basis; however, payment of these fees alone will not fund the necessary improvements that are needed to remedy the anticipated cumulative unacceptable levels of service at the Rocklin Road/I-80 interchange.

While the City has policies and traffic impact fees currently in place that are expected to help reduce impacts to freeway ramp intersections, the City does not have the complete jurisdiction or authority, would not be the sole source of funding and does not have the capability to fund implementation of any of the identified alternative improvements to the highway ramp intersections. Since mitigation of this impact is outside of the City's control, the impact is considered to be **significant and unavoidable**.

Mitigation for this Project under the Cumulative condition is also not feasible in light of the following considerations: (1) the Rocklin Road/Interstate 80 EB and WB Ramp intersections will operate at an unacceptable LOS in both the AM and PM peak hours regardless of whether the proposed Project is approved (see Table 4.5-18, Cumulative (Year 2030) No Project Intersection Levels of Service), (2) the proposed Project only contributes a small percentage (an increase of 32 vehicles and 12 seconds of delay at the WB Ramp intersection with Rocklin Road during the PM peak hour and an increase of 44 vehicles and 13 seconds of delay at the EB Ramp intersection with Rocklin Road during the PM peak hour) to the cumulative impact, (3) the intersection is outside of the control of the City, and (4) the decision and planning of whether and how to improve the future operation of this intersection depends on future discussions and agreements between the City and Caltrans.

The General Plan EIR also forecasted unacceptable LOS conditions at the Rocklin Road/I-80 interchange intersections in the cumulative conditions. (See Table 4.4-30 on page 4.4-86 of the General Plan EIR). The determination of the Sierra Gateway Apartment project's cumulative significant impact to the Rocklin Road/I-80 interchange as a significant and unavoidable impact is consistent with the findings of the General Plan EIR. The following is quoted from the General Plan EIR (pages 4.4-87 and 4.4-88):

"As discussed in the Regulatory Framework subsection above, the City provides funding for highway facility improvements in the southern portion of Placer County through collection of traffic impact fees under SPRTA and the Highway 65 Interchange Improvement Fee. However, the City does not have the authority to independently implement improvements to state/interstate highways and highway ramp intersections. The City recognizes the need for local development to contribute to highway facility improvements. Beyond the SPRTA and Highway 65 Interchange Improvement fees noted above, the City also collects fees for improvements to highway interchange and ramp intersection improvements through its Capital Improvement Program (CIP) and Traffic Impact Mitigation (TIM) fee program. The City conditions projects to contribute their fair share cost of circulation improvements via the existing citywide TIM fee program that is applied as a uniformly applied development policy and standard. The TIM fee is one of the various methods that the City of Rocklin uses for financing improvements identified

in the CIP. The CIP, which is overseen by the City's Engineering Division, is updated periodically to assure that growth in the city and surrounding jurisdictions does not degrade the level of service on the city's (and to some degree the state's) roadways.

The roadway improvements that are identified in the CIP in response to anticipated development and population growth are consistent with the City's Circulation Element. The TIM fee program collects funds from new development in the city to finance a portion of the roadway improvements that result from traffic generated by 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 its fair share of roadway improvements, so that the City's General Plan circulation policies and quality of life can be maintained.

The City's decision to include highway interchange and ramp intersections in its CIP is consistent with the Caltrans policy that has encouraged local and private funding of state highway improvements for the last 20 years (Caltrans 2004, pg. 9-1.1). Caltrans notes that projects constructed on the state highway system that are sponsored by a city, county, local transportation authority, local transit agency, or private entity generally use local or private funding. Thus, the City's CIP, SPRTA, and Highway 65 Interchange Improvement fee programs are consistent with the Caltrans policy, which encourages local agencies to develop and implement local funding programs that supplement federal and state funding programs to meet their current and future transportation needs.

The City's decision to include highway interchange and ramp intersections in its CIP is also consistent with the Caltrans policy that compels the local or private entities sponsoring state highway system projects to be responsible for the construction contract administration when such projects are financed with local and private funds. (Caltrans 2004). Moreover, cooperation with local agencies in identifying and implementing mitigation is a general Caltrans policy and a responsibility for the Caltrans Deputy District Directors of Planning. The Caltrans Deputy Directive Number Dd-25-R1 "Local Development-Intergovernmental Review" (June 2005) notes that the Deputy District Directors of Planning must: (1) ensure potential significant impacts to state highway facilities are fully identified, evaluated and articulated and that reasonable measures that avoid or adequately mitigate identified potential impacts are recommended consistent with state planning priorities; and (2) work with local jurisdictions to identify mitigation measures that adequately address development impacts. Caltrans has previously cooperated with local agencies in Placer County to construct a number of highway improvement projects funded largely by developer impact fees. For instance, the recently completed Sierra College Boulevard at I-80 interchange reconstruction project was advanced in its timing due to the City of Rocklin's work with Caltrans, the California Transportation Commission, the Placer County Transportation and Planning Agency (PCTPA), and local developers in putting together a creative financing plan. The City advanced \$5 million and worked with local developers to have them advance \$20

million in order to build the project sooner than Caltrans had scheduled delivery of the project. As another example, Caltrans cooperated with PCTPA and the City of Roseville to construct the \$35 million Douglas/I-80 interchange improvement project, where over \$24 million of the cost was funded from development-paid traffic impact mitigation fees collected by the City of Roseville; only about \$11 million came from federal and state highway monies.”

Rocklin Road Interchange Improvement Alternatives

The City of Rocklin worked with Caltrans to develop a Project Study Report-Project Development Support (PSR-PDS, August 24, 2012) to request approval for a locally funded project and to proceed to Project Approval and Environmental Document Phase. This report identified several technically feasible alternatives for mitigating future, cumulative traffic impacts at the Rocklin Road/I-80 interchange so that it will operate at acceptable levels of service. These potential alternatives are discussed in the DEIR (DEIR, pp. 4.5-61) and reprinted below: Alternative 1 – Flyover (Westbound Rocklin Road to Westbound Interstate 80)

This alternative consists of a flyover structure from westbound Rocklin Road to Interstate 80. This would alleviate traffic congestion on westbound Rocklin Road and at the intersection of Rocklin Road/I-80 WB Ramps. This alternative would require additional right of way and modification of existing roadways, bridges and ramps. This alternative would provide LOS C or better conditions at the intersection of Rocklin Road/I-80 WB Ramps and the intersection of Rocklin Road/I-80 EB Ramps.

- Alternative 2 – Roundabouts on Rocklin Road

This alternative would consist of multi-lane roundabouts at the intersections of Rocklin Road/I-80 WB Ramps, Rocklin Road/I-80 EB Ramps, and Rocklin Road/Aguiar Road. Roundabouts would allow uninterrupted flow of traffic and reduced queuing along Rocklin Road while providing access to freeway ramps. This alternative would require additional right of way, ramp widening, lengthening, and metering, and a shared-use path along Rocklin Road underneath the interstate. This alternative would provide LOS B at the intersection of Rocklin Road/I-80 WB Ramps and LOS B at the intersection of Rocklin Road/I-80 EB Ramps.

- Alternative 3 – Replacement Diamond

This alternative would consist of a replacement diamond for the undercrossing at I-80. This alternative would require additional right of way, lengthening of the freeway structure for additional lanes, and modification to the I-80 WB and EB Ramps. The mainline would be raised approximately one foot to meet current standard vertical clearance for the Rocklin Road undercrossing. This alternative would provide LOS C or better conditions at the intersections of Rocklin Road/I-80 WB Ramps and Rocklin Road/I-80 EB Ramps.

Implementation of any of these alternatives would mitigate the significant and cumulative impact of the Project to the Rocklin Road/I-80 interchange to a less than significant level, and the City anticipates reaching agreement with Caltrans to implement one of them. However, until such agreement is in place and formal plans are adopted, this EIR is conservatively treating the impact as **significant and unavoidable**. It would not be feasible to require this Project to solely mitigate this cumulative impact to the exclusion of all other contributors given this project's comparatively small contribution to this impact and for the other reasons discussed above.

XIV. FINDINGS RELATED TO PROJECT ALTERNATIVES

As required by CEQA, a discussion of possible alternatives to the Sierra Gateway Apartments was included in the FEIR. The City makes the following findings to support its rejection of the three alternatives. Another alternative was considered and screened out of the range of alternatives analyzed in the EIR for the reasons discussed at pages 6-3 through 6-5 of the DEIR, which is incorporated herein by reference.

Section 15091 (a)(3) of the State CEQA Guidelines describes that one of the findings that a lead agency can make concerning significant project impacts is that specific economic, legal, social, technological, or other considerations, make infeasible the project alternatives identified in the EIR. In the EIR, the alternatives were screened for technical, logistical, and financial feasibility, but the alternatives were not evaluated for all economic, legal, social or other considerations that make up the broader definition of "feasibility" in Section 15091 (a)(3). Thus, the use of the term "infeasible" in the findings below concerning the alternatives is more expansive than references to "feasible" in the EIR's discussion of alternatives, which was limited to technical, logistical and financial feasibility. An alternative may have been determined to be technically, logistically, and financially "feasible" in the EIR and still ultimately be concluded by the City to meet the definition of "infeasibility" per Section 15091 (a)(3) when all considerations are taken into account. The term "infeasible" in the findings below uses the broader definition in Section 15091 (a)(3), which is consistent with case law interpreting this provision of CEQA. The determination of infeasibility "involves a balancing of various 'economic, environmental, social, and technological factors.'" (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 401, 417). Where there are competing and conflicting interests to be resolved, the determination of infeasibility "is not a case of straightforward questions of legal or economic feasibility," but rather, based on policy considerations. (*Cal. Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 1001-02). "[A]n alternative that is impractical or undesirable from a policy standpoint may be rejected as infeasible." (*Id.* at p. 1002, citing 2 Kostka & Zischke, Practice Under the Cal. Environmental Quality Act, (Cont.Ed.Bar 2010) section 17.29, p. 824).

Consistent with CEQA, primary consideration was given to alternatives that could reduce significant impacts while still meeting most of the basic project objectives. Any alternative that would have impacts identical to or more severe than the proposed project, or that would not meet any or most of the project objectives were dismissed from further consideration. One alternative was considered but dismissed in the EIR:

Off-Site Alternatives

This EIR does not analyze any off-site alternatives to the proposed project, based on consideration of all of the following factors: (1) an off-site alternative would not accomplish some of the basic project objectives, including the applicant's desire to build a high density residential project uniquely located adjacent to its existing apartment complex it is already currently operating, thereby allowing it to achieve certain efficiencies and economies of scale in the joint operation of two adjacent apartment complexes; (2) the applicant lacks ownership or control of any alternative sites; (3) the project proposes development of the site specifically consistent with its current General Plan and zoning designations; (4) the applicant has a legal right to develop its property consistent with the existing zoning, and the scope of the City's discretion to prohibit the applicant from so developing the property is constrained under local and state law; (5) the project is located on a site at the intersection of two major arterials that the City has designated and planned for urban development for over 30 years; and (6) the City has identified the location of this site as being particularly well-suited for high density residential development, given its adjacency to the existing apartment complex and its proximity to Sierra College and to numerous existing and planned commercial developments. Some of these points are further discussed below.

When proposed residential development is consistent with existing land use and planning policies, CEQA does not require review of alternative project sites. The California Supreme Court has held that a city need not re-examine existing land use plans and policies in evaluating alternative project sites. (See *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 573.) Instead, when proposed development is consistent with existing plans and policies, CEQA requires that the EIR's alternatives analysis focus on environmentally superior alternatives for development of the site consistent those plans and policies.

Because the proposed project is a permitted use under the applicable zoning, the scope of the City's discretion under its own local laws is limited to design review and approval of an oak tree preservation permit. Furthermore, because the project to construct residential units is consistent with the existing zoning, state law expressly limits the ability of the City to deny the development or even to require a reduction in its density. For example, under Government Code section 65589.5(j), such a development may not be disapproved or conditioned on a reduction in density unless a city can find that the proposed project would have a specific, adverse impact on the public health or safety. While this EIR is nonetheless analyzing a reduced density alternative for the purpose of informing its environmental analysis, an off-site alternative would be particularly infeasible for the City to mandate under the limited scope of its current discretion, as such an alternative would effectively prohibit the applicant from developing its current property consistent with its existing zoning.

Even if the City had the discretion to mandate an off-site alternative, the City would nonetheless reject such an alternative as being inconsistent with its land use planning for the project site. For over 30 years, since the site was first annexed to the City in 1985, the City's General Plan has designated the project site for urban development. The City previously approved a commercial and office development project on the site in 2007, for which the City prepared and certified the Sierra College Center Final Impact Report (State Clearinghouse No.

2006052130). That project was never constructed. On April 16, 2013, the City Council approved a General Plan Amendment to change the land use designation of the project site from Retail Commercial (RC) to High Density Residential (HDR), and a Rezone to change the zoning from Planned Development Commercial (PD-C) to Planned Development Residential, 20 units minimum per acre (PD-20). As discussed in the Project Description, the City approved these land use changes for several reasons, including: 1) the project site is adjacent to existing multi-family residential development and the project was seen as an extension of the existing multi-family residentially designated land; 2) the site is at the intersection of two arterial roadways and has existing neighborhood commercial centers within walking distance as well as developing major commercial centers within a few miles, as well as recently designated Mixed Use property located to the north across Rocklin Road (allowing for commercial uses) that would all benefit by having additional residents (potential customers) located nearby; 3) the provision of additional housing opportunities for faculty, staff and/or students at the adjacent Sierra Community College; 4) to introduce more residential uses in this area of the City given the recent development of the Rocklin Crossings and Commons shopping centers in close proximity and to better accommodate the recent Mixed Use designation of property to the north across Rocklin Road which may also contain some commercial development, and 5) in recognition of the rights of a land owner to develop property that has long been designated for urban development.

As part of the NOP comments, a suggestion was made to consider an alternative to the proposed project that would involve a “land swap” with Sierra Community College for their land that is located to the north of Rocklin Road. As discussed in Chapter 1, Introduction and Scope of EIR, because of the College’s desire to create student housing and to develop their property with long-term revenue possibilities, its plans for the College’s property do not align with a “land swap” concept and therefore the project applicant does not have the ability to attain site control. It should also be noted that the stated goals in the College’s RFP are significantly different than the Sierra Gateway Apartments project objectives detailed in this FEIR. Per CEQA Guidelines section 15126.6 (f)(1), one of the criteria for the selection of feasible alternatives is “...whether the project proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent).” The applicant and Sierra College met on a number of occasions at the request of Citizens for Tree Preservation to discuss the land swap proposal. Both parties concluded that a land swap does not meet either party’s development objectives. Citizens for Tree Preservation also listed the concept of the land swap as a possible settlement alternative for the legal challenge to the previous approval for this project. At that point, it was also determined that the land swap did not achieve the City’s objectives for the site. This is a clear indication that the land swap proposal has not been accepted by either the applicant or Sierra College despite the persistent efforts by those advocating the proposal. Thus, such an alternative is not considered feasible.

The following alternatives were considered and evaluated in this EIR:

- No Project Alternative;
- Reduced Intensity Alternative, and
- Reduced Building Footprint/Increased Height Alternative

Each of the project alternatives are described in further detail below with analyses of each alternative's impacts with regards to each environmental resources area.

No Project Alternative

The No Project Alternative would allow the project site to continue in its existing vacant state. Under this alternative, the City of Rocklin would not approve development of the proposed project. This non-development alternative is characterized primarily by the benefits of continued natural space on the proposed Sierra Gateway Apartments project site. However, it should be anticipated that the project site would ultimately be developed based on its long-standing designations in the City General Plan and zoning map for urban development and the presence of available infrastructure. The No Project Alternative would not meet any of the project objectives.

Aesthetics

The No Project Alternative would not impact the existing visual character or quality of the project site and its surroundings. Therefore, the No Project Alternative would result in fewer aesthetic impacts than the proposed Sierra Gateway Apartments project in the near term, but not ultimately if the General Plan and zoning designations remain the same.

Air Quality

The No Project Alternative would not result in the generation of emissions associated with the proposed project's construction and operation. Therefore, the No Project Alternative would result in fewer impacts to air quality than the proposed Sierra Gateway Apartments project in the near term, but not ultimately if the General Plan and zoning designations remain the same.

Biological Resources

The No Project Alternative would not impact the project site's vegetation, including wetland, woodland and seasonal grassland habitat as well as wildlife habitat. Therefore, the No Project Alternative would result in fewer impacts to biological resources than the proposed Sierra Gateway Apartments project in the near term, but not ultimately if the General Plan and zoning designations remain the same.

Transportation/Traffic

The No Project Alternative would not result in the generation of automobile trips associated with the proposed project's construction and operation. Therefore, the No Project Alternative would result in fewer impacts to transportation/traffic than the proposed Sierra Gateway Apartments project in the near term, but not ultimately if the General Plan and zoning designations remain the same.

Reduced Intensity Alternative

The Reduced Intensity Alternative would remove one of the proposed buildings from the proposed project plan in an effort to reduce the intensity of buildings on the site and avoid impacting a cluster of trees that were determined by the project arborist to be in fair-good

condition. Although one might think there are a multitude of ways in which such a reduction could be accomplished, when the location of healthy trees and grading realities were examined, the most effective scenario would be to remove building number 2, a 3-story building located adjacent to Rocklin Road and the existing Rocklin Manor apartment complex, from the proposed project plan. By eliminating this building, the total living space square footage for the proposed project would be reduced by 23,248 square feet, leaving a living space total square footage remaining of 171,485 square feet, and the total number of parking stalls for the proposed project would be reduced by 31 spaces, resulting in a parking stall total of 356 spaces. The total unit count would also be reduced by 25 units, leaving a total of 170 units. A site plan of the Reduced Intensity Alternative is provide in Figure 6-1 (DEIR p. 6-8, and reprinted below).

Aesthetics

The Reduced Intensity Alternative would decrease the total number of residential buildings on the project site from eleven to ten and result in a reduction of 25 units. The elimination of a proposed 3-story residential structure would result in a lesser change of the project site's visual character or quality and its surroundings. This change would be particularly evident as it relates to the view/look of the project site from the north along Rocklin Road where building number 2 would not be built resulting in an increased separation between the project's buildings along Rocklin Road and the adjacent Rocklin Manor apartment complex. Building number 2 is proposed to be located approximately 160 feet from the closest Rocklin Manor apartment building to the east; with the removal of building number 2, the distance between the closest Rocklin Manor apartment building to the east and building number 1 (the next closest building) would be approximately 360 feet. Therefore, the Reduced Intensity Alternative would result in a lesser change of the project site's visual character or quality and its surroundings than the proposed Sierra Gateway Apartments project.

Air Quality

The Reduced Intensity Alternative would decrease the total number of buildings on the project site from eleven to ten and result in a reduction of 25 units. The reduction of the number of site structures and units would result in approximately 167 fewer vehicle trips per day to and from the project site (25 units x 6.69 trips/unit per the ITE Traffic Manual trip generation rate per unit for apartments). This reduction in vehicle trips, together with fewer construction emissions and a reduction in project operational emissions from less natural gas combustion exhaust from water and space heating as a result of fewer units, would result in a lesser amount of overall emissions associated with the proposed project's construction and operation. Therefore, the Reduced Intensity Alternative would result in a lesser amount of overall air quality emissions than the proposed Sierra Gateway Apartments project.

Biological Resources

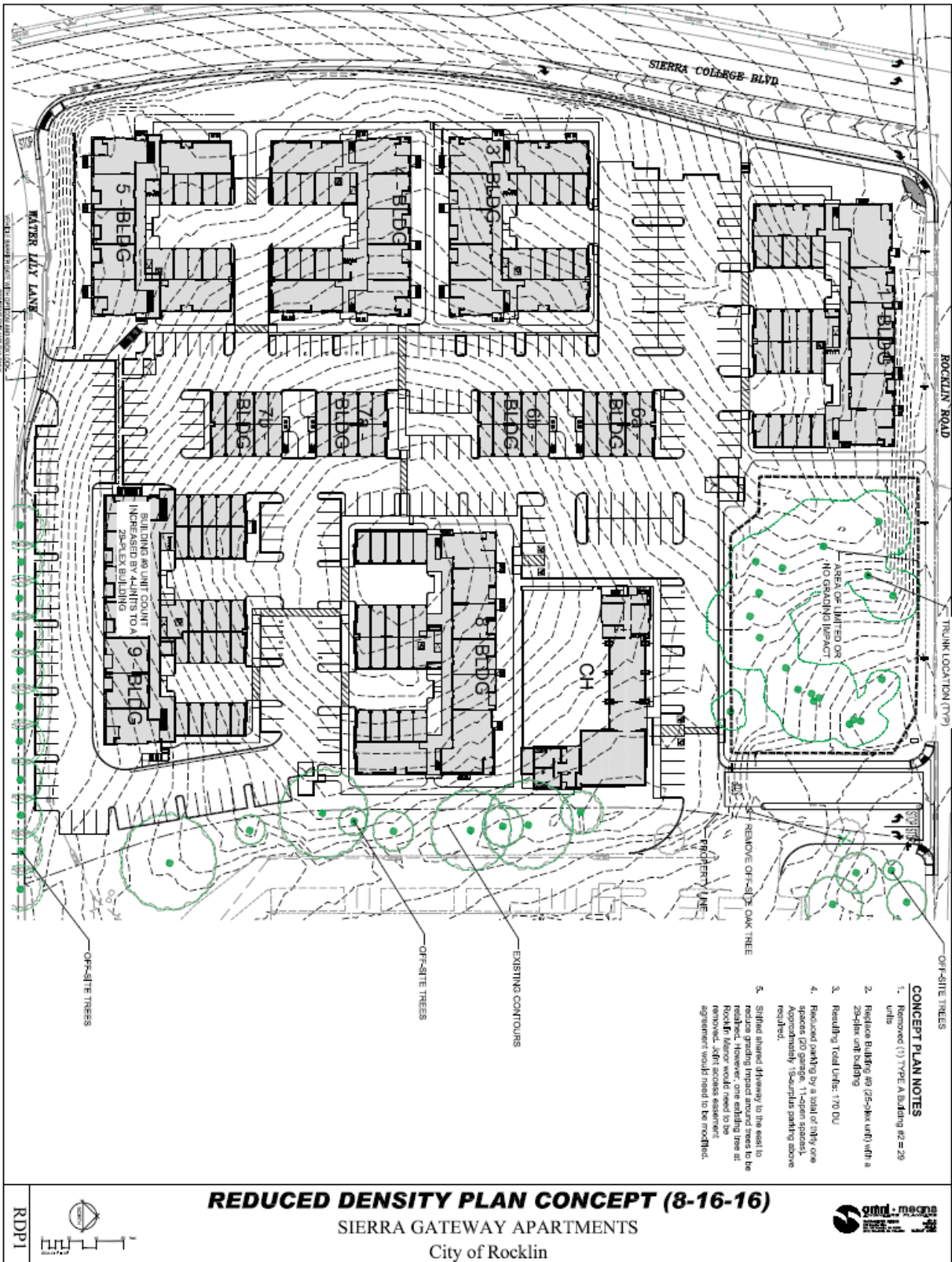
The Reduced Intensity Alternative would decrease the total number of buildings on the project site from eleven to ten and result in a reduction of 25 units. The reduction of the number of site structures would result in fewer impacts to woodland and seasonal

grassland habitat as well as wildlife habitat when compared to the proposed Sierra Gateway Apartments project. The reduction in the number of site structures would minimally reduce the amount of impacts to different habitat types because while the area where building number 2 would not be built would have no to limited grading impacts, the rest of the development area would still require grading to accommodate the remaining site structures, parking, landscape, handicap accessibility, drainage, sewer and other infrastructure requirements. The area where building number 2 would not be built contains eighteen oak trees deemed by the project arborist to be in fair-good condition and it is likely that these oak trees could be preserved. However, one oak tree (rated as a 2 (poor) by the project arborist) at the Rocklin Manor apartment complex would require removal because the shared driveway for the proposed project would have to be shifted to the east to reduce the grading impact around the oak trees to be preserved. Therefore, the Reduced Intensity Alternative would result in fewer effects to biological resources than the proposed Sierra Gateway Apartments project.

Transportation/Traffic

The Reduced Intensity Alternative would decrease the total number of buildings on the project site from eleven to ten and result in a reduction of 25 units. The reduction of the number of site structures would decrease the number of projected daily automobile trips in the project area, as well as have a smaller contribution to traffic levels on nearby roadways and intersections. Specifically, the reduction of the number of building structures and units would result in approximately 167 fewer vehicle trips per day to and from the project site (25 units x 6.69 trips/unit per the ITE Traffic Manual trip generation rate per unit for apartments). Therefore, although roadway conditions will not be significantly lessened, the Reduced Intensity Alternative would result in a lesser contribution to traffic levels on nearby roadways and intersections than the proposed Sierra Gateway Apartments project but not reduce such impacts to a less than significant level (see DEIR Appendix L, February 27, 2017 Reduced Intensity Alternative memorandum from Omni Means).

FIGURE 6-1, SITE PLAN FOR REDUCED INTENSITY ALTERNATIVE



Reduced Building Footprint/Increased Height Alternative

The Reduced Building Footprint/Increased Height Alternative would include approximately the same square footage and unit number as the proposed Sierra Gateway Apartments project development; however the buildings would contain an increased number of stories to result in an overall smaller development footprint. Although there are a multitude of ways in which such a reduction could be accomplished, one example would be to remove building numbers 3, 4 and 5, the three westernmost buildings located adjacent to Sierra College Boulevard, and apply their square footages to building numbers 1, 2 and 8, making those combined buildings five-six stories instead of three stories. The overall lot coverage for the buildings would be reduced; however the same number of parking spaces would be required. A site plan of the Reduced Footprint Alternative is provide in Figure 6-2 (DEIR, p. 6-11, and reprinted below).

Aesthetics

The Reduced Building Footprint/Increased Height Alternative would include approximately the same square footage and unit numbers as the proposed Sierra Gateway Apartments project development; however the buildings would contain an increased number of stories to result in an overall smaller development footprint. The reduction of the number of site structures could be considered beneficial from an aesthetics viewpoint particularly as it relates to the view/look of the project site from the Sierra College Boulevard where building numbers 3, 4 and 5 would not be built, resulting in an increased separation between the project's buildings and Sierra College Boulevard. Building numbers 3, 4 and 5 are located approximately 40, 60 and 40 feet, respectively, at their closest point from the eastern edge of Sierra College Boulevard; with the removal of building numbers 3, 4 and 5, the distance between the eastern edge of Sierra College Boulevard and building numbers 6a, 6b 7a and 7c (the next closest buildings in the central portion of the project site) would be approximately 205, 230, 240 and 230 feet, respectively, from their closest point from the eastern edge of Sierra College Boulevard. However, the increase in the height to five-six stories (which would be beyond the building height allowed by the project site's zoning regulations and would require a variance at the City's discretion) could more significantly affect the project site's visual character or quality of the project site and its surroundings. Therefore, the Reduced Building Footprint/Increased Height Alternative would result in a greater change of the project site's visual character or quality and its surroundings than the proposed Sierra Gateway Apartments project.

Air Quality

The Reduced Building Footprint/Increased Height Alternative would include approximately the same square footage and unit numbers as the proposed Sierra Gateway Apartments project development; however the buildings would contain an increased number of stories to result in an overall smaller development footprint. Therefore, the Reduced Building Footprint/Increased Height Alternative would mirror the amount of overall air quality emissions expected under the proposed Sierra

Gateway Apartments project because the square footage and unit count would be the same under both projects.

Biological Resources

The Reduced Building Footprint/Increased Height Alternative would include approximately the same square footage and unit number as the proposed Sierra Gateway Apartments project development; however the buildings would contain an increased number of stories to result in an overall smaller development footprint. The reduction of the number of site structures would result in fewer impacts to woodland and seasonal grassland habitat as well as wildlife habitat when compared to the proposed Sierra Gateway Apartments project. The reduction in the number of site structures would reduce the amount of impacts to different habitat types because the area where building numbers 3, 4 and 5 would not be built would have no to limited grading impacts, although the rest of the development area would still require grading to accommodate the remaining site structures, parking, landscape, handicap accessibility, drainage, sewer and other infrastructure requirements. The area where building numbers 3, 4 and 5 would not be built contains fifty-seven oak trees deemed by the project arborist to be in various states of condition (i.e., dead, dangerous/non-correctable, poor and fair-good condition) and it is likely that these oak trees could be preserved, although the health of some of the trees may result in their ultimate demise despite not being impacted by grading. Therefore, the Reduced Building Footprint/Increased Height Alternative would result in fewer effects to biological resources than the proposed Sierra Gateway Apartments project.

Transportation/Traffic

The Reduced Building Footprint/Increased Height Alternative would include approximately the same square footage and unit number as the proposed Sierra Gateway Apartments project development; however the buildings would contain an increased number of stories to result in an overall smaller development footprint. Therefore, the Reduced Building Footprint/Increased Height Alternative would mirror the contribution to traffic levels on nearby roadways and intersections and the associated transportation/traffic impacts expected under the proposed Sierra Gateway Apartments project because the square footage/unit number and the associated number of daily vehicle trips generated by such an alternative would be approximately the same under both projects.

FIGURE 6-2, SITE PLAN FOR REDUCED FOOTPRINT ALTERNATIVE



XV. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

An EIR is required to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated.

In addition to the discussion and comparison of impacts of the alternatives to the proposed project, CEQA requires that an “environmentally superior” alternative be selected and the reasons for such selection disclosed. In general, the environmentally superior alternative is the alternative that would be expected to generate the least adverse impacts. CEQA requires that if the No Project Alternative is the environmentally superior alternative, an additional alternative that is environmentally superior must be identified. (CEQA Guidelines Section 15126(e)(2))

It should also be noted that environmental considerations are one portion of the factors that must be considered by the public and the decision makers in deliberations on the proposed project and alternatives. Other factors of importance include urban design, economics, social factors, legal requirements and fiscal considerations.

The environmentally superior alternative must reduce the overall impact of the proposed project. The No Project Alternative would eliminate all of the projected environmental impacts of the proposed project; however, CEQA does not allow the No Project Alternative to be identified as environmentally superior.

Of the alternatives analyzed, the Reduced Intensity Alternative provides the greatest reduction in the level of environmental effects while meeting most of the overall objectives of the project. The reduction in number of site structures and unit count would result in a lesser change of the project site’s visual character or quality and its surroundings, a lesser amount of overall air quality emissions, fewer effects to biological resources and a lesser contribution to traffic levels on nearby roadways and intersections. While the Reduced Intensity Alternative does reduce the amount of square footage available for the proposed project site buildings, the Reduced Intensity Alternative would still generally meet most of the objectives of the proposed project to provide a residential apartment project in close proximity to retail commercial uses and educational facilities, as well as, the adjacent existing apartment complex with common ownership. Therefore, the Reduced Intensity Alternative is the Environmentally Superior Alternative.

The City rejects the Reduced Intensity Alternative as infeasible because it would either not achieve, or not achieve as well as the proposed project, the objectives of the proposed project. The Reduced Intensity Alternative would result in a reduction of housing units constructed, providing less benefit to the need for additional housing stock in the City. For these reasons, and each of them individually, the Reduced Intensity Alternative is determined to be infeasible.

XVI. STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to Public Resources Code Section 21081 and CEQA Guidelines Section 15093, the City adopts and makes the following Statement of Overriding Considerations regarding the significant unavoidable impacts of the Project, as discussed above, and the anticipated economic, social and other benefits of the Project.

The City finds and determines that: (i) the majority of the potentially significant impacts of the Project will be reduced to acceptable levels by the mitigation measures recommended in these Findings; (ii) the City's approval of the Project as proposed will result in certain significant adverse environmental effects that cannot be avoided even with the incorporation of all feasible mitigation measures into the Project; and (iii) there are no other feasible mitigation measures or other feasible Project alternatives that would further mitigate or avoid the remaining significant environmental effects. The significant effects that have not been mitigated to a less than significant level and are therefore considered significant and unavoidable are:

- Impact 4.58 – Traffic and Circulation – Cumulative Plus Project Condition: Rocklin Road/Interstate 80 WB and EB Ramp Intersections

In light of the environmental, social, economic and other considerations set forth below related to this Project, the City chooses to approve the Project because, in its view, the economic, social, technological, and other benefits resulting from the Project substantially outweigh the Project's significant and unavoidable adverse environmental effects.

The following statements identify the reasons why, in the City's judgment, the benefits of the Project outweigh the significant and unavoidable effects. The substantial evidence supporting the enumerated benefits of the Project can be found in the preceding findings, which are herein incorporated by reference, in the Project itself, and in the record of proceedings as defined herein, including the City's General Plan and Zoning Ordinance. Each of the overriding considerations set forth below constitutes a separate and independent ground for finding that the benefits of the Project outweigh its significant adverse environmental effects and is an overriding consideration warranting approval.

The City finds that the Project, would have the following economic, social, technological, and environmental benefits:

- 1. Consistency with the City's General Plan.** The Project is consistent with the land use designation for the underlying property set forth in the City's 2012 General Plan, as amended on April 16, 2013: High Density Residential. (DEIR, p. 3-5)
- 2. Consistency with the City's Zoning Ordinance.** The Project is consistent with the zoning designation for the underlying property set forth in the City's Zoning Ordinance, as amended on April 16, 2013: Planned Development Residential, 20 units minimum per acre (PD-20). (DEIR, p. 3-5)

3. **Consistency with the General Plan EIR.** The General Plan EIR contemplates the environmental impacts of implementation of the General Plan land use designations, goals and policies, and identifies impacts, mitigation measures and statements of overriding consideration. The DEIR for this Project, and these Findings, incorporate, either expressly or by reference, such impacts, mitigation measures and statements of overriding consideration.
4. **Compliance with the City's Oak Tree Preservation Ordinance.** The removal of those oak trees on site that have not been identified by the arborist as dead, diseased or dying will be mitigated by compliance with the City's Oak Tree Preservation Ordinance.
5. **General Plan Land Use Goals and Policies.** The Project is consistent with and will advance the City's goals and policies for new residential developments as set forth in the City's General Plan dated October, 2012, including, but not limited to, the following selected goals and policies of the Land Use and Open Space, Conservation and Recreation Elements of the General Plan (paraphrased in some instances):
 - a. Providing for an orderly and well planned development that will enhance the City of Rocklin. (General Land Use Goal, General Plan, p. 2-1);
 - b. Is responsive to the objective of promoting flexibility and innovation in new development through the use of planned unit developments and other innovative design and planning techniques. (LU-1, General Plan, p. 2-2);
 - c. Is responsive to the objective of encouraging a variety of building sites, building types, and land use concepts in High Density Residential areas located along major streets. (LU-2, General Plan, p. 2-2)
 - d. Is responsive to the objective of minimizing the adverse effects of light and glare on surrounding properties. (LU-4, General Plan, p. 2-2);
 - e. Is consistent with the General Plan designation for the property of High Density Residential (HDR) and thus meets the objectives of a variety of residential land use designation to meet the future needs of the City (LU-12) and designated residential densities (LU-17). (Policies for New residential Land Use, General Plan, p. 2-3);
 - f. Is responsive to the objective of encouraging High Density Residential uses near major arterial and/or collector streets. (LU-20, General Plan, p. 2-4)
 - g. Is consistent with the zoning designation for the site (Planned Development Residential, 20 units minimum per acre (PD-20)), which is, in turn, consistent with the General Plan policy of adopting zoning designations consistent with the General Plan. (LU-62, General Plan, p. 2-8)

General Plan Open Space, Conservation and Recreation Goals and Policies. The Project is consistent with and will advance many of the goals and policies set forth in the City's General Plan. Specifically, the Project is consistent with the goals and

policies of the Open Space, Conservation and Recreation Element of the General Plan, including, by way of example:

- h. The DEIR and these Findings are consistent with the policy of utilizing the California Environmental Quality Act (CEQA) as the primary regulatory tool for identifying and mitigating, where feasible, impacts to open space and natural resources when reviewing proposed development projects. (OCR-5, General Plan, p. 2-9);
- i. The Project is consistent with the policy mitigating for the removal of oak trees and impacts to oak woodlands in accordance with the City's Oak Tree Preservation Ordinance. (OCR-43, General Plan, p. 2-13);
- j. The Project is consistent with the policy of preserving significant archaeological resources and paleontological resources in place if feasible, or providing for mitigation prior to disturbance. (OCR-65, General Plan, p. 2-15).

General Plan Circulation Element Goals and Policies. The Project is consistent with and will advance many of the goals and policies set forth in the City's General Plan. Specifically, the Project is consistent with the goals and policies of the Circulation Element of the General Plan, including, by way of example:

- k. Is consistent with the policy of coordinating land use and transportation planning to support transit services, NEV facilities and non-motorized transportation. (C-2, General Plan, p. 2-15);
- l. The DEIR and these Findings are consistent with the policy of determining when improvements are needed to City streets to maintain an acceptable level of service. (C-7, General Plan, p. 2-15).

General Plan Housing Element Goals and Policies. The Project is consistent with and will advance many of the goals and policies set forth in the City's General Plan. Specifically, the Project is consistent with the goals and policies of the 2013-2021 Housing Element (Housing Element) of the General Plan, including, by way of example:

- m. Facilitating the provision of a range of housing types to meet the diverse needs of the community. (Goal 2, Housing Element, p. 7-83)
- n. Provide quality housing opportunities for current and future residents with a diverse range of income levels. (Policy 2.1, Housing Element, p. 7-83)
- o. Provide expanded housing opportunities for the community's workforce. (Policy 2.2, Housing Element, p. 7-83)
- p. Facilitate the development of multi-family housing on vacant parcels designated for medium-high and high density residential uses. (Policy 3.3, Housing Element, p. 7-84)

- 6. Consistency with Smart Growth Principles.** The Project is generally consistent with commonly accepted principles of Smart Growth supporting the development of mixed use and mixed income communities; supporting a range of housing types as well as social diversity; promoting the use of existing infrastructure investments, and encouraging efficient land development and proximity to activity centers. This high density residential project includes a range of residential unit sizes to meet the needs of varying household incomes and housing preferences. The Project is located adjacent to existing residential uses to the east and south, retail uses to the west, and a large community college campus to the northwest, and in the context of surrounding uses may be considered an infill development. The Project is located on existing community streets and will cause no new streets to be constructed. The proximity of the Project to retail, a large education campus and employment centers will encourage and accommodate the use of alternative modes of transportation, including bicycle and pedestrian modes, and encourage the reduced reliance on the automobile as a travel mode. The proximity to these same activity centers means the housing opportunities presented by the Project will be available to students and employees, including faculty. (American Planning Association (APA), US Environmental Protection Agency (USEPA).)
- 7. Consistency with the SACOG Blueprint Project.** The Project is generally consistent with the SACOG Blueprint Project and would implement several of the growth principles of the Preferred Scenario adopted unanimously by the SACOG Board of Directors in December, 2004, including, by way of example, transportation choices, compact development, housing choice and diversity, use of existing assets and quality design. (see “Blueprint Preferred Scenario” and “Blueprint growth principles,” SACOG Blueprint web page) The Project is also consistent with the Blueprint preferred scenario summary statistics for Rocklin reflecting a goal of increasing the percentage of the housing stock comprised of attached products. (see “Blueprint Summary Statistics, Rocklin,” SACOG Blueprint web page).
- 8. Revitalize an Underutilized Area of the City.** The Project will foster and facilitate the development of an underutilized area of the City. The underutilized site will be revitalized with economically beneficial uses, new buildings of quality architecture, landscape and hardscape design, and improved vehicular and pedestrian circulation.
- 9. Create Employment Opportunities for Local Residents.** The Project will have a positive impact on job creation in the City and will generate diversity in employment opportunities, including temporary construction jobs as well as permanent full-time and part-time jobs. Consequently, it is reasonably expected that the City and its residents will enjoy the economic and social benefits from added employment opportunities created by the Project.
- 10. Contribute to and Fund Needed Infrastructure Improvements.** The Project consists of new development that will be required to contribute to needed transportation infrastructure improvements by paying its fair share towards infrastructure

improvements. The Project will also construct or contribute to funding other infrastructure improvements which will benefit additional development projects and City residents and visitors.

- 11. Increase Customer Base for Retail Activity.** The Project will provide additional workers and residents to the City who will have disposable income to support the City's retailers and increase retail activity.
- 12. Generate Economic Benefits from Taxes.** The Project will provide increased sales tax and property tax revenue to the City, local schools and other agencies. These revenues will benefit the City and other local governmental agencies, and their residents and constituencies, by providing needed revenue for the provision of required services and amenities. Specific to the City of Rocklin, these revenues will go to the City's General Fund, which is the primary source of funding for the construction, operation and maintenance of a number of essential City services, programs and facilities, including fire and police services, recreation programs, transit operations and administrative functions, among other things.
- 13. Expansion of the City's Housing Stock.** The Project will provide housing resources to meet the demands of a growing population of the south Placer County region, thereby helping to lessen upward pressure on housing costs.

XVII. CONCLUSION

The City has balanced these benefits and considerations against the potentially significant unavoidable environmental effects of the Project and has concluded that the impacts are outweighed by these benefits, among others. After balancing environmental impacts against Project benefits, the City has concluded that the benefits the City will derive from the Project, as compared to existing and planned future conditions, outweigh the risks. The City believes the Project benefits outlined above override the significant and unavoidable environmental costs associated with the Project.

In sum, the City adopts the mitigation measures in the final Mitigation Monitoring Plan, and finds that any residual or remaining effects on the environment resulting from the Project, identified as significant and unavoidable in the preceding Findings of Fact, are acceptable due to the benefits set forth in this Statement of Overriding Considerations.

PLANNING COMMISSION RESOLUTION PC-2017-

RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF ROCKLIN RECOMMENDING APPROVAL OF A DESIGN REVIEW AND AN
OAK TREE PRESERVATION PLAN PERMIT

(Sierra College Apartments / DR2015-0018 and TRE2016-0001)

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. Design Review (DR2015-0018 and TRE2016-0001) would approve the site design, landscaping and architectural designs, colors and materials of a 195-unit multi-family apartment project and the associated oak tree removal and protection on an approximately 10.2 gross acre/9.6 net acre site generally located at the southeast corner of Rocklin Road and Sierra College Boulevard (APNs 045-160-014, 045-160-015, and 045-160-016).

B. An Environmental Impact Report has been recommended for approval for this project via Planning Commission Resolution No. _____

C. The design of the site is compatible with surrounding development, natural features and constraints.

D. The height, bulk, area, color scheme and materials of the buildings and structures are compatible with surrounding development.

E. The buildings and structures have been oriented with consideration given to minimizing energy consumption and maximizing use of natural lighting.

F. Adverse light and glare impacts upon adjoining properties have been eliminated or reduced to a less than significant level by consideration and / or modification of the location and height of light standards, orientation of exterior lighting fixtures, and conditioning the project to use light fixtures that will direct light downward.

G. The landscaping design is compatible with surrounding development and has been designed with provisions for minimizing water usage and maintenance needs.

H. The design of the site and buildings or structures is consistent with the goals, policies, land use designations in the General Plan, and with the zoning, regulations, standards, and restrictions applicable to the property.

Section 2. The Design Review and Oak Tree Preservation Permit for the Sierra Gateway Apartments (DR2015-0018 and TRE2016-0001) as depicted in Exhibits A, B, and C, attached hereto and by this reference incorporated herein, are hereby recommended for approval subject to the conditions listed below. The approved Exhibits A, B, and C shall govern the design and construction of the project. Any condition directly addressing an element incorporated into Exhibits A, B, and C shall be controlling and shall modify Exhibits A, B, and C. All other plans, specifications, details, and information contained within Exhibits A, B, and C shall be specifically applicable to the project and shall be construed as if directly stated within the conditions for approval. Unless otherwise expressly stated, the applicant / developer shall be solely responsible for satisfying each condition prior a final Building Permit Inspection or Issuance of a Certificate of Occupancy as applicable. The agency and / or City department(s) responsible for ensuring implementation of each condition is indicated in parenthesis with each condition.

A. Notice to Applicant of Fees & Exaction Appeal Period

The conditions of project approval set forth herein include certain fees, dedication requirements, reservation requirements, and other exactions. Pursuant to Government Code §66020(d), these conditions constitute written notice of the amount of such fees, and a description of the dedications, reservations, and other exactions.

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

B. Conditions

1. Utilities

- a. All utilities, including but not limited to water, sewer, telephone, gas, electricity, and conduit for cable television shall be provided to the project in compliance with all-applicable standards and requirements of the applicable provider. (APPLICABLE UTILITY)
- b. The applicant shall install masonry trash enclosures with solid metal gates to the satisfaction of the Economic and Community Development Director. The location and design of trash enclosures shall provide for a minimum clear width and gate opening of 11 feet, a minimum interior depth of 14 feet to accommodate two trash bins. (RECOLOGY AUBURN PLACER, ENGINEERING, BUILDING, PLANNING)

- c. Prior to issuance of a Building Permit, the project shall be included in the appropriate City Financing Districts as needed to most efficiently provide for public maintenance of public landscaping, improvements such as sound walls, and provision of new or enhanced services such as street lighting to the satisfaction of the City Finance Officer. (FINANCE, ENGINEERING, PUBLIC WORKS)

2. Schools

The following condition shall be satisfied to mitigate the impact of the proposed development on school facilities: (LOOMIS UNION SCHOOL DISTRICT, BUILDING)

- a. At the time of issuance of a building permit, the developer shall pay to the Loomis Union School District all fees required under Education Code section 17620 and Government Code Section 65995, to the satisfaction of the Loomis Union School District.
- b. The above condition shall be waived by the City Council if the applicant and the District reach agreement to mitigate the impacts on the school facilities caused by the proposed development and jointly request in writing that the condition be waived.

3. Improvements / Improvement Plans

Prior to any grading, site improvements, or other construction activities associated with this project improvement plans shall be prepared consistent with the exhibits and conditions incorporated as a part of this entitlement, and in compliance with all applicable city standards, for the review and approval of the City Engineer, Public Services Director, and/or the Economic and Community Development Director.

Improvement plans shall be valid for a period of two years from date of approval by the City Engineer. If substantial work has not been commenced within that time, or if the work is not diligently pursued to completion thereafter, the City Engineer may require the improvement plans to be resubmitted and/or modified to reflect changes in the standard specifications or other circumstances.

The project improvement plans shall include the following: (ENGINEERING, PUBLIC SERVICES, PLANNING)

- a. A detailed grading and drainage plan prepared by a registered civil engineer, in substantial compliance with the approved project exhibit(s). The grading and drainage plan shall include the following:

- i) Stormwater Management
1. Prior to issuance of improvement plans, to ensure compliance with the National Pollutant Discharge Elimination System MS4s General Permit and the regulations and orders of the State Water Resources Control Board, the applicant shall prepare and implement a Stormwater Management Facility Operation and Maintenance Plan for the on-site treatment systems and hydromodification controls if any, or acceptable alternative to the satisfaction of the City Engineer and Environmental Services Manager. All specified treatment systems and hydromodification controls shall be privately owned and maintained. (Building, Public Services)
 2. Prior to issuance of improvement plans (or building permit if no improvement plans and still applicable), unless waived by the City Engineer and Environmental Services Manager, the developer shall grant a Stormwater Management Compliance Easement over the project site to the City of Rocklin, in a form acceptable to the City Attorney. The Stormwater Management Compliance Easement shall be recorded with the County Clerk's office and a copy of the recorded document shall be provided to the Environmental Services division. Said easement shall provide for the following: (City Attorney, Building, Public Services)
 - A. Grant site access to City employees for the purpose of performing operations and maintenance inspections of the installed treatment system(s) and hydromodification control(s) (if any).
 - B. Grant site access to City employees for the purpose of performing operations and maintenance work on the installed treatment system(s) and hydromodification control(s) (if any) in the event that that the Director of Public Services determines, based upon the inspection results, that said work is not being performed adequately and has or will compromise the system's ability to function as required.

- C. A statement that the City may, at its option, cause the operational and maintenance responsibilities set forth in the Stormwater Management Facility Operation and Maintenance Plan to be performed and place a special assessment against the project site to recover the costs to the City in the event the project is not operated and maintained in accord with the approved Stormwater Management Facility Operation and Maintenance Plan. (RMC §8.30.150).
3. All storm drainage inlets shall be stamped with City Engineer approved wording indicating that dumping of waste is prohibited and identifying that the inlets drain into the creek system.
 4. Detaining run-off is not recommended, however the developer shall assess the capacity of the existing downstream drainage facilities to determine if mitigation measures are needed for controlling stormwater run-off. (PLACER COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT)
 5. Individual lot drainage management areas including individual drainage features, such as lined drainage swales.
 6. The developer shall prepare a Storm Water Pollutant Protection Plan (SWPPP) for review and approval by the State Regional Water Quality Control Board as part of the project's drainage improvement plans.
 7. Prior to any grading or construction activities, the developer shall:
 - A. Obtain a General Construction Activity Storm Water Permit as a part of the National Pollutant Discharge Elimination System (NPDES) permit process from the Regional Water Quality Control Board.
 - B. Submit verification from the U.S. Army Corp of Engineers and the California Department of Fish and Wildlife that the project meets all regulations

and that the subdivider has obtained all required permits relating to wetlands and waterways.

- b. Prior to the commencement of grading operations, and if the project site will not balance with respect to grading, the contractor shall identify the site where any excess earthen material shall be deposited. If the deposit site is within the City of Rocklin, the contractor shall submit a report issued by a technical engineer to verify that the exported materials are suitable for the intended fill and show proof of all approved grading plans. Haul routes to be used shall be specified. If the site requires importing of earthen material, then prior to the commencement of grading operations, the contractor shall identify the site where the imported earthen material is coming from and the contractor shall submit a report issued by a technical engineer to verify that the imported materials are suitable for the intended fill and show proof of all approved grading plans. Haul routes to be used shall be specified.
- c. If at any time during the course of grading or construction activities evidence of the existence of old wells, septic systems or other similar features is encountered, work shall be halted within 100 feet of the find and the City of Rocklin Engineer shall be notified. The City Engineer shall make a determination as to the nature of the feature (or features), the appropriate size for a buffer around the feature beyond which work could continue on the balance of the site, and which outside agencies, if any, should be notified and involved in addressing and/or remediation of the feature. At the discretion of the City Engineer and at the applicant's expense, a qualified consultant(s) shall be retained to assess and characterize the feature and to determine appropriate remediation, if any. Remediation of the feature including obtaining any special permits and/or approvals as needed shall be completed and documented to the satisfaction of the City Engineer and any responsible agencies, such as but not limited to the Placer County Department of Environmental Health, prior to completion of grading/construction in the affected area.
- d. 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.

- e. Prior to any grading or construction activities, the subdivider shall comply with the following biological resource conditions and include on the improvement plans as notes: (ENGINEERING, PUBLIC SERVICES)

i) *Big-scale balsamroot*

A pre-construction botanical survey for Big-scale balsamroot shall be conducted by a qualified botanist during the appropriate blooming period (March to June) to determine presence or absence of this species on the project site. The applicant shall submit documentation of the survey for Big-scale balsamroot to the City's Public Services Department. If no Big-scale balsam root is found, no further mitigation is required.

If the species is found, the botanist shall establish an approximately 10-foot buffer around the individuals and the project should avoid impacts to the plants. If avoidance is not feasible, a plan should be developed prior to the commencement of construction activities that includes measures for preserving and enhancing existing populations, creating off-site populations through seed collection or transplantation, and/or restoring or creating suitable habitat to achieve no net loss of occupied habitat or individuals. The plan should also include monitoring and reporting requirements for populations to be preserved on the project site or protected or enhanced off site. The plan shall be approved by the California Department of Fish and Wildlife (CDFW). {MM4.4-1 (a)}

ii) *Western Pond Turtles*

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

relocate the species to suitable habitat away from the construction zone to similar habitat outside of the construction footprint, but within the project area. {MM 4.4-1 (b)}

iii) *Nesting Raptors and Migratory Birds*

The applicant/developer shall attempt to time the removal of potential nesting habitat for raptors and migratory birds to avoid the nesting season (February 1 – August 31).

If vegetation removal and/or project grading or construction activities occur during the nesting season for raptors and migratory birds (February 1 – August 31), the applicant/developer shall hire a qualified biologist approved by the City to conduct pre-construction surveys no more than 14 days prior to initiation of development activities. The survey shall cover all areas of suitable nesting habitat within 500 feet of project activity and shall be valid for one construction season. Prior to the start of grading or construction activities, documentation of the survey shall be provided to the City of Rocklin Public Services Department. If the survey results are negative, no further mitigation is required and necessary tree removal may proceed. If there is a break in construction activity of more than 14 days, then subsequent surveys shall be conducted.

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

If construction activities are scheduled to occur during the non-breeding season (September- January), a survey is not required and no further studies are necessary. {MM 4.4-1 (c)}

iv) *Waters of the U.S.*

Prior to any grading or construction activities, the appropriate Section 404 permit will need to be acquired for any project-related impacts to waters of the U.S. Any waters of the U.S. that would be lost or disturbed should be replaced or rehabilitated on

a “no-net-loss” basis in accordance with the Corps’ mitigation guidelines. Habitat restoration, rehabilitation, and/or replacement should be at a location and by methods agreeable to the Corps. In association with the Section 404 permit and prior to the issuance of improvement plans, a Section 401 water quality certification from the Regional Water Quality Control Board shall be obtained. All terms and conditions of said permits shall be complied with.

If it is determined through consultation efforts between the U.S. Corps of Engineers and the U.S. Fish and Wildlife Service (USFWS) that a Biological Opinion is required, the applicant shall obtain one and all terms and conditions of the Biological Opinion shall be complied with.

For potential impacts to riparian habitat, the project may be required to obtain a Section 1600 Streambed Alteration Agreement (SAA) from the California Department of Fish and Wildlife. If it is determined that a SAA is required, the applicant shall obtain one and all terms and conditions of the SAA shall be complied with.

Prior to any grading or construction activities, the applicant shall submit documentation to the City of Rocklin Public Services Department that they have obtained an Army Corps of Engineers Section 404 permit, a Regional Water Quality Control Board Section 401 water quality certification, and if applicable, a United States Fish and Wildlife Service Biological Opinion and a California Department of Fish and Wildlife Section 1600 Streambed Alteration Agreement. The applicant shall also demonstrate to the City of Rocklin Public Services Department that they have implemented habitat restoration, rehabilitation, and/or replacement as stipulated in their Section 404 permit. The applicant shall also demonstrate to the City of Rocklin Public Services Department how they have complied with the terms and conditions of the Section 404 permit, the Section 401 water quality certification, the Section 1600 Streambed Alteration Agreement, and if applicable, the Biological Opinion. {MM 4.4-2}

- f. All on-site standard improvements, including but not limited to: (ENGINEERING, PUBLIC SERVICES, PLANNING)
 - i) Paving, curbs (including concrete curbs to contain all landscape areas adjacent to vehicle parking areas or travel lanes), gutters, sidewalks, drainage improvements, irrigation improvements

(main lines and distribution where located under paved areas), utility improvements, parking lot lights, fire hydrants (where necessary), retaining walls, fences, pilasters, enhanced pavement treatments, trash enclosures, etc.

- ii) All necessary easements for drainage, access, utilities, etc. shall be shown and offered for dedication (or Irrevocable Offer of Dedication provided) with the improvement plans.
 - iii) To the extent possible, underground facilities such as but not limited to electrical, gas, water, drainage, and irrigation lines shall be located outside of or to the edge of areas designated for landscaping so as to minimize impacts to the viability of these areas.
- g. A detailed parking lot striping plan designed per City standards, which indicates all parking spaces, aisles, entrances, and exits. (ENGINEERING, PLANNING)
- h. The following on-site special improvements in substantial compliance with Exhibit A: (ENGINEERING, PUBLIC SERVICES, PLANNING)
- i) Stacked block retaining walls and concrete with stone veneer retaining walls.
 - ii) Sound wall extension to match existing sound wall along Water Lily Lane.
 - iii) Pedestrian barrier railing/fence constructed of a low-maintenance and durable material such as powder-coated medium gauge, or better, steel or aluminum or composite wood.
 - iv) Permanent landscape barriers shall be installed along the boundary between the project site and the adjacent Rocklin Manor Apartment property (APN 045-160-023) to provide a clear visual edge for maintenance purposes and a physical barrier to retard the spread of plants between the groomed landscaping and the adjacent natural vegetation. Said barrier could consist of a concrete mow strip, concrete curbing, or other durable method / material.
 - v) A post and cable fence shall be installed along the length of the project site's frontage along Sierra College Boulevard and Water Lily Lane at the back of sidewalk of the triangular "panhandle"

open space area south of Water Lily Lane. Said fencing shall be constructed of a single steel cable strung between steel posts approximately four feet high spaced approximately six feet on center and set in concrete. The location and construction of the fence shall avoid damage to any oak tree roots. A gate shall be provided to allow utility and maintenance access.

- i. The following off-site improvements: (ENGINEERING, PUBLIC SERVICES)
 - i) Frontage improvements, including road widening and a right turn lane, on Sierra College Boulevard north of Water Lily Lane.
 - ii) Frontage improvements along Sierra College Boulevard south of Water Lily Lane, including curb, gutter and sidewalk.
 - iii) Frontage improvements along the south side of Water Lily Lane, including curb, gutter and sidewalk.
 - iv) No parking signs along the Rocklin Road frontage.
- j. All rights-of-way associated with the project improvements shall be offered by separate instrument prior to issuance of a building permit; that the following shall be offered by means of an irrevocable offer of dedication: Sierra College Boulevard.
- k. Prior to any grading or construction activities including issuance of improvement plans, the developer shall submit a design-level soil investigation for the review and approval of the City Engineer and Chief Building Official that evaluates soil and rock conditions, particularly the potential for expansive soils. The professional engineer that prepared the soil investigation shall recommend appropriate roadway construction and foundation techniques and other best practices that are to be implemented by the project during construction. These techniques and practices shall address expansive soils or other geological concerns requiring remediation, including but not limited to:
 - Recommendations for building pad and footing construction;
 - Use of soil stabilizers or other additives; and
 - Recommendations for surface drainage.
- l. Provisions for dust control, re-vegetation of disturbed areas, and erosion control, in conformance with the requirements of the City of Rocklin, including but not limited to the following which shall be included in the project notes on the improvement plans:

- i) The prime contractor shall submit to the District a comprehensive inventory (e.g., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used in aggregate of 40 or more hours for the construction project. If any new equipment is added after submission of the inventory, the prime contractor shall contact the District prior to the new equipment being utilized. At least three business days prior to the use of subject heavy-duty off-road equipment, the project representative shall provide the District with the anticipated construction timeline including start date, name, and phone number of the property owner, project manager, and on-site foreman.
- ii) During construction the contractor shall utilize existing power sources (e.g., power poles) or clean fuel (e.g., gasoline, biodiesel, natural gas) generators to minimize the use of temporary diesel power generators.
- iii) During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel powered equipment.
- iv) Traffic speeds on all unpaved road surfaces shall be posted at 15 mph or less.
- v) All grading operations shall be suspended when fugitive dust emissions exceed District Rule 228-Fugitive Dust limitations. The prime contractor shall be responsible for having an individual who is CARB-certified to perform Visible Emissions Evaluations (VEE). This individual shall evaluate compliance with Rule 228 on a weekly basis.
- vi) Fugitive dust emissions shall not exceed 40% opacity and shall not go beyond the property boundary at any time. If lime or other drying agents are utilized to dry out wet grading areas, the developer shall ensure such agents are controlled so as not to exceed District Rule 228-Fugitive Dust limitations.
- vii) The prime contractor shall be responsible for keeping adjacent public thoroughfares clean of silt, dirt, mud, and debris, and shall “wet broom” the streets (or use another method to control dust as approved by the individual jurisdiction) if silt, dirt mud or debris is carried over to adjacent public thoroughfares.

- viii) The prime contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) are excessive and dust is impacting adjacent properties.
- ix) The contractor shall apply water or use other method to control dust impacts offsite. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site.
- x) All construction equipment shall be maintained in clean condition.
- xi) Chemical soil stabilizers, vegetative mats, or other appropriate best management practices, in accordance with manufacturers' specifications, shall be applied to all-inactive construction areas (previously graded areas which remain inactive for 96 hours).
- xii) All exposed surfaces shall be revegetated as quickly as feasible.
- xiii) If fill dirt is brought to or exported from the construction site, tarps or soil stabilizers shall be placed on the dirt piles to minimize dust problems.
- xiv) Water shall be applied to control fugitive dust, as needed, to prevent impacts offsite. Operational water trucks shall be onsite to control fugitive dust. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site.
- xv) Processes that discharge 2 pounds per day or more of air contaminants, as defined by California State Health and Safety Code Section 39013, to the atmosphere may require a permit. Developers / Contractors should contact the PCAPCD prior to construction or use of equipment and obtain any necessary permits.
- xvi) In order to minimize wind driven dust during construction, the prime contractor shall apply methods such as surface stabilization, establishment of a vegetative cover, paving, or use another method to control dust as approved by the City.
- xvii) Construction equipment exhaust emissions shall not exceed Placer County APCD Rule 202 Visible Emission limitations. Operators of vehicles and equipment found to exceed opacity

limits are to be immediately notified by APCD to cease operations and the equipment must be repaired within 72 hours.

- xviii) Open burning of any kind shall be prohibited. All removed vegetative material shall be either chipped on site or taken to an appropriate recycling site, or if a site is not available, a licensed disposal site.
 - xix) Any diesel powered equipment used during project construction shall be Air Resources Board (ARB) certified.
- m. The developer shall comply with the following cultural resource condition which shall be included as project notes on the improvement plans:
{MM V.-1} (ENGINEERING, PUBLIC SERVICES)

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

In the event of the inadvertent discovery or recognition of any human remains, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains, until compliance with the provisions of Sections 15064.5 (e) (1) and (2) of the CEQA Guidelines, as well as Public Resources Code Section

5097.98, has occurred. If any human remains are discovered, all work shall stop in the immediate vicinity of the find and the County Coroner shall be notified, according to Section 7050.5 of the California Health and Safety Code. The City's Environmental Services Manager shall also be notified. If the remains are Native American, the Coroner will notify the Native American Heritage Commission, which in turn will inform a most likely descendant. The descendant will then recommend to the landowner appropriate disposition of the remains and any grave goods, and the landowner shall comply with the requirements of AB2641 (2006).

4. Improvements in the Public Right-of-Way

The applicant shall obtain an encroachment permit for all improvements within the public right-of-way. Applicant shall post a performance bond and labor and materials payment bond (or other equivalent financial security) in the amount of 100% of the cost of the improvements to be constructed in the public right-of-way as improvement security to ensure the faithful performance of all duties and obligations required of applicant in the construction of the improvements. Such improvement security shall be in a form acceptable to the City Attorney. Such security shall be either a corporate surety bond, a letter of credit, or other instrument of credit issued by a banking institution subject to regulation by the State or Federal government and pledging that the funds necessary to carry out this Agreement are on deposit and guaranteed for payment, or a cash deposit made either directly with the City or deposited with a recognized escrow agent for the benefit of the City. (PUBLIC WORKS)

5. Oak Tree Protection and Removal

Prior to the issuance of improvement plans or grading permits, the developer shall: {MM 4.4.-4} (ENGINEERING, PLANNING)

- a. Clearly indicate on the construction documents that oak trees not scheduled for removal will be protected from construction activities in compliance with the pertinent sections of the City of Rocklin Oak Tree Preservation Ordinance.
- b. Mitigate for the removal of oak trees on the project site consistent with the requirements of the City's Oak Tree Preservation Ordinance (Rocklin Municipal Code Section 17.77.080.B). The required mitigation shall be calculated using the formula provided in the Oak Tree Preservation Ordinance and to that end the project arborist shall provide the following information:
 - The total number of surveyed oak trees;

- The total number of oak trees to be removed;
 - The total number of oak trees to be removed that are to be removed because they are sick or dying, and
 - The total, in inches, of the trunk diameters at breast height (TDBH) of all surveyed oak trees on the site in each of these categories.
- c. The protection of oak trees not scheduled for removal shall comply with the pertinent sections of the City's Oak Tree Protection Guidelines.

6. Landscaping

- a. Final landscape plans shall be provided by the developer and approved by the Director of Economic and Community Development. The landscape plans shall comply with the following requirements: (PLANNING)
- i) The landscaping plan shall be prepared by a landscape architect and shall include:
1. A legend of the common and botanical names of specific plant materials to be used. The legend should indicate the size of plant materials.
 - A. Shrubs shall be a minimum five (5) gallon container size.
 - B. Trees a minimum of fifteen (15) gallon container size and meet the minimum height specified by the American Standards for Nursery Stock.
 2. A section diagram of proposed tree staking.
 3. An irrigation plan including an automatic irrigation system. The plan shall include drip irrigation wherever possible.
 4. Berming of landscape strips along the public right-of-way and the installation of shrubs to screen the undercarriages of vehicles as viewed from off-site.
 5. Provision for the shading of the parking lot spaces by shade trees of appropriate size(s) and characteristic(s) in locations to achieve 50% shading at maturity (15 years).

- 6. Use of granite or moss rock boulders, unfinished granite slabs, or an approved equal accent feature in the planting areas along the Sierra College Boulevard and Rocklin Road frontages.
 - ii) The plan shall be certified by the landscape architect that the landscape plan meets the requirements of the water Conservation and Landscaping Act. Government Code §65591, et seq.
 - b. The parking lot lighting plan shall be designed to accommodate shade trees and provide for illumination of the parking areas. Light standards and underground utilities shall be located such that required parking lot shade trees can still be planted. (ENGINEERING, BUILDING, PLANNING)
 - c. All landscaping shall be installed and the landscape architect shall certify, in writing, that the landscaping and irrigation system have been installed in full compliance with the approved plans prior to issuance of a Certificate of Occupancy. (PLANNING)
 - d. Prior to building permit issuance the applicant shall revise the project landscape plans to provide heavy screening of the stacked block retaining wall along Sierra College Boulevard, with both vertical and horizontal plant elements. (PLANNING)
7. Landscaping Maintenance Agreement

Prior to issuance of the Certificate of Occupancy, the property owner shall enter into an agreement with the City of Rocklin providing for the maintenance of the landscaping and irrigation within the public rights-of-way along Sierra College Boulevard and Rocklin Road. The agreement shall stipulate that the property owner shall maintain the irrigation system and all plant materials. The agreement shall also indemnify the City against claims arising from developer’s activities and shall be recorded and binding on successors in interest of the developer. (ENGINEERING / PUBLIC WORKS)

8. Lighting

All exterior lighting shall be designed and installed to avoid adverse glare on adjacent properties. Decorative cut-off type lighting fixtures, or equivalent, shall be used and mounted such that all light is projected directly toward the ground. Light poles shall be a maximum of 20 feet in height as measured from grade to the top of the light. The lighting design plan shall be approved by the Economic and Community Development Director for compliance with this condition. (PLANNING)

9. Signs

All signs shall conform to the Sign Ordinance of the City of Rocklin and the sign design(s) and location(s) as shown on Exhibit A, except as modified herein. (PLANNING)

- a. All monument signs shall be located outside of any public utility easements.
- b. Prior to building permit issuance the freestanding entry sign shall be modified to include the project site address, to the satisfaction of the Economic and Community Development Director and Fire Chief.

10. Screening of Mechanical Equipment

- a. All mechanical equipment, whether ground- or roof-mounted, shall be screened from view from all public rights-of-way to the satisfaction of the Economic and Community Development Director. The design of the screening shall be in harmony with the architectural design of the building. (PLANNING)
- b. The appearance of large utility features such as double detector check valves shall be minimized through the use of utility blankets or other acceptable screening methods. The developer shall also demonstrate that these facilities have been moved as far as possible from the public right-of-way. (PLANNING)

11. Security

Prior to building permit issuance the applicant shall prepare a security plan for review by the Rocklin Police Department, and shall provide the Rocklin Police Department with the name(s) and telephone number(s) of a responsible party to contact. (POLICE)

12. Outdoor Storage

All incidental and miscellaneous outdoor storage areas shall be completely screened from public view by a decorative masonry or concrete wall or approved equal. All gates shall be solid and view obstructing, constructed of metal or other durable and sturdy materials acceptable to the Economic and Community Development Director. (PLANNING)

13. Maintenance

- a. The property owner shall remove within 72 hours all graffiti placed on any fence, wall, existing building, paved area or structure on the property consistent with the provisions of Rocklin Municipal Code Section 9.32. Prior to removal of said graffiti, the property owner shall report the graffiti vandalism to the Rocklin Police Department. (PLANNING, POLICE)
- b. The project, including but not limited to paving, landscaping, structures, and improvements shall be maintained by the property owners, to the standard of similarly situated properties in equivalent use zones, to the satisfaction of the Economic and Community Development Director. (PLANNING)

14. Parks

- a. Park fees shall be paid as required by Rocklin Municipal Code Chapter 17.71 and Chapter 16.28. The amount of the fee per multifamily unit is currently \$1,648.00. (BUILDING)
- b. Community Park fees shall be paid as required by City Council Resolution #99-82. The amount of the fee per dwelling unit is currently \$569.00. (BUILDING)

15. Riparian Area and Creek Protection

An open space easement (as described in Government Code section 51070, et seq.) shall be recorded to the satisfaction of the City Engineer and shall be over that portion of the project site described as follows for purposes of riparian area and creek protection: (PLANNING, ENGINEERING)

Those portions of Assessor's Parcel Number 045-161-014 and 045-161-015 that are south of the existing access easement/roadway, Water Lily Lane.

- a. The easement shall be in substantial compliance with the City's form Grant Of Open Space 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 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.
- b. The open space area shall be marked in the field with a concrete post and steel cable fence consistent with Condition B.4.d.v).

16. Reciprocal Easements

If needed to accommodate the revised circulation and continue to provide access to the Rocklin Manor Apartments (APN 045-160-023) and the project (APN 045-160-014, 045-160-015, and 045-160-016), the existing reciprocal access easement, or a legal equivalent in a form acceptable to the City Attorney, shall be modified. The easement or legal equivalent shall be recorded prior to the issuance of a Certificate of Occupancy for the first building of this project. (CITY ATTORNEY, ENGINEERING, BUILDING)

17. Air Quality

- a. Electrical outlets shall be installed in the exterior walls of the building(s) in this project to promote the use of electrical landscaping equipment. (BUILDING, PLANNING)
- b. Low nitrous oxide (NO_x) natural gas hot water heaters shall be installed if gas hot water heaters are to be used in this project. (BUILDING, PLANNING)
- c. Prior to the start of any grading or construction activity, the project applicant shall include the following standard notes on all Improvement and Building Plans approved in association with this project and shall implement the notes during all grading and construction activities:
 - {MM 4.3-2 (a)} (BUILDING, ENGINEERING, PLANNING)
 - i) No wood burning fireplaces/hearths shall be allowed. Only natural gas or propane fired fireplace appliances are permitted. These appliances shall be clearly delineated on the Building Plans submitted in conjunction with the Building Permit application. (Based on PCAPCD Rule 225, section 302.2).
 - ii) Install Energy Efficient (Energy Star rated) appliances, including fans, refrigeration, and clothes washers and dryers in all of the apartment units.
 - iii) Install a total of eight electric vehicle charging stations within the project site. The location of all eight charging stations shall be identified on maps provided to the City of Rocklin. In year one, all eight locations shall have conduit installed and available for installation of the charging stations. Additionally, in year one, four electric vehicle charging stations shall be fully connected and actively available to residents. At the end of year one, the

applicant shall evaluate the demand for the four active charging stations and determine whether additional charging stations are warranted based on the demand by the residents. The evaluation shall continue annually until all eight charging stations are fully installed and active. The demand evaluation shall be based on a combination of physical observations, electric usage (i.e., bills) and resident surveys. The annual demand evaluations shall be provided to the City of Rocklin until such time that all eight charging stations are fully installed and active.

iv) Low Volatile Organic Compound (VOC) paint shall be utilized for both the interiors and exteriors of the buildings. To limit the quantity of VOCs in architectural coatings supplied, sold, offered for sale, applied, solicited for application, or manufactured for use within the PCAPCD boundaries, all projects must comply with PCAPCD Rule 218. (Based on PCAPCD Rule 218).

d. Prior to the issuance of a certificate of occupancy, the project applicant shall provide certification from a sustainability energy consultant that Energy Star rated fans, refrigerators, and clothes washers and dryers have been installed in all of the apartment units. {MM 4.3-2 (b)} (BUILDING, PLANNING)

18. Noise

a. All “self-powered” construction equipment and stationary noise sources (i.e. pumps, electrical generators, etc.) shall be equipped with noise control devices (e.g., mufflers). (ENGINEERING, BUILDING)

b. Equipment “warm-up” areas, water storage tanks, equipment storage areas, and stationary noise-generating machinery (i.e. pumps, electrical generators, etc.) shall be located away from existing residences and other sensitive noise receptors to the extent feasible. (ENGINEERING, BUILDING)

c. All phases of project development shall be subject to the City of Rocklin Construction Noise Guidelines, including restricting construction-related noise generating activities within or near residential areas to between 7:00 a.m. and 7:00 p.m. on weekdays, and between 8:00 a.m. and 7:00 p.m. on weekends. The Economic and Community Development Director may grant exceptions to the Construction Noise Guidelines if, in the opinion of the Economic and Community Development Director, special and unusual circumstances exist that make strict adherence to the Construction Noise Guidelines infeasible. (ENGINEERING, BUILDING)

19. Special

- a. Prior to the issuance of building permits, the applicant shall demonstrate on their building plans that the 2nd and 3rd floor windows of the first row of buildings facing Sierra College Boulevard are fitted with windows with a minimum STC rating of 32 (this only applies to the building facades which are parallel to Sierra College Boulevard). Alternatively, once construction plans, floor plans and building elevations are available the applicant can have a professional acoustical engineer calculate interior noise levels and submit a report to the City demonstrating compliance with the City's interior noise level standard. {MM XII.-1} (BUILDING)
- b. Prior to the issuance of Building Permits, the applicant shall pay the appropriate Traffic Impact Mitigation (TIM), South Placer Regional Transportation Authority (SPRTA) and Highway 65 Interchange Improvement fees. {MM 4.5-8} (BUILDING)
- c. If requested by the homeowners association (HOA) for the Hidden Creek subdivision, the developer shall work with the HOA to plant additional trees within the landscape area between the existing sound wall and Water Lily Lane. Subject to HOA approval or acceptance and prior to planting the trees, the developer shall submit final planting plans to the City for review and approval by the Economic and Community Development Director. This condition may be satisfied in advance of processing the improvement plans or building permits for the project. (PLANNING)
- c. The developer shall work with the owner of Rocklin Manor Apartments to remove existing turf and plant trees on the property. Subject to Rocklin Manor Apartments owner approval or acceptance and prior to commencing the work, the developer shall submit final planting plans to the City for review and approval by the Economic and Community Development Director. This condition may be satisfied in advance of processing the improvement plans or building permits for the project. (PLANNING)
- d. The developer shall work with staff to revise the architecture consistent with the direction of the Planning Commission to provide, if needed, further revisions to the buildings, to the satisfaction of the Community Development Director.

20. Monitoring

Prior to any grading on the property, the developer shall deposit with the City of Rocklin the current fee to pay for the City's time and material cost to administer the Mitigation Monitoring Program. The Economic and Community Development Director shall determine if and when additional deposits must be paid for administering the Mitigation Monitoring Program, including additional deposits on subsequent phases of construction. These amounts shall be paid prior to construction for additional phases on this project. (ENGINEERING, PUBLIC WORKS, BUIDLING, PLANNING)

21. Indemnification and Duty to Defend

Within 15 days of approval of the design review by the City, the developer shall execute an Indemnity Agreement, approved by the City Attorney's Office, to indemnify, defend, reimburse, and hold harmless the City of Rocklin and its agents, officers and employees from any claim, action, or proceeding against the City of Rocklin to set aside, void or annul an approval of the design review by the City's planning commission or City Council. The City will promptly notify the developer of any such claim, action or proceeding, and the City will cooperate in the defense of the claim, action or proceeding. Unless waived by the City, no further processing, permitting, implementation, plan checking or inspections related to the design review shall be performed by the City if the Indemnity Agreement has not been fully executed. (CITY ATTORNEY)

22. Validity

This entitlement shall expire two years from the date of approval unless prior to that date a building permit has been issued or a time extension has been granted. (PLANNING)

PASSED AND ADOPTED this 7th day of November, 2017, by the following roll call vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

ABSTAIN: Commissioners:

Chairman

ATTEST:

Secretary

P:\PUBLIC PLANNING FILES__ PROJECT FILES\Sierra Gateway Apts (Sierra College Apts II)\Meeting Packets\PC 11-7-17\04 Sierra Gateway Apts PC Reso (DR2015-0018 TRE2016-0001) 11-7-17 - final.doc

EXHIBIT A

DR2014-0007 / TRE2014-0006

Available at the Economic and Community Development Department, Planning Division

SIERRA GATEWAY APARTMENTS

Rocklin Rd & Sierra College Blvd

ROCKLIN APARTMENTS, LLC

23622 CALABASAS ROAD, SUITE 200, CALABASAS, CA 91302
TELEPHONE: (818) 223-3500 FAX: (818) 223-3536

EXHIBIT A

DR2015-0018, TRE2016-0001

PROJECT NAME:

ASSESSOR'S PARCEL NUMBERS:
045-161-014/ 045-161-015/ 045-161-016

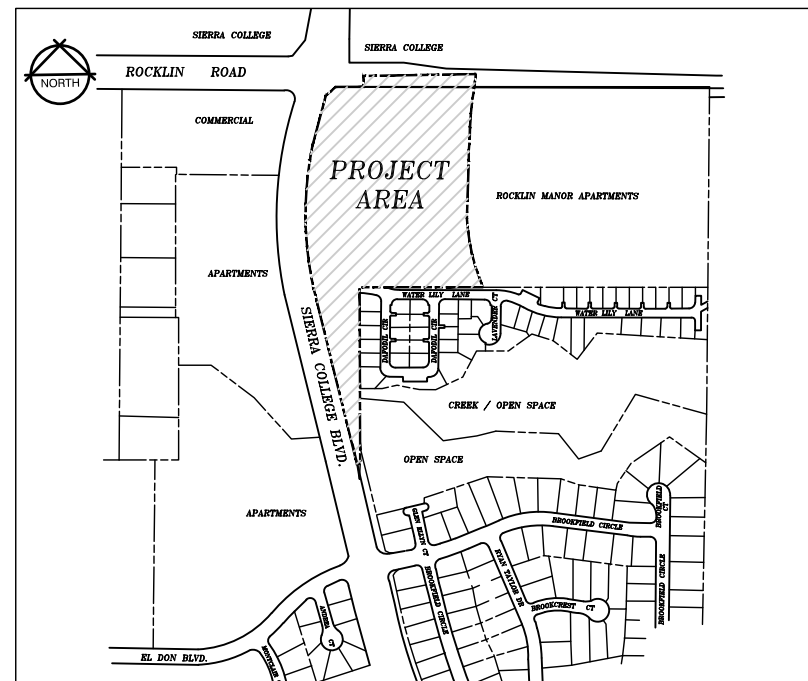
PROJECT:

The subject property is currently a vacant 10.19 acre lot with rolling topography generally sloping from north to south. However, the current remaining site acreage is 9.61 acres due to easement of existing roadway (Rocklin Road and Water Lily Lane). The panhandle portion of the property is to remain undeveloped as an open space conservation easement area.

The scope of the proposed project is the development of a new 195 unit apartment community. Proposed are two general apartment building configurations. The first and the majority of the project (Buildings A, B and C) will be three story buildings composed of one, two and three bedroom apartment units with private garages located at the ground level. In addition, a two story 2-plex building is configured to provide private garages with carriage style apartment units above. The complex's amenity spaces will be located near the proposed primary entrance to the site. The property amenities will include a single level Leasing/Clubhouse and Fitness buildings wrapping around the common pool area. Aesthetically the design of the building facade is a contemporary interpretation of the classic craftsman style. Incorporated into the design are the classic elements of low sloping roofs with large eaves, grouped windows and battered walls. This interpellation reaches all the way back to the original Asian influences with the proposed trim patterning. The material palette includes a combination of typical colors and materials found in traditional craftsman design.

To accommodate the increased traffic of the combined access point along Rocklin Road it is proposed to widen the access providing two entry and two exit lanes.

VICINITY MAP- Not to Scale



CONTACTS:

Developer:

Rocklin Apartments, LLC
23622 Calabasas Road, Suite 200
Calabasas, CA 91302

Fax: 818-223-3536
Phone: 818-223-3500

Architect:

MVE Partners
1900 Main Street, Suite 800
Irvine, CA 92614

Fax: 949-809-2222
Phone: 949-809-3388

Civil Engineer/Lighting Engineer/Landscape Architect:

OMNI-MEANS, Ltd
943 Reserve Drive, Suite 100
Roseville, CA 95678
Phone: 916-782-8688

Utility Agencies:

Sewer: S.P.M.U.D.
Water: P.C.W.A.
Telephone: AT&T
Cable: WAVE CABLE
Garage Disposal: RECOLOGY AUBURN PLACER
Gas & Electric: P.G. & E.

PROJECT DATA:

BUILDING HEIGHT:
MAXIMUM BUILDING HEIGHT = 35 FT
PROPOSED BUILDING HEIGHT = 34 FT 8 INCHES

PARKING CALCULATION:
1 BDRM UNIT (104X1.5) = 156 STALLS
2 BDRM UNIT (82X2) = 164 STALLS
3 BDRM UNIT (9X2) = 18 STALLS
VISITOR (195X.25) = 48.75 STALLS
TOTAL REQUIRED = 387 STALLS

COVERED PARKING PROVIDED = 195 STALLS
REQ 1/DU = 195 STALLS
UNCOVERED PARKING PROVIDED = 192 STALLS
TOTAL PARKING PROVIDED = 387 STALLS
H.C. PARKING PROVIDED = 11 STALLS
REQ @ 2% = 8 STALLS

PROPOSED BUILDING AREA :
3-A BUILDING(29125 SF) = 87,375 SF
3-A GARAGE (5130 SF) = 15,390 SF
2-B BUILDING(23248 SF) = 46,496 SF
2-B GARAGE (2728 SF) = 5,456 SF
1-C BUILDING(20222 SF) = 20,222 SF
1-C GARAGE (12418 SF) = 12,418 SF
4-D BUILDING(2669 SF) = 10,676 SF
4-D GARAGE(2402 SF) = 9,608 SF
1-E BUILDING(23248 SF) = 23,248 SF
1-E GARAGE (2728 SF) = 2,728 SF
CLUB HOUSE(6716 SF) = 6,716 SF
TOTAL LIVING = 194,733 SF
TOTAL GARAGE = 45,600 SF

PROPOSED UNIT AREA:
ONE BEDROOM UNIT
UNIT A (49) = 665 SF
UNIT B (24) = 715 SF
UNIT C (31) = 775 SF
REQ @ 2% = 8 STALLS
TWO BEDROOM UNIT
UNIT D (73) = 1050 SF
UNIT D1 (8) = 1230 SF
UNIT M (1) = 1180 SF
THREE BEDROOM UNIT
UNIT E (9) = 1340 SF

SITE COVERAGE AREA :

PROPOSED 3-A BUILDING(14055 SF) = 42,165 SF
2-B BUILDING(10892 SF) = 21,784 SF
1-C BUILDING(14536 SF) = 14,536 SF
2-D BUILDING(5570 SF) = 11,140 SF
1-E BUILDING(10892 SF) = 10,892 SF

PROPOSED CARPORTS = 6,853 SF
PROPOSED CLUBHOUSE = 7,761 SF
TOTAL SITE COVERAGE = 115,131 SF
OVERALL SITE COVERAGE % (115,131 SF / 443,876) = 25.9%

TOTAL SITE ACREAGE: 10.19 ACRES
EXISTING ROADWAY EASEMENTS (ROCKLIN RD. & WATER LILY LN.) = 0.58 ACRES

REMAINING CURRENT SITE ACREAGE = 9.61 ACRES

ZONING DESIGNATION:
GENERAL PLAN DESIGNATION = HDR
PLANNED DEVELOPMENT - 20 = PD-20
MIN 20 UNITS/ACRE = 192.2 UNITS MIN

RESIDENTIAL UNITS:
ONE BEDROOM UNITS = 104 UNITS
TWO BEDROOM UNITS = 82 UNITS
THREE BEDROOM UNITS = 9 UNITS
TOTAL UNITS = 195 UNITS

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PW 1	PRELIMINARY WALL PLAN
PW 2	PRELIMINARY WALL PROFILES
PU 1	PRELIMINARY UTILITY PLAN

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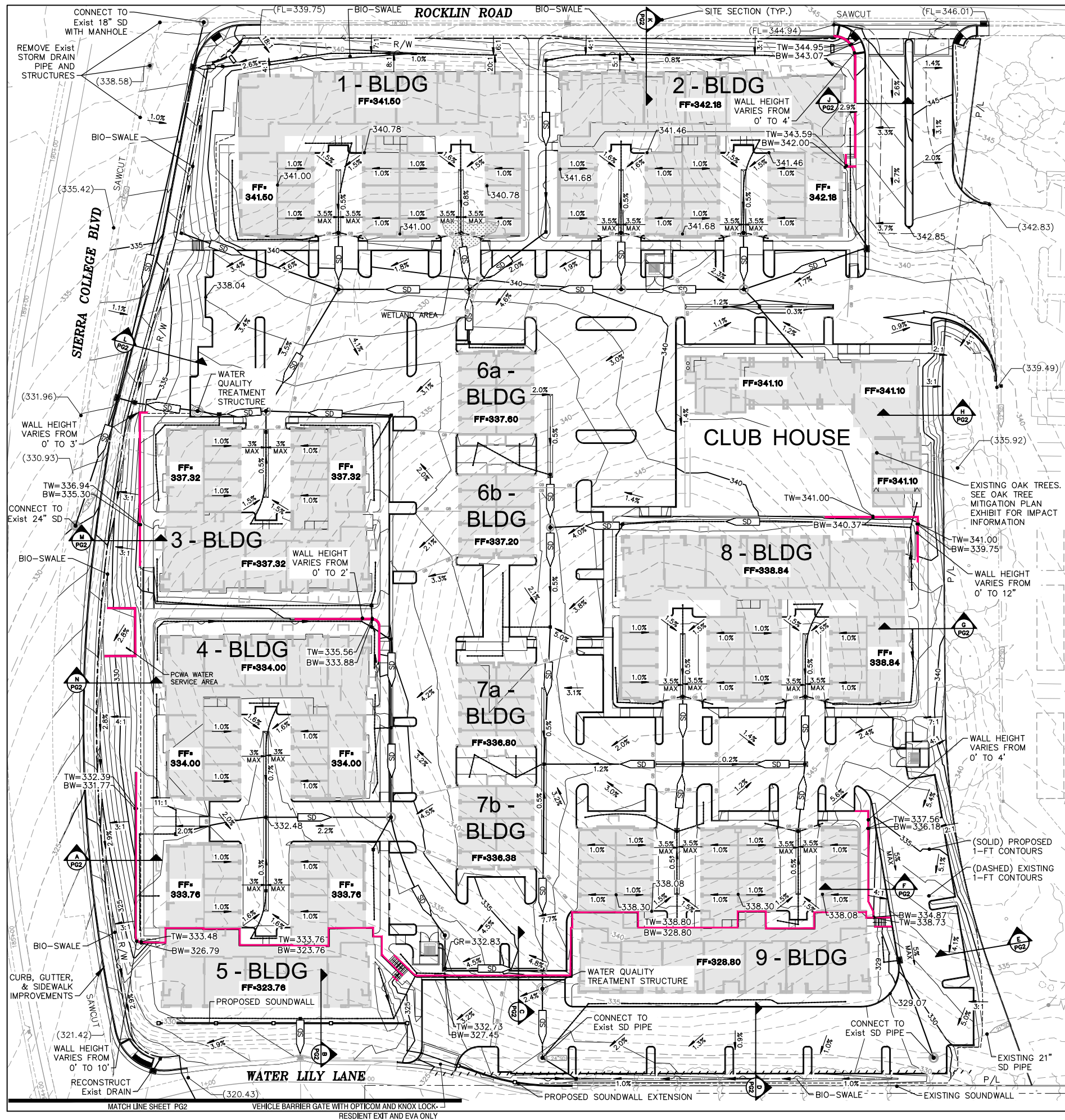
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A-A.20.1	BUILDING A ELEVATIONS
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	BEFORE AND AFTER IMAGES

Submittal: January 31, 2017



LEGEND

	RETAINING WALL
	SITE SECTION (SEE PG2)
	STORM DRAIN MANHOLE
	AREA DRAIN
	STORM DRAIN PIPE
	LANDSCAPING DRAIN PIPE
	DRAINAGE PATTERN
	SPOT ELEVATION
	BLDG
	BOTTOM OF WALL
	FINISHED FLOOR
	FLOW LINE
	PROPERTY LINE
	RIGHT-OF-WAY
	TOP OF WALL
	TYPICAL

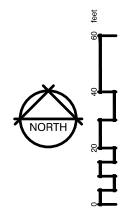
GRADING PLAN NOTES

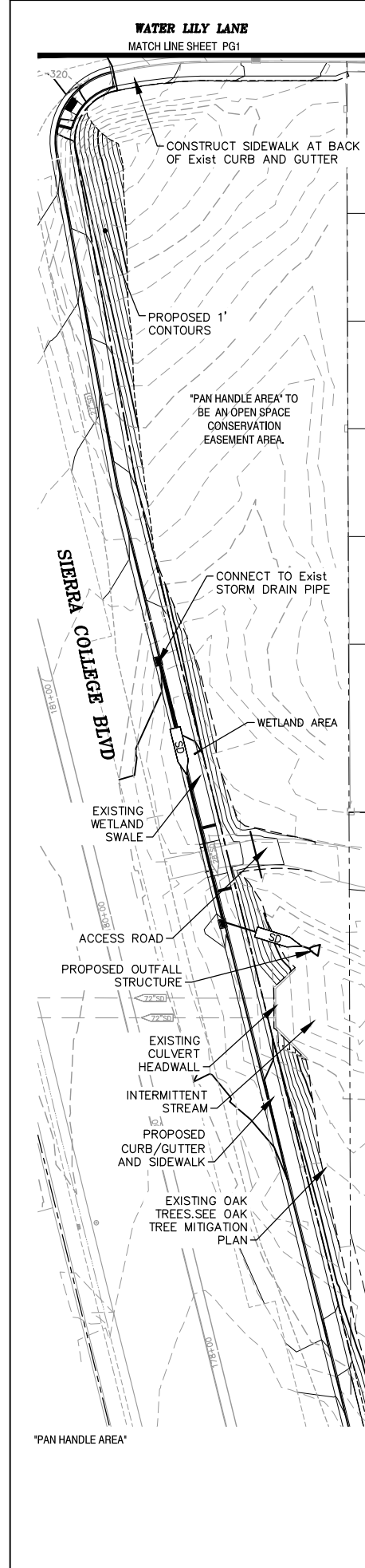
- Other Exhibits:** See also the Preliminary Grading Sections, Preliminary Site Plan, Preliminary Landscape Plan, & Preliminary Utility Plan (water and sewer) for reference.
- Cut and Fill:** Approximately 42,600 cubic yards of excavation; 26,100 cubic yards of fill; 16,500 cubic yards of soil will be removed from the site. Relocation site to be determined.
- Retaining Walls:** The preliminary location of retaining walls are illustrated on this exhibit. Retaining walls will be stucco covered CMU / concrete walls. See grading sections for more information. See **Architecture plans for wall treatment / finish concept.**
- Wetlands / Stream:** There is a small wetland area (.01 acres) in the northern portion of the site (see plan). A wetland swale and intermittent stream exists in the southern triangle section (south of Water Lily Lane) that will be impacted by roadway improvements. See Wetland Delineation Report for more information.
- Tree Impacts:** Site grading will require the removal of all on-site trees within the development area (not shown on this plan for clarity purposes). See Oak Tree Mitigation plan sheets for more information.
- Archeological Site:** There are NO archeological sites on the project.
- Detention/ Water Quality:** As determined by a project design approved in 2007, detention on this site is detrimental to the existing water shed. Water quality is addressed through a combination of bio-swales and treatment vaults.
- Sections:** See Grading Sections Exhibit.
- Site Accessibility:** Sidewalks will adhere to CA Title 24 code requirements regarding site accessibility with vertical slopes no greater than 5% and cross slopes no greater than 2%.

See Grading Plan Section Exhibit for grading plan information associated with roadway improvements south of Water Lily Lane.

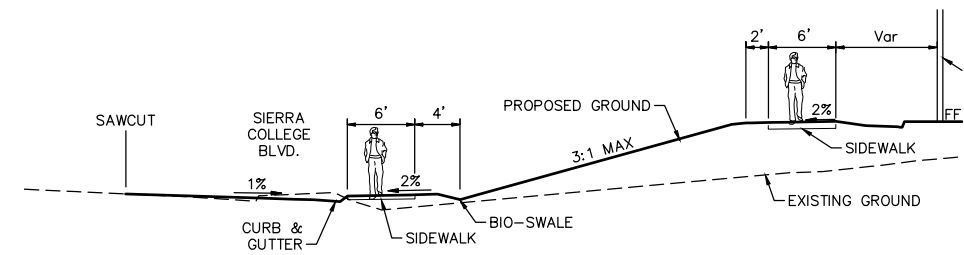
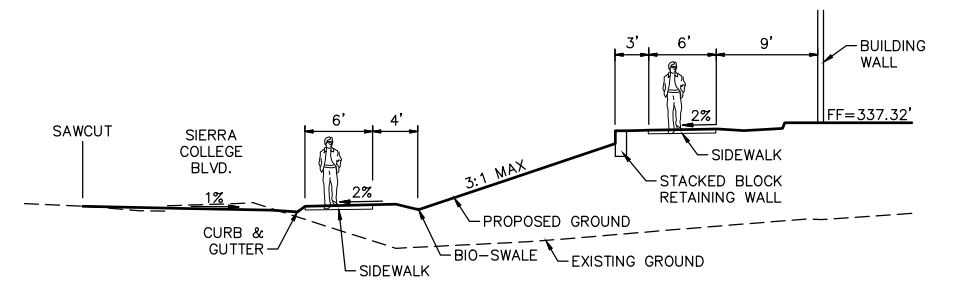
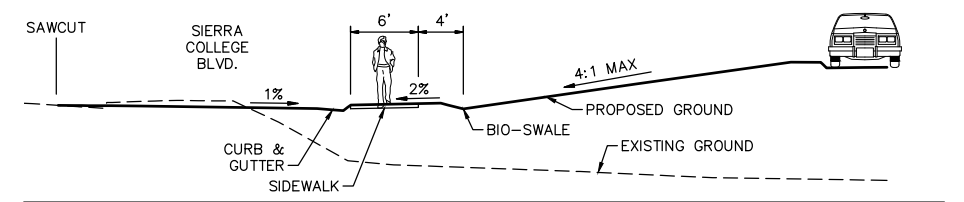
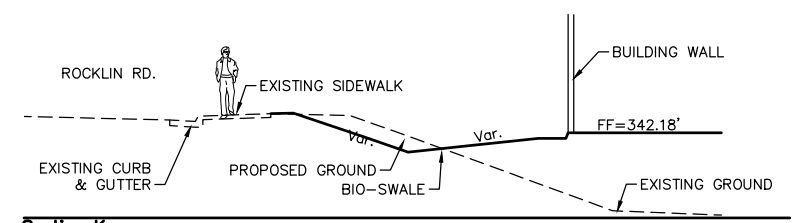
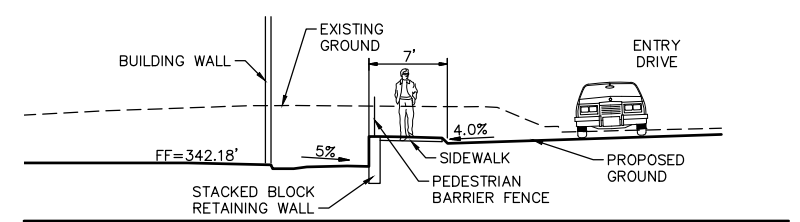
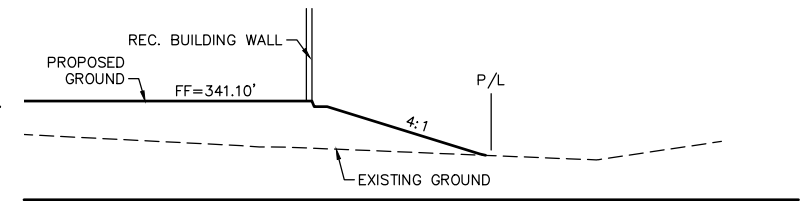
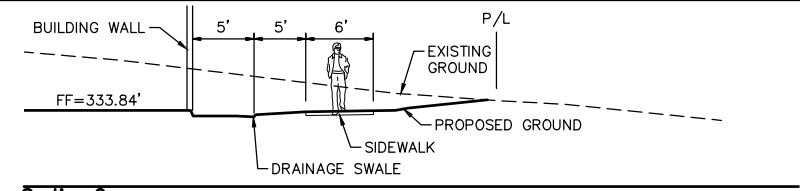
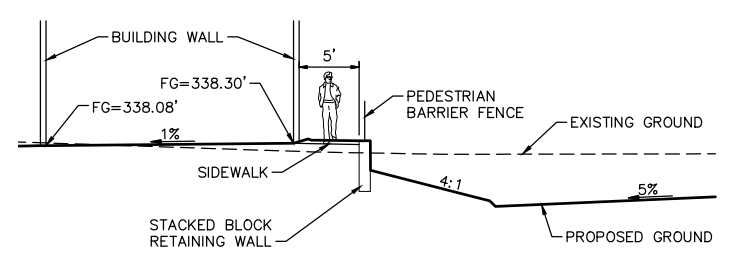
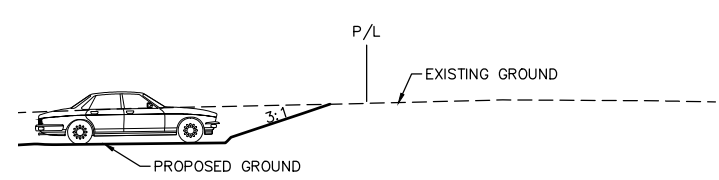
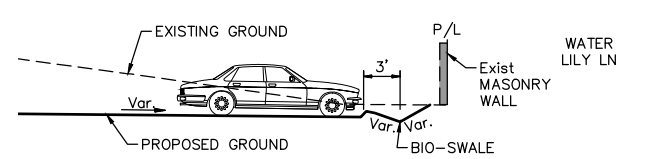
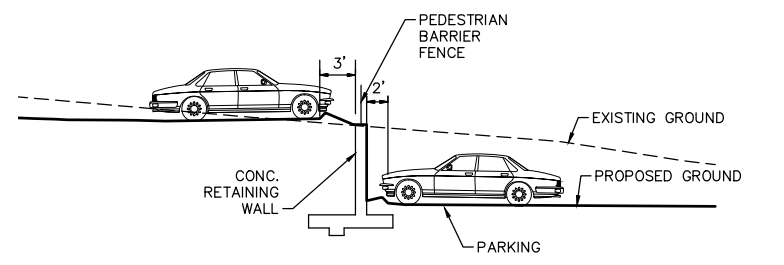
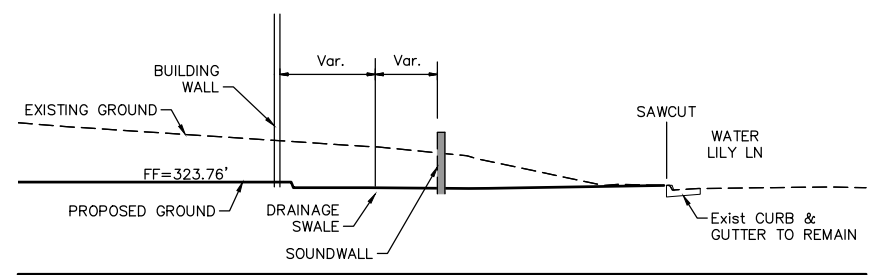
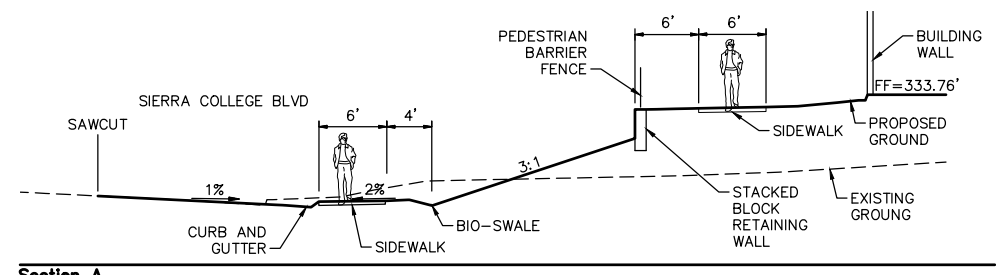


PRELIMINARY GRADING PLAN
SIERRA GATEWAY APARTMENTS
 City of Rocklin



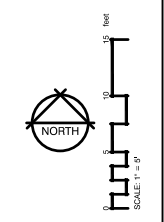


Note: Retaining wall section shown for illustrative purposes only. Final wall design to be determined. See Wall Plan Exhibit







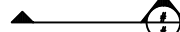

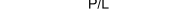

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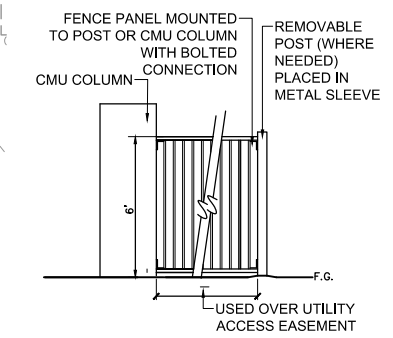
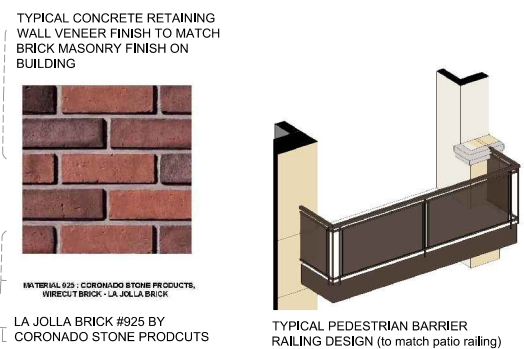
PRELIMINARY GRADING SECTIONS
SIERRA GATEWAY APARTMENTS
City of Rocklin





LEGEND

-  STACKED BLOCK RETAINING WALL
-  CONC. RETAINING WALL WITH VENEER
-  SOUND WALL EXTENSION
-  EXISTING SOUND WALL
-  SITE SECTION (see grading plan)
-  BLDG BUILDING
-  P/L PROPERTY LINE
-  R/W RIGHT-OF-WAY

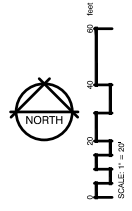


POST & CABLE FENCE ALONG EASTERN PROPERTY LINE ALONG WITH LANDSCAPE EDGE MATERIAL TO DEFINE PROPERTY LANDSCAPE

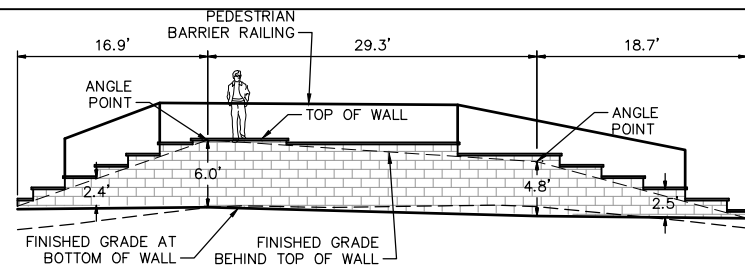
PRELIMINARY WALL PLAN
SIERRA GATEWAY APARTMENTS
 City of Rocklin



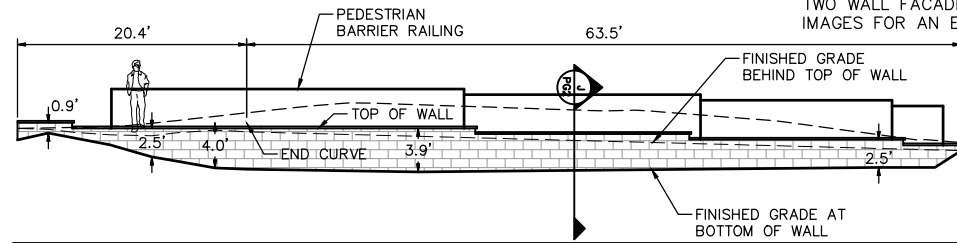
1753UP/PL/01g January 31, 2017



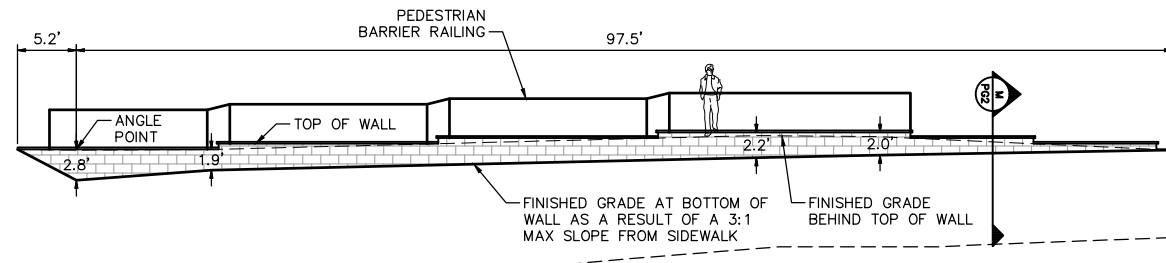
PW1



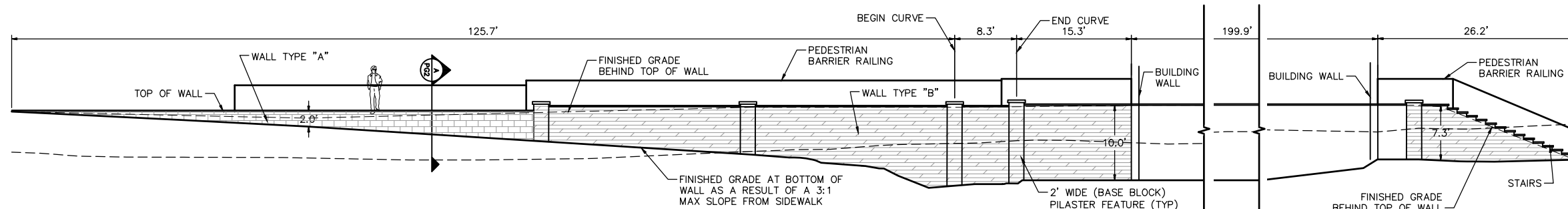
PROFILE 1 RETAINING WALL TYPE "A" (AROUND BACKFLOW PREVENT DEVICES)



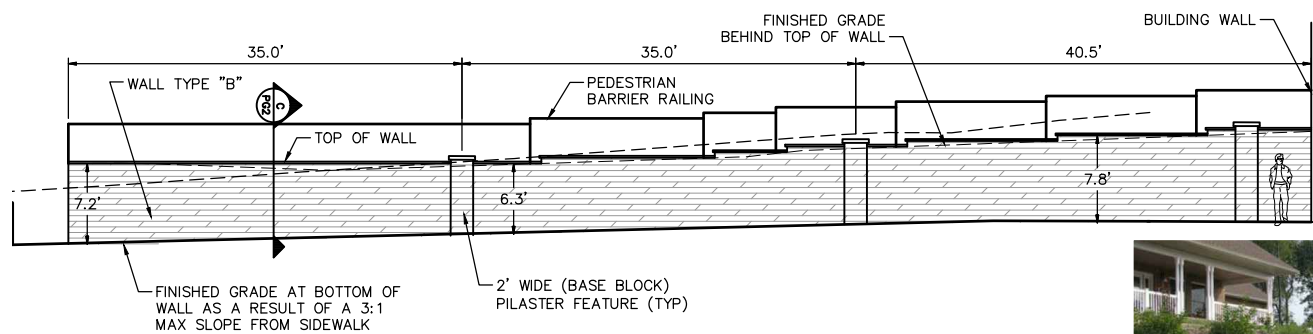
PROFILE 2 RETAINING WALL TYPE "A"



PROFILE 3 RETAINING WALL TYPE "A"

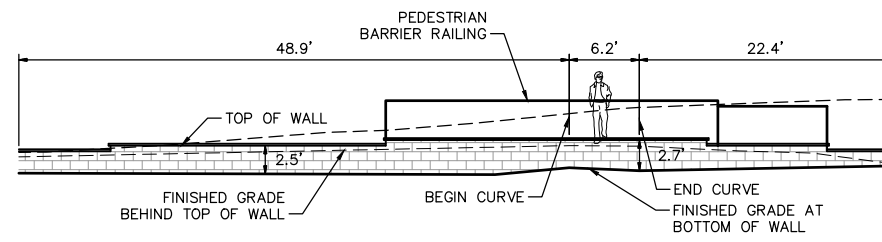


PROFILE 5 RETAINING WALL "B"

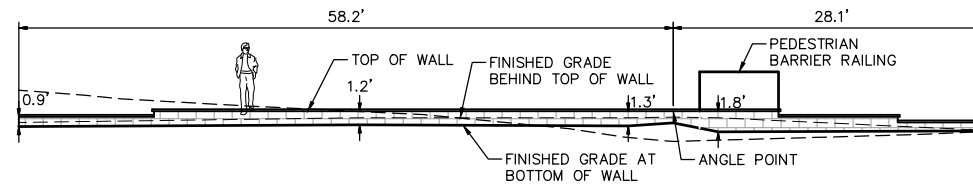


PROFILE 7 RETAINING WALL "B"

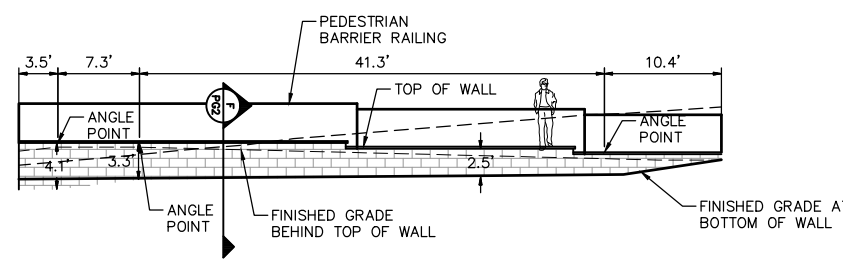
- EXHIBIT NOTES:
1. INTENDED TO ILLUSTRATE THE RETAINING WALLS PROPOSED RELATIVE TO THE PROPOSED GRADING.
 2. TYPE "A" WALL USED ALONG LOWER HEIGHT SECTIONS OF RETAINING AND WHERE SURGE IS MINOR. MOST OF EXPOSED WALL EXPECTED TO BE SCREENED BY PLANT MATERIALS. TYPE "B" WALL USED WHERE WALL MORE EXPOSED ABOVE PLANT MATERIALS AND WHERE SURGE IS GREATER.
 3. PEDESTRIAN BARRIER IS NOT FULLY ILLUSTRATED AND IS INTENDED TO SHOW TYPICAL HEIGHT AND BEGINNING / END POINTS RELATIVE TO ELEVATION CHANGES. RAILING / BARRIER USED AT WALL HEIGHTS GREATER THAN 18". PERSON ILLUSTRATED FOR SCALE COMPARISON, AND DOES NOT NECESSARILLY REFLECT A PEDESTRIAN PATH BEYOND.
 4. WALL HATCH PATTERN IS ILLUSTRATIVE TO INDICATE THE TWO WALL FACADE FINISHES PROPOSED. SEE WALL TYPE IMAGES FOR AN EXAMPLE OF THE ACTUAL FINISH TYPE.



PROFILE 4 RETAINING WALL



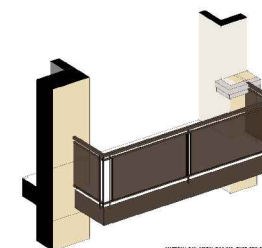
PROFILE 8 RETAINING WALL



PROFILE 9 RETAINING WALL TYPE "A"

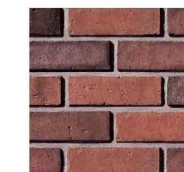


WALL TYPE "A" STACKED BLOCK RETAINING WALL EXAMPLE STYLE AND COLOR



TYPICAL PEDESTRIAN BARRIER RAILING DESIGN (to match patio railing)

TYPICAL CONCRETE RETAINING WALL VENEER FINISH TO MATCH BRICK MASONRY FINISH ON BUILDING



MATERIAL #25 : CORONADO STONE PRODUCTS, WIRECUT BRICK - LA JOLLA BRICK
LA JOLLA BRICK #925 BY CORONADO STONE PRODUCTS

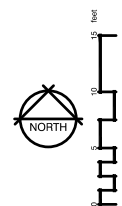


1783UP/KC/dmg January 31, 2017

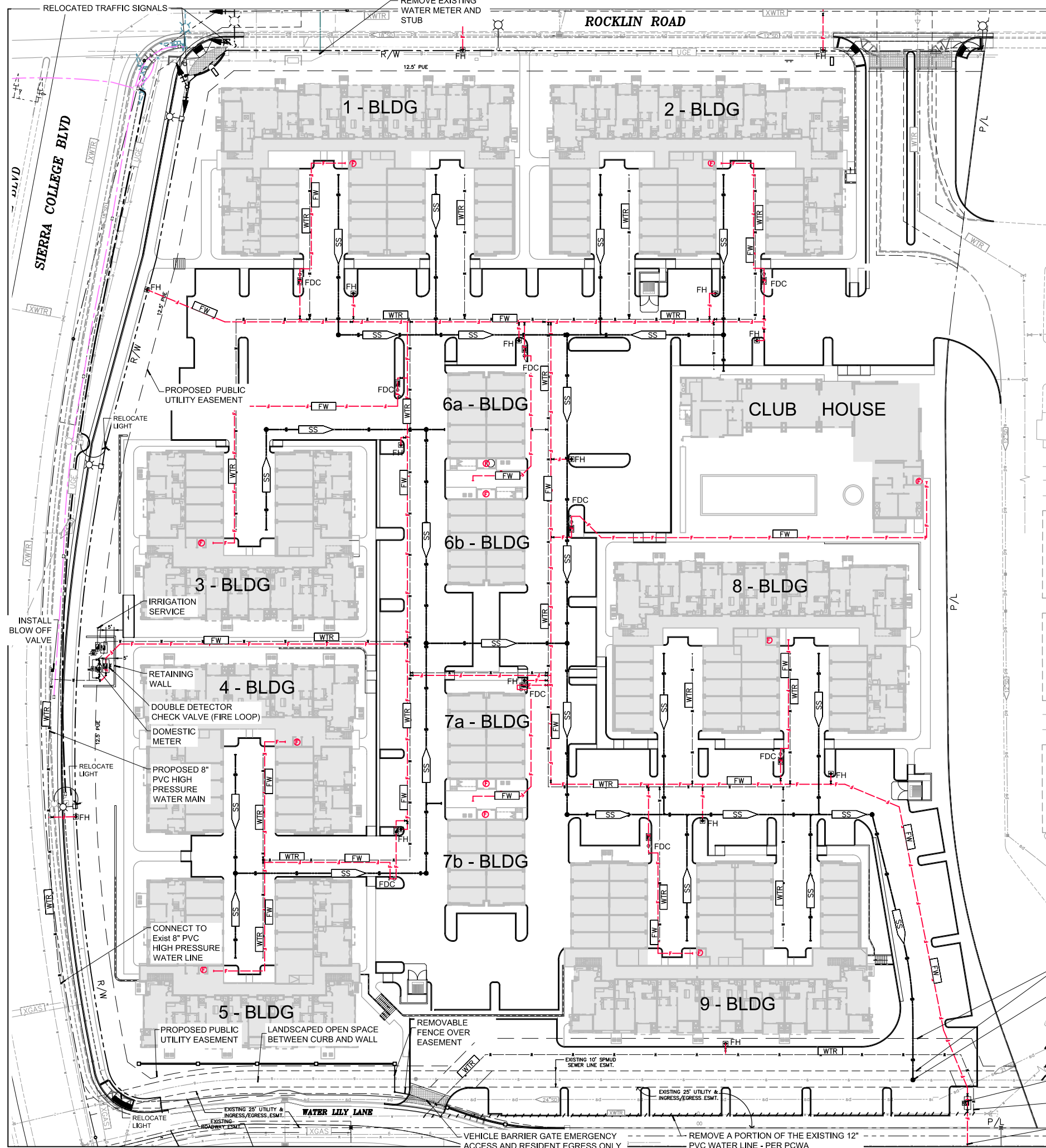
PRELIMINARY WALL PROFILES

SIERRA GATEWAY APARTMENTS

City of Rocklin



PW2



LEGEND

- SANITARY SEWER PIPE
- DOMESTIC WATER LINE
- FIRE WATER LINE
- FH (FIRE HYDRANT)
- FDC (FIRE DEPARTMENT CONNECTION)
- FIRE CONTROL ROOM

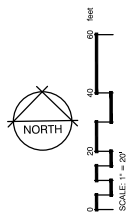
- NOTE:**
1. THE PROVISIONS OF NFPA 24 WITH AN UNDERGROUND FIRE SUPPLY PLAN WILL BE PROVIDED WITH THE BUILDING CONSTRUCTION PLANS.
 2. ON-SITE SEWER WILL BE A PRIVATE SYSTEM CONNECTING TO A PUBLIC SYSTEM THAT CROSSES THE SITE (EAST TO WEST) IN THE SOUTH AREA, NORTH OF WATER LILY LANE.
 3. ON-SITE WATER WILL BE PRIVATE.

- PROPOSED PUBLIC UTILITY EASEMENT
- CONNECT TO EXISTING SEWER LINE
- EXISTING STORM DRAIN
- EXISTING WATER
- EXISTING SEWER
- PROPOSED DOUBLE DETECTOR CHECK VALVE (FIRE LOOP)
- RE-ROUTE EXISTING 12" PVC WATER LINE PER PCWA
- CONNECT TO EXISTING 8" PVC HIGH PRESSURE WATER LINE



1783UPU.dwg January 31, 2017

PRELIMINARY UTILITY PLAN
 SIERRA GATEWAY APARTMENTS
 City of Rocklin



PU1



"P" = PROTECTED TREE: A Native Oak Tree species with a DBH of 6" or greater.

"NP" = NOT PROTECTED TREE: A tree not protected by the code.

MITIGATION PROPOSED

Mitigation for removed healthy trees is proposed to be in the form of fees-in-lieu-of replacement. See POM 2 & 3 for "protected" tree breakdown. See POM 4 thru 7 for mitigation inches tables.

Tree canopy (typical)

Tree number in Arborist Report

Property Line

Southern section, south of Water Lily Lane, is not a part of the site development. However, roadway frontage improvements will impact some trees as indicated.

Protected (P) and not protected (NP) OFF-SITE trees, inventoried, but not impacted by the project design - mitigation not required. Fencing will be used during construction.

1-FT CONTOURS, ENTIRE SITE TO BE GRADED SUCH THAT ALL TREES REQUIRE REMOVAL, THEREFORE, INDIVIDUAL SPOT ELEVATIONS NOT ILLUSTRATED FOR CLARITY.

- LEGEND**
- (373) TOTAL ON-SITE TREES OF ALL SPECIES (protected and non-protected) WERE INVENTORIED.
 - (108) TOTAL PROTECTED ON-SITE TREES RATED 3, 4, and 5 (mitigation required).
 - (260) TOTAL PROTECTED ON-SITE TREES RATED 0, 1, and 2 (mitigation not required)
 - (5) TOTAL NON-PROTECTED (NP) TREES - (mitigation not required)
 - X (321) TOTAL "PROTECTED" ON-SITE TREES TO BE IMPACTED BY DEVELOPMENT. SEE THE FOLLOWING SHEETS FOR BREAK DOWNS OF "PROTECTED" ON-SITE TREES BY ARBORIST RATING. NOTE: ONLY TREES RATED 3, 4 OR 5 REQUIRE MITIGATION PER CITY ORDINANCE.

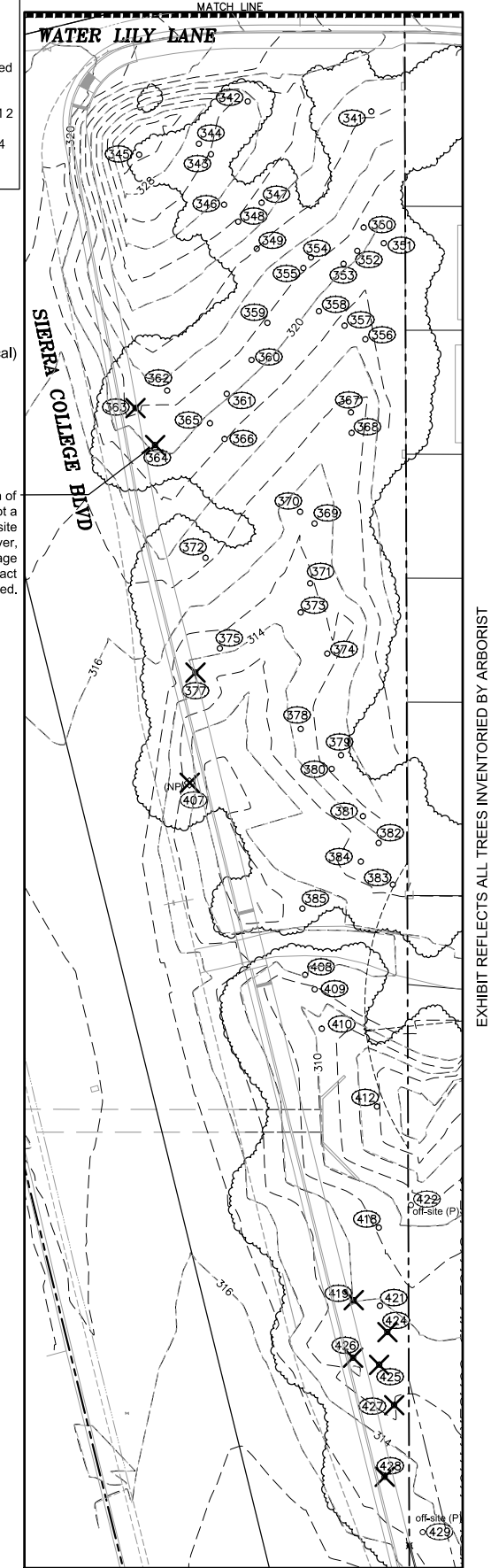


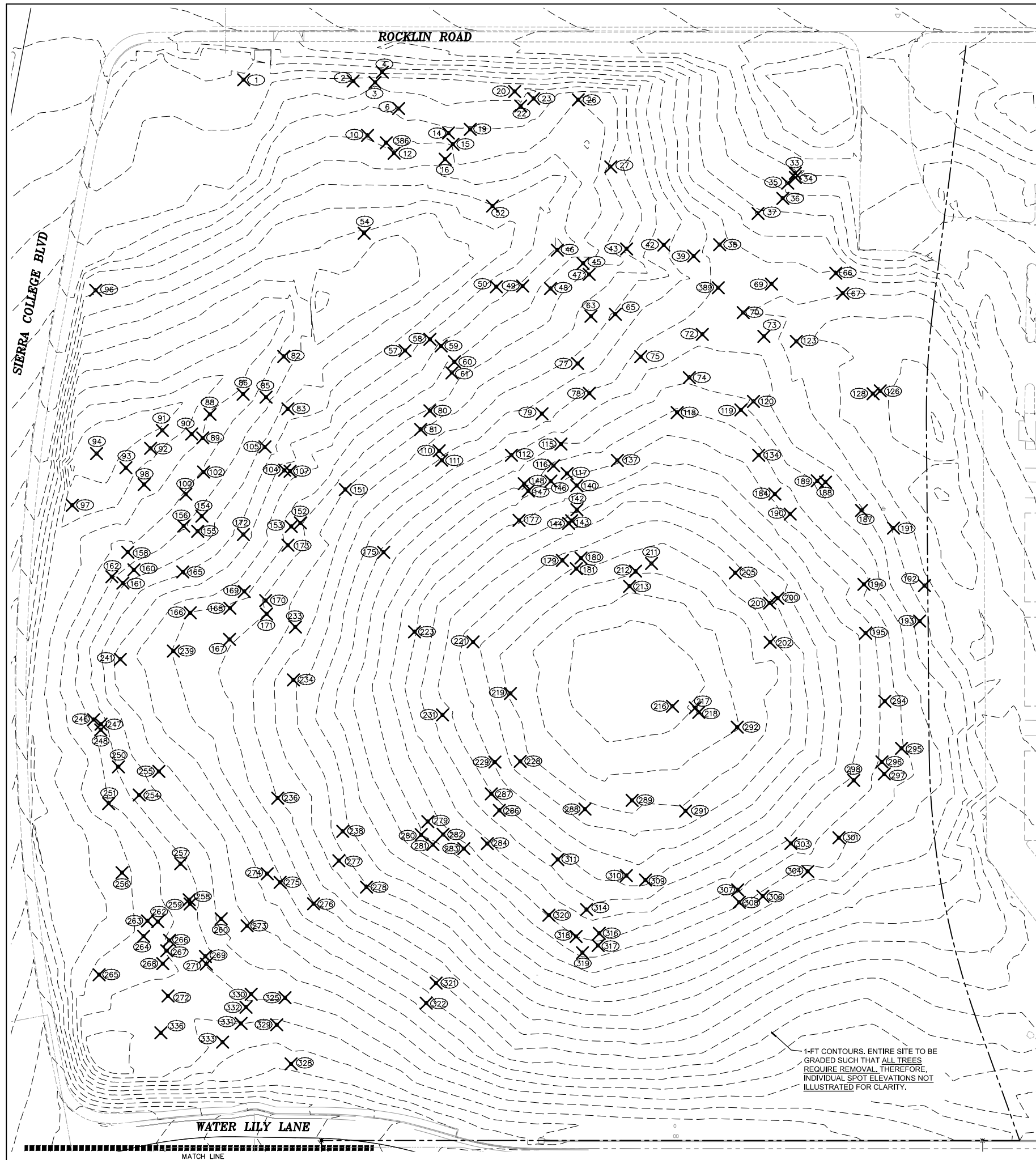
EXHIBIT REFLECTS ALL TREES INVENTORIED BY ARBORIST

OAK TREE MITIGATION PLAN - Inventory Overview
SIERRA GATEWAY APARTMENTS
 City of Rocklin

ARBORIST
 ABACUS
 Arborist: Nicole Harrison
 P.O. BOX 4248
 Auburn, CA 95604
 530-305-0165



POM 1



"P" = PROTECTED TREE: A Native Oak Tree species with a DBH of 6" or greater.

"NP" = NOT PROTECTED TREE: A tree not protected by the code.

- Note: Mitigation IS NOT REQUIRED for "Protected" trees with ratings of 0, 1 and 2.
- LEGEND**
- (260) TOTAL ON-SITE "PROTECTED" TREES RATED 0, 1 and 2 THAT DO NOT REQUIRE MITIGATION PER CITY CODE.
 - (228) TOTAL ON-SITE "PROTECTED" TREES RATED 0, 1 and 2 THAT WILL BE IMPACTED BY DEVELOPMENT OR ROADWAY IMPROVEMENTS.
 - (32) TOTAL "PROTECTED" TREES RATED 0, 1 and 2 NOT IMPACTED BY DEVELOPMENT OR ROADWAY IMPROVEMENTS (in "Pan Handle" area).

SOUTHERN SECTION, SOUTH OF WATER LILY LANE, IS NOT A PART OF THE SITE DEVELOPMENT. HOWEVER, ROADWAY FRONTAGE IMPROVEMENTS WILL IMPACT SOME TREES AS INDICATED.

1-FT CONTOURS, ENTIRE SITE TO BE GRADED SUCH THAT ALL TREES REQUIRE REMOVAL, THEREFORE, INDIVIDUAL SPOT ELEVATIONS NOT ILLUSTRATED FOR CLARITY.

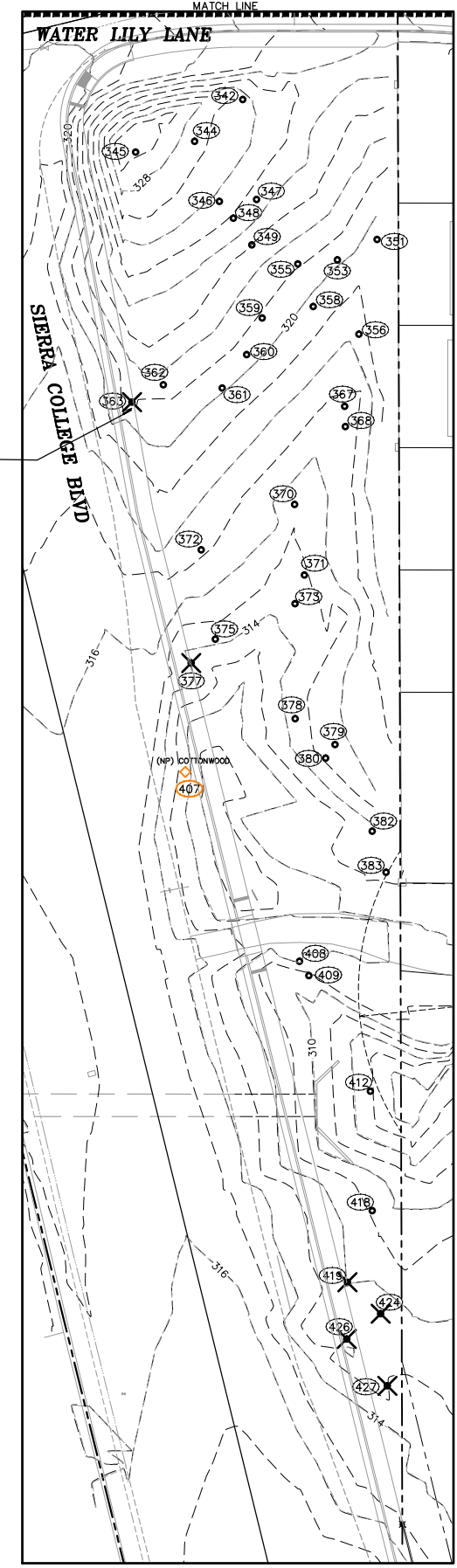


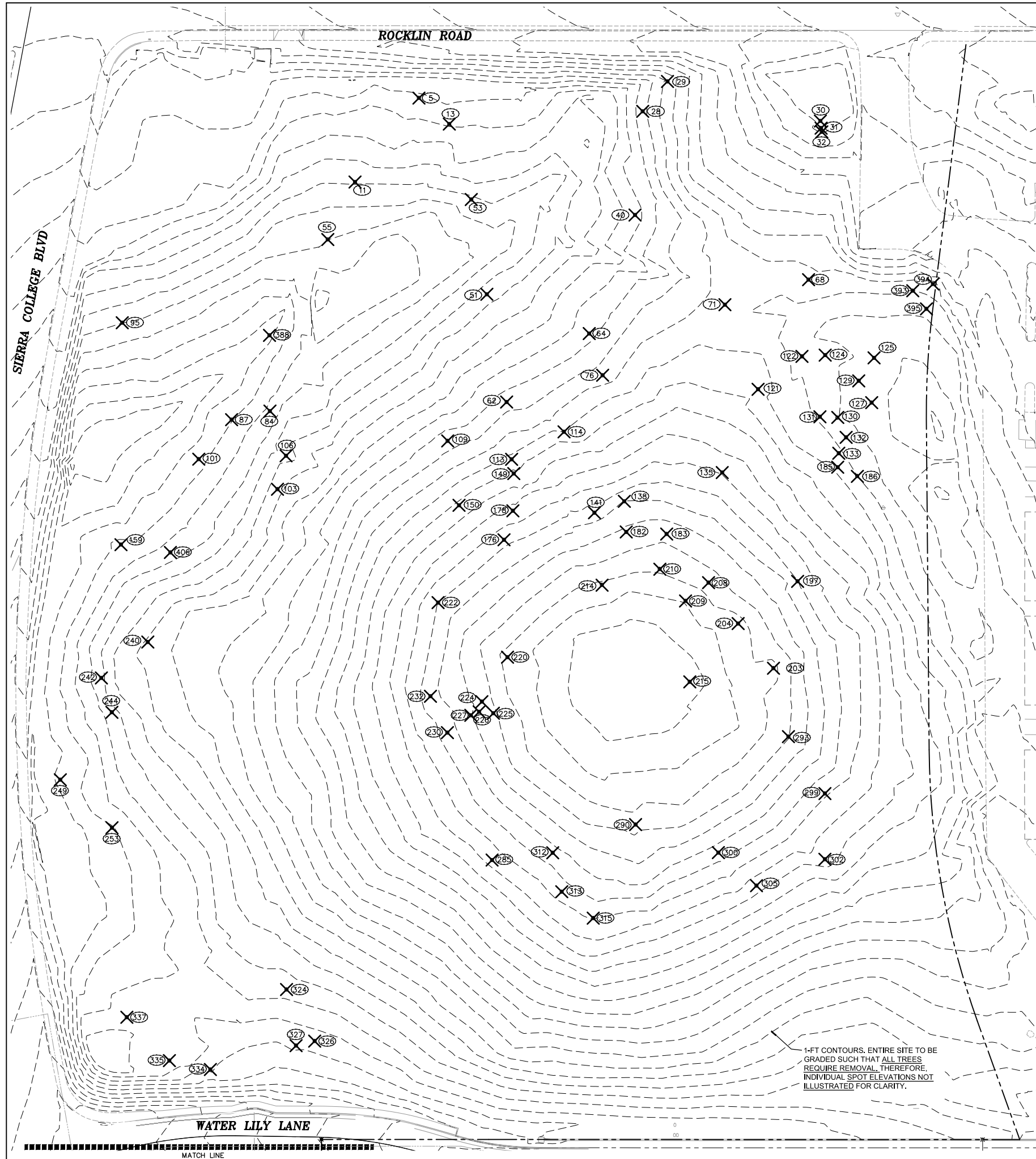
EXHIBIT REFLECTS ONLY "PROTECTED" ON-SITE TREES

OAK TREE MITIGATION PLAN - TREES RATED 0, 1 and 2
SIERRA GATEWAY APARTMENTS
 City of Rocklin

gmi:mecans
 LANDSCAPE ARCHITECTURE
 1000 W. COLLEGE AVENUE, SUITE 100
 ROCKLIN, CA 95670
 (916) 251-1100
 www.gmi-mecans.com

ARBORIST
 ABACUS
 Arborist: Nicole Harrison
 P.O. BOX 4248
 Auburn, CA 95604
 530-305-0165

Scale: 1" = 20'
 NORTH
 POM 3



"P" PROTECTED TREE:
A Native Oak Tree species with a DBH of 6" or greater.

MITIGATION PROPOSED

Mitigation for removed healthy trees is proposed to be in the form of fees-in-lieu-of replacement.

Southern section, south of Water Lily Lane, is not a part of the site development. However, roadway frontage improvements will impact some trees as indicated.

1-FT CONTOURS. ENTIRE SITE TO BE GRADED SUCH THAT ALL TREES REQUIRE REMOVAL. THEREFORE, INDIVIDUAL SPOT ELEVATIONS NOT ILLUSTRATED FOR CLARITY.

LEGEND

- (108) TOTAL ON-SITE "PROTECTED" TREES RATED 3, 4 OR 5.
- (93) TOTAL ON-SITE "PROTECTED" TREES RATED 3, 4 OR 5 THAT WILL BE IMPACTED BY DEVELOPMENT OR ROADWAY IMPROVEMENTS.
- XXX-inches MITIGATION REQUIRED PER CODE (SEE TABLES)
- (15) TOTAL ON SITE "PROTECTED" TREES RATED 3, 4 OR 5 NOT IMPACTED BY DEVELOPMENT OR ROADWAY IMPROVEMENTS (all in the "Pan Handle" area).

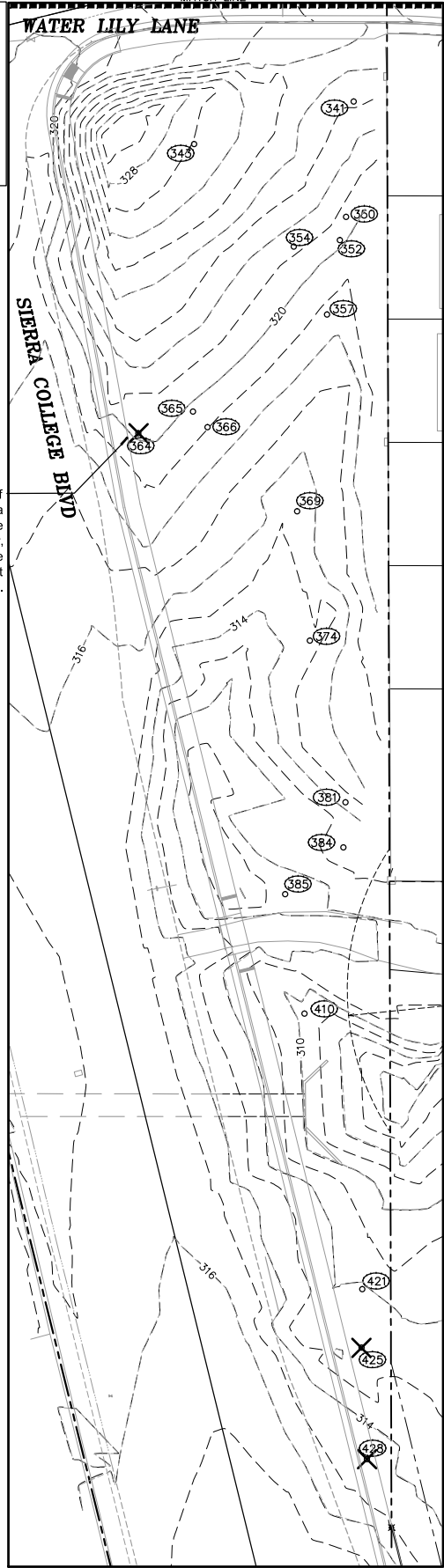
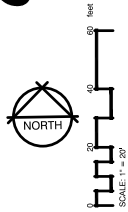


EXHIBIT REFLECTS ONLY "PROTECTED" ON-SITE TREES

OAK TREE MITIGATION PLAN - TREES RATED 3, 4 or 5
SIERRA GATEWAY APARTMENTS
City of Rocklin



POM 2

ARBORIST
ABACUS
Arborist: Nicole Harrison
P.O. BOX 4248
Auburn, CA 95604
530-305-0165



17825JPOAK.dwg January 31, 2017

Map Tree #	Common Name	Botanical Name	DBH	Notes	Rating	Largest Stem (DBH)	Mitigation Inches (3,4,5 Rating)
1	Interior Live Oak	Quercus wislizenii	43 @ 2'	10' failure stub	1	43	0
2	Interior Live Oak	Quercus wislizenii	9, 12, 22, 21, 16, 15	IB, Stem on WSW, W&N trunk decay, WSW stem split & down, old prune on ESE stem with decay, has MT, hangers, canopy leans to S, ants, borer holes.	2	22	0
3	Interior Live Oak	Quercus wislizenii		Dead	0	0	0
4	Interior Live Oak	Quercus wislizenii	9	Too much decay	1	9	0
5	Interior Live Oak	Quercus wislizenii	12	Decay at base, sparse canopy, needs corrective pruning	3	12	12
6	Interior Live Oak	Quercus wislizenii	12	Top failure, large deadwood	1	12	0
10	Interior Live Oak	Quercus wislizenii	5, 5, 5, 9, 7, 9	Poor structure - understory, too much decay	1	9	0
11	Interior Live Oak	Quercus wislizenii	14	Included bark at 7', decay at base in old pruning cut	3	14	14
12	Interior Live Oak	Quercus wislizenii	15, 16, 12	BMT, included bark, decay at crotch at base	2	16	0
13	Interior Live Oak	Quercus wislizenii	15, 13, 7	Decay at base	3	15	15
14	Interior Live Oak	Quercus wislizenii	12	Suppressed, poor structure	2	12	0
15	Interior Live Oak	Quercus wislizenii	10	Suppressed, poor structure	1	10	0
16	Interior Live Oak	Quercus wislizenii	6	Poor structure	1	6	0
19	Interior Live Oak	Quercus wislizenii	8	Top failure	1	8	0
20	Interior Live Oak	Quercus wislizenii	13	Top failure	1	13	0
22	Interior Live Oak	Quercus wislizenii	5	Poor structure, too small	2	5	0
23	Interior Live Oak	Quercus wislizenii	8, 12	Poor structure	1	12	0
26	Blue Oak	Quercus douglasii	10	Needs corrective pruning	2	10	0
27	Interior Live Oak	Quercus wislizenii	17, 19, 11, 22, 10, 10, 11, 18	17-19 Co-dominant leaders split, 11" stem suppressed, poor structure, cable for included bark	2	22	0
28	Blue Oak	Quercus douglasii	9	Suppressed by tree #27	3	9	9
29	Interior Live Oak	Quercus wislizenii	14, 12, 11	Suppressed by tree #27	3	14	14
30	Interior Live Oak	Quercus wislizenii	12, 7, 5	7" stem has too much decay, narrow angles thru out canopy	3	12	12
31	Interior Live Oak	Quercus wislizenii	12 @ 2'	Pleached to 7" stem of tree #30, broadleaf mistletoe	3	12	12
32	Interior Live Oak	Quercus wislizenii	11	Trunk & canopy leans to S.	3	11	11
33	Interior Live Oak	Quercus wislizenii	18 @ 1', 12	Decay under base, canopy to the ground	2	18	0
34	Interior Live Oak	Quercus wislizenii	10	Poor structure, attached to tree #33	2	10	0
35	Interior Live Oak	Quercus wislizenii	12, 8, 7	Narrow angle branch attachment, decay at crotch	2	12	0
36	Interior Live Oak	Quercus wislizenii	6, 12	Understory, poor structure	2	12	0
37	Interior Live Oak	Quercus wislizenii	14	Wrapped in poison oak, decay under base	2	14	0
38	Interior Live Oak	Quercus wislizenii	13, 12, 9, 10	Co-dominant leader at 1', cavity under base	2	13	0
39	Interior Live Oak	Quercus wislizenii	9, 10, 5, 8, 11, 4	Suppressed, poor structure, needs corrective pruning, decay under base	1	11	0
40	Interior Live Oak	Quercus wislizenii	18, 7, 6, 6	Co-dominant leader at 6', included bark, 3 smaller stems have poor structure	3	18	18
42	Interior Live Oak	Quercus wislizenii	10, 9	Tag to south, wrapped in poison oak, too much decay	1	10	0
43	Interior Live Oak	Quercus wislizenii	12	Too much decay, poor structure, suppressed	1	12	0
45	Interior Live Oak	Quercus wislizenii	14	Decay under base	2	14	0
46	Interior Live Oak	Quercus wislizenii	9	Mostly dead	1	9	0
47	Interior Live Oak	Quercus wislizenii	13	Too much decay	2	13	0
48	Interior Live Oak	Quercus wislizenii	8, 18	Poor structure, lean and unbalanced canopy to south, 9" stem failed	1	18	0
49	Interior Live Oak	Quercus wislizenii	14	Too much decay @ base, 7" stem failed at 3'	1	14	0
50	Interior Live Oak	Quercus wislizenii	7	Failed at base	1	7	0
51	Interior Live Oak	Quercus wislizenii	18	Stub at base to south	3	18	18
52	Interior Live Oak	Quercus wislizenii	11	Poor structure	2	11	0
53	Valley Oak	Quercus lobata	25	Nice tree, should be protected and saved.	5	25	25
54	Interior Live Oak	Quercus wislizenii	14	Severe decay at base and lean	1	14	0
55	Interior Live Oak	Quercus wislizenii	17, 20, 21	Canopy to the ground, low prostrate limbs, imbedded fence wire	3	21	21
57	Interior Live Oak	Quercus wislizenii	16	Decay, included bark, hit by fallen tree	1	16	0

Map Tree #	Common Name	Botanical Name	DBH	Notes	Rating	Largest Stem (DBH)	Mitigation Inches (3,4,5 Rating)
58	Interior Live Oak	Quercus wislizenii	18, 18, 11	2 stems have poor structure, west stem has bird hole, co-dominant leader failure	1	18	0
59	Interior Live Oak	Quercus wislizenii	9, 8, 8, 10	Poor structure, top failure, decay pocket in main stem	1	10	0
60	Interior Live Oak	Quercus wislizenii	8, 7	Too much decay, 7" stem dead	0	8	0
61	Interior Live Oak	Quercus wislizenii	12	Too much decay under base	1	12	0
62	Interior Live Oak	Quercus wislizenii	16, 18, 14	Included bark	3	18	18
63	Interior Live Oak	Quercus wislizenii	17 @ 6'	Too much decay	1	17	0
64	Interior Live Oak	Quercus wislizenii	10	~	3	10	10
65	Interior Live Oak	Quercus wislizenii	14 @ 2'	Too much decay	1	14	0
66	Interior Live Oak	Quercus wislizenii	14	Sparse canopy, closing wounds	2	14	0
67	Interior Live Oak	Quercus wislizenii	18	Decay at old pruning cut, epicormic growth, decay at base	1	18	0
68	Interior Live Oak	Quercus wislizenii	8	Co-dominant leader at 6' with included bark	3	8	8
69	Blue Oak	Quercus douglasii	12	Co-dominant leader at 10' with included bark, closing mechanical damage wound at 1' - 3', too much decay at CDL	2	12	0
70	Interior Live Oak	Quercus wislizenii	7, 9, 10	Too much decay at base, 2 smaller dead stems	1	10	0
71	Interior Live Oak	Quercus wislizenii	15	Sparse canopy, grafting to #389	4	15	15
72	Interior Live Oak	Quercus wislizenii	7, 4, 7, 7, 9, 8, 9, 5, 6	Too much decay in most stems	1	9	0
73	Interior Live Oak	Quercus wislizenii	11, 9	Too much decay, poor structure	1	11	0
74	Interior Live Oak	Quercus wislizenii	10, 5, 6	Too much decay	1	10	0
75	Interior Live Oak	Quercus wislizenii	16	Decay under base, good vigor	2	16	0
76	Interior Live Oak	Quercus wislizenii	10	~	4	10	10
77	Interior Live Oak	Quercus wislizenii	8, 7, 5, 12, 12	Decay under base, 6" stem is dead and failed, unbalanced canopy to south west	1	12	0
78	Blue Oak	Quercus douglasii	10	Poor structure, dogleg, horizontal fractures	2	10	0
79	Interior Live Oak	Quercus wislizenii	9 @ 2'	Poor structure, too much decay under base	1	9	0
80	Blue Oak	Quercus douglasii	12	Sparse canopy, epicormic growth, co-dominant leader at base removed	2	12	0
81	Interior Live Oak	Quercus wislizenii	14, 14, 8	Poor structure, unbalanced canopy to southwest, decay under base	1	14	0
82	Interior Live Oak	Quercus wislizenii	14, 11, 16	Growing together with tree #388	1	16	0
83	Interior Live Oak	Quercus wislizenii	10	Dangerous, too much decay, poor structure.	1	10	0
84	Blue Oak	Quercus douglasii	8	Unbalanced canopy	3	8	8
85	Interior Live Oak	Quercus wislizenii	10	Too much decay at base	1	10	0
86	Interior Live Oak	Quercus wislizenii	10	Poor structure, too much decay	1	10	0
87	Interior Live Oak	Quercus wislizenii	17	Decay at base	3	17	17
88	Interior Live Oak	Quercus wislizenii	8	Too much decay	1	8	0
89	Interior Live Oak	Quercus wislizenii	8, 6	Too much decay, poor structure	1	8	0
90	Interior Live Oak	Quercus wislizenii	18, 11	11" stem has too much decay	1	18	0
91	Interior Live Oak	Quercus wislizenii	14	Poor structure, large dead wood	2	14	0
92	Interior Live Oak	Quercus wislizenii	8, 10, 6	Too much decay in most stems	1	10	0
93	Interior Live Oak	Quercus wislizenii	12	Standing Dead	0	12	0
94	Interior Live Oak	Quercus wislizenii	13, 12, 12	Poor structure, too much decay at base	2	13	0
95	Interior Live Oak	Quercus wislizenii	11, 6	~	4	11	11
96	Interior Live Oak	Quercus wislizenii	34	Top failure, too much decay	1	34	0
97	Interior Live Oak	Quercus wislizenii	21	Too much decay	2	21	0
98	Interior Live Oak	Quercus wislizenii	12	Poor structure, one remaining stem has too much decay	1	12	0
100	Interior Live Oak	Quercus wislizenii	9, 8	Poor structure	2	9	0
101	Blue Oak	Quercus douglasii	16, 12	Sparse canopy, included bark	3	16	16
102	Interior Live Oak	Quercus wislizenii	10	Poor structure, too much decay at base	1	10	0
103	Interior Live Oak	Quercus wislizenii	14, 9, 10	Sparse canopy, old stem removed on W, slight decay @ base in center.	3	14	14
104	Interior Live Oak	Quercus wislizenii	6	Suppressed, poor structure	2	6	0
105	Interior Live Oak	Quercus wislizenii	10, 6, 7	Decay under base, 5" stem is dead	2	10	0
106	Interior Live Oak	Quercus wislizenii	7	Old stem removed @ base on N, many small branch wounds up trunk, trunk & canopy lean to N, decay @ base on W.	3	7	7

TABLES REFLECT ONLY THOSE "PROTECTED" TREES THAT REQUIRE MITIGATION PER CODE. ALL TREES IMPACTED ARE IN THE AREA NORTH OF WATER LILY LANE UNLESS IDENTIFIED BY "PAN HANDLE AREA" NOTATION.

OAK TREE MITIGATION PLAN - TABLES

SIERRA GATEWAY APARTMENTS



ARBORIST
 ABACUS
 Arborist: Nicole Harrison
 P.O. BOX 4248
 Auburn, CA 95604
 530-305-0165

POM 4

City of Rocklin

Map Tree #	Common Name	Botanical Name	DBH	Notes	Rating	Largest Stem (DBH)	Mitigation Inches (3,4,5 Rating)
107	Interior Live Oak	Quercus wislizenii	14, 14	Too much decay	1	14	0
109	Interior Live Oak	Quercus wislizenii	17	Decay pocket at base to East. 2015 rating of 3 changed to 1 in 2016. Note: root decay, heart rot, large dead wood	1	17	0
110	Interior Live Oak	Quercus wislizenii	10, 7, 8	Included bark, poor structure, too much decay	2	10	0
111	Interior Live Oak	Quercus wislizenii	8	Suppressed, poor structure, 6" stem is dead	0	8	0
112	Interior Live Oak	Quercus wislizenii	7, 6	Poor structure, 6" stem dead	2	7	0
113	Interior Live Oak	Quercus wislizenii	9	-	3	9	9
114	Blue Oak	Quercus douglasii	6	Sparse canopy, lots of deadwood	3	6	6
115	Interior Live Oak	Quercus wislizenii	9	Too much decay	1	9	0
116	Interior Live Oak	Quercus wislizenii	8, 4, 4, 4	Poor structure, too much decay at crotch	1	8	0
117	Interior Live Oak	Quercus wislizenii	6, 12, 10, 7	Decay under tree	2	12	0
118	Interior Live Oak	Quercus wislizenii	18, 8, 9, 8	Poor structure, crossing limbs, included bark, failure of large structural limb to east	1	18	0
119	Interior Live Oak	Quercus wislizenii	15 @ 3'	Poor structure, too much decay	0	15	0
120	Interior Live Oak	Quercus wislizenii	16, 14, 11, 8	Poor structure, included bark at 1' and 5', cavity at crotch at base	1	16	0
121	Interior Live Oak	Quercus wislizenii	14, 12	Dominant, decay pockets at old pruning cuts	3	14	14
122	Interior Live Oak	Quercus wislizenii	10, 10, 6	Fleached stems on SE, old stem removed between N & S stems, conks, old stem removed on N.	3	10	10
123	Interior Live Oak	Quercus wislizenii	6	Too much decay	1	6	0
124	Interior Live Oak	Quercus wislizenii	14, 11	Poor structure, crossing limbs, some dead wood	3	14	14
125	Interior Live Oak	Quercus wislizenii	23	Co-dominant leader at 6', included bark	3	23	23
126	Interior Live Oak	Quercus wislizenii	14	Sulfur fungus at 6' in old pruning cut, poor structure	2	14	0
127	Blue Oak	Quercus douglasii	14	Sparse canopy	3	14	14
128	Blue Oak	Quercus douglasii	16	Abnormal flare, poor taper, leans to west	2	16	0
129	Blue Oak	Quercus douglasii	8	Understory, poor structure	3	8	8
130	Interior Live Oak	Quercus wislizenii	5	Suppressed, poor taper, narrow attachments	3	5	5
131	Interior Live Oak	Quercus wislizenii	7, 9, 6	Decay under base, sparse canopy	3	9	9
132	Interior Live Oak	Quercus wislizenii	14, 6	Decay under base	3	14	14
133	Interior Live Oak	Quercus wislizenii	10		3	10	10
134	Interior Live Oak	Quercus wislizenii	9, 8, 5, 8, 4, 7, 8, 9	Poor structure, too much decay, too much deadwood	2	9	0
135	Blue Oak	Quercus douglasii	17	Sparse canopy, epicormic growth	4	17	17
137	Interior Live Oak	Quercus wislizenii	12	Too much decay at base	1	12	0
138	Interior Live Oak	Quercus wislizenii	12, 11, 10	Too much poison oak for accurate evaluation	3	12	12
140	Interior Live Oak	Quercus wislizenii	6	Poor taper, too much deadwood	2	6	0
141	Interior Live Oak	Quercus wislizenii	8	Epicormic growth, narrow angle attachment, needs corrective pruning	3	8	8
142	Interior Live Oak	Quercus wislizenii	13 @ 2'	Lost co-dominant leader at 4', too much decay - wound almost closed	2	13	0
143	Interior Live Oak	Quercus wislizenii	8	Poor structure, large deadwood, decay under base	2	8	0
144	Interior Live Oak	Quercus wislizenii	8	Poor structure, too much deadwood	1	8	0
146	Interior Live Oak	Quercus wislizenii	10	Decay under tree	2	10	0
147	Interior Live Oak	Quercus wislizenii	10 @ 3'	Poor taper, epicormic growth, mostly dead	2	10	0
148	Interior Live Oak	Quercus wislizenii	7, 6	Decay at crotch, poor taper	2	7	0
149	Interior Live Oak	Quercus wislizenii	11, 4, 5, 7, 5, 10	Central stem is dead, smaller stems have poor structure. 2015 rating of 3 changed to 2 in 2016	2	11	0
150	Blue Oak	Quercus douglasii	13	Sparse canopy, too much deadwood	3	13	13
151	Interior Live Oak	Quercus wislizenii	14, 15, 11, 12	Large stem removed	2	15	0
152	Interior Live Oak	Quercus wislizenii	9, 8, 7, 7	Too much decay at base	1	9	0
153	Interior Live Oak	Quercus wislizenii	8	-	1	8	0
154	Interior Live Oak	Quercus wislizenii	7, 6, 7	6" stem has too much decay, top failure, limb tip dieback	1	7	0
155	Interior Live Oak	Quercus wislizenii	9	-	2	9	0
156	Interior Live Oak	Quercus wislizenii	8, 15	Top failure in both stems	1	15	0
158	Blue Oak	Quercus douglasii	10	Poor structure, unbalanced canopy, canopy to the ground	1	10	0

Map Tree #	Common Name	Botanical Name	DBH	Notes	Rating	Largest Stem (DBH)	Mitigation Inches (3,4,5 Rating)
159	Interior Live Oak	Quercus wislizenii	12	Wounds almost closed at 4' to west and 5' to west	3	12	12
160	Interior Live Oak	Quercus wislizenii	14	Too much decay at base	1	14	0
161	Interior Live Oak	Quercus wislizenii	15, 9	Too much decay at base	1	15	0
162	Interior Live Oak	Quercus wislizenii	11	Too much decay, poor structure	1	11	0
165	Blue Oak	Quercus douglasii	10	Diseased, large splits at base to south	2	10	0
166	Interior Live Oak	Quercus wislizenii	10	Failed, hanging	0	10	0
167	Interior Live Oak	Quercus wislizenii	14, 13	Hit by fallen tree, too much dead wood in west stem	1	14	0
168	Interior Live Oak	Quercus wislizenii	7, 6	Poor structure, too much deadwood	1	7	0
169	Interior Live Oak	Quercus wislizenii	11	Poor structure, too much deadwood	1	11	0
170	Interior Live Oak	Quercus wislizenii	11	Too much decay under base	2	11	0
171	Interior Live Oak	Quercus wislizenii	25, 14	Top failure in both stems, too much deadwood	1	25	0
172	Interior Live Oak	Quercus wislizenii	12	Dead	0	12	0
173	Interior Live Oak	Quercus wislizenii	9, 9	Too much decay at base	1	9	0
175	Interior Live Oak	Quercus wislizenii	16, 6, 14, 8	Top failure, epicormic growth, decay at crotch	1	16	0
176	Interior Live Oak	Quercus wislizenii	11, 4, 15 @ 2'	4" stem has top failure	3	15	15
177	Interior Live Oak	Quercus wislizenii	11	Decay under base, crossing limbs	2	11	0
178	Blue Oak	Quercus douglasii	10	Sparse canopy, stubs from failures	3	10	10
179	Interior Live Oak	Quercus wislizenii	6, 8	Too much decay under base, poor structure	2	8	0
180	Interior Live Oak	Quercus wislizenii	14	One stem remaining, too much decay	1	14	0
181	Interior Live Oak	Quercus wislizenii	14, 12	Top failure	1	14	0
182	Interior Live Oak	Quercus wislizenii	9		3	9	9
183	Interior Live Oak	Quercus wislizenii	15, 14	Co-dominant leader at 2'	3	15	15
184	Interior Live Oak	Quercus wislizenii	10, 10, 7, 8, 7, 7, 7, 4, 12	Poor structure, not correctable	2	12	0
185	Blue Oak	Quercus douglasii	8	Poor taper	3	8	8
186	Interior Live Oak	Quercus wislizenii	10	Included bark, wrapped in poison oak	3	10	10
187	Interior Live Oak	Quercus wislizenii	8, 9, 10, 10, 9	Unbalanced canopy to west, decay pockets at crotch	1	10	0
188	Interior Live Oak	Quercus wislizenii	6 @ 2'	Co-dominant leader at 3', west stem is dead	0	6	0
189	Blue Oak	Quercus douglasii	7	Poor taper, too much deadwood, poor health	2	7	0
190	Blue Oak	Quercus douglasii	6, 5, 10	Too much poison oak for accurate evaluation	2	10	0
191	Interior Live Oak	Quercus wislizenii	16, 8	Too much decay	1	16	0
192	Blue Oak	Quercus douglasii	9	Suppressed, poor taper	2	9	0
193	Interior Live Oak	Quercus wislizenii	13, 7, 13, 13, 12	Many old pruning cuts with decay	2	13	0
194	Interior Live Oak	Quercus wislizenii	19, 19, 20, 15	Sparse canopy, sulfur fungus	2	20	0
195	Interior Live Oak	Quercus wislizenii	12, 5, 15, 9, 13, 9, 14, 10	Narrow angle branch attachment, decay at crotch	2	15	0
197	Interior Live Oak	Quercus wislizenii	10	Slight lean, poor taper	3	10	10
200	Interior Live Oak	Quercus wislizenii	20	Recently dead	0	20	0
201	Interior Live Oak	Quercus wislizenii	14, 12	Included bark, too much decay under base	1	14	0
202	Interior Live Oak	Quercus wislizenii	11	Poor structure, suppressed, too much deadwood	1	11	0
203	Interior Live Oak	Quercus wislizenii	22 @ 3', 15	Extensive decay in central stem @ 6'	3	22	22
204	Interior Live Oak	Quercus wislizenii	19, 14, 14	Dominant, decay pocket at crotch. 2015 rating changed from 3 to 2.	2	19	0
205	Interior Live Oak	Quercus wislizenii	13, 10	Decay under tree	2	13	0
208	Blue Oak	Quercus douglasii	10	Poor taper, closed wounds	3	10	10
209	Interior Live Oak	Quercus wislizenii	13	-	3	13	13
210	Interior Live Oak	Quercus wislizenii	13, 12	Included bark, decay under tree	3	13	13
211	Interior Live Oak	Quercus wislizenii	9	Suppressed, decay at base	2	9	0
212	Interior Live Oak	Quercus wislizenii	11	Poor structure, narrow angle branch attachment, decay at old pruning cut at crotch	2	11	0
213	Interior Live Oak	Quercus wislizenii	10	Poor structure	2	10	0
214	Blue Oak	Quercus douglasii	10	Sparse canopy, epicormic growth, poor health	3	10	10
215	Interior Live Oak	Quercus wislizenii	9, 13, 13, 15, 8, 14, 9	Poor structure, decay pockets	3	15	15
216	Interior Live Oak	Quercus wislizenii	9, 5, 7, 12	5" stem dead, too much decay	1	12	0

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OAK TREE MITIGATION PLAN - TABLES

SIERRA GATEWAY APARTMENTS

City of Rocklin



ARBORIST
 ABACUS
 Arborist: Nicole Harrison
 P.O. BOX 4248
 Auburn, CA 95604
 530-305-0165

POM 5

Map Tree #	Common Name	Botanical Name	DBH	Notes	Rating	Largest Stem (DBH)	Mitigation Inches (3,4,5 Rating)
217	Interior Live Oak	Quercus wislizenii	13	Poor structure, too much decay	1	13	0
218	Interior Live Oak	Quercus wislizenii	9	Suppressed	2	9	0
219	Interior Live Oak	Quercus wislizenii	6, 10	Too much decay, very poor structure	1	10	0
220	Blue Oak	Quercus douglasii	14	~	4	14	14
221	Interior Live Oak	Quercus wislizenii	18, 17	Top failure, too much decay	1	18	0
222	Interior Live Oak	Quercus wislizenii	12, 12, 11, 6, 9, 5, 14, 7	Sign, 6" and 5" stems are dead, 7" stem poor structure, 9" stem poor structure and decay, 2015 rating changed from 3 to 2 in 2016	2	14	0
223	Interior Live Oak	Quercus wislizenii	13	Top failure	1	13	0
224	Interior Live Oak	Quercus wislizenii	6	~	3	6	6
225	Interior Live Oak	Quercus wislizenii	8	Some decay under base	3	8	8
226	Interior Live Oak	Quercus wislizenii	6	~	3	6	6
227	Blue Oak	Quercus douglasii	11	Sparse canopy	4	11	11
228	Interior Live Oak	Quercus wislizenii	18, 15	Extensive internal decay	1	18	0
229	Interior Live Oak	Quercus wislizenii	19	Too much decay	2	19	0
230	Interior Live Oak	Quercus wislizenii	15, 6	6" stem top failure and borers	3	15	15
231	Interior Live Oak	Quercus wislizenii	7, 8	Decay at base	2	8	0
232	Interior Live Oak	Quercus wislizenii	14, 10, 13, 10, 11	Broadleaf mistletoe, some decay	3	14	14
233	Blue Oak	Quercus douglasii	10, 7	Narrow angle attachment, 3rd co-dominant leader removed - turkey tail fungus is present, epicormic growth	2	10	0
234	Interior Live Oak	Quercus wislizenii	12, 11, 10	Too much decay at base	1	12	0
236	Interior Live Oak	Quercus wislizenii	16	Too much decay at base, large wound	1	16	0
238	Interior Live Oak	Quercus wislizenii	19, 13	Too much decay, poor structure	1	19	0
239	Interior Live Oak	Quercus wislizenii	12, 10, 9, 7	Top failure, too much decay	1	12	0
240	Blue Oak	Quercus douglasii	13	Co-dominant leader failure almost closed, 2015 rating changed from 3 to 1 in 2016	1	13	0
241	Interior Live Oak	Quercus wislizenii	19, 9, 9, 10, 5	Too much decay under tree	1	19	0
242	Interior Live Oak	Quercus wislizenii	9, 10, 8, 5	Suppressed, poor structure, 5" stem is dead	3	10	10
244	Interior Live Oak	Quercus wislizenii	12, 15, 5	Included bark at co-dominant leader at 1', large stub at 15'	3	15	15
246	Interior Live Oak	Quercus wislizenii	8	~	2	8	0
247	Interior Live Oak	Quercus wislizenii	6	Too much decay	1	6	0
248	Interior Live Oak	Quercus wislizenii	7	Top failure, too much deadwood	1	7	0
249	Interior Live Oak	Quercus wislizenii	21, 12, 16	Dominant, included bark on west stem, large old pruning cut with borers to east, broadleaf mistletoe	3	21	21
250	Interior Live Oak	Quercus wislizenii	15, 22	Included bark, split at crotch	1	22	0
251	Interior Live Oak	Quercus wislizenii	12	Sparse canopy, closing wounds (x5)	2	12	0
253	Interior Live Oak	Quercus wislizenii	14	Leans to South	3	14	14
254	Interior Live Oak	Quercus wislizenii	12, 7, 13	Poor structure, many old pruning cuts, too much decay	1	13	0
255	Interior Live Oak	Quercus wislizenii	15, 6	Decay under tree, included bark at 8'	2	15	0
256	Interior Live Oak	Quercus wislizenii	12, 11, 6	Included bark, poor structure, some decay	2	12	0
257	Interior Live Oak	Quercus wislizenii	7, 10	Poor structure, decay at old pruning cuts at base for removal of co-dominant leaders	2	10	0
258	Interior Live Oak	Quercus wislizenii	10	One stem failed, too much decay	2	10	0
259	Interior Live Oak	Quercus wislizenii	6	Decay into center of trunk.	2	6	0
260	Interior Live Oak	Quercus wislizenii	19, 26	Dominant, too much decay under base of tree	2	26	0
262	Interior Live Oak	Quercus wislizenii	8, 7	Too much decay, too much deadwood	2	8	0
263	Interior Live Oak	Quercus wislizenii	10, 8	Co-dominant leader at 4' with included bark, poor structure	2	10	0
264	Interior Live Oak	Quercus wislizenii	11	Poor structure, unbalanced canopy to west	2	11	0
265	Interior Live Oak	Quercus wislizenii	13, 13	Too much decay, diseased	1	13	0
266	Interior Live Oak	Quercus wislizenii	17	Broadleaf mistletoe, some decay under tree	2	17	0
267	Interior Live Oak	Quercus wislizenii	13, 5, 11	Suppressed, poor structure, too much decay	1	13	0
268	Interior Live Oak	Quercus wislizenii	5	Too much deadwood	1	5	0
269	Interior Live Oak	Quercus wislizenii	6, 6	Too much decay at co-dominant leader at 1'	1	6	0

Map Tree #	Common Name	Botanical Name	DBH	Notes	Rating	Largest Stem (DBH)	Mitigation Inches (3,4,5 Rating)
271	Interior Live Oak	Quercus wislizenii	9, 9	Large deadwood, epicormic growth, too much decay in west stem	2	9	0
272	Interior Live Oak	Quercus wislizenii	18, 17	Severe decay, dangerous.	1	18	0
273	Interior Live Oak	Quercus wislizenii	9	Top failure	1	9	0
274	Interior Live Oak	Quercus wislizenii	10, 12	3" stem is dead, 10" stem has too much decay	2	12	0
275	Interior Live Oak	Quercus wislizenii	10, 10	Broadleaf mistletoe, decay under tree, decay in east stem	2	10	0
276	Interior Live Oak	Quercus wislizenii	10, 12	Poor structure, cavity underneath tree, too much decay	1	12	0
277	Interior Live Oak	Quercus wislizenii	15, 8, 7, 9	Poor structure, too much decay, too much deadwood	1	15	0
278	Interior Live Oak	Quercus wislizenii	13, 12, 6, 13, 17	IB, old prune cuts on N & W, minor decay, leans to S.	2	17	0
279	Interior Live Oak	Quercus wislizenii	6, 12	Too much deadwood	1	12	0
280	Interior Live Oak	Quercus wislizenii	9, 14, 21	Poor structure, some decay	2	21	0
281	Interior Live Oak	Quercus wislizenii	10, 10	Decay at base	2	10	0
282	Blue Oak	Quercus douglasii	9	Sparse canopy	2	9	0
283	Interior Live Oak	Quercus wislizenii	13, 9, 10, 6	Poor structure, decay under base	2	13	0
284	Interior Live Oak	Quercus wislizenii	11, 11	Too much decay at base	1	11	0
285	Blue Oak	Quercus douglasii	11, 11, 10	Sparse canopy, large deadwood	3	11	11
286	Interior Live Oak	Quercus wislizenii	15	Suppressed, poor structure, extensive decay	2	15	0
287	Interior Live Oak	Quercus wislizenii	14	1 stem remaining, too much decay, too much deadwood	1	14	0
288	Interior Live Oak	Quercus wislizenii	19	Too much decay	1	19	0
289	Interior Live Oak	Quercus wislizenii	11, 6, 9, 11	6" stem dead, 13" stem top failure, too many problems	2	11	0
290	Interior Live Oak	Quercus wislizenii	12, 13, 8	IB, holes @ base of cluster, minor decay.	3	13	13
291	Interior Live Oak	Quercus wislizenii	8, 12, 11	Poor structure	2	12	0
292	Interior Live Oak	Quercus wislizenii	13, 11@1', 8, 15	Decay under base, large failure, poor structure	2	15	0
293	Blue Oak	Quercus douglasii	12, 17, 12	Sparse canopy, epicormic growth	3	17	17
294	Blue Oak	Quercus douglasii	13	Sparse canopy, extensive decay	2	13	0
295	Blue Oak	Quercus douglasii	8	Suppressed, poor structure	2	8	0
296	Interior Live Oak	Quercus wislizenii	12, 8, 14	Too much decay, top failure	1	14	0
297	Interior Live Oak	Quercus wislizenii	10, 11	Decay up 3' on both stems.	1	11	0
298	Interior Live Oak	Quercus wislizenii	11, 12., 12, 11	Too much decay, poor structure	1	12	0
299	Blue Oak	Quercus douglasii	9, 10, 8	Sparse canopy	3	10	10
300	Blue Oak	Quercus douglasii	13, 13, 12, 10, 9	Narrow angle branch attachment, co-dominant leader at 1', sparse canopy	3	13	13
301	Interior Live Oak	Quercus wislizenii	16	Too much decay, 13" stem failed at 5'	1	16	0
302	Interior Live Oak	Quercus wislizenii	20, 17	2 remaining stems, unbalanced canopy to south, 17" stem bows at 8-10'	3	20	20
303	Interior Live Oak	Quercus wislizenii	13, 11'	Severe decay in trunk.	1	13	0
304	Blue Oak	Quercus douglasii	13	Sparse canopy, too much deadwood	2	13	0
305	Interior Live Oak	Quercus wislizenii	7, 20	Broadleaf mistletoe, smaller stem is dead, bird tree	3	20	20
306	Interior Live Oak	Quercus wislizenii	15, 17	Included bark, large old pruning cut at base with extensive decay, too much decay	2	17	0
307	Interior Live Oak	Quercus wislizenii	7, 6, 13	Understory, too much decay under base	1	13	0
308	Interior Live Oak	Quercus wislizenii	6, 10	Top failure, suppressed, poor structure	2	10	0
309	Interior Live Oak	Quercus wislizenii	14, 13, 12	Too much decay at base	2	14	0
310	Interior Live Oak	Quercus wislizenii	19	Too much decay	1	19	0
311	Blue Oak	Quercus douglasii	10	Poor health, diseased	2	10	0
312	Blue Oak	Quercus douglasii	13	Sparse canopy, large deadwood	3	13	13
313	Blue Oak	Quercus douglasii	12	Epicormic growth, sparse canopy, co-dominant leader at 8', included bark	3	12	12
314	Interior Live Oak	Quercus wislizenii	20 @ 3'	Too much decay	1	20	0
315	Interior Live Oak	Quercus wislizenii	12, 10	Leans to SSE, Co-dominant leaders @ 3'6".	3	12	12
316	Interior Live Oak	Quercus wislizenii	9	Too much decay, top failed in 7" stem	1	9	0
317	Interior Live Oak	Quercus wislizenii	11, 13, 13	Poor structure	2	13	0
318	Blue Oak	Quercus douglasii	12	Too much decay	1	12	0

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OAK TREE MITIGATION PLAN - TABLES

SIERRA GATEWAY APARTMENTS

City of Rocklin



ARBORIST
 ABACUS
 Arborist: Nicole Harrison
 P.O. BOX 4248
 Auburn, CA 95604
 530-305-0165

POM 6

Map Tree #	Common Name	Botanical Name	DBH	Notes	Rating	Largest Stem (DBH)	Mitigation Inches (3,4,5 Rating)
319	Blue Oak	Quercus douglasii	11	Included bark at 10', leans to S, understory, diseased at base	2	11	0
320	Blue Oak	Quercus douglasii	15	Diseased, large deadwood, sparse canopy	2	15	0
321	Interior Live Oak	Quercus wislizenii	45 @ 1'	Too much decay, major stem failures	1	45	0
322	Interior Live Oak	Quercus wislizenii	26	Large old pruning cut at 1" with sulfur fungus, broadleaf mistletoe, narrow attachments, recent stem failure	1	26	0
323	Oracle Oak	Quercus X morehus	14	Too much decay	1	14	0
324	Interior Live Oak	Quercus wislizenii	10, 10, 11	Decay at co-dominant leader	3	11	11
325	Interior Live Oak	Quercus wislizenii	13	Very poor structure, decay pocket at 5'	1	13	0
326	Interior Live Oak	Quercus wislizenii	14	Unbalanced canopy to east	3	14	14
327	Interior Live Oak	Quercus wislizenii	10, 11, 13	~	3	13	13
328	Interior Live Oak	Quercus wislizenii	11	Too much decay	2	11	0
329	Interior Live Oak	Quercus wislizenii	10	Decay pockets, poor structure	1	10	0
330	Interior Live Oak	Quercus wislizenii	9, 10	Sparse canopy, large deadwood, top failure	1	10	0
331	Blue Oak	Quercus douglasii	10	Sparse canopy, too much deadwood	1	10	0
333	Blue Oak	Quercus douglasii	6	Top failure, diseased at base	2	6	0
334	Blue Oak	Quercus douglasii	10	Epicormic growth, good	4	10	10
335	Blue Oak	Quercus douglasii	16	Closed wounds base to 5'	3	16	16
336	Interior Live Oak	Quercus wislizenii	12, 11	Too much decay	1	12	0
337	Blue Oak	Quercus douglasii	13	Epicormic growth, sparse canopy	4	13	13
386	Blue Oak	Quercus douglasii	8	Too much decay	2	8	0
388	Blue Oak	Quercus douglasii	14	Connected to #82	3	14	14
389	Interior Live Oak	Quercus wislizenii	8, 6	Too much decay	1	8	0
393	Blue Oak	Quercus douglasii	18, 18	Included bark	3	18	18
394	Blue Oak	Quercus douglasii	12, 13	Rock at base	3	13	13
395	Interior Live Oak	Quercus wislizenii	10, 10, 6, 9, 6, 5, 7	Pleached stems	3	10	10
406	Interior Live Oak	Quercus wislizenii	16, 9	CDL @ 1', poor structure	3	16	16
363	Interior Live Oak	Quercus wislizenii	14, 10	Too much decay, larger stem dead	1	14	0
364	Interior Live Oak	Quercus wislizenii	9, 12, 4, 2	Unbalanced canopy to west, 4" stem is dead	3	12	12
377	Interior Live Oak	Quercus wislizenii	21, 21, 12	Included bark in center stem, too much decay	1	21	0
419	Interior Live Oak	Quercus wislizenii	12	Severe lean to W, has been topped	2	12	0
424	Interior Live Oak	Quercus wislizenii	20	Dead except for largest stem	2	20	0
425	Interior Live Oak	Quercus wislizenii	14, 10	Poor structure	3	14	14
426	Interior Live Oak	Quercus wislizenii	12	Poor structure, lean to west	2	12	0
427	Interior Live Oak	Quercus wislizenii	10	One stem remaining - failed on ground	1	10	0
428	Valley Oak	Quercus lobata	20	Significant lean to south, co-dominant leader with included bark	3	20	20
						4074	1142

Pan Handle Area
Pan Handle Area
Pan Handle Area
Pan Handle Area
Pan Handle Area
Pan Handle Area

-- INCHES OF MITIGATION REQUIRED PER CODE BASED ON THE REMOVAL OF "PROTECTED" TREES (ratings 3, 4, or 5) AS A RESULT OF DEVELOPMENT OR ROADWAY IMPROVEMENTS

TABLES REFLECT ONLY THOSE "PROTECTED" TREES THAT REQUIRE MITIGATION PER CODE. ALL TREES IMPACTED ARE IN THE AREA NORTH OF WATER LILY LANE UNLESS IDENTIFIED BY "PAN HANDLE AREA" NOTATION.

OAK TREE MITIGATION PLAN - TABLES

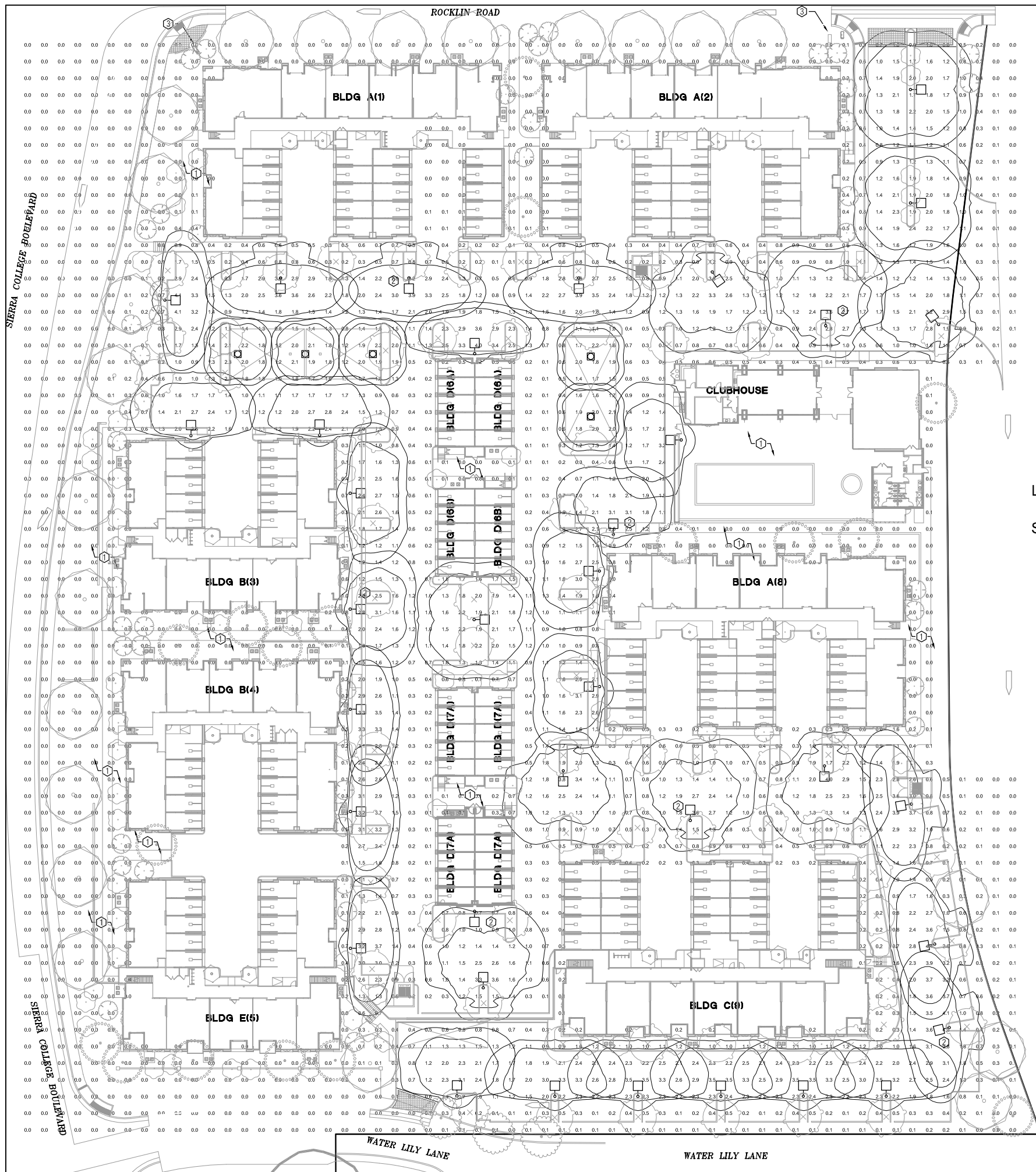
SIERRA GATEWAY APARTMENTS

City of Rocklin



ARBORIST
ABACUS
Arborist: Nicole Harrison
P.O. BOX 4248
Auburn, CA 95604
530-305-0165

POM 7



SHEET NOTES

- LUMINAIRES SHALL BE MOUNTED AT MAXIMUM 14'-0" ABOVE FINISHED GRADE.
- POLE FOUNDATION TO BE 4'-0" MAXIMUM BELOW FINISHED GROUND AND 2'-0" ABOVE GROUND.
- ALL POLE FOUNDATIONS TO BE MINIMUM 4'-0" FROM UNDERGROUND UTILITIES.
- MINIMUM FOOTCANDLE SHALL BE 0.1.

NUMBERED NOTES

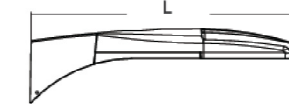
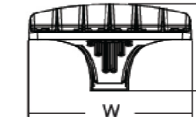
- AREA ILLUMINATED BY WALL PACKS MOUNTED ON BUILDINGS.
- PROVIDE 120V WEATHERPROOF GFCI RECEPTACLE MOUNTED ON POLE. SEE DETAIL 161.
- MONUMENT SIGN UP LIGHTING WITH LIGHT SHIELDS.



Specifications

- EPA: 0.8 ft² (0.07 m²)
- Length: 26" (660 cm)
- Width: 13" (330 cm)
- Height: 7" (17.8 cm)
- Weight (max): 16 lbs (7.25 kg)

**D-Series
Size 0
LED Area Luminaire**

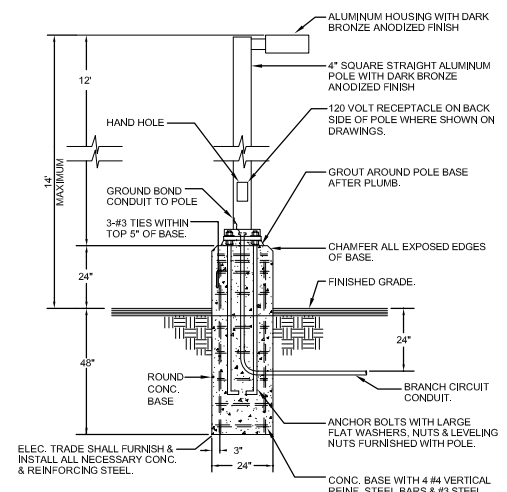


Lithonia Lighting D-series Light Fixture

See Architecture Plan Set for Wall Sconce Fixture

STANDARD ELECTRICAL SYMBOLS

SYMBOL	DESCRIPTION
	SINGLE HEAD LED POLE LIGHT.
	SURFACE MOUNT LED GARAGE CANOPY LIGHT.
	RECESSED PULL BOX. SIZE INDICATED ON PLANS.
	ISOLUX DIAGRAM ILLUSTRATING FOOTCANDLE AND LIGHTING DISTRIBUTION PATTERNS.



2 POLE LIGHT DETAIL WITH ROUND CONCRETE BASE
NO SCALE



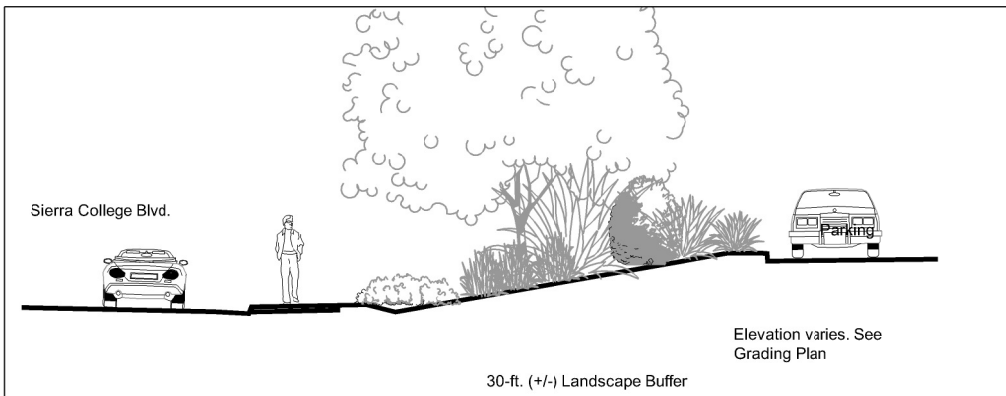
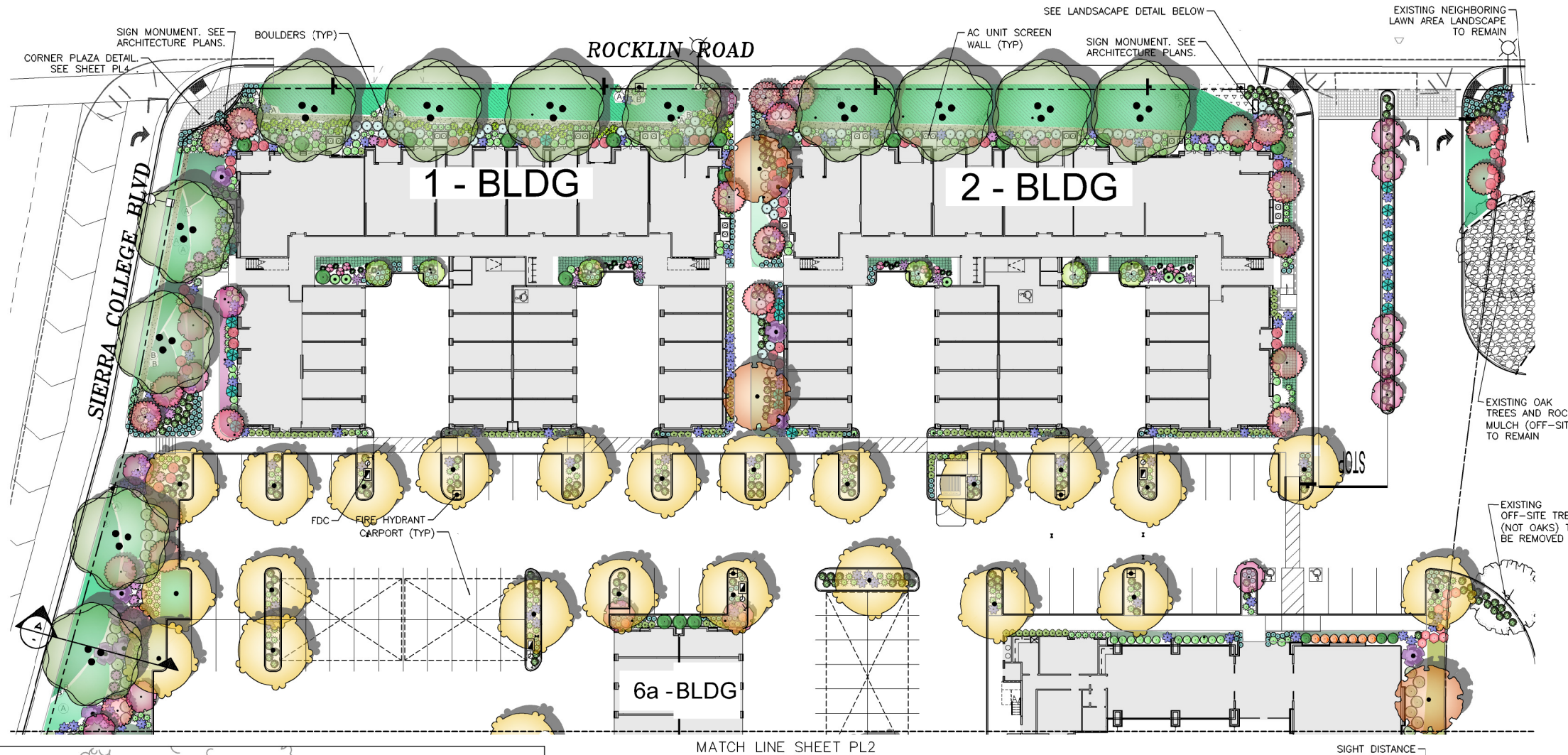
January 31, 2017
176SLUPE.rvt

PRELIMINARY SITE LIGHTING / PHOTOMETRIC PLAN
SIERRA GATEWAY APARTMENTS
City of Rocklin



PSL1

ECOM ENGINEERING INC.
1799 THIRTY ROAD, SUITE 100
SACRAMENTO, CA 95815
P: 916.841.5600
F: 916.841.1640 FAX
WWW.EDDMEN3.COM
JOB NO. 15-2000.00 PR. BS
DESIGNED BY: ECOM
DRAWN BY: ECOM



SECTION "A" - Scale: 1"= 4'-0"

TREE PLANTING SIZE OVERVIEW



Typical 15-gallon Tree Example Size



Typical 24-inch box Tree Example Size

TREE SIZE NOTE: The above examples represent "typical" expectations of sizes for trees planted from 15-gallon and 24-inch box trees from nurseries in northern California. In regards to tree height based on container size, the caliper and height of the tree sold per container sizes varies per species of tree, availability / demand at the time. Reputable plant nurseries attempt to adhere to the American Standard For Nursery Stock.

PRELIMINARY LANDSCAPE PLAN OVERVIEW

Total Project Area: 10.19 acres
Total Developed Site Area: 7.82 acres
Landscape Area: 79,320 sf (or 23% of the Developed Site area).
Developed Area Landscape Theme: Mediterranean

A Mediterranean influenced landscape is lush, colorful, inviting, generally low maintenance, and filled with drought-tolerant plants. The Mediterranean landscape is ideally suited for Rocklin's climate and complements the architectural style of the project.

Basics of a Mediterranean Garden

There are certain core characteristics that define Mediterranean style. You won't find vast expanses of green lawn; instead, plantings are more contained, and even the larger areas are more likely to be filled with shrubs, perennials, annuals and ground covers.

The preliminary plant palette on sheet PL3 identifies a variety of drought tolerant / low water use and California native plants suited to the Mediterranean style landscape.

Parking Area Shade

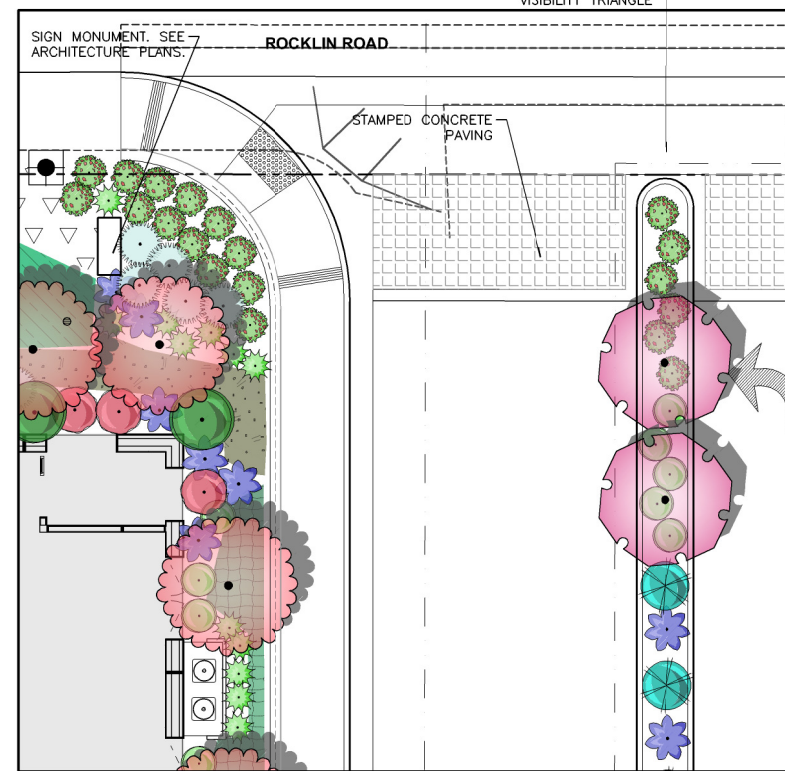
Parking spaces shall be shaded by a tree (or carport) located every fifth space.

Irrigation Design

The irrigation design will consist mainly of WATER EFFICIENT drip and in-line drip irrigation controlled by electronic valves and a "smart" irrigation controller. Additional LOW VOLUME rotary sprinkler irrigation may be used on landscape areas where overhead irrigating of ground cover areas is appropriate. Regardless of the type of irrigation proposed the project irrigation design will meet the requirements of the State of California Water Conservation in the Landscape Act.

Southern Triangle Landscape (open space conservation area)

The area south of Water Lily Lane is not a part of the development of this project and will be left in its natural state except where roadway / sidewalk improvements impact the area. In that case, native revegetation / erosion control efforts shall be employed using a native seed mix. This area will not be irrigated.



See sheet PL3 for the Preliminary Plant Schedule



PRELIMINARY LANDSCAPE PLAN

SIERRA GATEWAY APARTMENTS

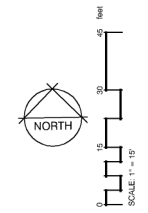
City of Rocklin



PL1



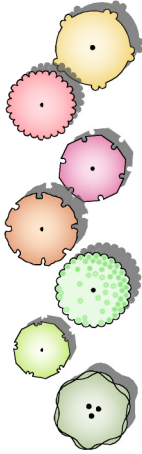
PRELIMINARY LANDSCAPE PLAN
 SIERRA GATEWAY APARTMENTS
 City of Rocklin



PL2

PLANT SCHEDULE

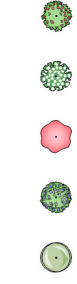
TREES



SHRUBS



QTY	BOTANICAL NAME	COMMON NAME	CONT
66	Acer rubrum 'Autumn Blaze'	Autumn Blaze Maple	24" Box
47	Arbutus x 'Marina'	Arbutus Standard	24" Box
79	Lagerstroemia indica 'Muskogee' (Stnd)	Muskogee Crape Myrtle	24" Box
17	Pistacia chinensis 'Keith Davey'	Keith Davey Chinese Pistache	24"box
3	Platanus x acerifolia 'Bloodgood'	London Plane Tree	24" Box
17	Pyrus calleryana 'Cleveland Select'	Cleveland Select Callery Pear	15 gal
22	Quercus ilex	Holly Oak	24" Box
QTY	BOTANICAL NAME	COMMON NAME	CONT
234	Berberis thunbergii "Atropurpurea"	Red-Leaf Japanese Barberry	5 gal
55	Callistemon viminalis 'Little John'	Dwarf Bottlebrush	5 gal
8	Carpenteria californica	Bush Anemone	5 gal
16	Cercis occidentalis	Western Redbud Multi-trunk	15 gal
40	Dodonaea viscosa 'Purpurea'	Purple Leafed Hopseed Bush	5 gal
19	Heteromeles arbutifolia	Toyon	5 gal
65	Juniperus chinensis 'Blue Point'	Blue Point Juniper	15 gal
16	Juniperus scopulorum 'Sky Rocket	Sky Rocket Juniper Juniper	5 gal
136	Juniperus virginiana 'Silver Spreader'	Silver Spreader Juniper	5 gal
74	Lagerstroemia indica 'Dwarf Purple'	Dwarf Purple Bush Crape Myrtle	5 gal
13	Lavandula stoechas	Spanish Lavender	5 gal
51	Mahonia repens	Creeping Mahonia	5 gal
260	Nandina domestica 'Compacta'	Compact Heavenly Bamboo	5 gal
18	Nandina domestica 'Moon Bay' TM	Moon Bay Nandina	5 gal
5	Nerium oleander 'Petite Salmon'	Petite Salmon Oleander	5 gal
30	Phormium tenax 'Atropurpureum'	Purple New Zealand Flax	5 gal
12	Phormium tenax 'Sundowner'	Sundowner New Zealand Flax	5 gal
113	Phormium tenax 'Autropurpurea Compacta'	Compact Purple New Zealand Flax	5 gal
292	Phormium x 'Platt's Black'	Platt's Black Flax	5 gal
12	Podocarpus macrophyllus	Yew Pine	15 gal
57	Prunus caroliniana 'Bright and Tight'	Compact Carolina Cherry	15 gal
257	Raphiolepis indica 'Indian Princess'	Indian Princess Indian Hawthorne	5 gal
4	Raphiolepis indica 'Jack Evans'	Indian Hawthorn Jack Evans	5 gal
33	Rhododendron x Encore Azalea "Autum Ivory"	Encore Azalea	5 gal



GRASSES



PERENNIALS



VINE/ESPALIER



GROUND COVERS



INERT GROUND COVER

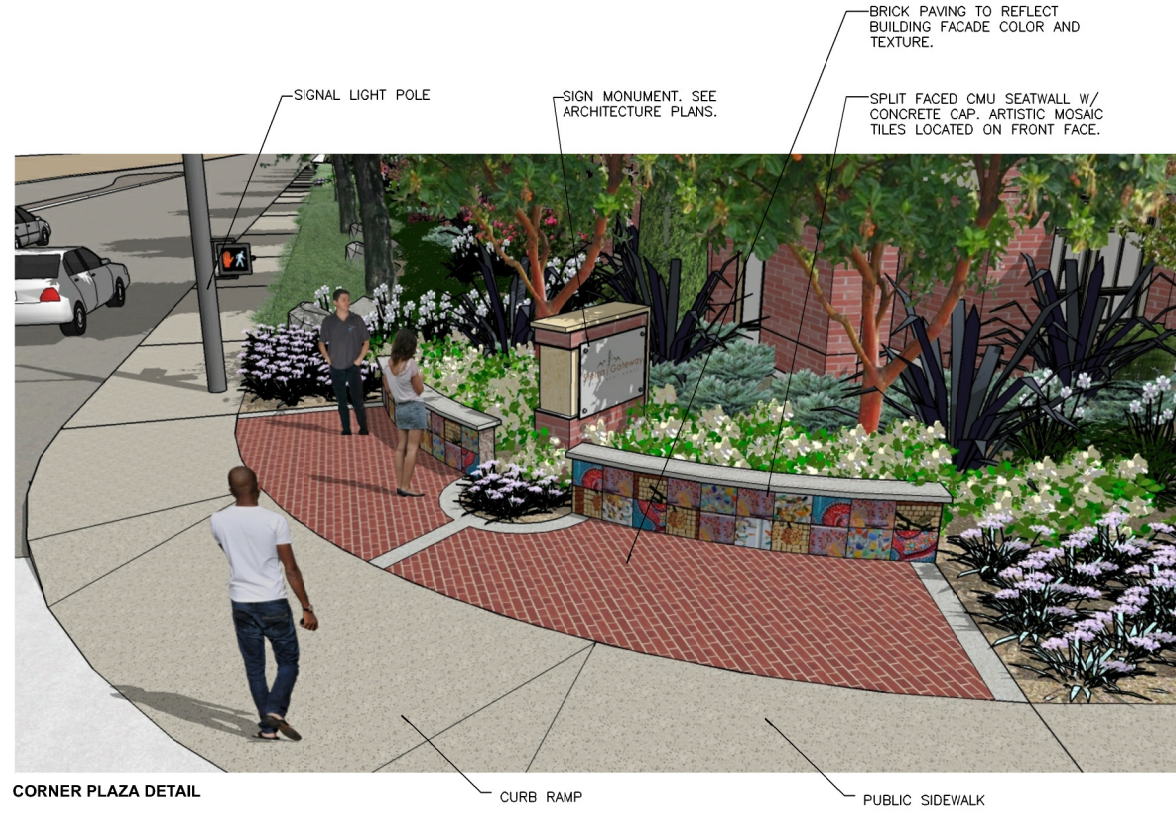
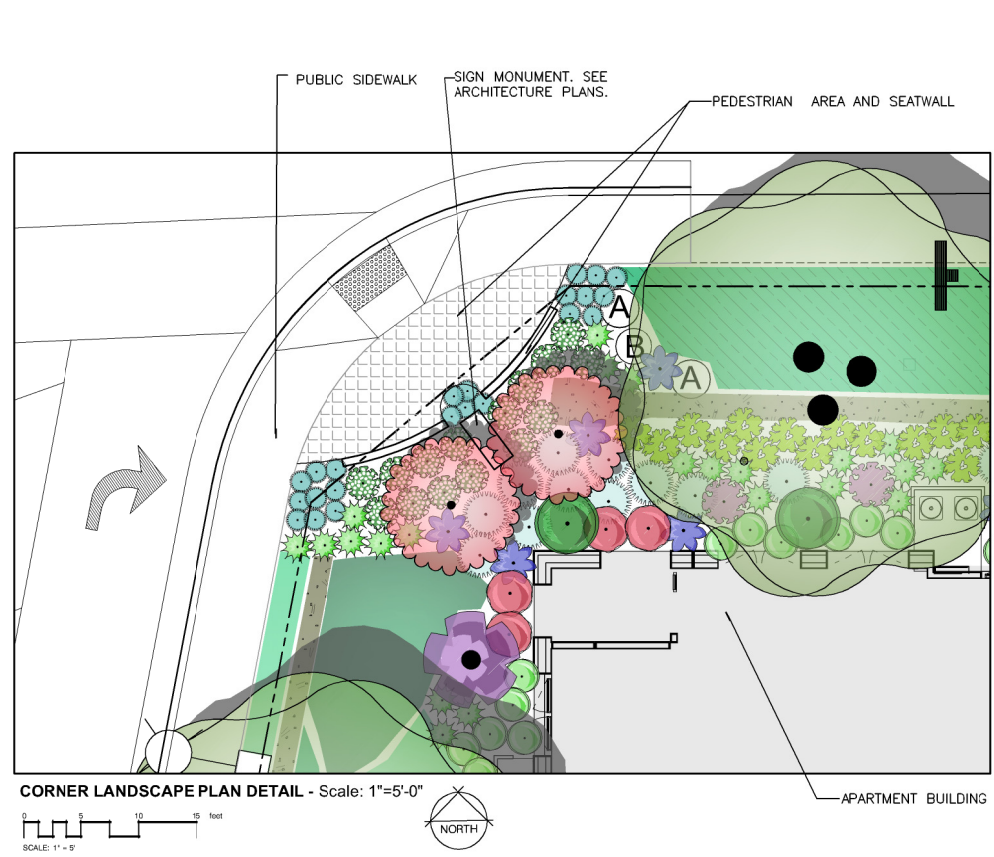


QTY	BOTANICAL NAME	COMMON NAME	CONT	
400	Rosa x 'Flower Carpet Coral'	Flower Carpet Coral Rose	2 gal	
46	Rosa x 'Flower Carpet White'	Flower Carpet Rose - White	2 gal	
76	Salvia greggii 'Lipstick'	Autumn Sage	5 gal	
56	Teucrium fruticans 'Compacta'	Bush Germander	5 gal	
31	Xylosma congestum 'Compacta'	Compact Xylosma	5 gal	
QTY	BOTANICAL NAME	COMMON NAME	CONT	
43	Juncus patens 'Elk Blue'	Spreading Rush	1 gal	
199	Lomandra longifolia 'Breeze'	Dwarf Mat Rush	1 gal	
45	Muhlenbergia rigens	Deer Grass	5 gal	
QTY	BOTANICAL NAME	COMMON NAME	CONT	
61	Agapanthus orientalis 'BLUE'	Blue' Lily of the Nile	5 gal	
821	Diets bicolor	Fortnight Lily	1 gal	
928	Tulbaghia violacea 'Silver Lace'	Silver Lace Society Garlic	2 gal	
QTY	BOTANICAL NAME	COMMON NAME	CONT	
11	Ficus pumila	Creeping Fig	5 gal	
QTY	BOTANICAL NAME	COMMON NAME	CONT	SPACING
514	Ceanothus griseus horizontalis 'Camel Creeper'	Carmel Creeper	1 gal	36" o.c.
273	Cistus x skanbergii	Coral Rockrose	1 gal	36" o.c.
2,119	Festuca glauca 'Elijah Blue'	Blue Fescue	1 gal	12" o.c.
1,107	Festuca maurei	Atlas Fescue	1 gal	24" o.c.
2,330	Helictotrichon sempervirens 'Blue Oats'	Blue Oats Grass	1 gal	18" o.c.
418	Lavandula stoechas	Spanish Lavender	1 gal	24" o.c.
1,254	Rosmarinus officinalis 'Huntington Blue'	Rosemary	1 gal	24" o.c.
259	Salvia microphylla 'Hot Lips'	Hot Lips Sage	1 gal	36" o.c.
703	Trachelospermum asiaticum	Dwarf Star Jasmine	1 gal	24" o.c.
46	Tulbaghia violacea 'Silver Lace'	Silver Lace Society Garlic	1 gal	18" o.c.
88	Verbena tenuisecta	Rock Verbena	1 gal	18" o.c.
QTY	BOTANICAL NAME	COMMON NAME	CONT	SPACING
1,448 sf	River Run Cobble Rock Mulch	2"-4" Mixed Washed Cobble Rock	SF	

GRANITE BOULDER NOTES
 APPROXIMATE SPHERICAL DIAMETER (FEET) FOR EACH BOULDER TYPE IS AS FOLLOWS
 (A) @ 3' Size
 (B) @ 2' Size

PRELIMINARY LANDSCAPE PLAN
 SIERRA GATEWAY APARTMENTS
 City of Rocklin





PRELIMINARY CORNER PLAZA
 SIERRA GATEWAY APARTMENTS
 City of Rocklin

EXHIBIT B

DR2014-0007 / TRE2014-0006

Available at the Economic and Community Development Department, Planning Division

SIERRA GATEWAY APARTMENTS

ROCKLIN APARTMENTS, LLC

23622 CALABASAS ROAD, SUITE 200, CALABASAS, CA 91302
 TELEPHONE: (818) 223-3500 FAX: (818) 223-3536

EXHIBIT B

DR2015-0018, TRE2016-0001

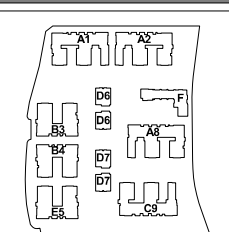


SIERRA GATEWAY APARTMENTS

Rocklin Rd & Sierra College Blvd

ROCKLIN APARTMENTS, LLC

23622 CALABASAS ROAD, SUITE 200, CALABASAS, CA 91302
 TELEPHONE: (818) 223-3500 FAX: (818) 223-3536



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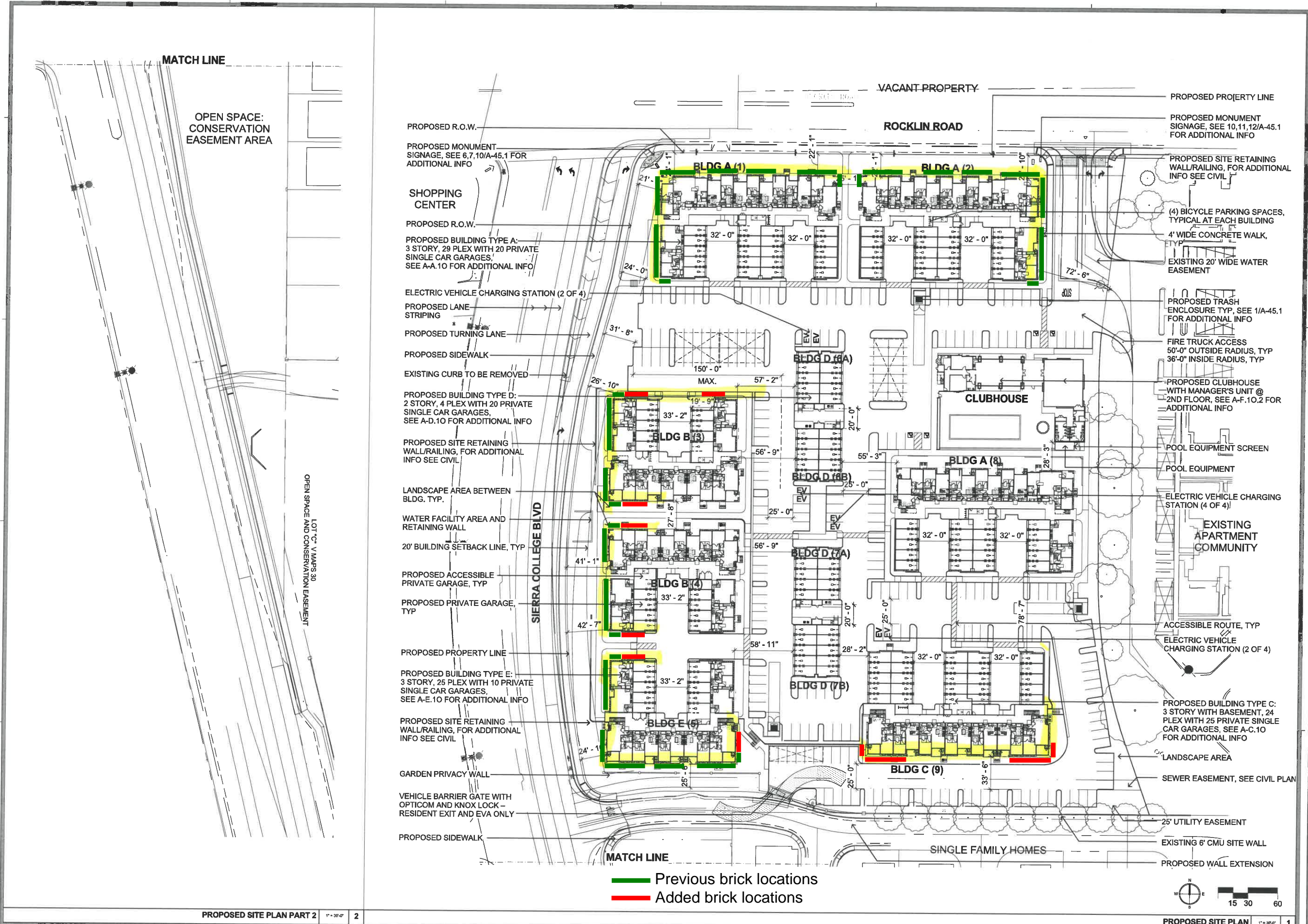
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GENERAL / ARCHITECTURAL

PROJECT ADDRESS:
 Rocklin Rd & Sierra College Blvd
 Rocklin, CA, 95677

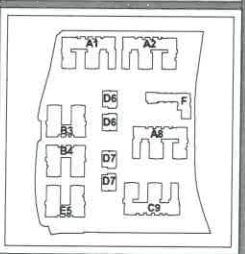
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 Irvine, California 92614
 949.809.3388
 www.mve-architects.com



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 Rocklin Rd & Sierra College Blvd

ROCKLIN APARTMENTS, LLC
 29822 CALABASAS ROAD, SUITE 200, CALABASAS, CA 91302
 TELEPHONE: (818) 223-3500 FAX: (818) 223-3536



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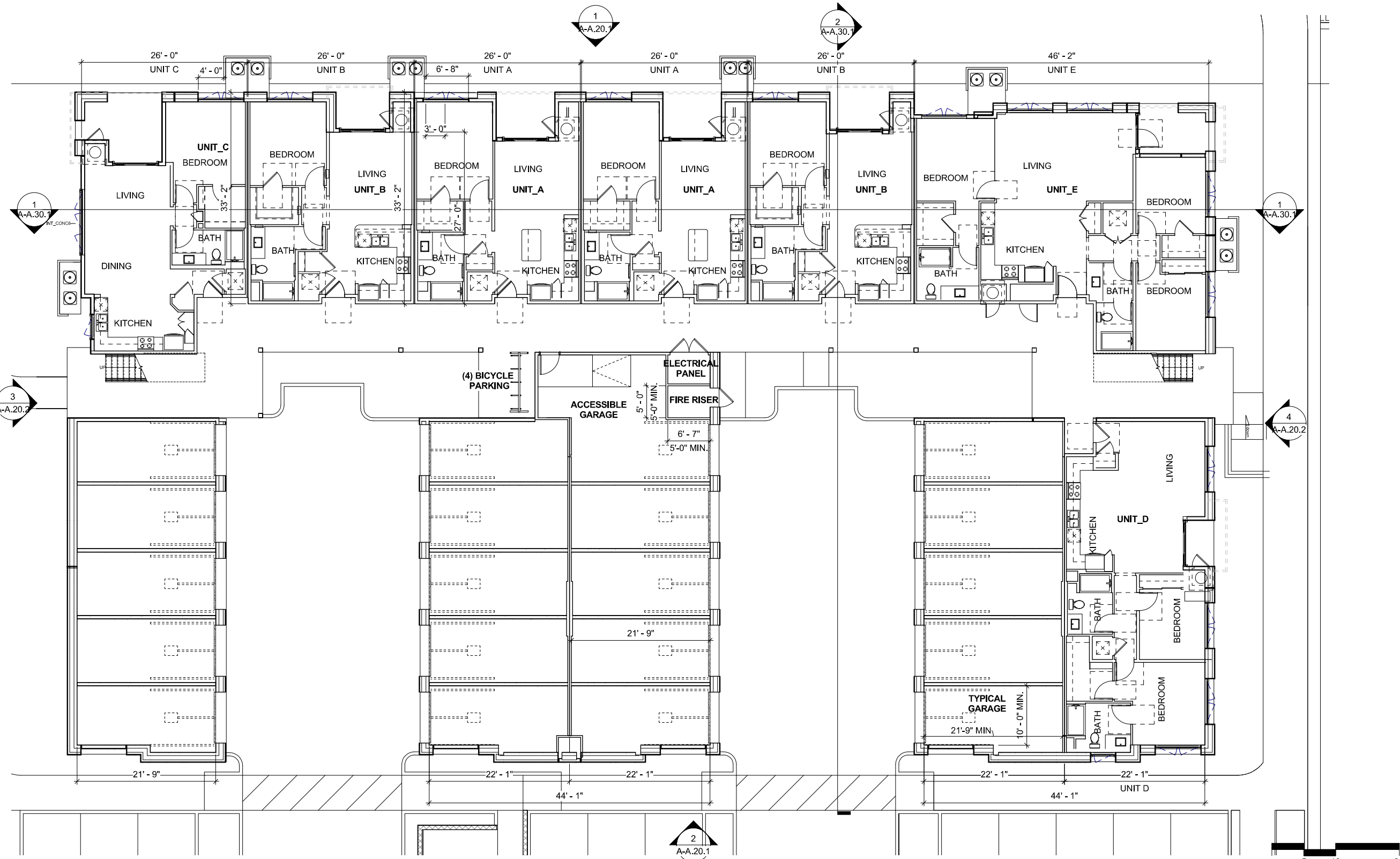
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DATE: 2015-10-02
 SIZE: 12/10/17
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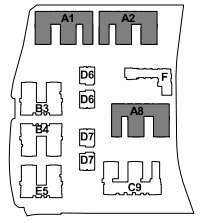
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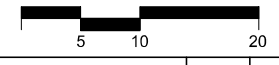
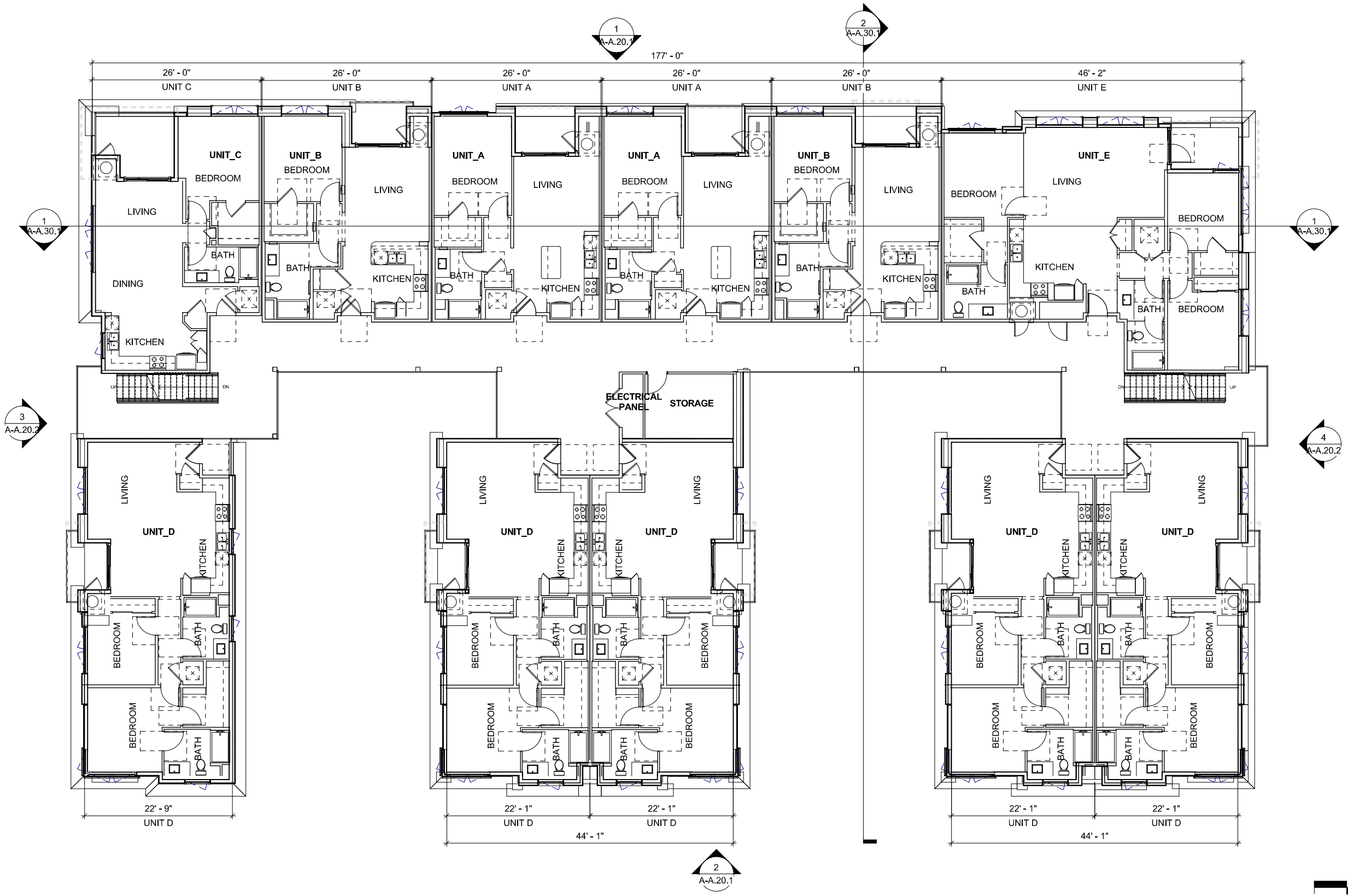
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SHEET NUMBER
A-A.10.1

DATE: 10/1/2015
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Irvine, California 92614
949.809.3388
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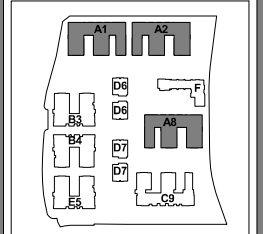


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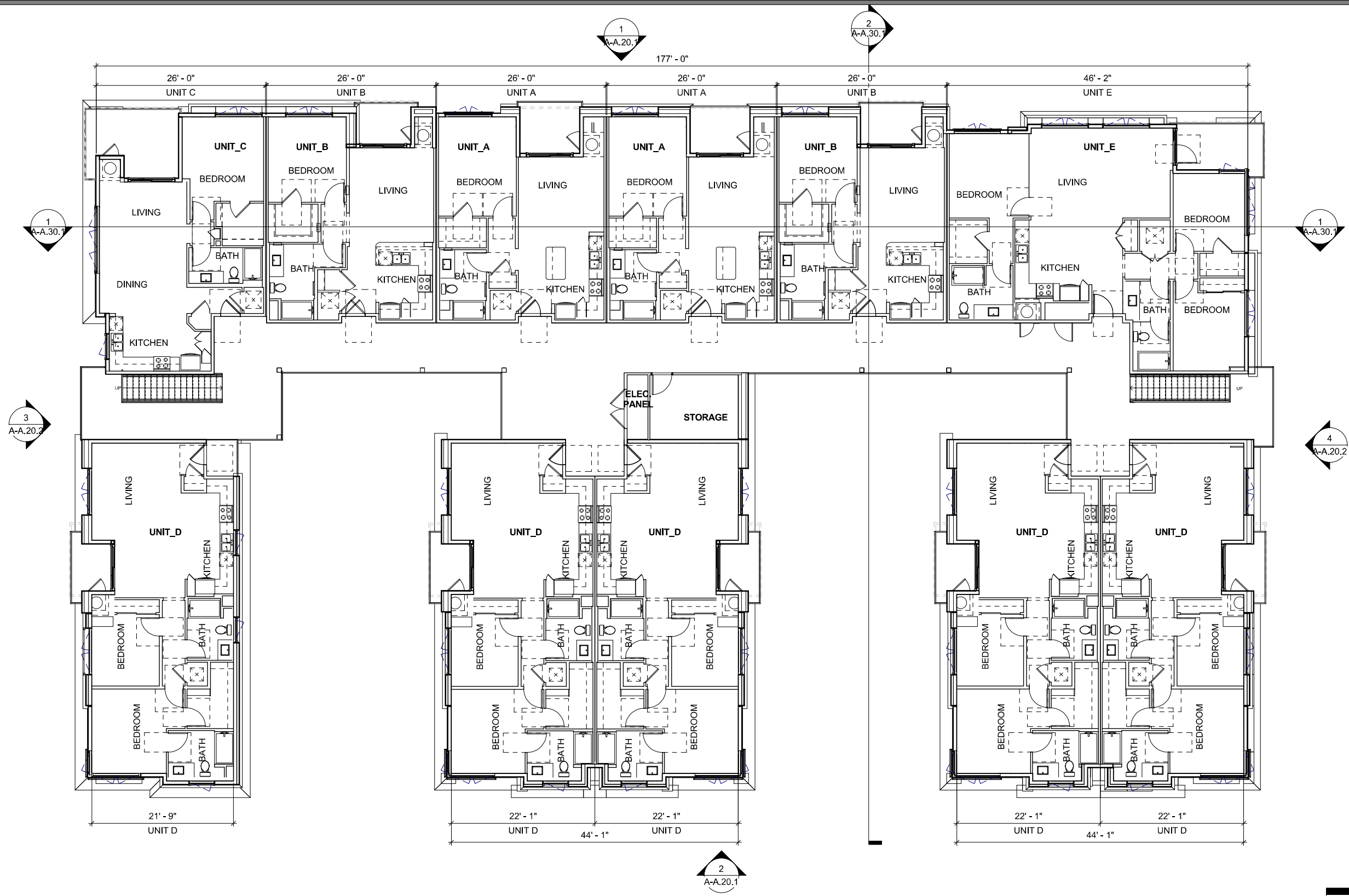
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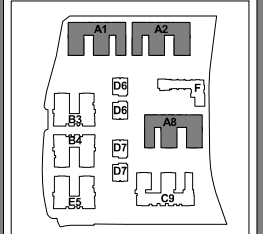
BUILDING A LEVEL 3 3/16" = 1'-0" 1

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Rocklin Rd & Sierra College Blvd

ROCKLIN APARTMENTS, LLC

23822 CALABASAS ROAD, SUITE 200, CALABASAS, CA 91302
TELEPHONE: (818) 223-3550 FAX: (818) 223-3536



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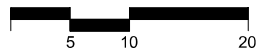
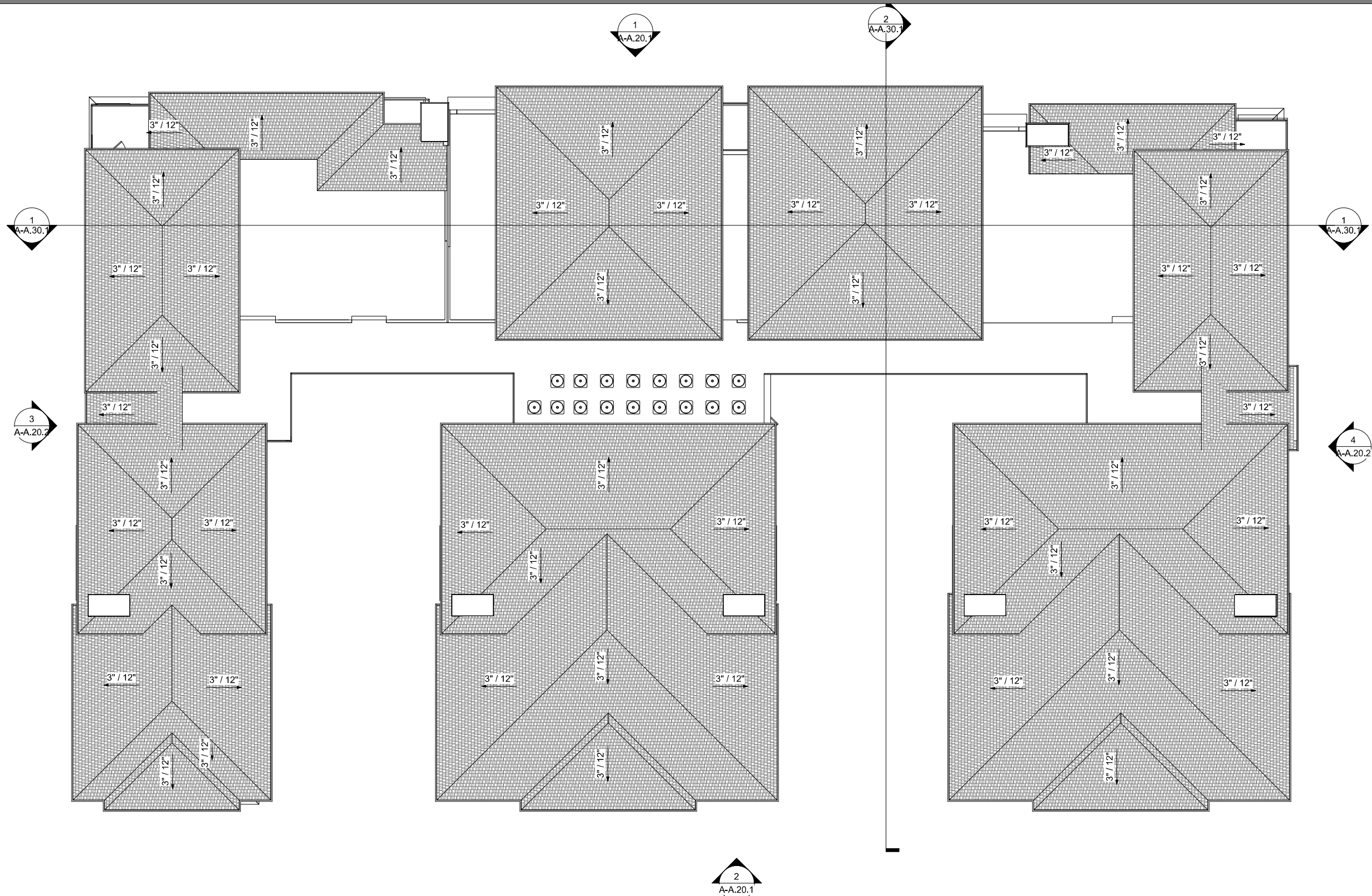
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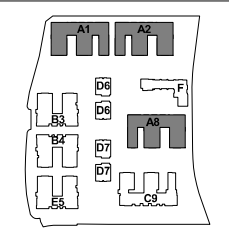
DATE: 2015-10-10
SCALE: 3/16" = 1'-0"

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1900 Main Street, Suite 800
Irvine, California 92614
949.809.3388
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 Rocklin Rd & Sierra College Blvd
ROCKLIN APARTMENTS, LLC
 23822 CALABASAS ROAD, SUITE 200, CALABASAS, CA 91302
 TELEPHONE: (818) 223-3550 FAX: (818) 223-3536



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DESCRIPTION	DATE

SHEET TITLE
 BUILDING A ROOF LEVEL

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BUILDING A SOUTH ELEVATION 3/16" = 1'-0" 2

**BUILDING (2) ELEVATION ILLUSTRATED. BUILDING (1) PLAN IS MIRRORED FROM BUILDING (2). BUILDING (8) PLAN IS IDENTICAL TO BUILDING (1) EXCEPT BRICK VENEER (KEYNOTE 925) WILL BE REPLACED WITH STUCCO (KEYNOTE 902).



BUILDING A NORTH ELEVATION 3/16" = 1'-0" 1

NOTE:
 *PER ROCKLIN ROAD EAST OF I-80 GENERAL DEVELOPMENT PLAN, THE MAXIMUM ALLOWED BUILDING HEIGHT (PER 1997 UNIFORM BUILDING CODE, DEFINITION OF HEIGHT OF BUILDING) IS 35' MEASURED FROM THE REFERENCE DATUM TO THE AVERAGE HEIGHT OF THE HIGHEST HIPPED ROOF AND THE MAXIMUM NUMBER OF STORIES IS (3). THE AVERAGE HEIGHT OF THE HIGHEST HIPPED ROOF FOR THIS PROJECT IS 34' - 10" (MEASURED TO THE MIDDLE OF HIPPED ROOF, PER 1997 UNIFORM BUILDING CODE) ABOVE THE REFERENCE DATUM. BUILDING TYPE A AND B ARE (3) STORIES. BUILDING TYPE C AND E ARE (3) STORIES WITH BASEMENT (PER 1997 UNIFORM BUILDING CODE DEFINITION OF BASEMENT, STORY, AND STORY, FIRST. THE FIRST STORY IS THE LOWEST STORY WHERE THE FINISHED FLOOR LEVEL DIRECTLY ABOVE A USABLE SPACE IS MORE THAN 6' ABOVE GRADE FOR MORE THAN 50% OF THE TOTAL PERIMETER). BUILDING TYPE D AND F (CLUB HOUSE) ARE (2) STORIES.

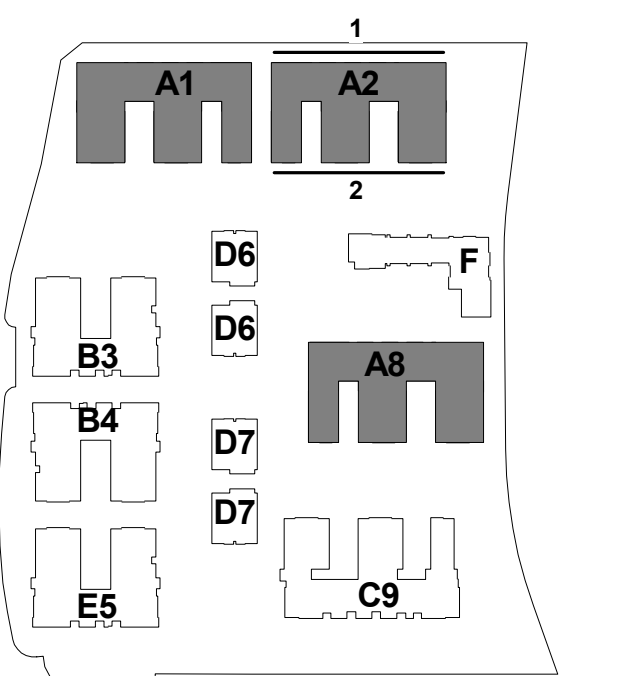
510	METAL RAILING TYPE PER ELEVATION TAG, FOR DETAILS SEE SHEET 11/A-45.2 RAILING DETAILS
802	VINYL WINDOW PLY GEM, EARTHTONE
901	ARTISAN V-RUSTIC HARDIE BOARD, COLOR DE6062, TEA BAG
902	EXTERIOR PLASTER W/ 1/2" EXPANSION SCREED U.N.O., DET 453, MAJOLICA EARTHENWARE
902.4	EXTERIOR PLASTER W/ 1/2" EXPANSION SCREED U.N.O., DEC 766, STEVEARENO BEIGE
910.1	HARDIE REVEAL PANEL SYSTEM, PAINT COLOR DEC 725, WEATHERED CORAL
910.2	HARDIE REVEAL PANEL SYSTEM, PAINT COLOR DE 6169, MILK MUSTACHE
910.3	HARDIE REVEAL PANEL SYSTEM, PAINT COLOR DEC 773, HEATHER
910.4	HARDIE REVEAL PANEL SYSTEM, PAINT COLOR DEC 766, STEVEARENO BEIGE
925	BRICK VENEER, CORONADO STONE PRODUCTS, WIRECUT BRICK, LA JOLLA BRICK
930	ROOF SHINGLE TIMBERLINE ULTRA HD, MISSION BROWN

SIERRA GATEWAY APARTMENTS

Rocklin Rd & Sierra College Blvd

ROCKLIN APARTMENTS, LLC

23622 CALABASAS ROAD, SUITE 200, CALABASAS, CA 91302
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BUILDING A EAST ELEVATION 3/16" = 1'-0" 4

**BUILDING (2) ELEVATION ILLUSTRATED. BUILDING (1) PLAN IS MIRRORRED FROM BUILDING (2). BUILDING (8) PLAN IS IDENTICAL TO BUILDING (1) EXCEPT BRICK VENEER (KEYNOTE 925) WILL BE REPLACED WITH STUCCO (KEYNOTE 902).



BUILDING A WEST ELEVATION 3/16" = 1'-0" 3

NOTE:
 *PER ROCKLIN ROAD EAST OF I-80 GENERAL DEVELOPMENT PLAN, THE MAXIMUM ALLOWED BUILDING HEIGHT (PER 1997 UNIFORM BUILDING CODE, DEFINITION OF HEIGHT OF BUILDING) IS 35' MEASURED FROM THE REFERENCE DATUM TO THE AVERAGE HEIGHT OF THE HIGHEST HIPPED ROOF AND THE MAXIMUM NUMBER OF STORIES IS (3). THE AVERAGE HEIGHT OF THE HIGHEST HIPPED ROOF FOR THIS PROJECT IS 34' - 10" (MEASURED TO THE MIDDLE OF HIPPED ROOF, PER 1997 UNIFORM BUILDING CODE) ABOVE THE REFERENCE DATUM. BUILDING TYPE A AND B ARE (3) STORIES. BUILDING TYPE C AND E ARE (3) STORIES WITH BASEMENT (PER 1997 UNIFORM BUILDING CODE DEFINITION OF BASEMENT, STORY, AND STORY, FIRST. THE FIRST STORY IS THE LOWEST STORY WHERE THE FINISHED FLOOR LEVEL DIRECTLY ABOVE A USABLE SPACE IS MORE THAN 6' ABOVE GRADE FOR MORE THAN 50% OF THE TOTAL PERIMETER). BUILDING TYPE D AND F (CLUB HOUSE) ARE (2) STORIES.

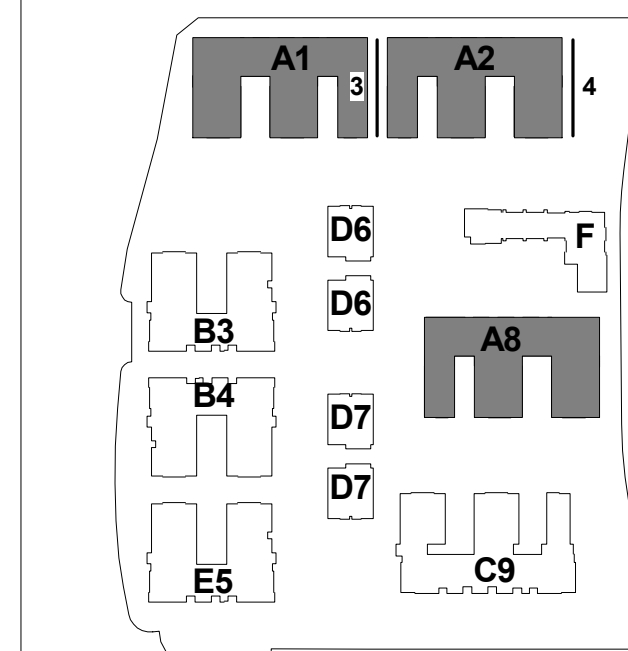
510	METAL RAILING TYPE PER ELEVATION TAG, FOR DETAILS SEE SHEET 11/A-45.2 RAILING DETAILS
802	VINYL WINDOW PLY GEM, EARTHTONE
901	ARTISAN V-RUSTIC HARDIE BOARD, COLOR DE6062, TEA BAG
902	EXTERIOR PLASTER W/ 1/2" EXPANSION SCREED U.N.O., DET 453, MAJOLICA EARTHENWARE
910.1	HARDIE REVEAL PANEL SYSTEM, PAINT COLOR DEC 725, WEATHERED CORAL
910.2	HARDIE REVEAL PANEL SYSTEM, PAINT COLOR DE 6169, MILK MUSTACHE
910.3	HARDIE REVEAL PANEL SYSTEM, PAINT COLOR DEC 773, HEATHER
910.4	HARDIE REVEAL PANEL SYSTEM, PAINT COLOR DEC 766, STEVEARENO BEIGE
925	BRICK VENEER, CORONADO STONE PRODUCTS, WIRECUT BRICK, LA JOLLA BRICK
930	ROOF SHINGLE TIMBERLINE ULTRA HD, MISSION BROWN

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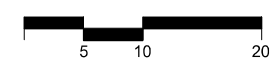
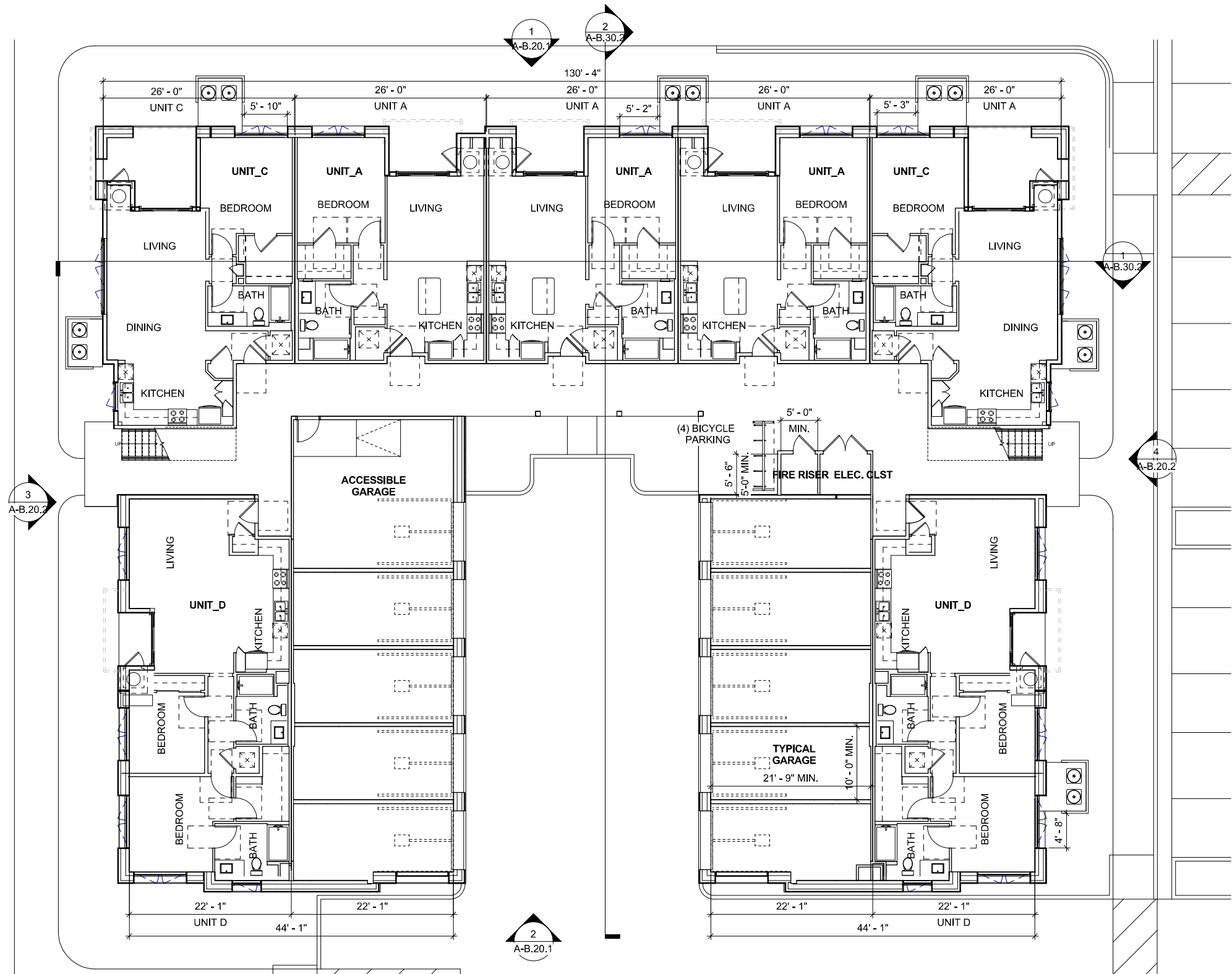
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SHEET NUMBER
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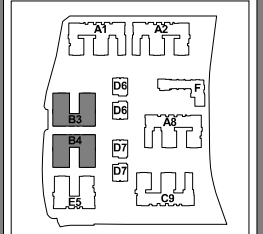
2013
 6
 1/3
 3/16



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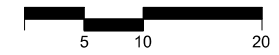
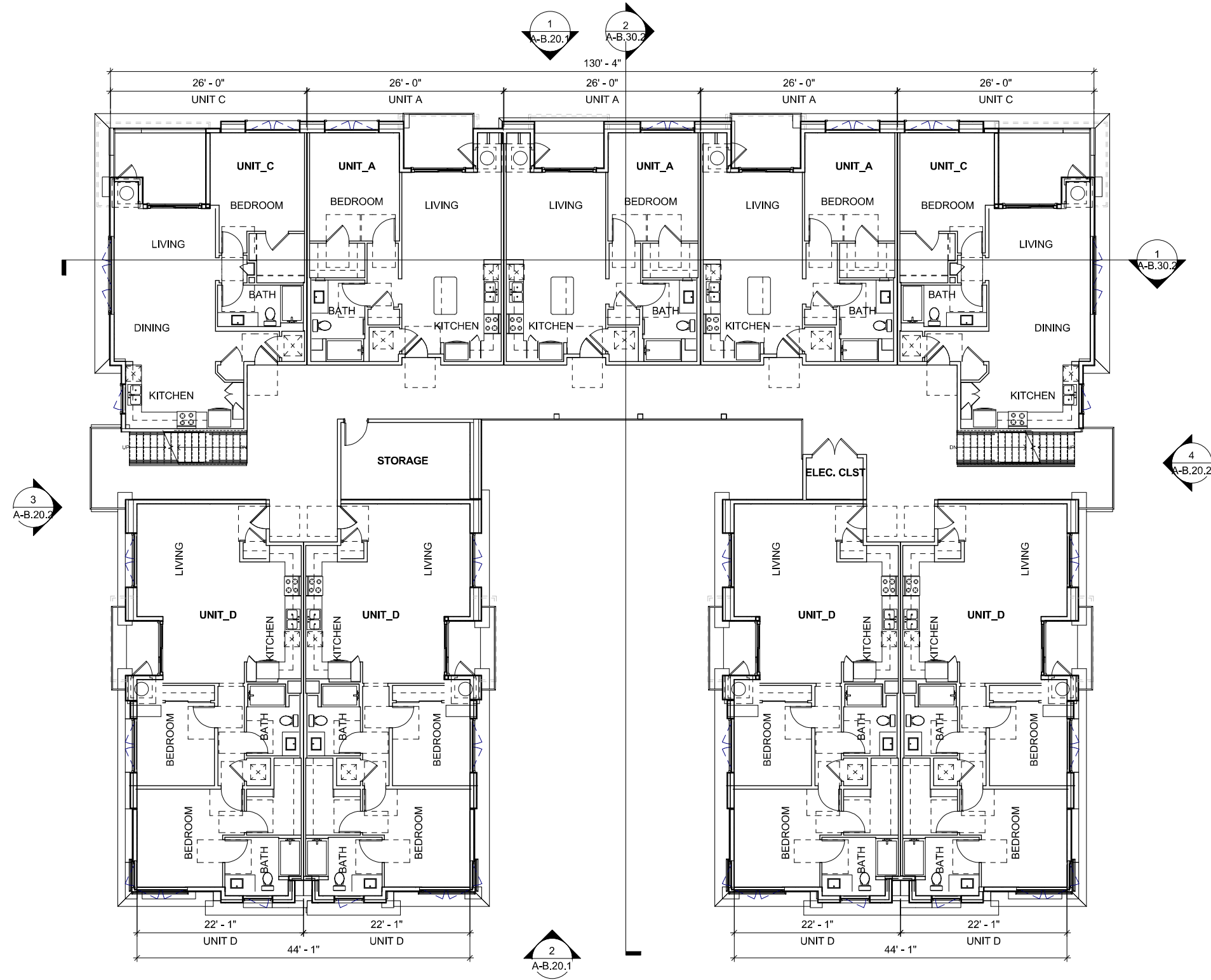
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SHEET TITLE
BUILDING B LEVEL 1

SHEET NUMBER
A-B.10.1

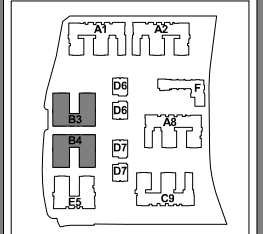
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BUILDING B LEVEL 2 3/16" = 1'-0" 1

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SHEET TITLE
BUILDING B LEVEL 2

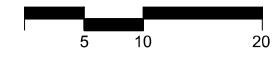
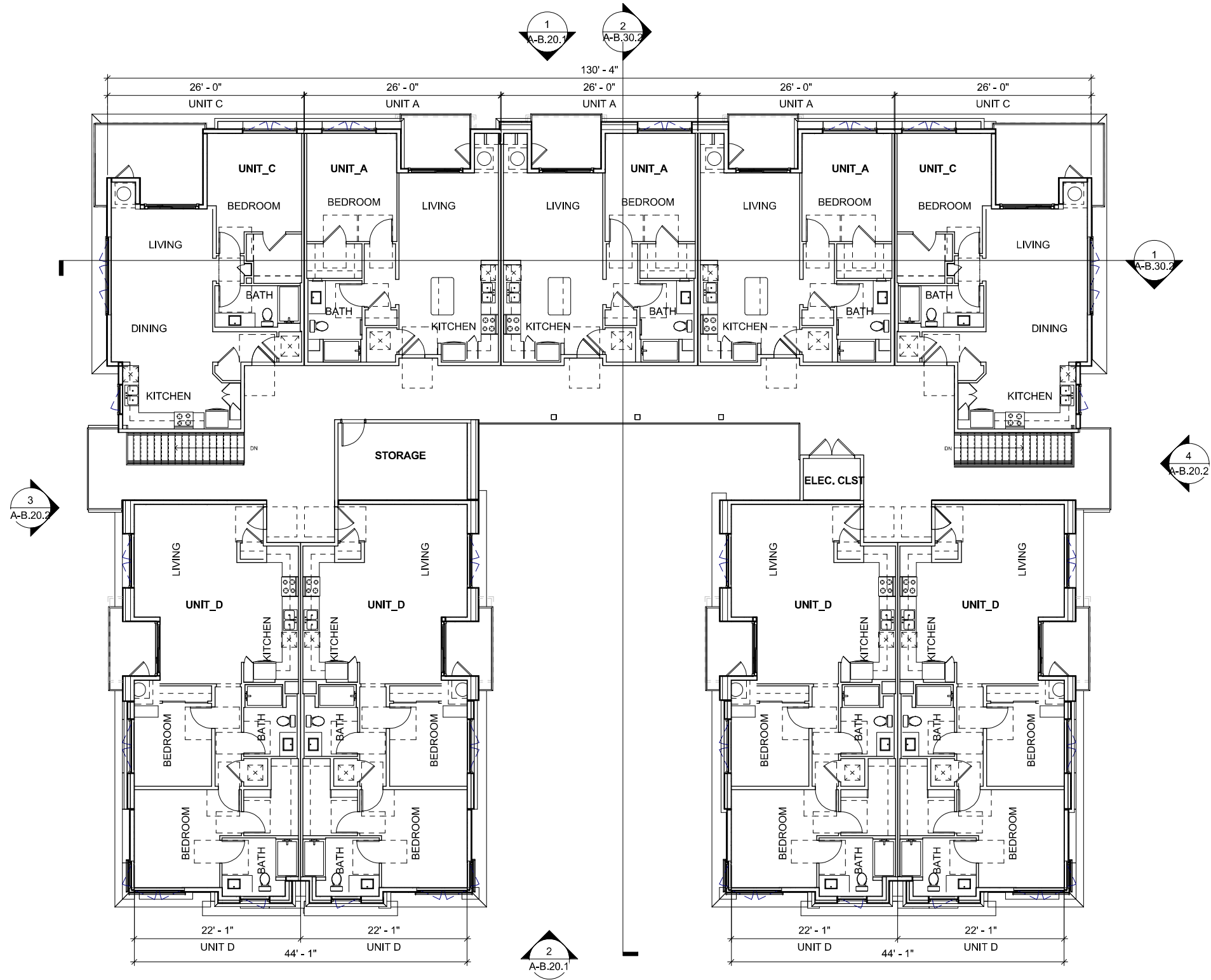
SHEET NUMBER
A-B.10.2

DATE: 2015-10-10
 SCALE: 3/16" = 1'-0"

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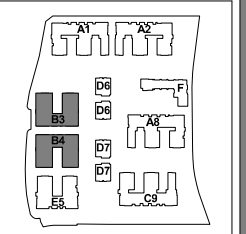
BUILDING B LEVEL 3 3/16" = 1'-0" 1

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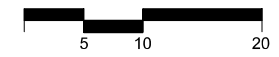
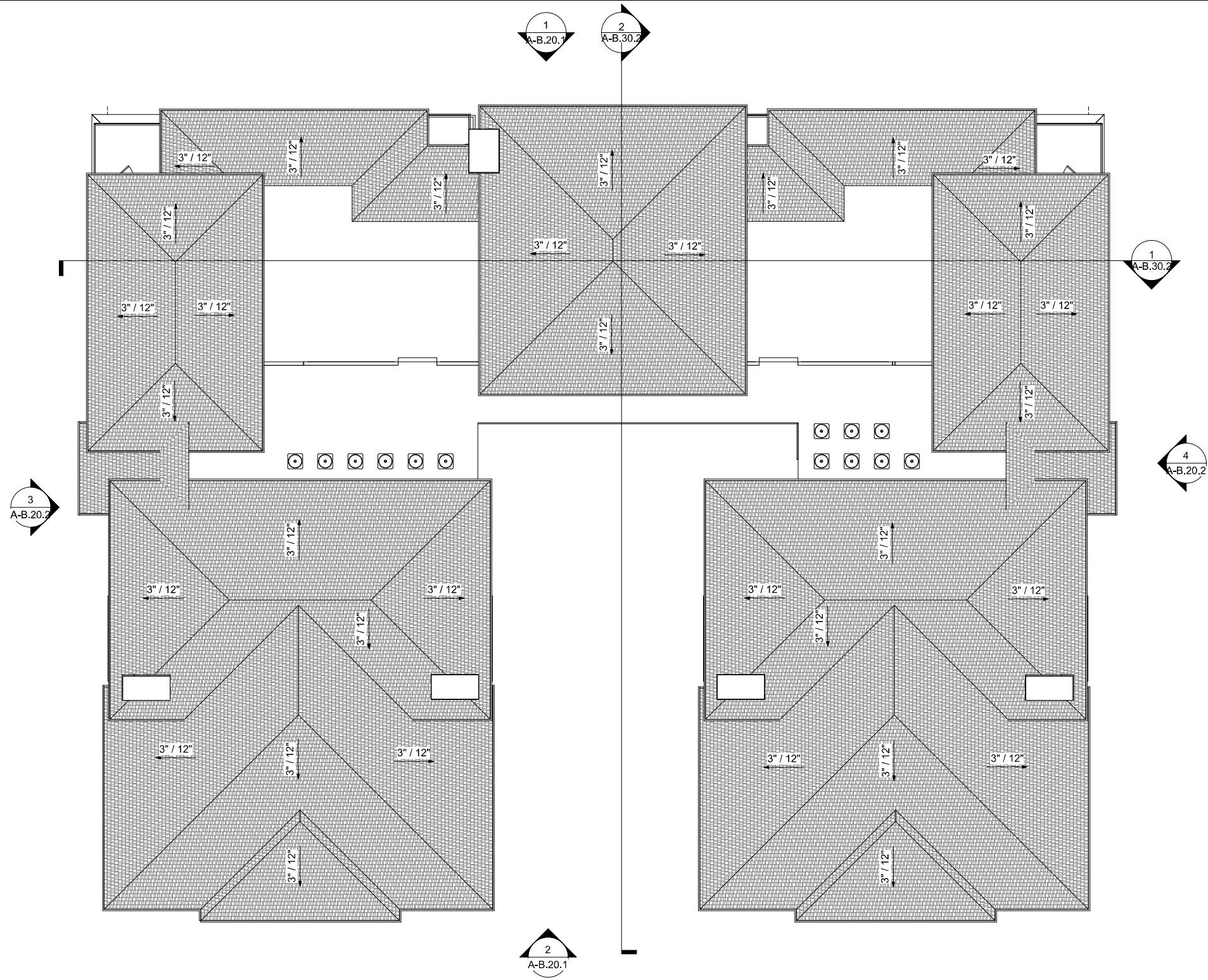
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DESCRIPTION	DATE

SHEET TITLE
BUILDING B LEVEL 3

SHEET NUMBER
A-B.10.3

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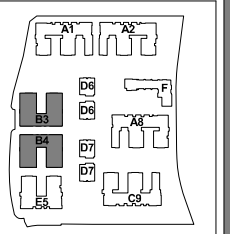
BUILDING B ROOF LEVEL 3/16" = 1'-0" 1

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SHEET TITLE
BUILDING B ROOF LEVEL

SHEET NUMBER
A-B.10.4

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BUILDING B SOUTH ELEVATION 3/16" = 1'-0" 2

**BUILDING (4) ELEVATION ILLUSTRATED. BUILDING (3) PLAN IS MIRRORED FROM BUILDING (4).



BUILDING B NORTH ELEVATION 3/16" = 1'-0" 1

NOTE:
 *PER ROCKLIN ROAD EAST OF I-80 GENERAL DEVELOPMENT PLAN, THE MAXIMUM ALLOWED BUILDING HEIGHT (PER 1997 UNIFORM BUILDING CODE, DEFINITION OF HEIGHT OF BUILDING) IS 35' MEASURED FROM THE REFERENCE DATUM TO THE AVERAGE HEIGHT OF THE HIGHEST HIPPED ROOF AND THE MAXIMUM NUMBER OF STORIES IS (3). THE AVERAGE HEIGHT OF THE HIGHEST HIPPED ROOF FOR THIS PROJECT IS 34' - 10" (MEASURED TO THE MIDDLE OF HIPPED ROOF, PER 1997 UNIFORM BUILDING CODE) ABOVE THE REFERENCE DATUM. BUILDING TYPE A AND B ARE (3) STORIES. BUILDING TYPE C AND E ARE (3) STORIES WITH BASEMENT (PER 1997 UNIFORM BUILDING CODE DEFINITION OF BASEMENT, STORY, AND STORY, FIRST. THE FIRST STORY IS THE LOWEST STORY WHERE THE FINISHED FLOOR LEVEL DIRECTLY ABOVE A USABLE SPACE IS MORE THAN 6" ABOVE GRADE FOR MORE THAN 50% OF THE TOTAL PERIMETER). BUILDING TYPE D AND F (CLUB HOUSE) ARE (2) STORIES.

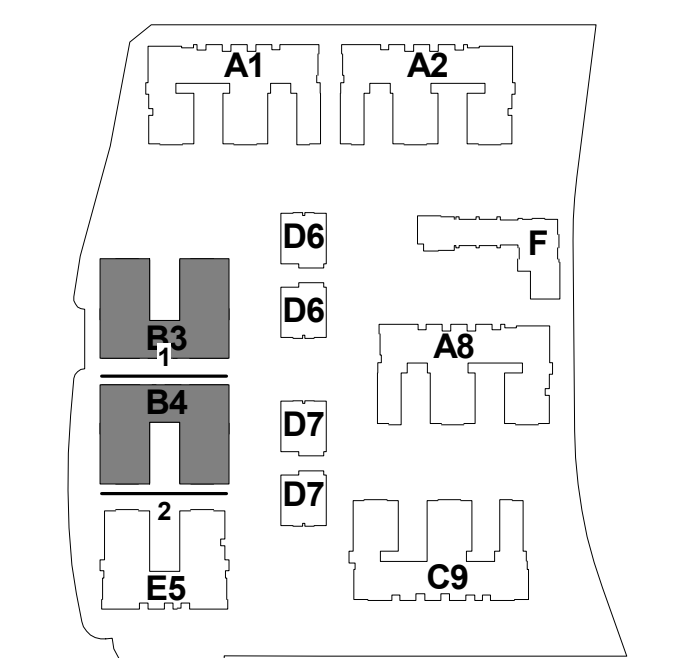
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925	BRICK VENEER, CORONADO STONE PRODUCTS, WIRECUT BRICK, LA JOLLA BRICK
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SHEET TITLE
BUILDING B ELEVATIONS

SHEET NUMBER
A-B.20.1

2013
 1/31
 3/16



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BUILDING B WEST ELEVATION 3/16" = 1'-0" 4

**BUILDING (4) ELEVATION ILLUSTRATED. BUILDING (3) PLAN IS MIRRORED FROM BUILDING (4).



BUILDING B EAST ELEVATION 3/16" = 1'-0" 3

NOTE:
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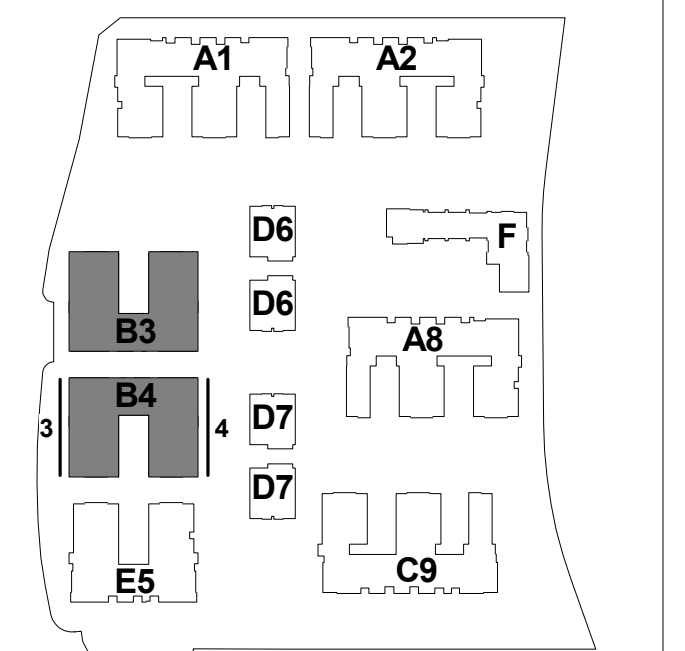
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BUILDING B ELEVATIONS

SHEET NUMBER
A-B.20.2

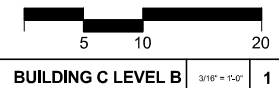
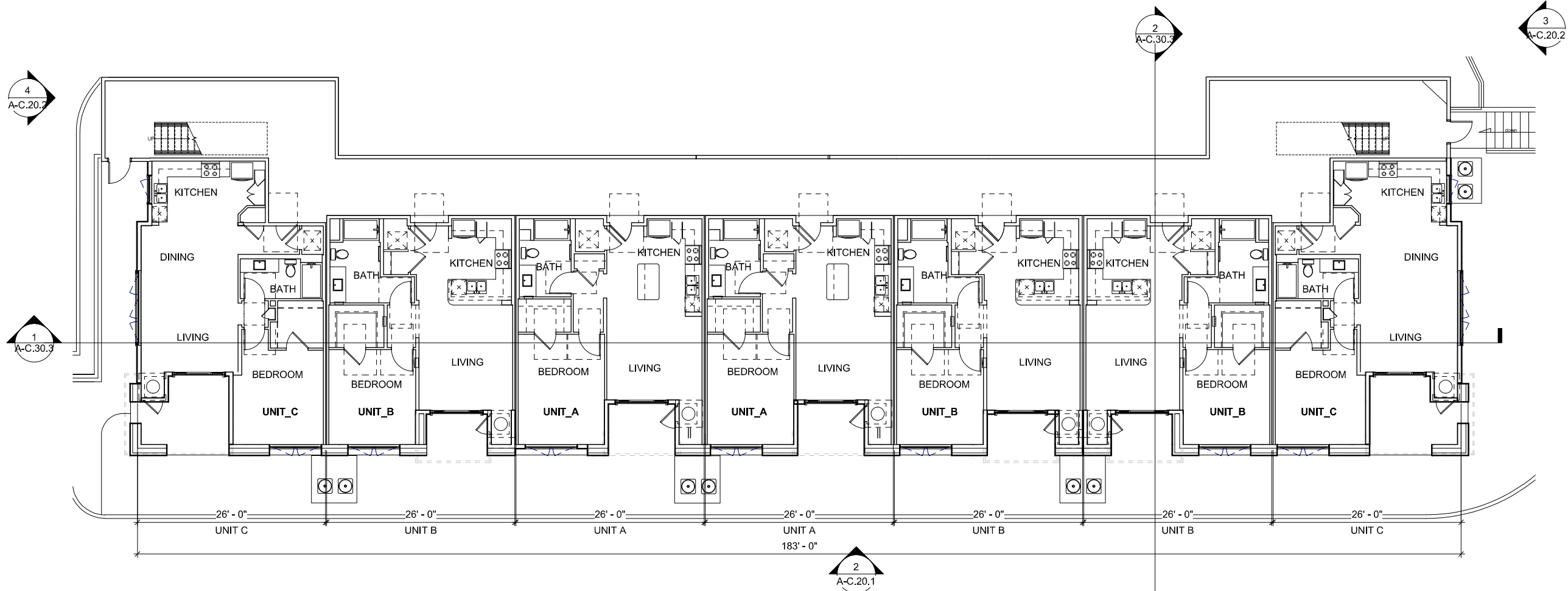
2013
 6
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 3/16

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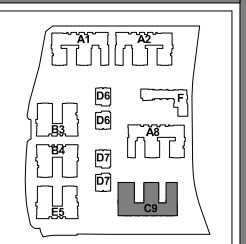


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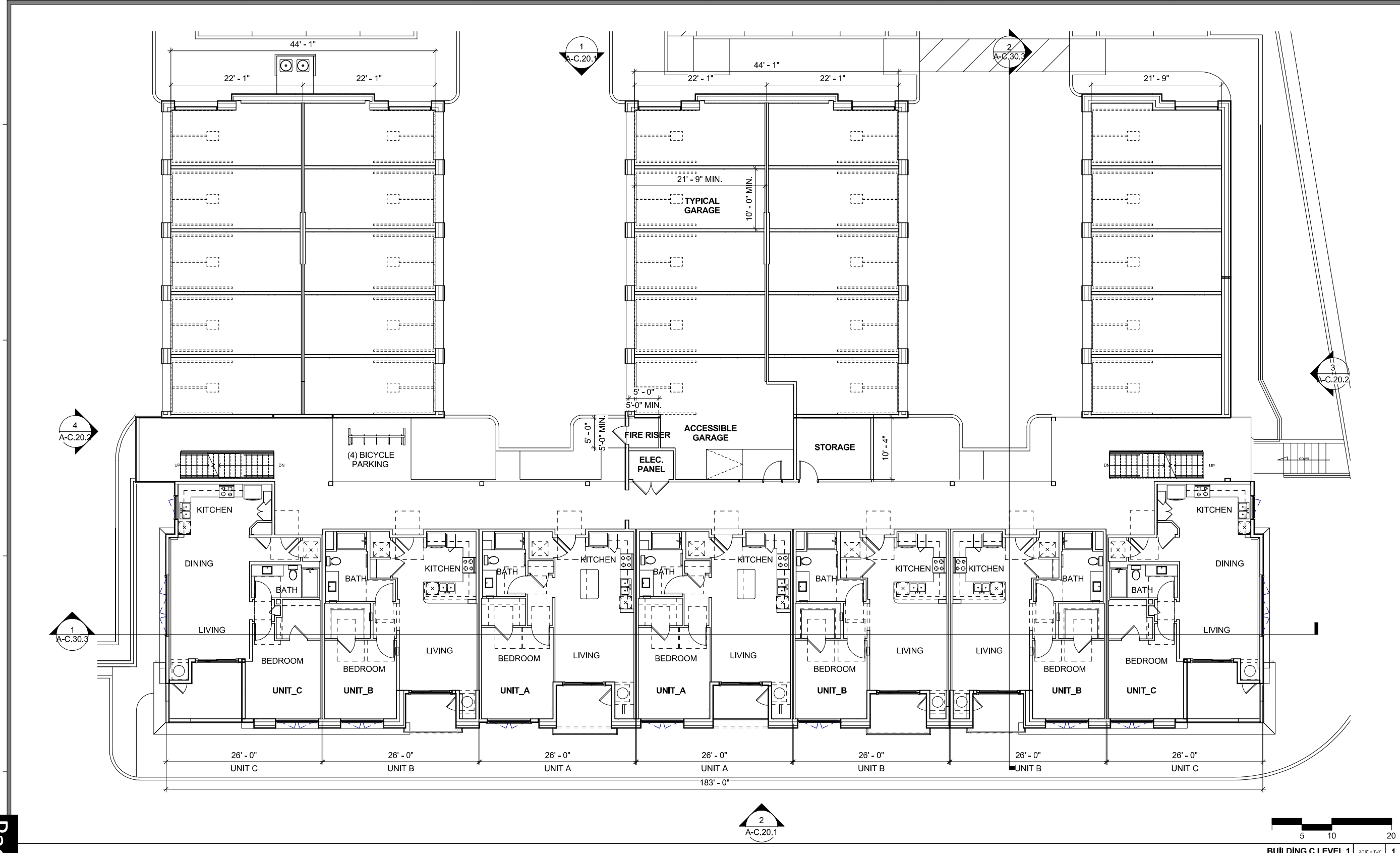
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SHEET NUMBER
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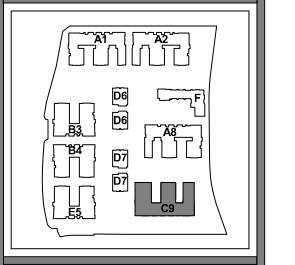
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SHEET TITLE
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SHEET NUMBER
A-C.10.2

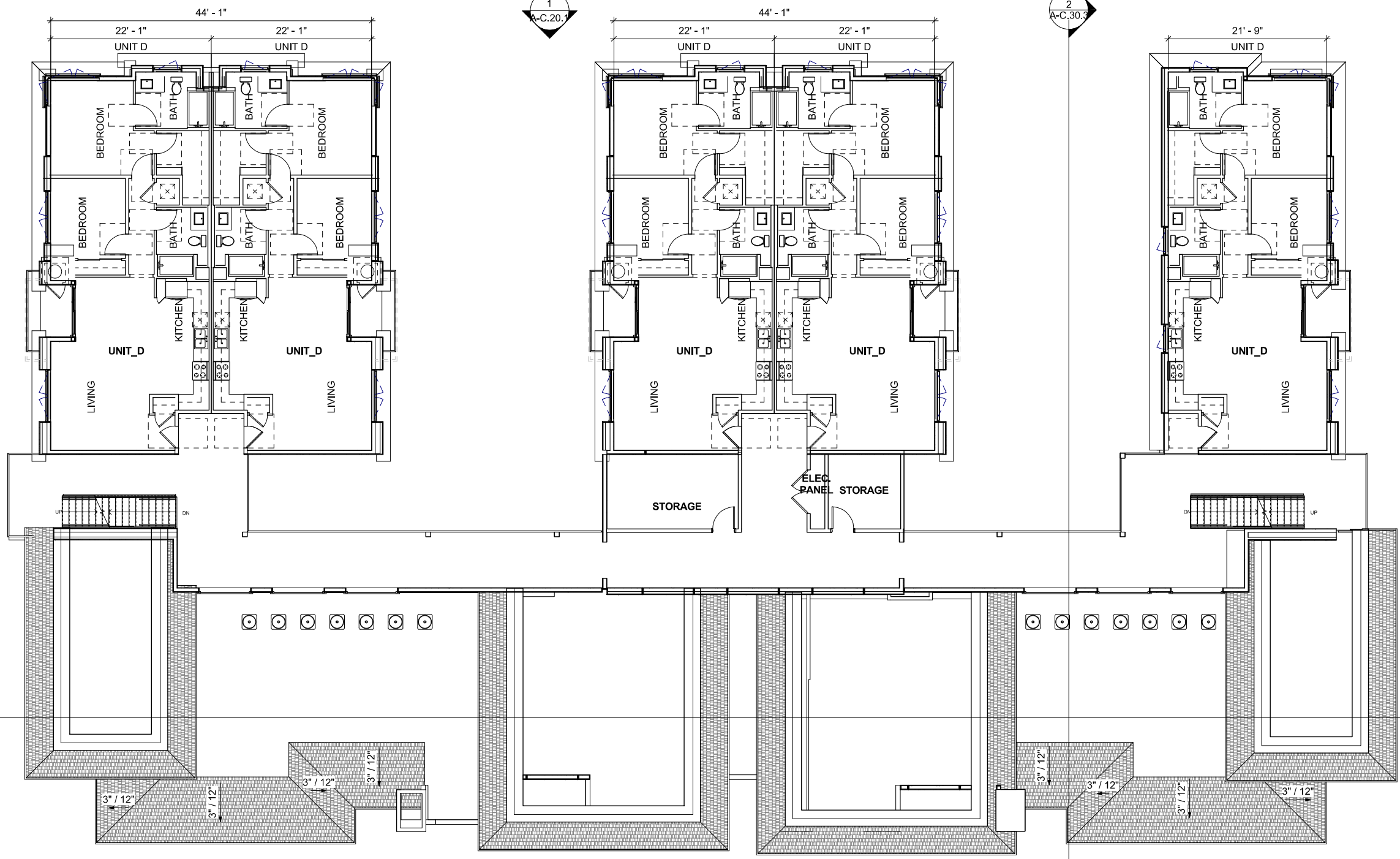
3/16" = 1'-0"

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Agenda Item #7.b.



4
A-C.20.2

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A-C.30.3

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A-C.20.1

2
A-C.30.3

3
A-C.20.2

2
A-C.20.1



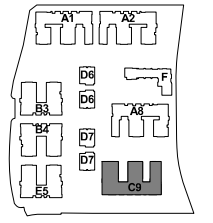
BUILDING C LEVEL 2 3/16" = 1'-0" 1

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SHEET TITLE
BUILDING C LEVEL 2

SHEET NUMBER
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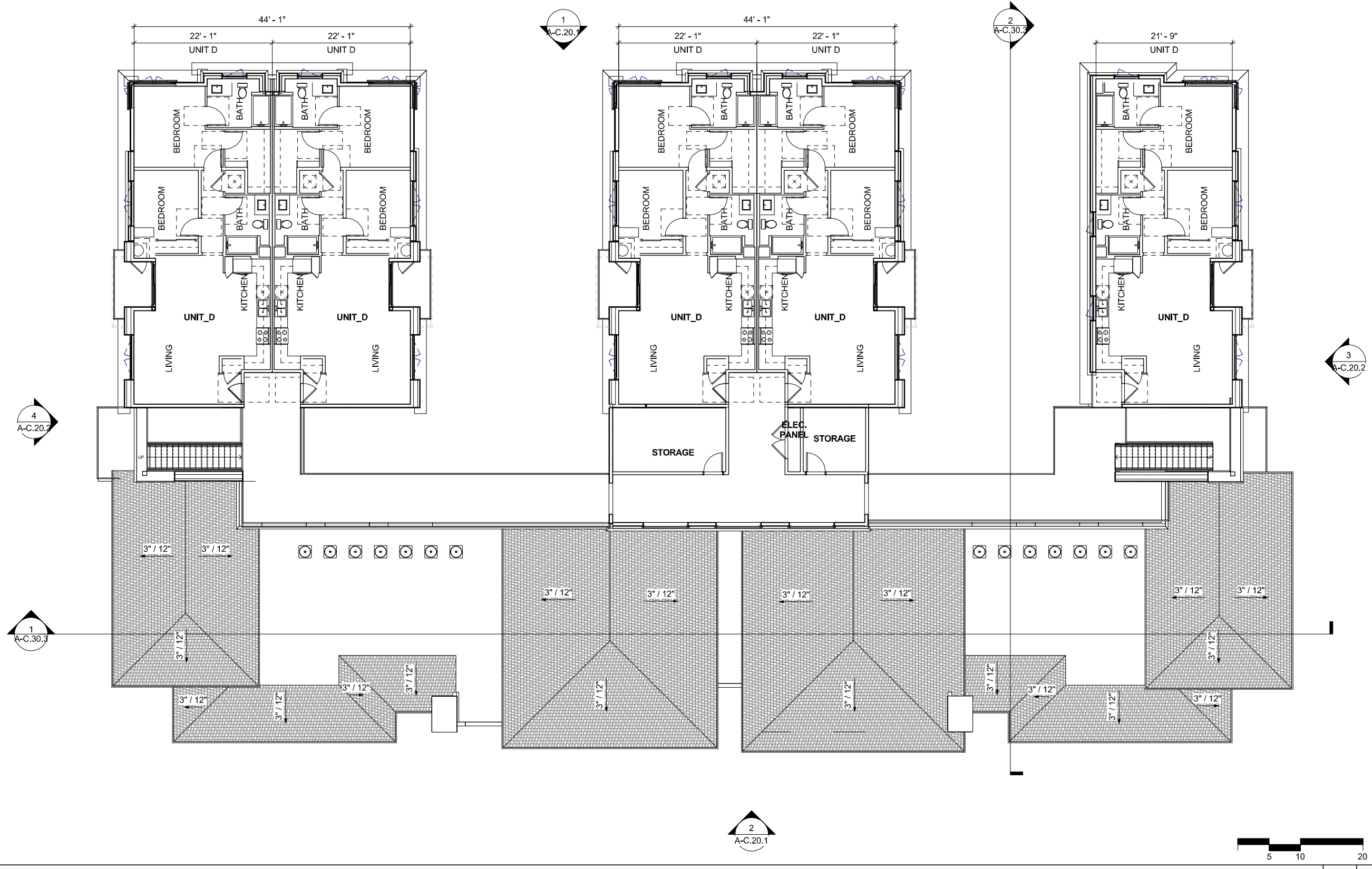
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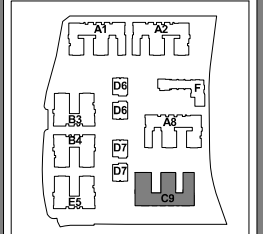
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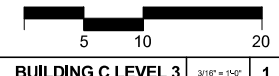
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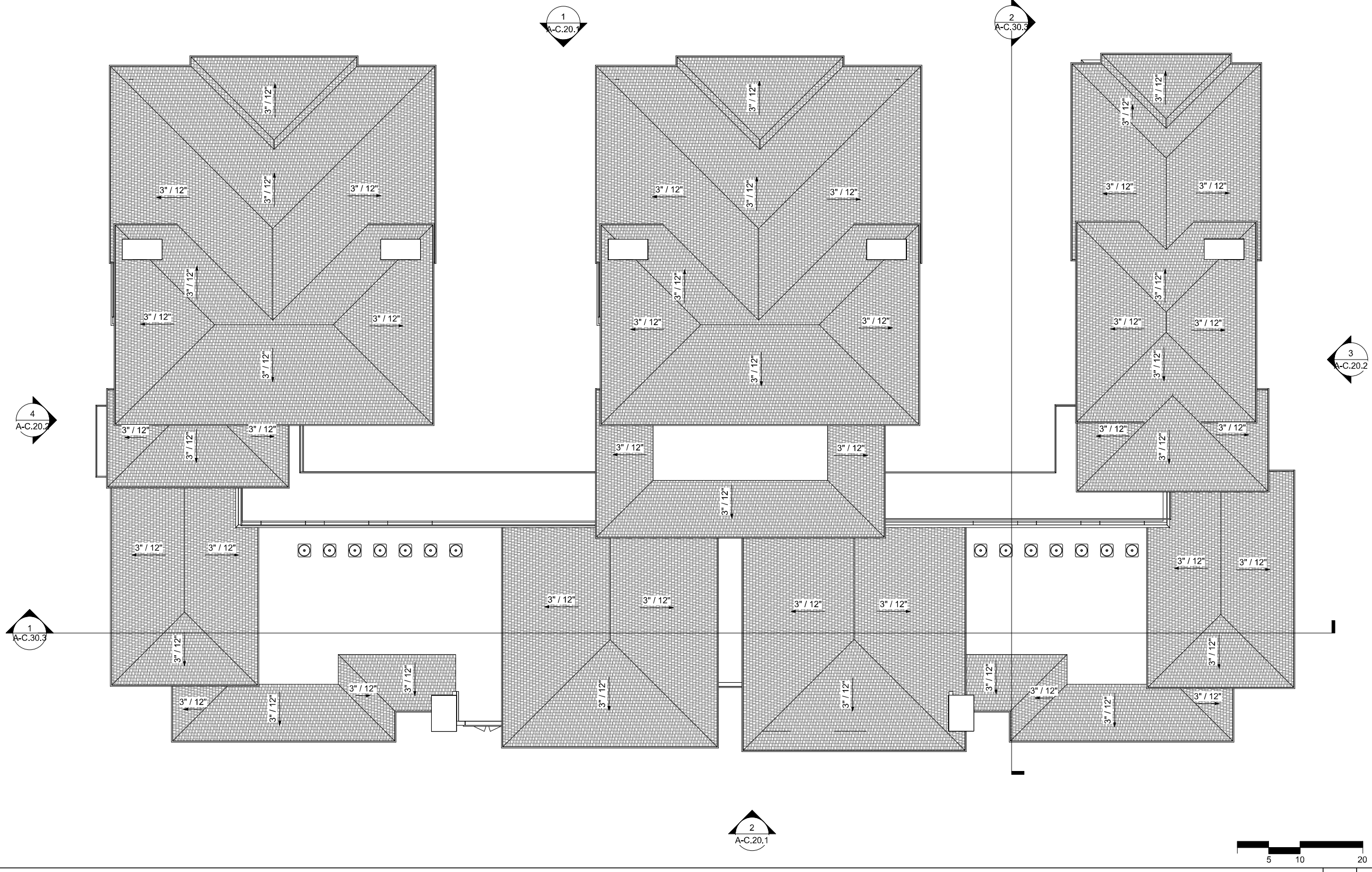
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DATE: 2015-10-13
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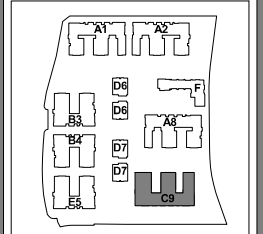
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NO.	DESCRIPTION	DATE

SHEET TITLE
 BUILDING C ROOF LEVEL

SHEET NUMBER
 A-C.10.5

DATE: 2015-10-10
 SCALE: 3/16" = 1'-0"

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BUILDING C WEST ELEVATION 3/16" = 1'-0" 4



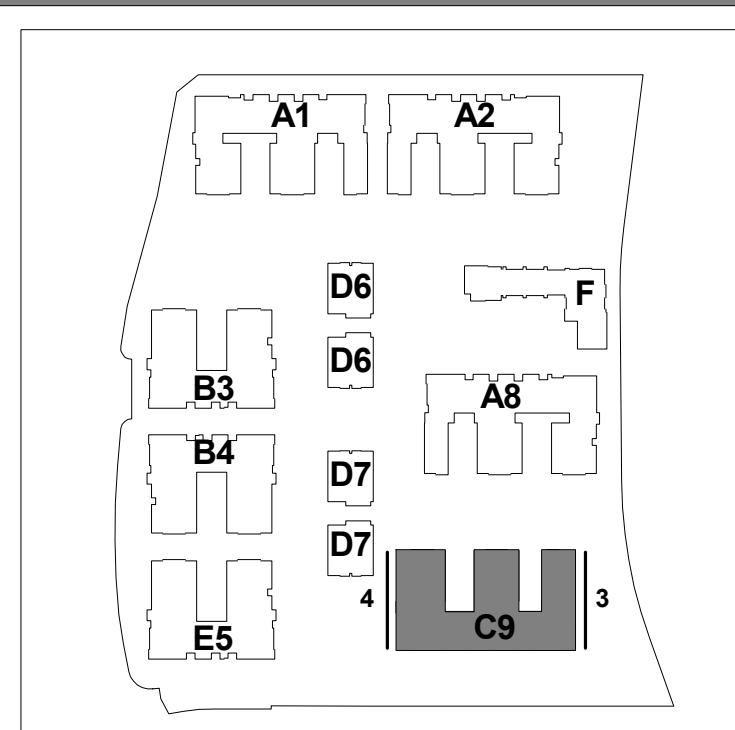
BUILDING C EAST ELEVATION 3/16" = 1'-0" 3

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SHEET TITLE
BUILDING C ELEVATIONS

SHEET NUMBER
A-C.20.2

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1/31
3/16



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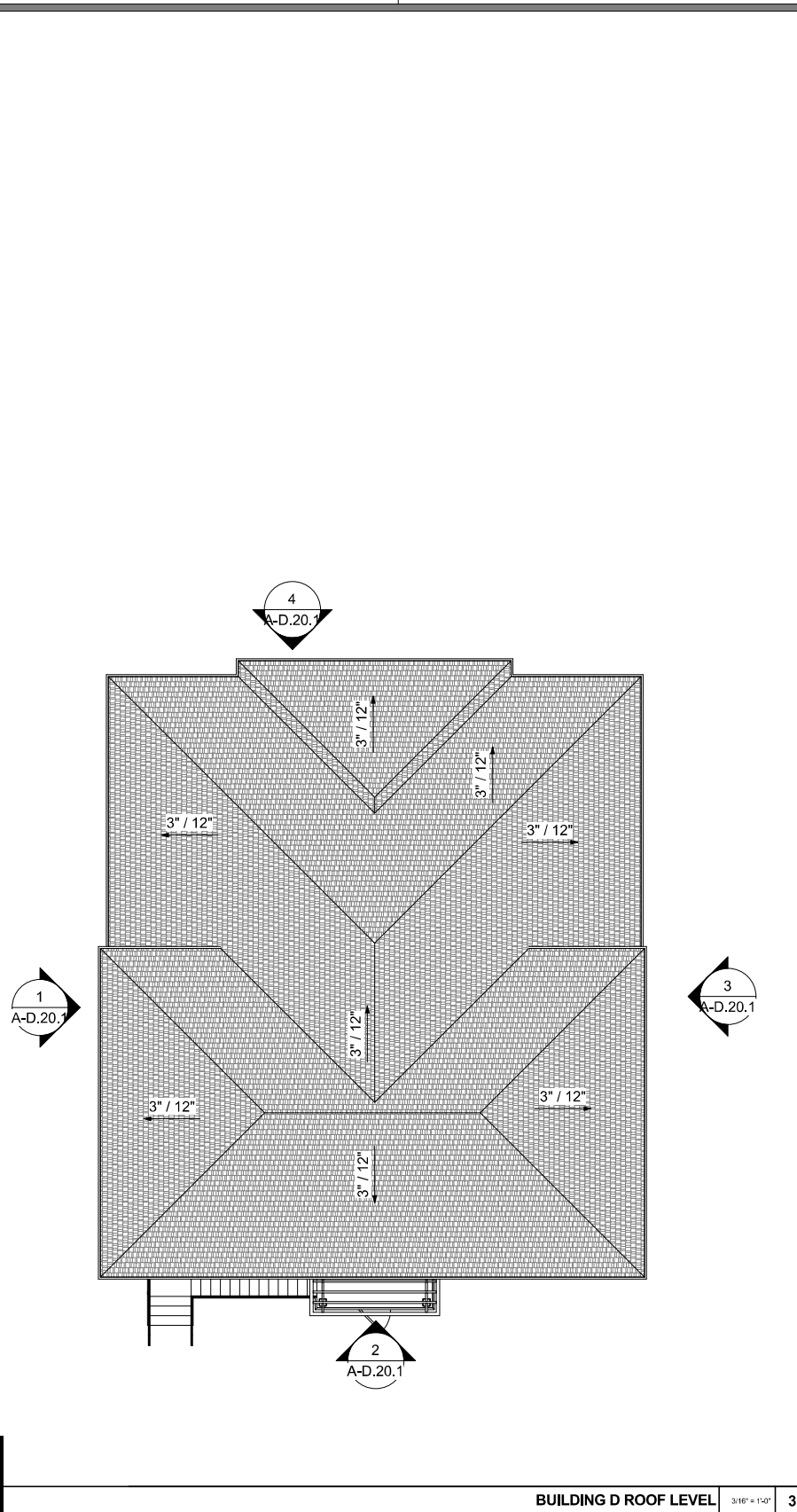
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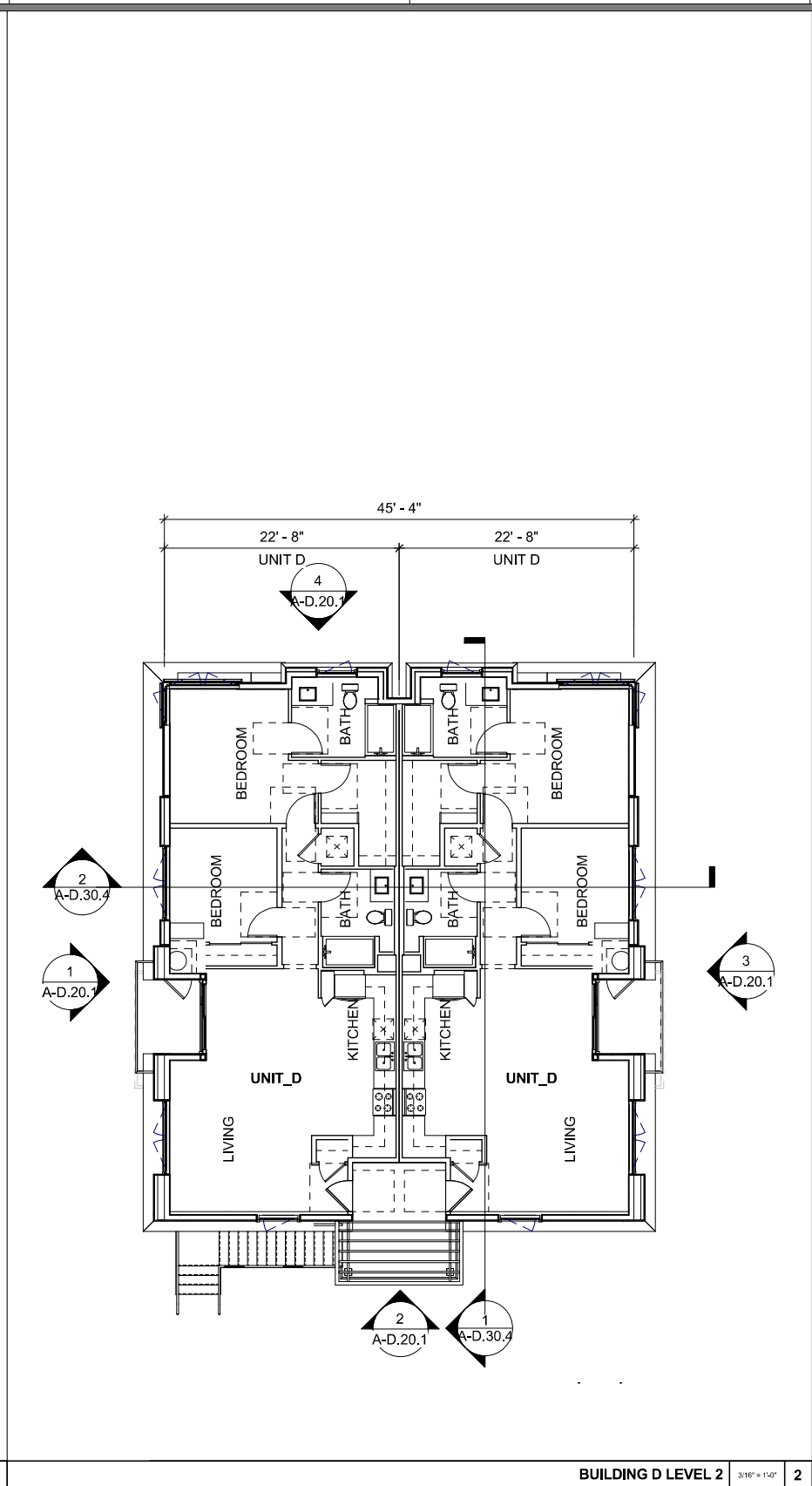
NOTE:
*PER ROCKLIN ROAD EAST OF I-80 GENERAL DEVELOPMENT PLAN, THE MAXIMUM ALLOWED BUILDING HEIGHT (PER 1997 UNIFORM BUILDING CODE, DEFINITION OF HEIGHT OF BUILDING) IS 35' MEASURED FROM THE REFERENCE DATUM TO THE AVERAGE HEIGHT OF THE HIGHEST HIPPED ROOF AND THE MAXIMUM NUMBER OF STORIES IS (3). THE AVERAGE HEIGHT OF THE HIGHEST HIPPED ROOF FOR THIS PROJECT IS 34' - 10" (MEASURED TO THE MIDDLE OF HIPPED ROOF, PER 1997 UNIFORM BUILDING CODE) ABOVE THE REFERENCE DATUM. BUILDING TYPE A AND B ARE (3) STORIES. BUILDING TYPE C AND E ARE (3) STORIES WITH BASEMENT (PER 1997 UNIFORM BUILDING CODE DEFINITION OF BASEMENT, STORY, AND STORY, FIRST, THE FIRST STORY IS THE LOWEST STORY WHERE THE FINISHED FLOOR LEVEL DIRECTLY ABOVE A USABLE SPACE IS MORE THAN 6' ABOVE GRADE FOR MORE THAN 50% OF THE TOTAL PERIMETER). BUILDING TYPE D AND F (CLUB HOUSE) ARE (2) STORIES.

510	METAL RAILING TYPE PER ELEVATION TAG, FOR DETAILS SEE SHEET 11/A-45.2 RAILING DETAILS
802	VINYL WINDOW PLY GEM, EARTHTONE
901	ARTISAN V-RUSTIC HARDIE BOARD, COLOR DE6062, TEA BAG
902	EXTERIOR PLASTER W/ 1/2" EXPANSION SCREED U.N.O., DET 453, MAJOLICA EARTHENWARE
910.1	HARDIE REVEAL PANEL SYSTEM, PAINT COLOR DEC 725, WEATHERED CORAL
910.2	HARDIE REVEAL PANEL SYSTEM, PAINT COLOR DE 6169, MILK MUSTACHE
910.3	HARDIE REVEAL PANEL SYSTEM, PAINT COLOR DEC 773, HEATHER
925	BRICK VENEER, CORONADO STONE PRODUCTS, WIRECUT BRICK, LA JOLLA BRICK
930	ROOF SHINGLE TIMBERLINE ULTRA HD, MISSION BROWN

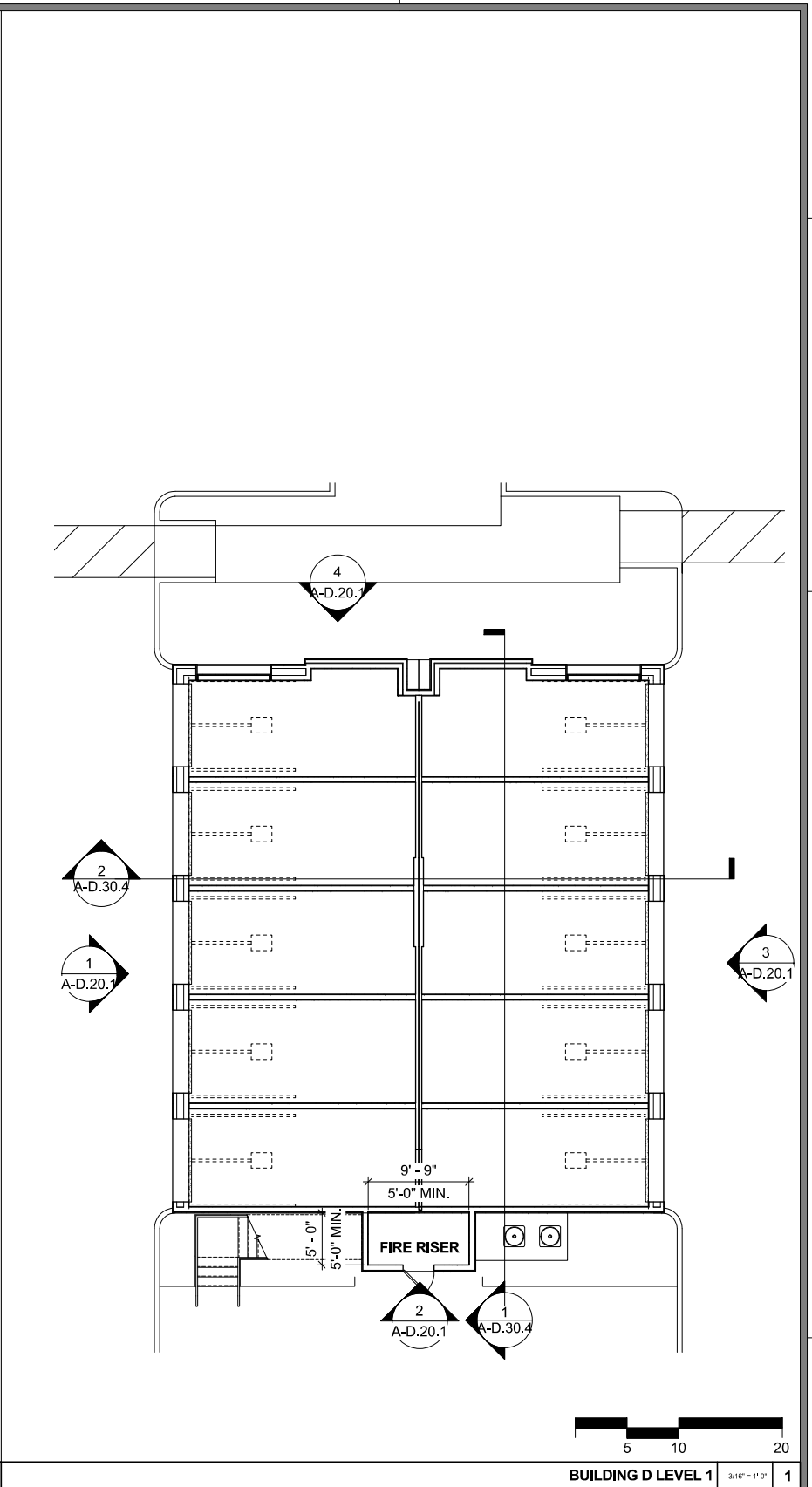
Packet Pg. 206



BUILDING D ROOF LEVEL 3/16" = 1'-0" 3

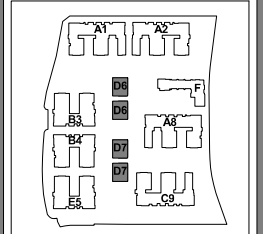


BUILDING D LEVEL 2 3/16" = 1'-0" 2



BUILDING D LEVEL 1 3/16" = 1'-0" 1

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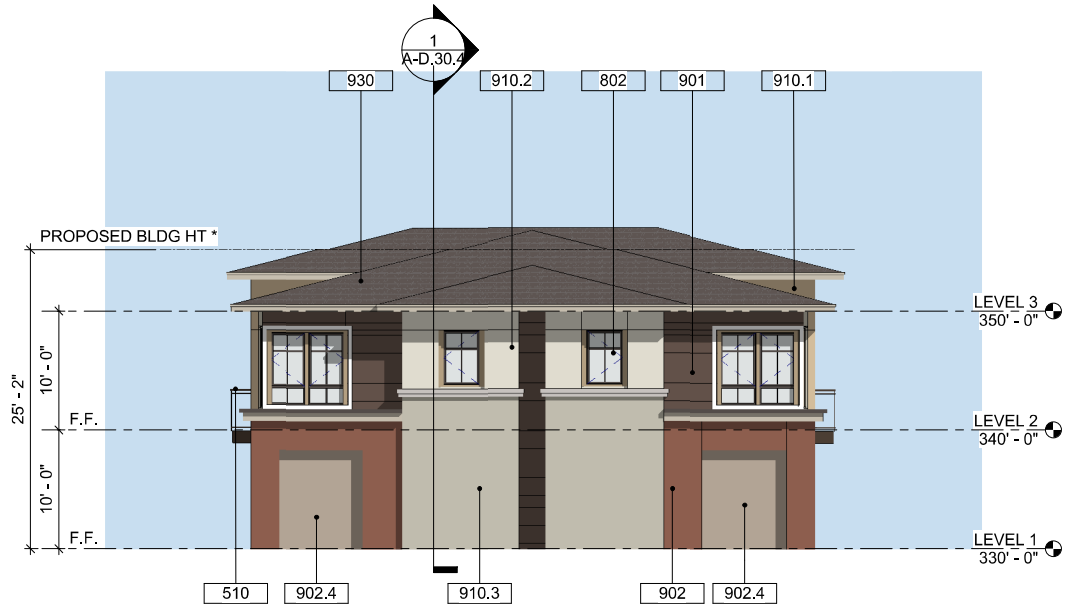


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DESCRIPTION	DATE

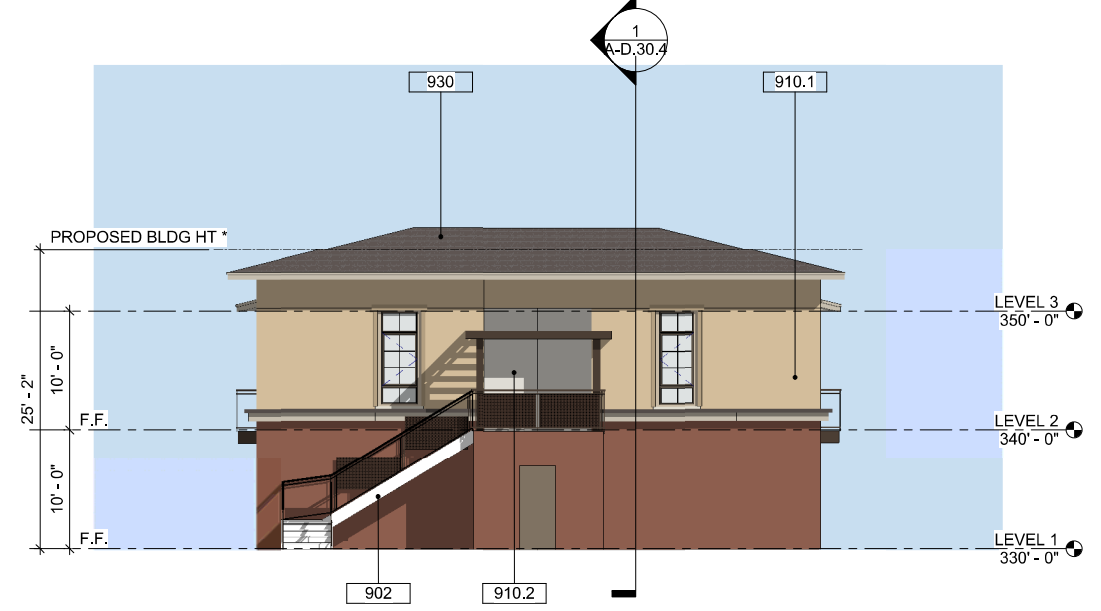
SHEET TITLE
 BUILDING D LEVELS
 1, 2 AND ROOF

SHEET NUMBER
 A-D.10.1

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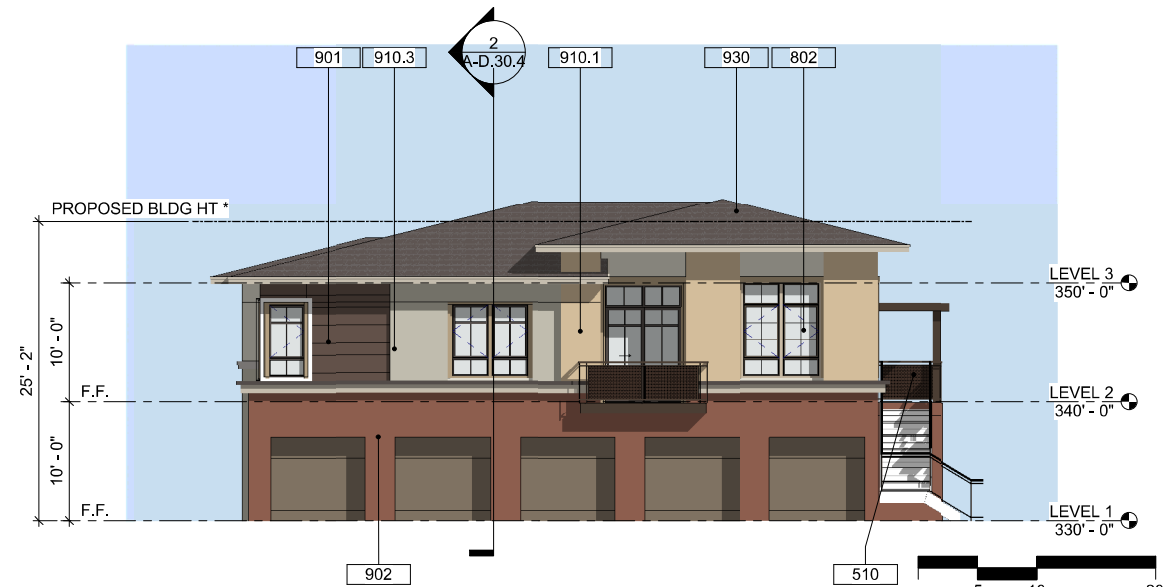
BUILDING D NORTH ELEVATION 3/16" = 1'-0" 4



BUILDING D SOUTH ELEVATION 3/16" = 1'-0" 2



BUILDING D EAST ELEVATION 3/16" = 1'-0" 3



BUILDING D WEST ELEVATION 3/16" = 1'-0" 1

NOTE:
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**BUILDING (7A) ELEVATION ILLUSTRATED. BUILDING (7B & 6B) PLAN IS MIRRORED FROM BUILDING (7A). BUILDING 6A IS IDENTICAL TO 7A.

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901	ARTISAN V-RUSTIC HARDIE BOARD, COLOR DE6062, TEA BAG
902	EXTERIOR PLASTER W/ 1/2" EXPANSION SCREED U.N.O., DET 453, MAJOLICA EARTHENWARE
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910.3	HARDIE REVEAL PANEL SYSTEM, PAINT COLOR DEC 773, HEATHER
930	ROOF SHINGLE TIMBERLINE ULTRA HD, MISSION BROWN

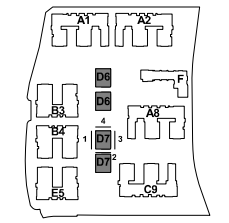
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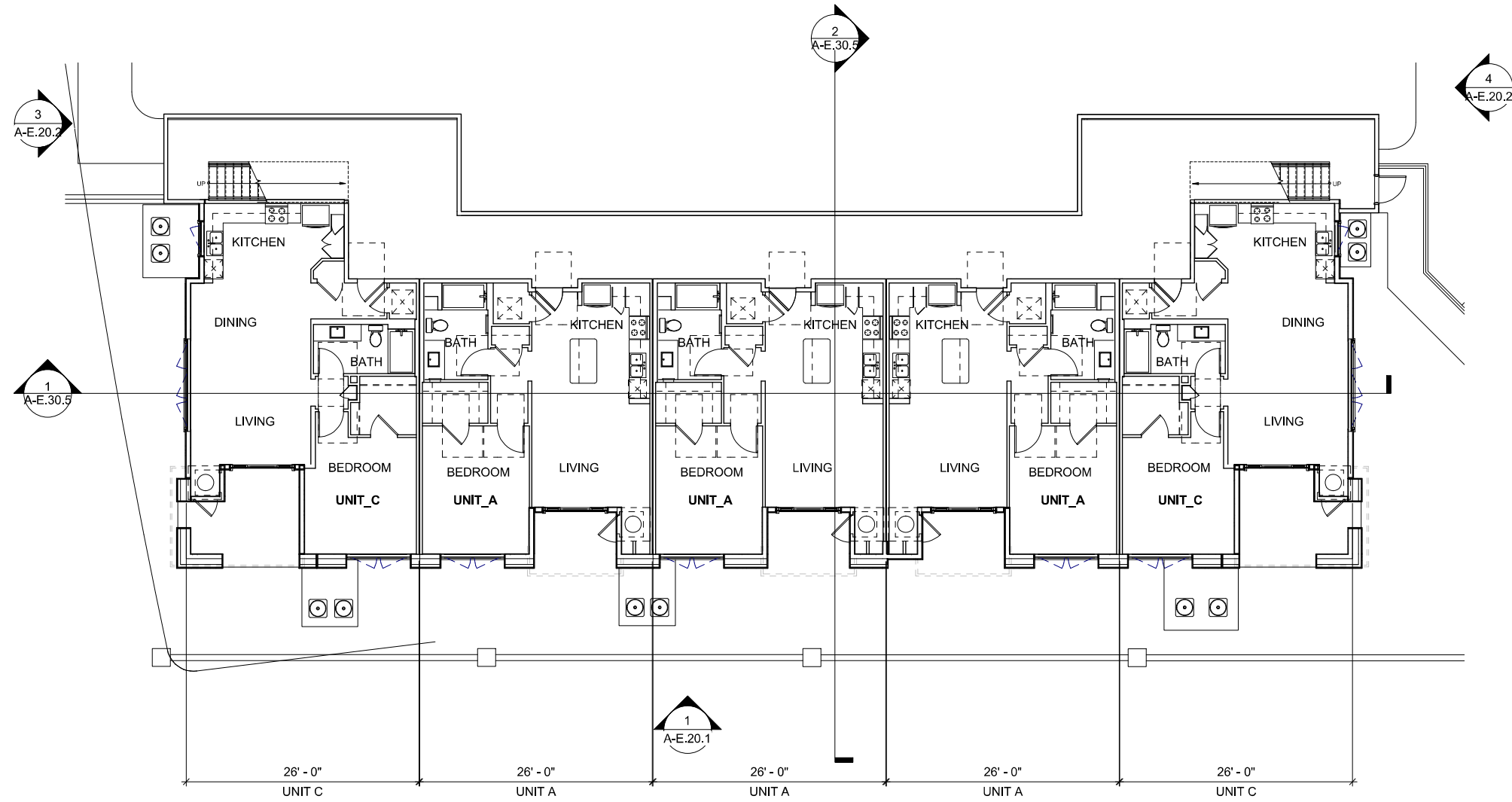
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BUILDING D ELEVATIONS

SHEET NUMBER
A-D.20.1

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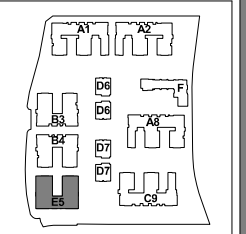
BUILDING E LEVEL B 3/16" = 1'-0" 1

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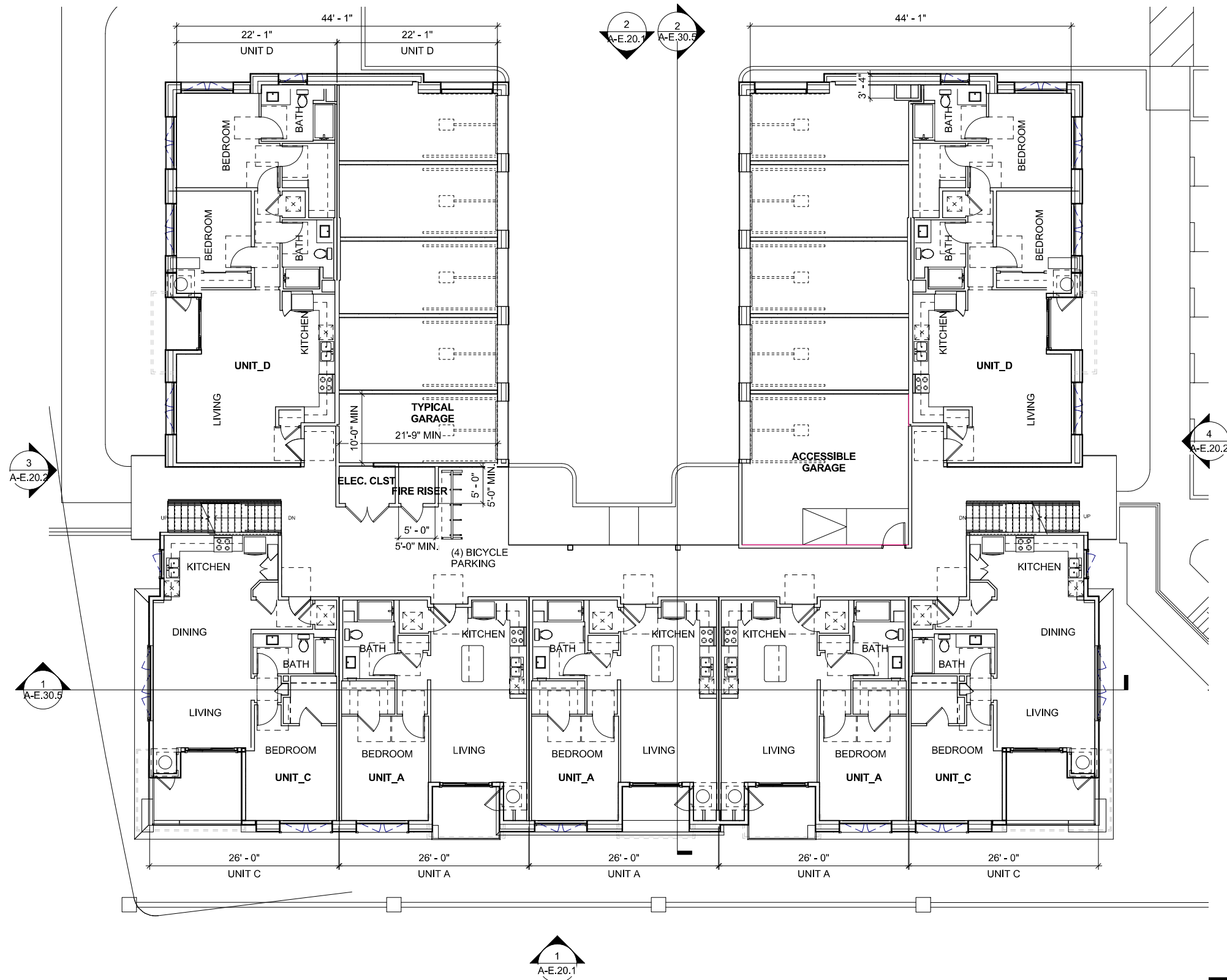
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BUILDING E LEVEL B

SHEET NUMBER
A-E.10.1

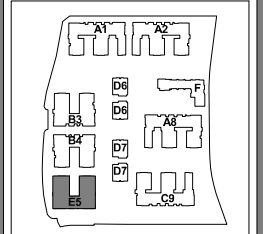
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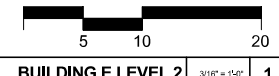
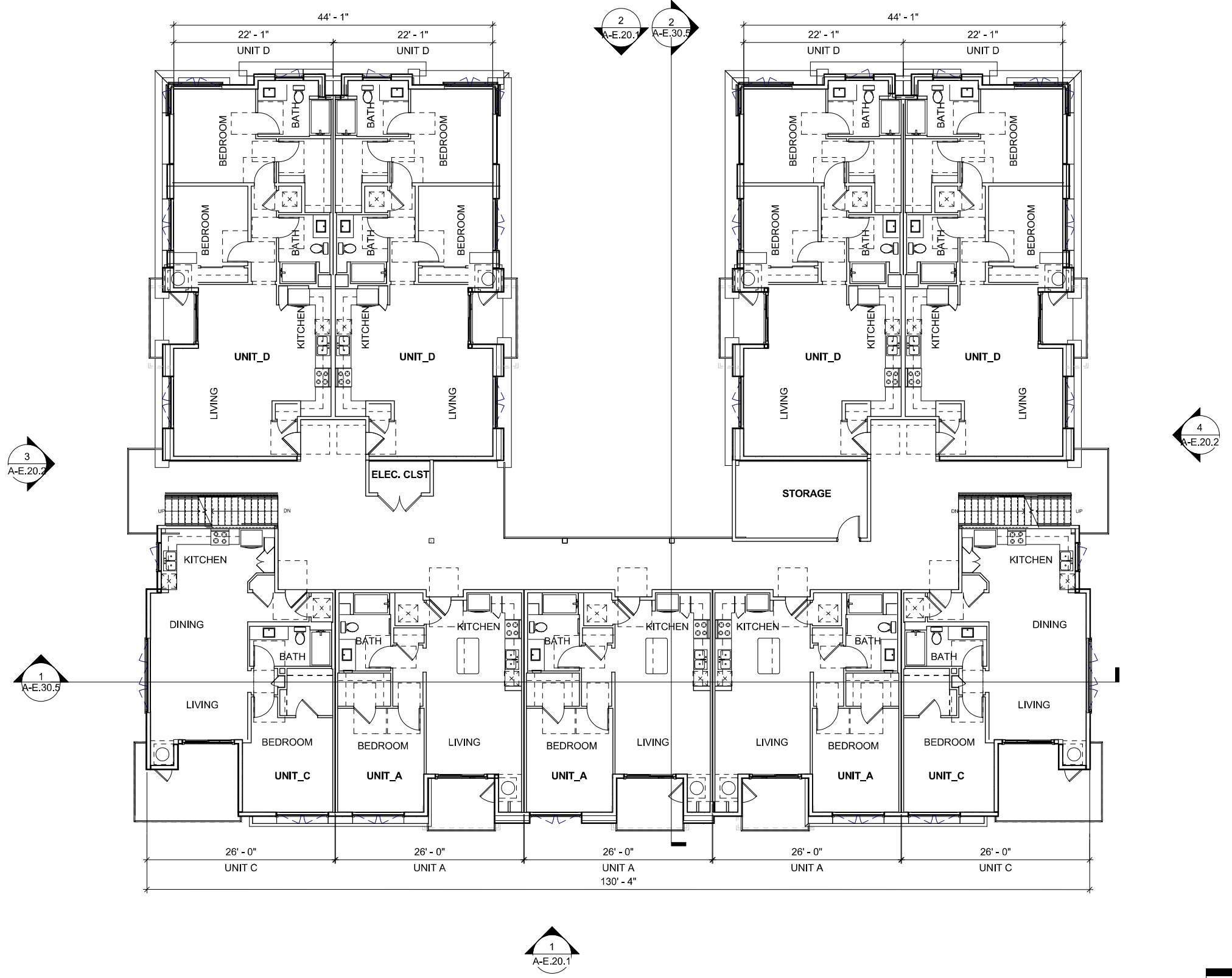
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BUILDING E LEVEL 1

SHEET NUMBER
A-E.10.2

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Agenda Item #7.b.

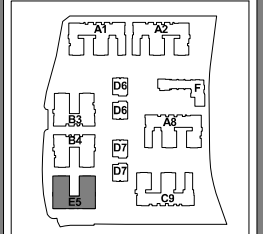


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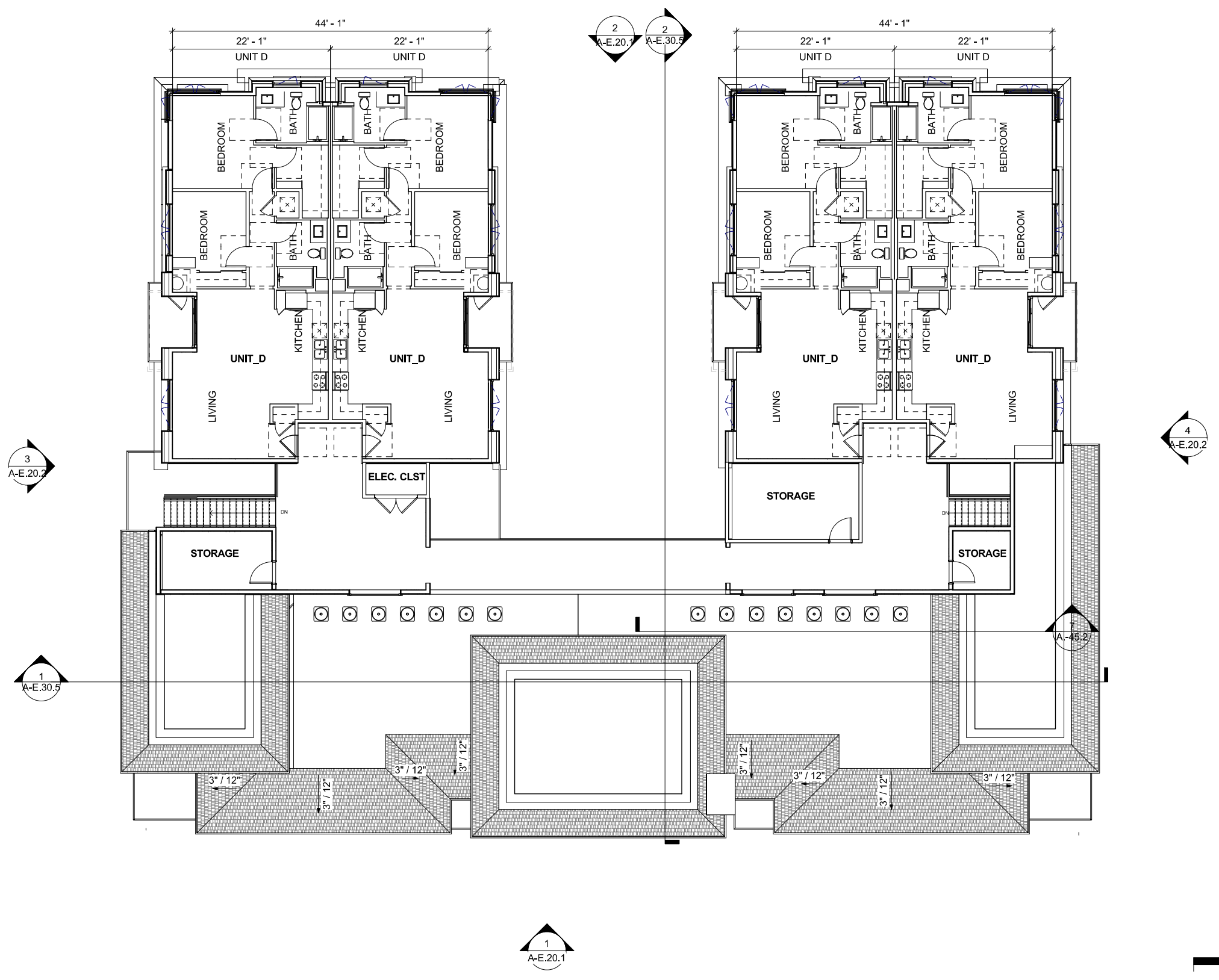
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SHEET TITLE
BUILDING E LEVEL 2

SHEET NUMBER
A-E.10.3

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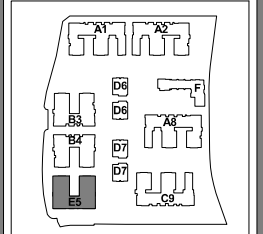


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DESCRIPTION	DATE

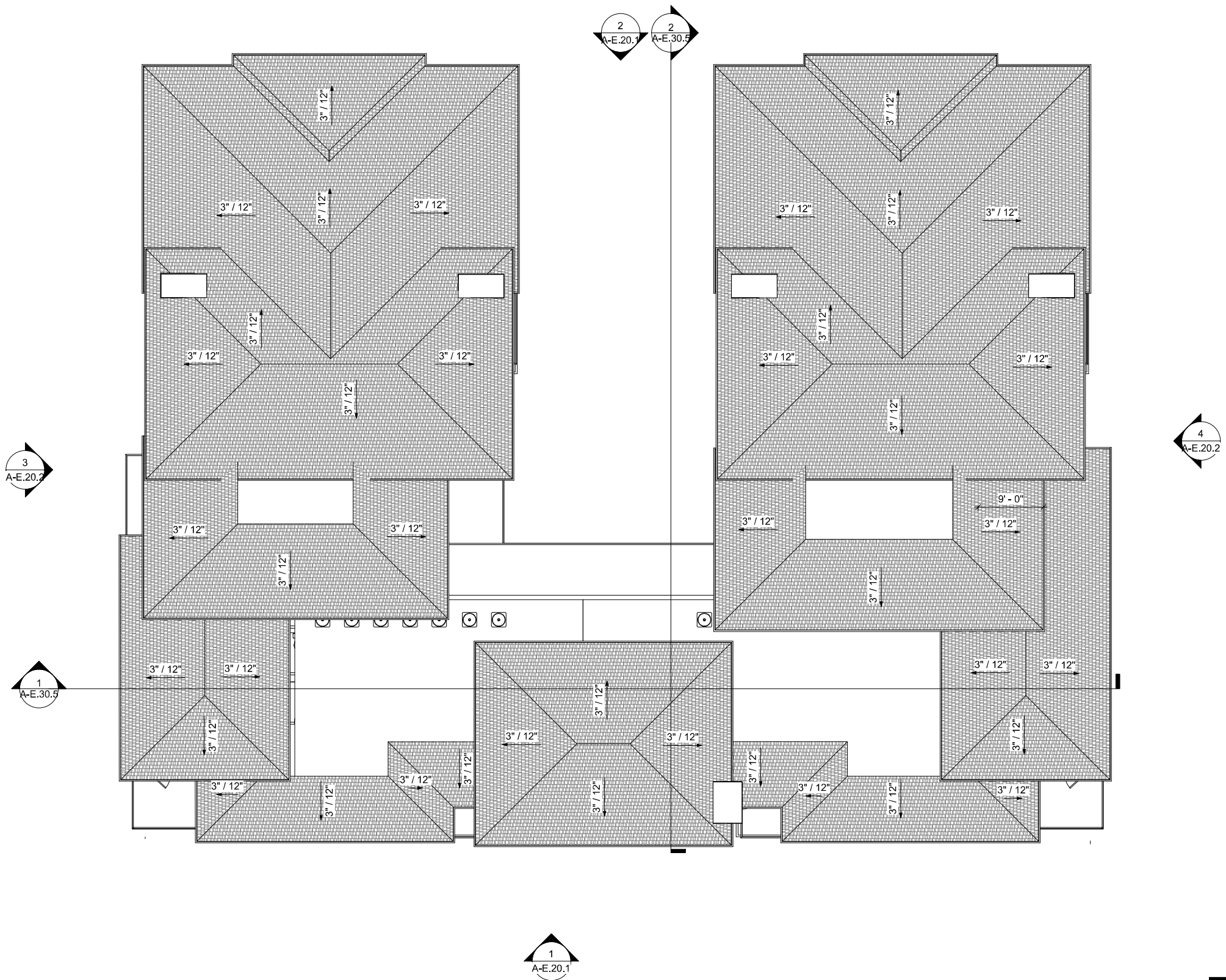
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BUILDING E LEVEL 3

SHEET NUMBER
A-E.10.4

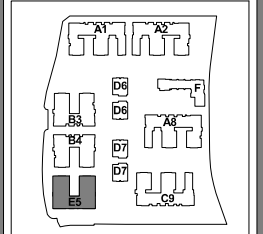
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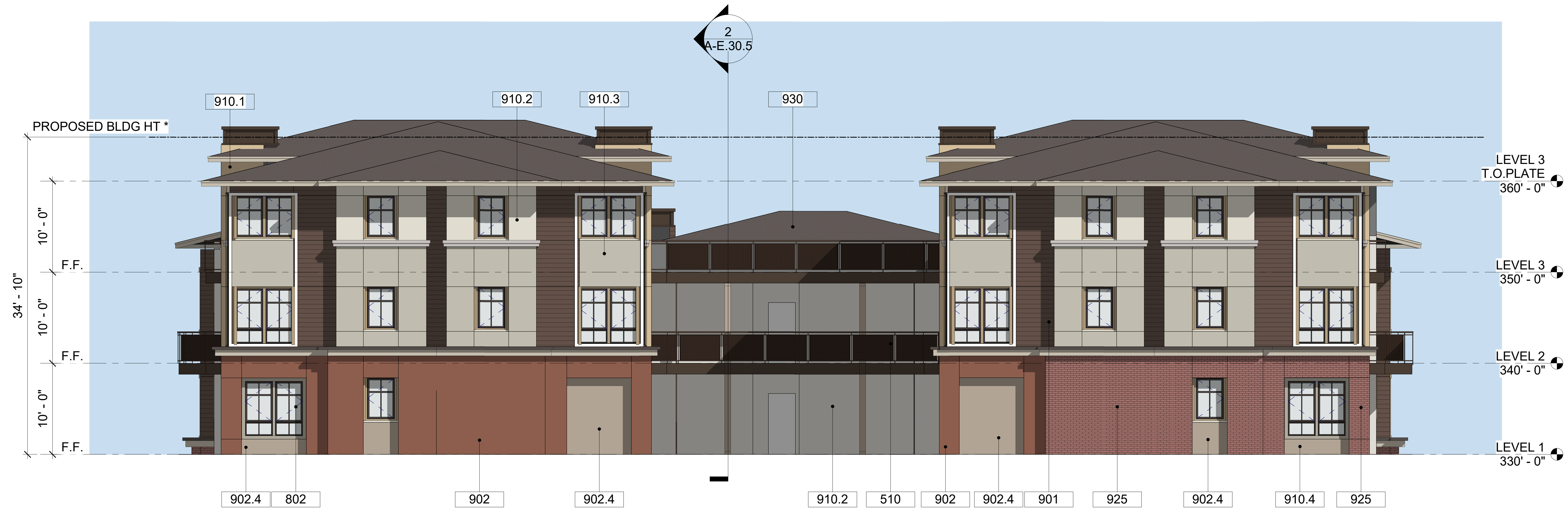
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SHEET TITLE
BUILDING E ROOF LEVEL

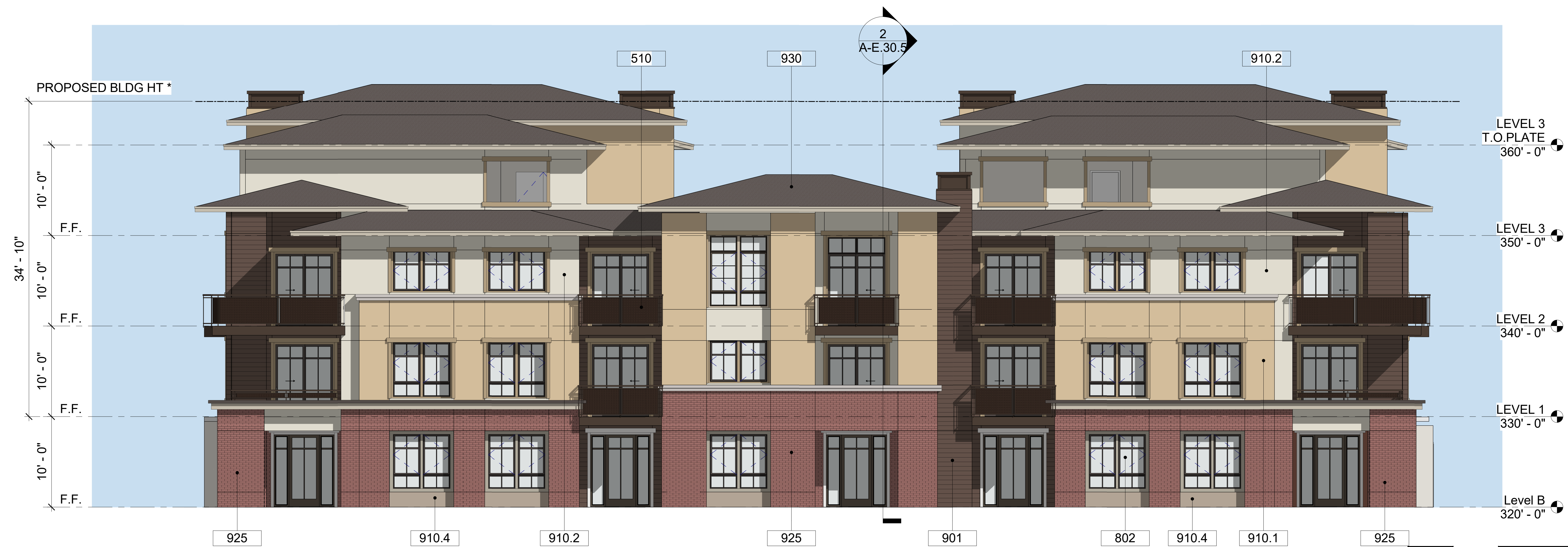
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BUILDING E NORTH ELEVATION 3/16" = 1'-0" 2



BUILDING E SOUTH ELEVATION 3/16" = 1'-0" 1

NOTE:
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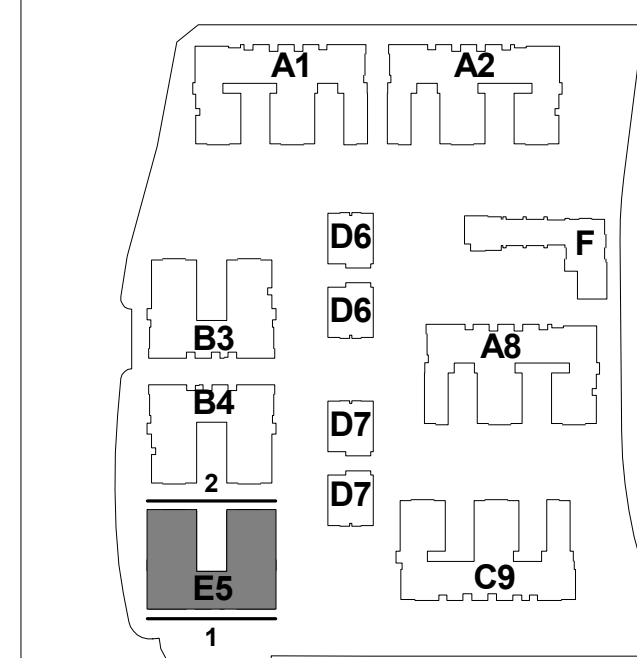
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925	BRICK VENEER, CORONADO STONE PRODUCTS, WIRECUT BRICK, LA JOLLA BRICK
930	ROOF SHINGLE TIMBERLINE ULTRA HD, MISSION BROWN

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Rocklin Rd & Sierra College Blvd

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NO.	DESCRIPTION	DATE

SHEET TITLE
BUILDING E ELEVATIONS

SHEET NUMBER
A-E.20.1

2013
 2014
 2015
 2016
 2017



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BUILDING E EAST ELEVATION 3/16" = 1'-0" 4



BUILDING E WEST ELEVATION 3/16" = 1'-0" 3

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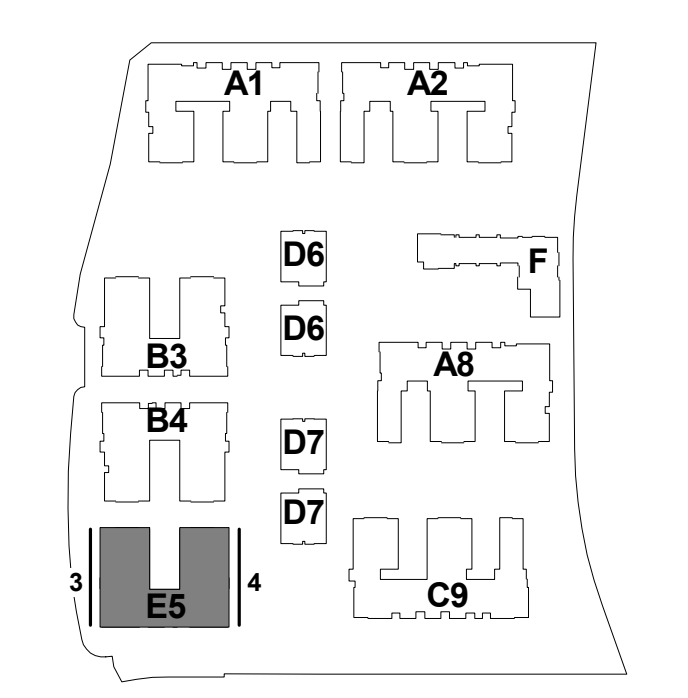
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930	ROOF SHINGLE TIMBERLINE ULTRA HD, MISSION BROWN

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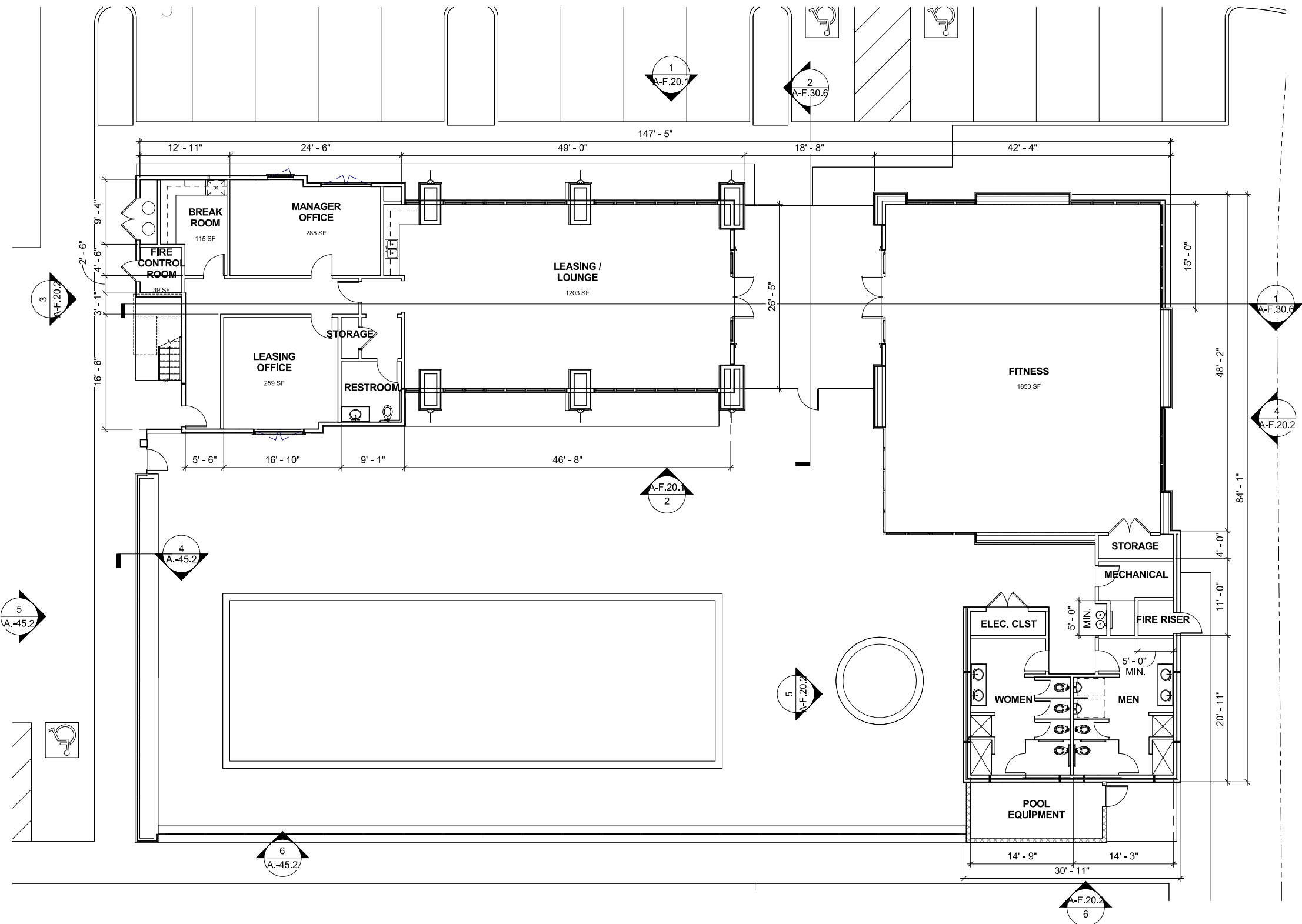
SHEET TITLE
BUILDING E ELEVATIONS

SHEET NUMBER
A-E.20.2

2013
 2013
 3/16

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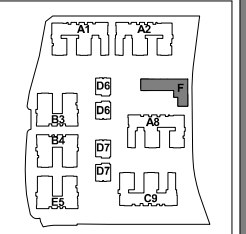
BUILDING F LEVEL 1 3/16" = 1'-0" 1

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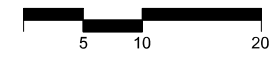
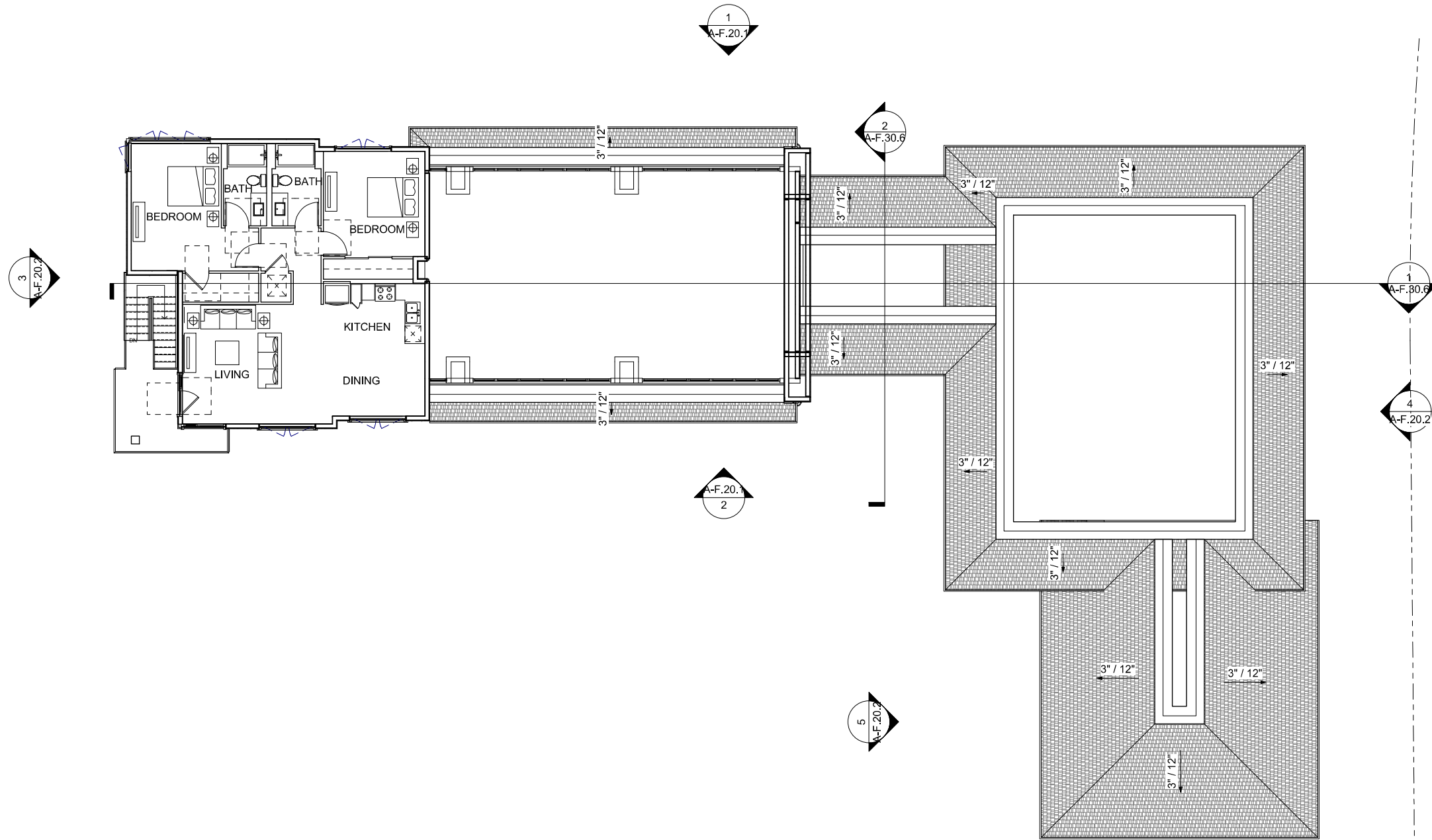
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BUILDING F LEVEL 1

SHEET NUMBER
A-F.10.1

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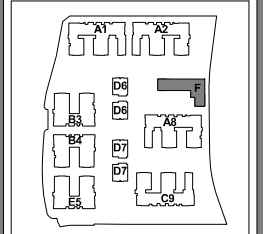
BUILDING F LEVEL 2 3/16" = 1'-0" 1

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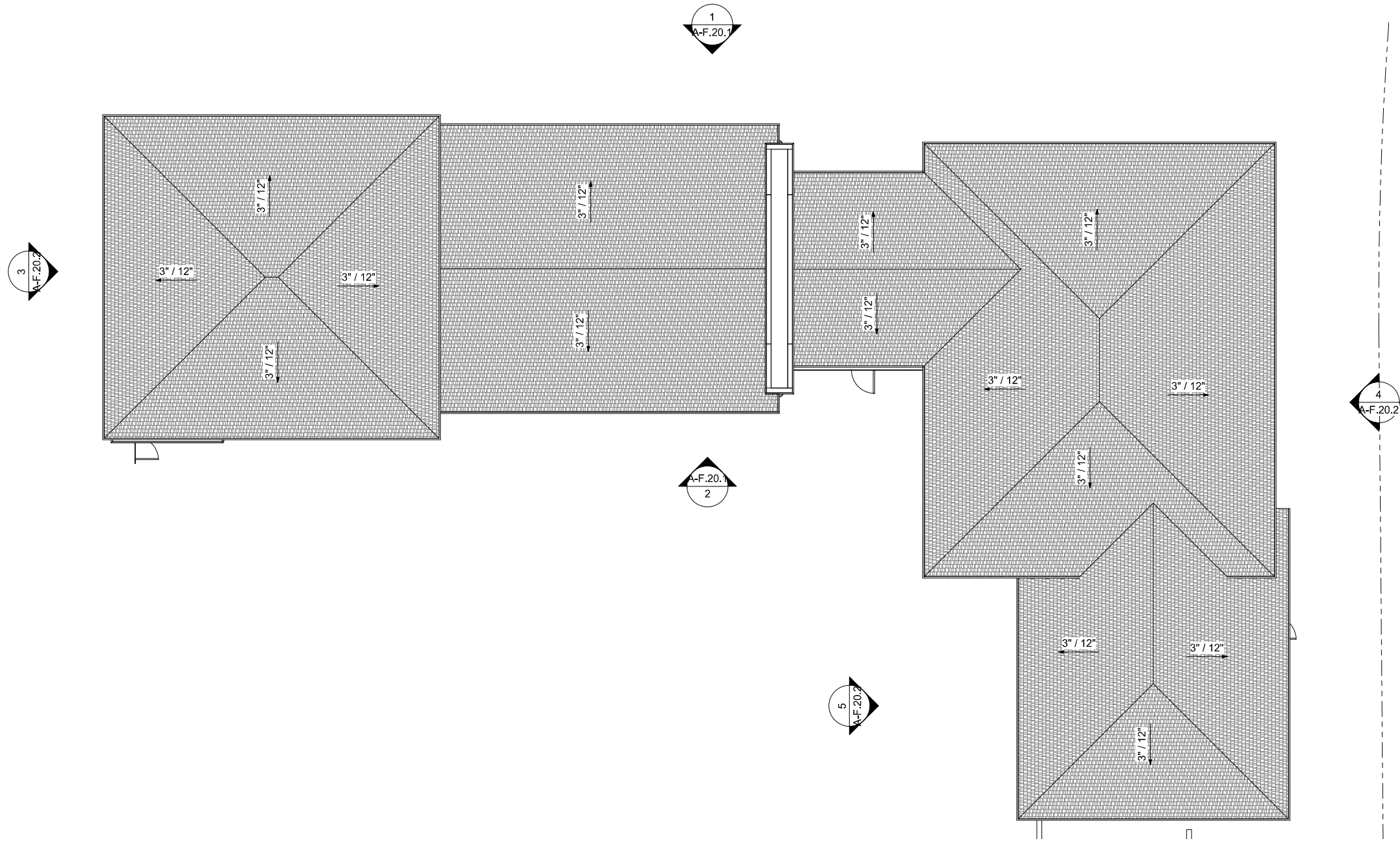
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BUILDING F LEVEL 2

SHEET NUMBER
A-F.10.2

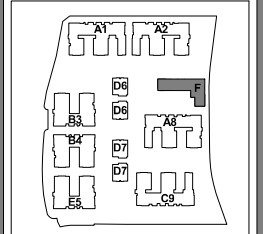
DATE: 2015-10-10
SCALE: 3/16" = 1'-0"

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SHEET TITLE
BUILDING F ROOF LEVEL

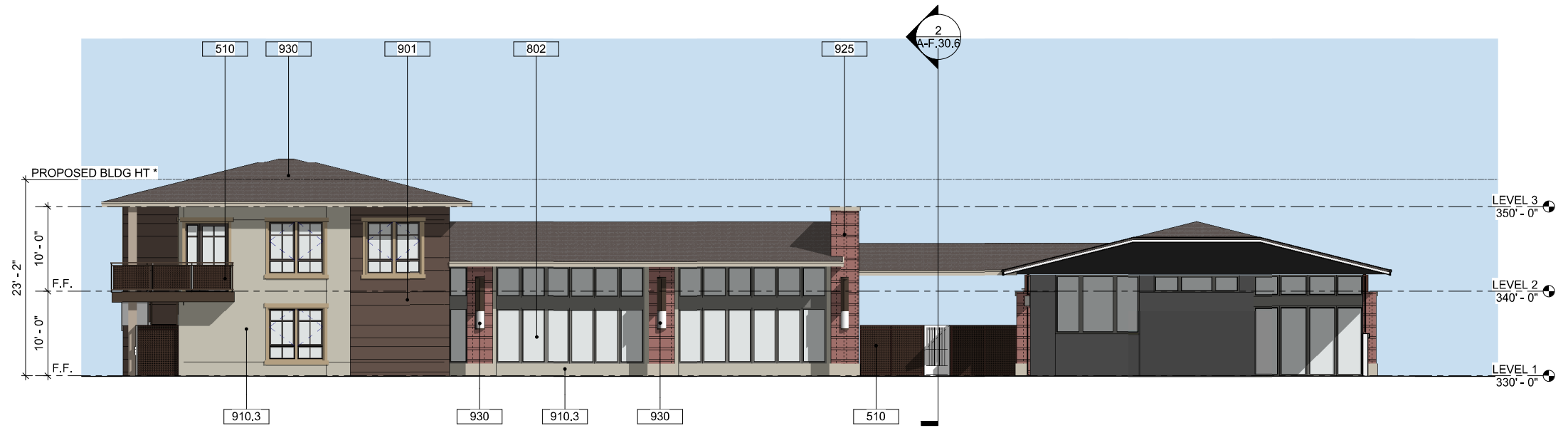
SHEET NUMBER
A-F.10.3

REV. NO.	2015-10
DATE	10/15/15
SCALE	3/16" = 1'-0"

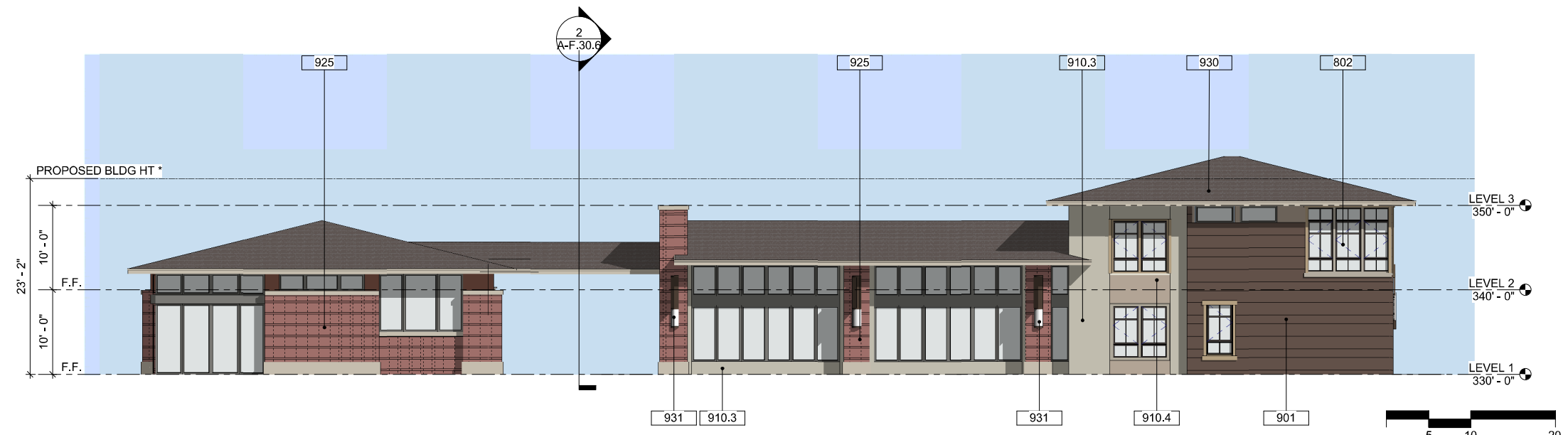
THIS DOCUMENT CONTAINS AN UNRECORDED PROPOSED TRAVEL TO WORK AGREEMENT. IT IS THE RESPONSIBILITY OF THE USER TO VERIFY THE ACCURACY OF THE INFORMATION PROVIDED HEREIN. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

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BUILDING F SOUTH ELEVATION 3/16" = 1'-0" 2

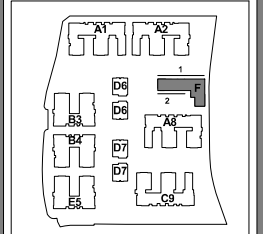


BUILDING F NORTH ELEVATION 3/16" = 1'-0" 1

NOTE:
 *PER ROCKLIN ROAD EAST OF I-80 GENERAL DEVELOPMENT PLAN, THE MAXIMUM ALLOWED BUILDING HEIGHT (PER 1997 UNIFORM BUILDING CODE, DEFINITION OF HEIGHT OF BUILDING) IS 35' MEASURED FROM THE REFERENCE DATUM TO THE AVERAGE HEIGHT OF THE HIGHEST HIPPED ROOF AND THE MAXIMUM NUMBER OF STORIES IS (3). THE AVERAGE HEIGHT OF THE HIGHEST HIPPED ROOF FOR THIS PROJECT IS 34' - 10" (MEASURED TO THE MIDDLE OF HIPPED ROOF, PER 1997 UNIFORM BUILDING CODE) ABOVE THE REFERENCE DATUM. BUILDING TYPE A AND B ARE (3) STORIES. BUILDING TYPE C AND E ARE (3) STORIES WITH BASEMENT (PER 1997 UNIFORM BUILDING CODE DEFINITION OF BASEMENT, STORY, AND STORY, FIRST, THE FIRST STORY IS THE LOWEST STORY WHERE THE FINISHED FLOOR LEVEL DIRECTLY ABOVE A USABLE SPACE IS MORE THAN 6' ABOVE GRADE FOR MORE THAN 50% OF THE TOTAL PERIMETER). BUILDING TYPE D AND F (CLUB HOUSE) ARE (2) STORIES.

510	METAL RAILING TYPE PER ELEVATION TAG, FOR DETAILS SEE SHEET 11/A-45.2 RAILING DETAILS
802	VINYL WINDOW PLY GEM, EARTHTONE
901	ARTISAN V-RUSTIC HARDIE BOARD, COLOR DE6062, TEA BAG
910.3	HARDIE REVEAL PANEL SYSTEM, PAINT COLOR DEC 773, HEATHER
910.4	HARDIE REVEAL PANEL SYSTEM, PAINT COLOR DEC 766, STEVEARENO BEIGE
925	BRICK VENEER, CORONADO STONE PRODUCTS, WIRECUT BRICK, LA JOLLA BRICK
930	ROOF SHINGLE TIMBERLINE ULTRA HD, MISSION BROWN
931	EXTERIOR LIGHT FIXTURE - SEE DETAIL 13/A-45.1 FOR CUT SHEET

SIERRA GATEWAY APARTMENTS
 Rocklin Rd & Sierra College Blvd
ROCKLIN APARTMENTS, LLC
 23622 CALABASAS ROAD, SUITE 200, CALABASAS, CA 91302
 TELEPHONE: (818) 223-3550 FAX: (818) 223-3536

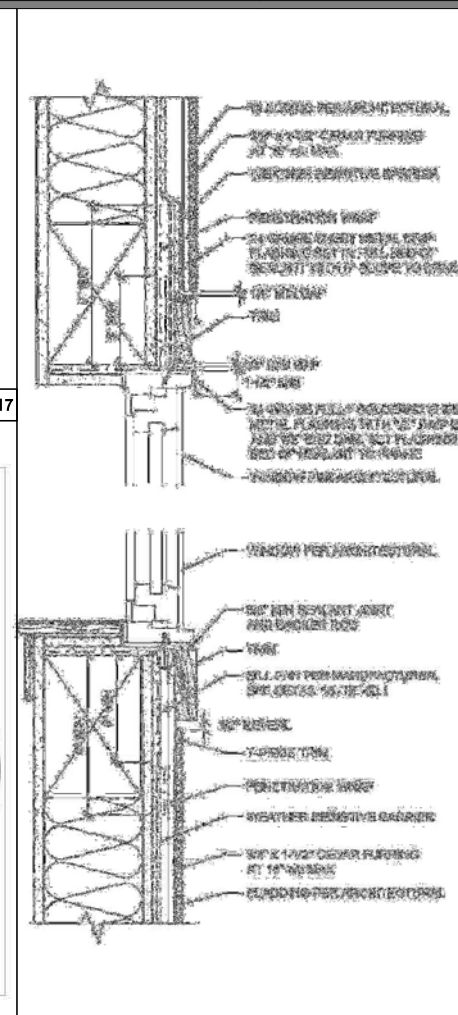
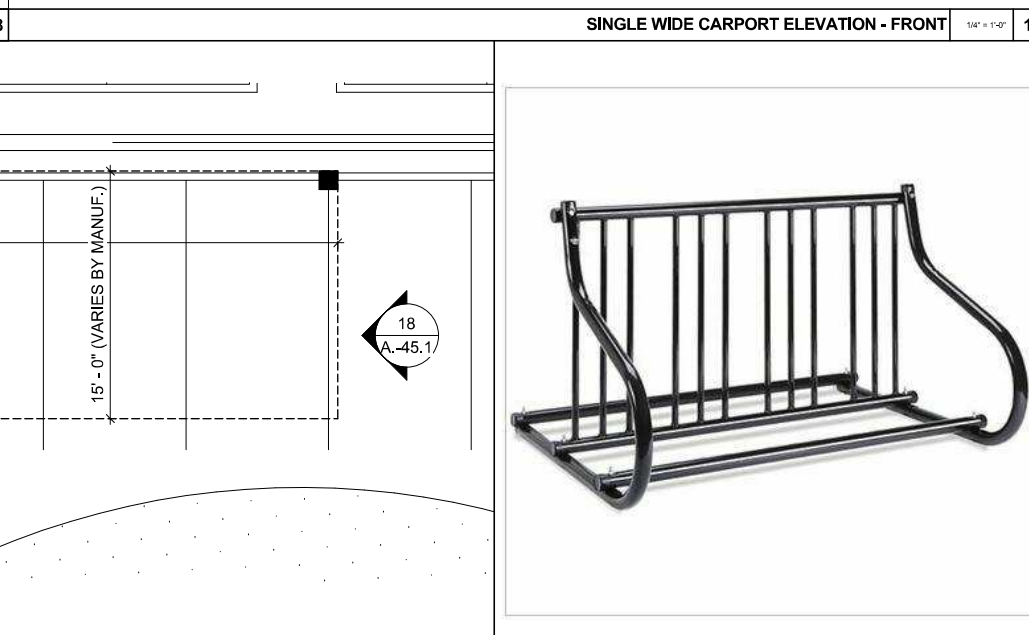
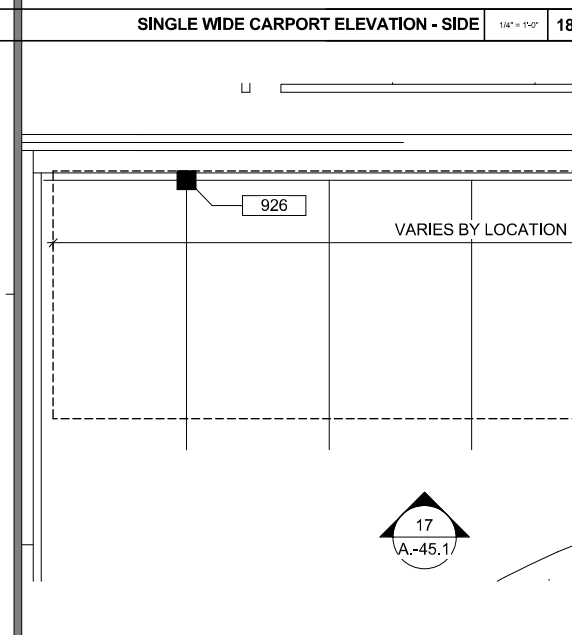
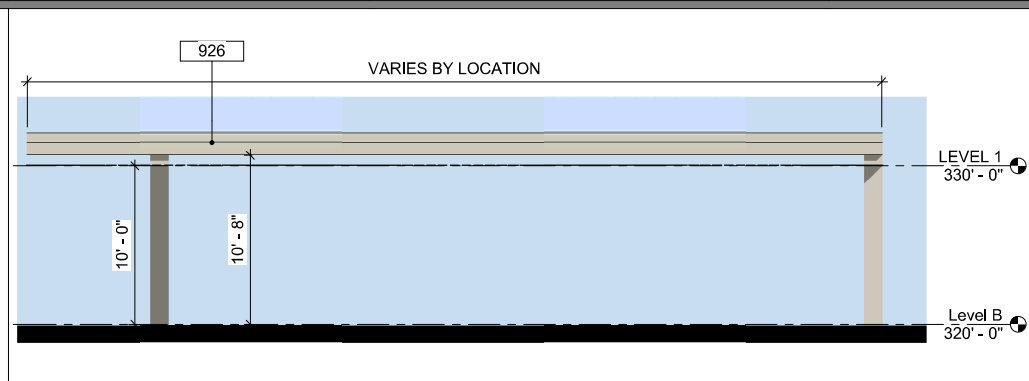
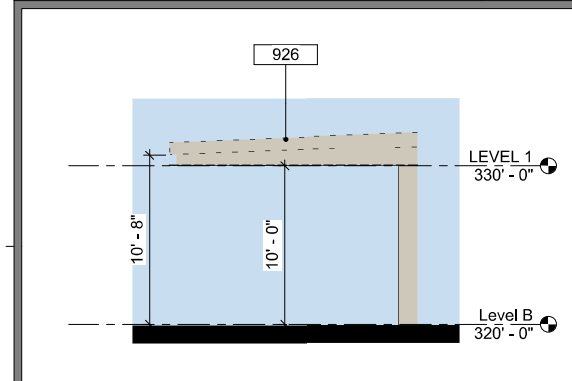


REVISIONS	
DESCRIPTION	DATE

SHEET TITLE
BUILDING F ELEVATIONS

SHEET NUMBER
A-F.20.1

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 Irvine, California 92614
 949.809.3388
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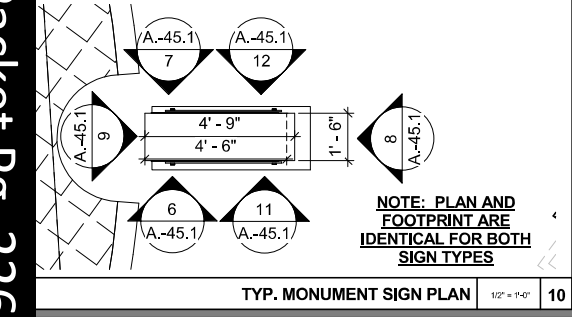
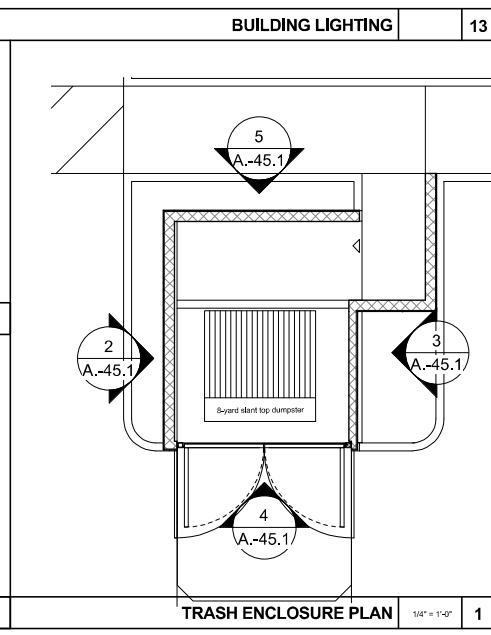
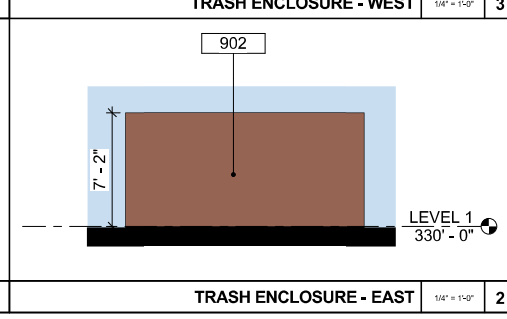
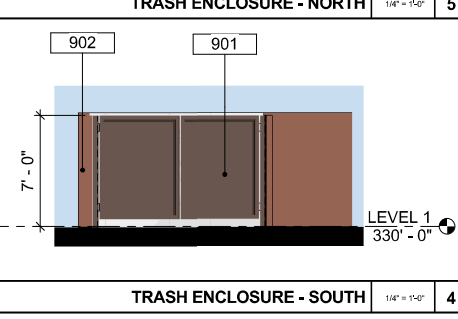
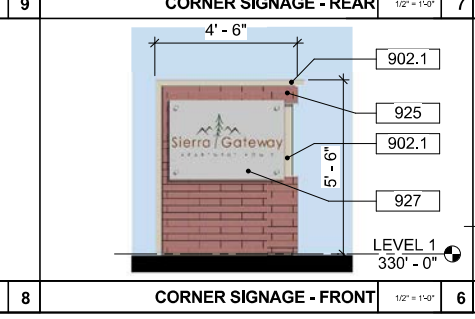
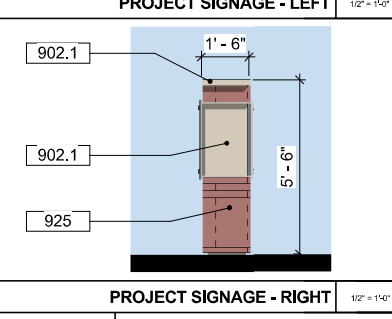
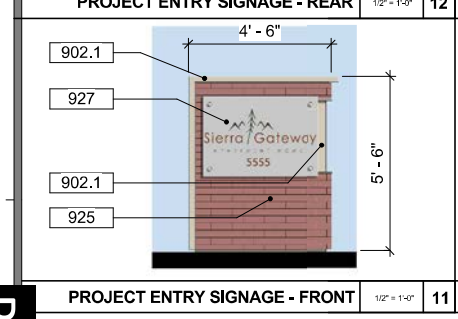
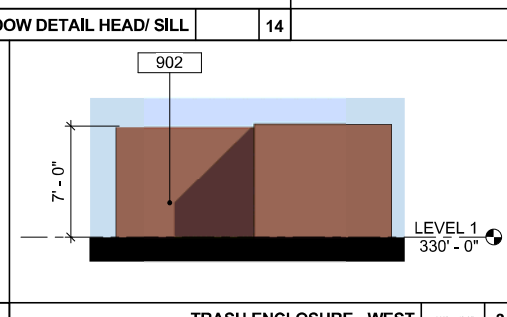
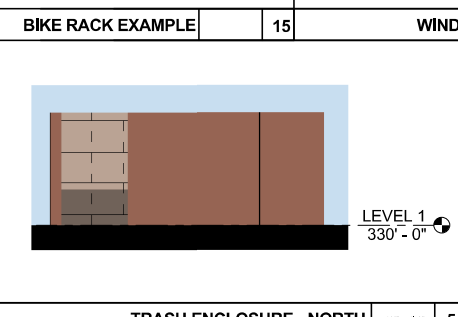
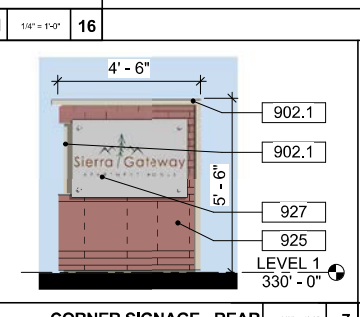
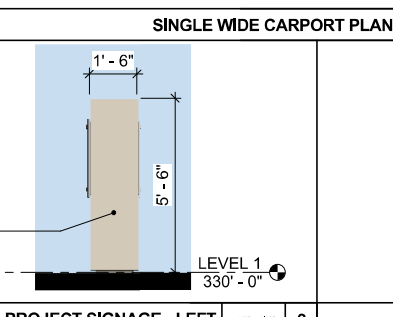
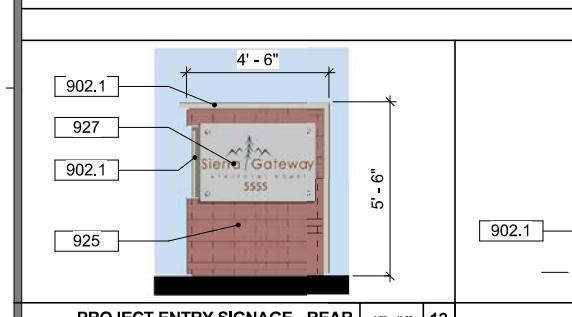


OW1332 - AVATAR

FINISHES (Select one): Frame Finish and one Accent Bar and End Cap Finish or Material

AG7028	Agate Grey	CYBL	Cone Blue	GW9020	Grey White	PH1025	Peel Beige
BA4F	Bronze Mule	CHW001	Cream White	HIRE	Hazelnut	R027	Rust
BNZ	Bronze	CSM	Glenn	BR005	Jet Black	SLNG	Sungold
BSL	Black Star	CSL	Graphite Silver	ORZ	Old Bronze	TW9016	Tuffic White

FINISH: BRONZE



18" 3 6
USE FOR 1/2" = 1'-0"

3 6 12
USE FOR 1/4" = 1'-0"

901	ARTISAN V-RUSTIC HARDIE BOARD, COLOR DE6062, TEA BAG
902	EXTERIOR PLASTER W/ 1/2" EXPANSION SCREED U.N.O., DET 453, MAJOLICA EARTHENWARE
902.1	EXTERIOR PLASTER W/ 1/2" EXPANSION SCREED U.N.O., DE 6213, FINE GRAIN
925	BRICK VENEER, CORONADO STONE PRODUCTS, WIRECUT BRICK, LA JOLLA BRICK
926	PAINTED STEEL, PAINT COLOR DEC 614, SO CHIC!
927	BRUSHED STAINLESS STEEL

SIERRA GATEWAY APARTMENTS
Rocklin Rd & Sierra College Blvd

ROCKLIN APARTMENTS, LLC
28622 CALABASAS ROAD, SUITE 200, CALABASAS, CA 91302
TELEPHONE: (818) 223-3550 FAX: (818) 223-3536

REVISIONS

NO.	DESCRIPTION	DATE

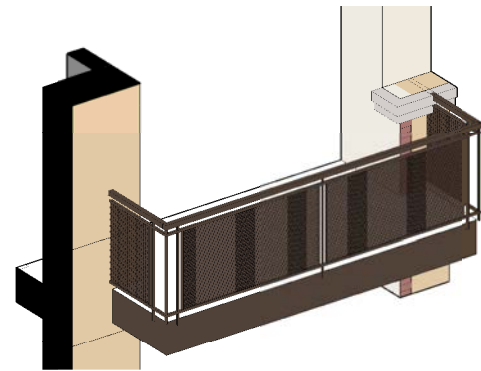
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MISC. PLANS AND ELEVATIONS

SHEET NUMBER
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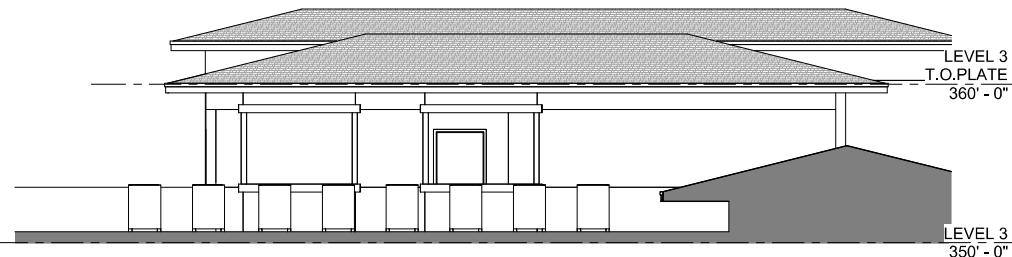
Agenda Item #7.b.

Packet Pg. 226

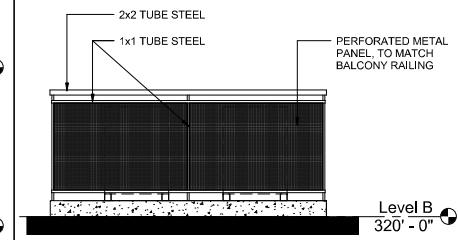


MATERIAL 510: METAL RAILING TYPE PER ELEVATION TAG, MCNICHOLS 5/16" SQUARE PERFORATED MTL PANEL, COLOR DE 6062, TEA BAG

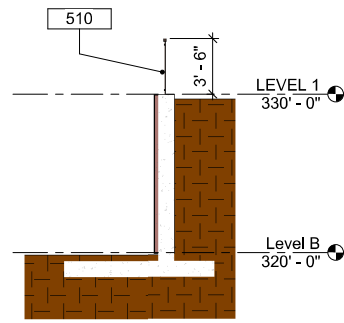
TYP. RAILING 11



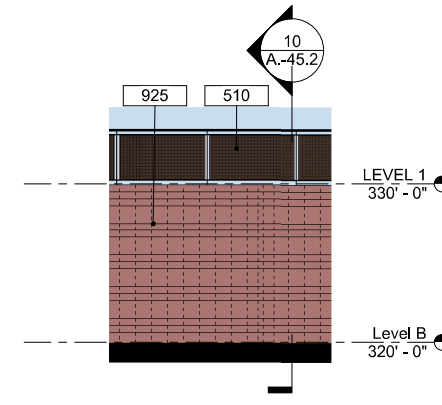
TYP. A/C CONDENSER UNIT ON ROOF SECTIONS 1/4" = 1/4" 7



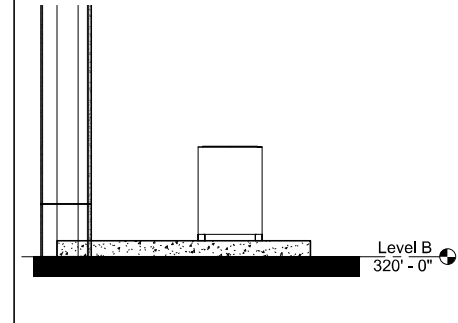
CONDENSER SCREEN ELEVATION 1/2" = 1/4" 8.1



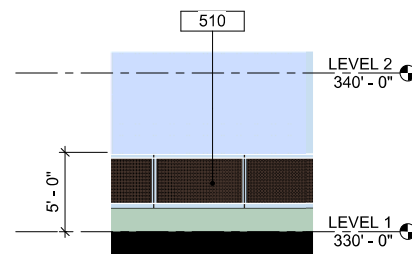
SITE RETAINING WALL SECTION 1/4" = 1/4" 10



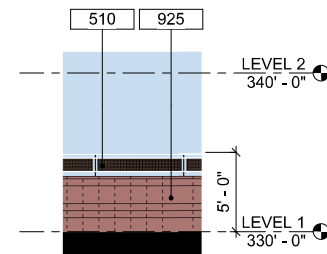
SITE RETAINING WALL ELEVATION 1/4" = 1/4" 9



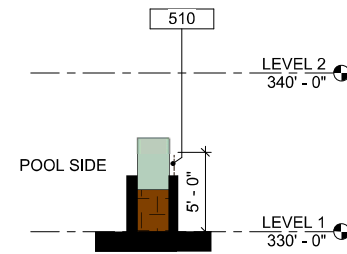
A/C CONDENSER SECTION - GROUND 1/2" = 1/4" 8



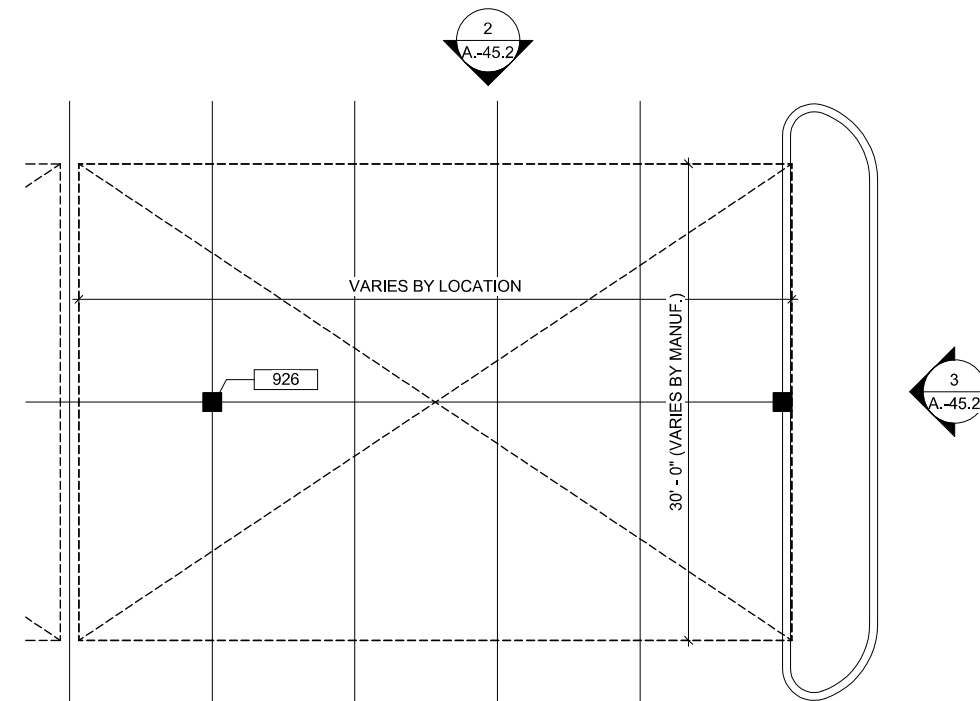
POOL FENCE/ SCREEN - ELEVATION 1/4" = 1/4" 6



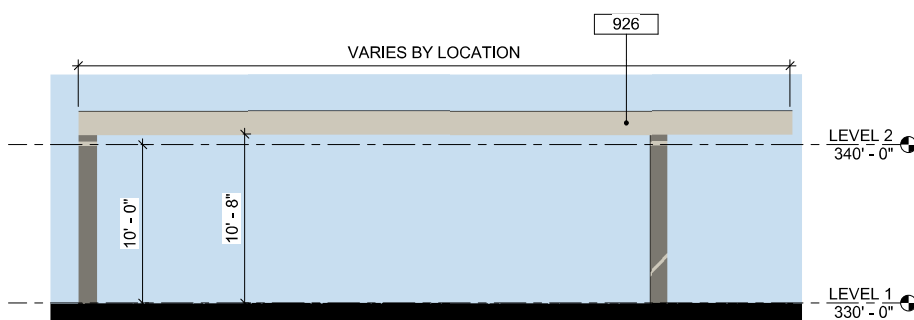
PLANTER AT POOL - ELEVATION 1/4" = 1/4" 5



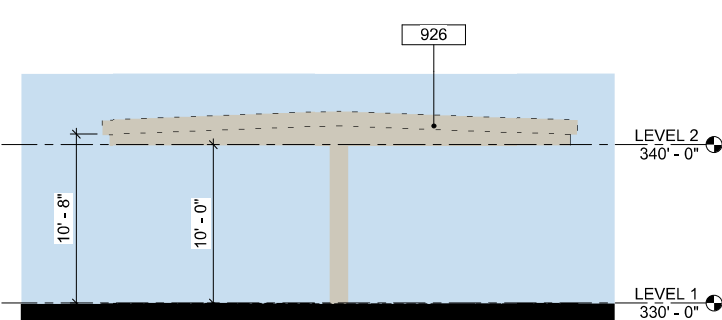
PLANTER AT POOL - SECTION 1/4" = 1/4" 4



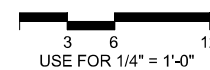
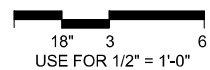
DOUBLE WIDE CARPORT PLAN 1/4" = 1/4" 1



DOUBLE WIDE CARPORT ELEVATION - FRONT 1/4" = 1/4" 2



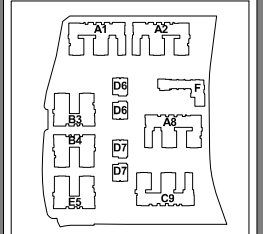
DOUBLE WIDE CARPORT ELEVATION - SIDE 1/4" = 1/4" 3



510	METAL RAILING TYPE PER ELEVATION TAG, FOR DETAILS SEE SHEET 11/A-45.2 RAILING DETAILS
925	BRICK VENEER, CORONADO STONE PRODUCTS, WIRECUT BRICK, LA JOLLA BRICK
926	PAINTED STEEL, PAINT COLOR DEC 614, SO CHIC!

SIERRA GATEWAY APARTMENTS
Rocklin Rd & Sierra College Blvd

ROCKLIN APARTMENTS, LLC
23622 CALABASAS ROAD, SUITE 200, CALABASAS, CA 91302
TELEPHONE: (818) 223-3500 FAX: (818) 223-3536



REVISIONS	DESCRIPTION	DATE

SHEET TITLE
MISC. PLANS AND ELEVATIONS

SHEET NUMBER
A-45.2

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Agenda Item #7.b.

Packet Pg. 227



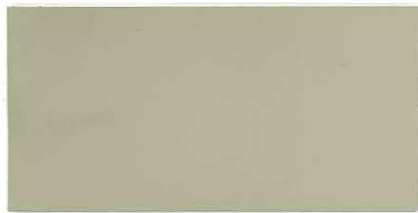
A
Majolica
Earthenware
DET453



B
Weathered Coral
DEC725



C
Heather
DEC773



D
Steveareno Beige
DEC766



E
Milk Mustache
DE6169

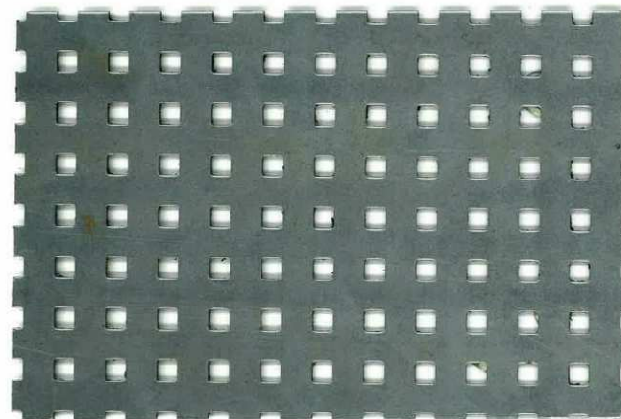


F
Timberline Roof
Shingles
Mission Brown

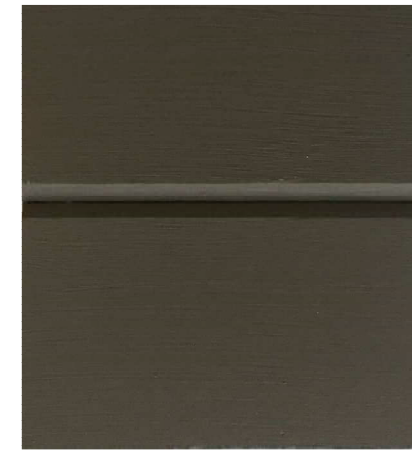


CORONADO 2 1/2" x 5" WIRECUT BRICK LA JOLLA BLEND

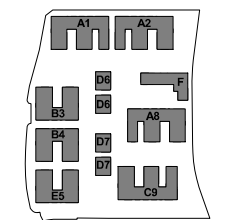
G
Coronado Stone Products
Color: La Jolla Brick
Type: Wirecut Brick



H
Railings
McNichols - 5/16" Sq.
Color: Tea Bag
DE6062



I Artisan V-Rustic Hardie Board Color: Tea Bag DE6062



REVISIONS

DESCRIPTION	DATE

SHEET TITLE
COLOR & MATERIALS

SHEET NUMBER
A-70.1

EXHIBIT C

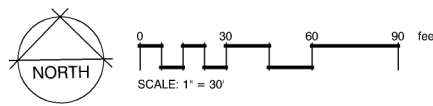
DR2014-0007 / TRE2014-0006

Available at the Economic and Community Development Department, Planning Division

EXHIBIT C

ILLUSTRATIVE PLAN DR2015-0018, TRE2016-0001

TOTAL SITE ACREAGE: 10.19 ACRES
 EXISTING ROADWAY EASEMENTS (ROCKLIN RD. & WATER LILY LN.): 0.58 ACRES
 REMAINING CURRENT SITE ACREAGE: 9.61 ACRES



ZONING DESIGNATION: GENERAL PLAN DESIGNATION: HDR
 PLANNED DEVELOPMENT - 20 PD-20
 MINIMUM 20 UNITS/ACRE 192.2 UNITS MIN
 RESIDENTIAL UNITS: TOTAL UNITS 195 UNITS



SIERRA GATEWAY APARTMENTS

City of Rocklin

January 31, 2017

ILLUSTRATIVE IMAGES



VIEW OF THE CORNER OF SIERRA COLLEGE BLVD. AND ROCKLIN ROAD



VIEW OF NORTH WEST CORNER FROM SIERRA COLLEGE BLVD. AND ROCKLIN ROAD INTERSECTION



VIEW LOOKING AT NORTH ELEVATION ALONG ROCKLIN ROAD



VIEW NEAR MAIN ENTRY TO PROJECT FROM ROCKLIN ROAD

SIERRA GATEWAY APARTMENTS

City of Rocklin

BEFORE AND AFTER IMAGES



EXISTING - VIEW OF NORTH WEST CORNER FROM SIERRA COLLEGE BLVD. AND ROCKLIN ROAD INTERSECTION



PROPOSED - VIEW OF NORTH WEST CORNER FROM SIERRA COLLEGE BLVD. AND ROCKLIN ROAD INTERSECTION - TREES ILLUSTRATED AT MATURITY

SIERRA GATEWAY APARTMENTS

1

City of Rocklin

1783EX019.dwg / 1-31-17

BEFORE AND AFTER IMAGES



EXISTING - VIEW NEAR MAIN ENTRY TO PROJECT FROM ROCKLIN ROAD



PROPOSED - VIEW NEAR MAIN ENTRY TO PROJECT FROM ROCKLIN ROAD - TREES ILLUSTRATED AT MATURITY

SIERRA GATEWAY APARTMENTS

2

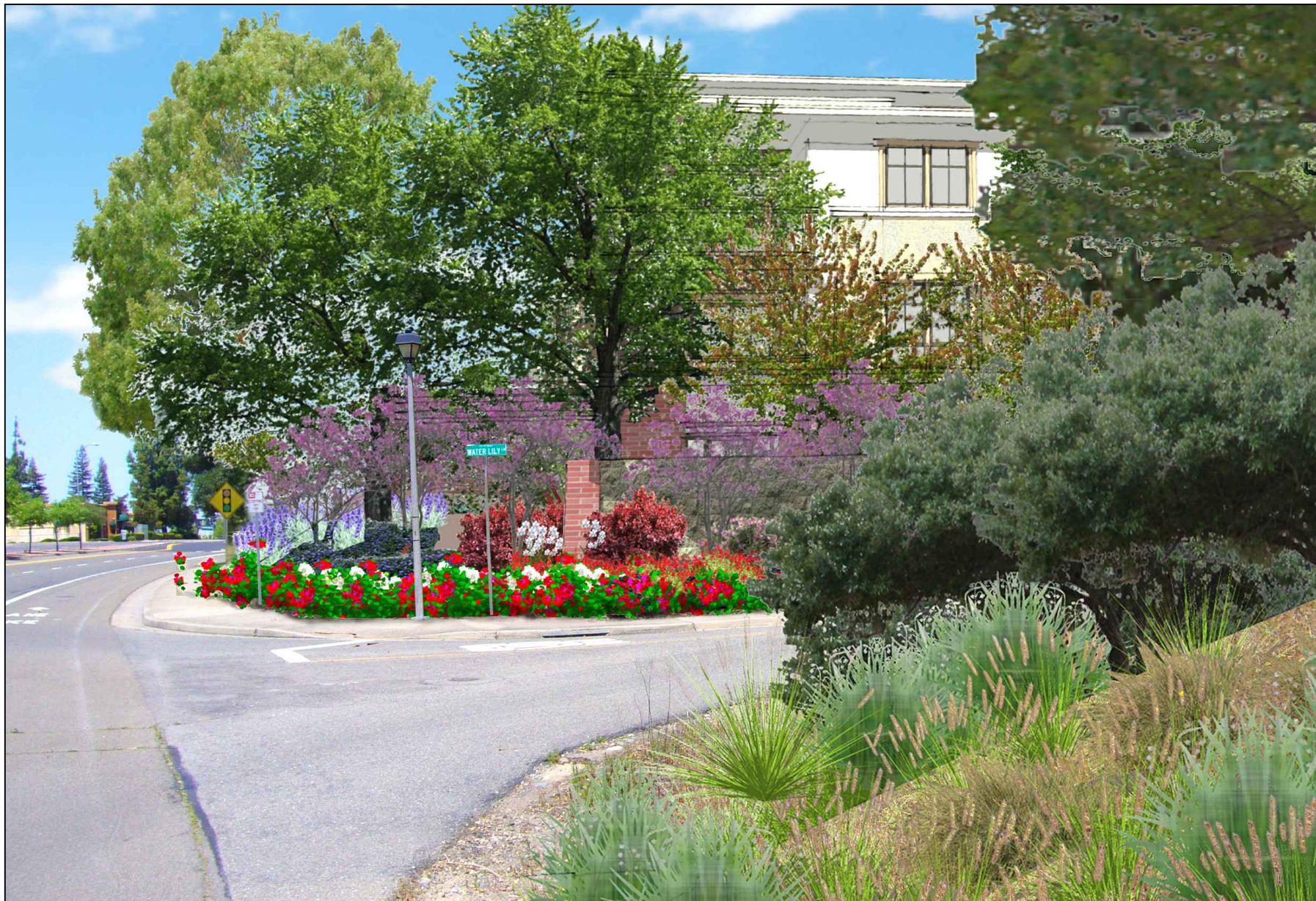
City of Rocklin

1783EX019.dwg / 1-31-17

BEFORE AND AFTER IMAGES



EXISTING - VIEW OF CORNER SIERRA COLLEGE BLVD. AND WATER LILY



PROPOSED - VIEW OF CORNER SIERRA COLLEGE BLVD. AND WATER LILY - TREES ILLUSTRATED AT MATURITY

SIERRA GATEWAY APARTMENTS

3

City of Rocklin

1783EX019.dwg / 1-31-17

BEFORE AND AFTER IMAGES



EXISTING - VIEW LOOKING NORTH FROM DAFFODIL CIRCLE AND WATER LILY INTERSECTION



PROPOSED - VIEW LOOKING NORTH FROM DAFFODIL CIRCLE AND WATER LILY INTERSECTION - TREES ILLUSTRATED AT MATURITY

SIERRA GATEWAY APARTMENTS

4

City of Rocklin

1783EX019.dwg / 1-31-17

BEFORE AND AFTER IMAGES



EXISTING - VIEW LOOKING NORTH FROM DAFFODIL CIRCLE AND WATER LILY INTERSECTION



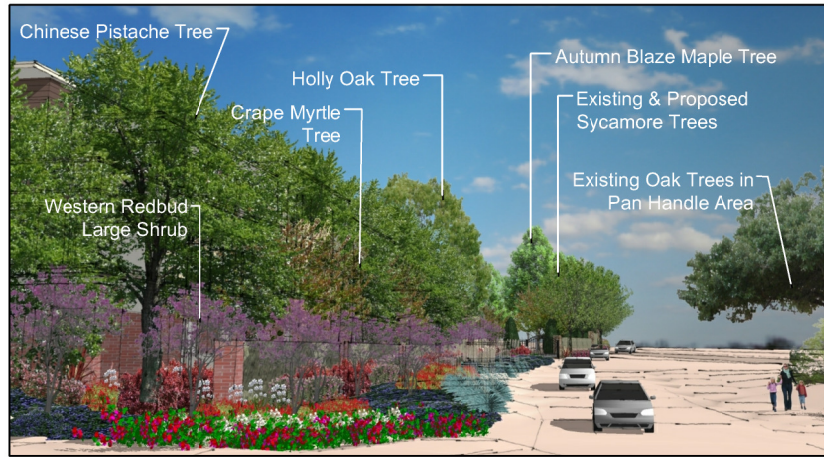
PROPOSED - VIEW LOOKING NORTH FROM DAFFODIL CIRCLE AND WATER LILY INTERSECTION - TREES ILLUSTRATED AT MATURITY

SIERRA GATEWAY APARTMENTS

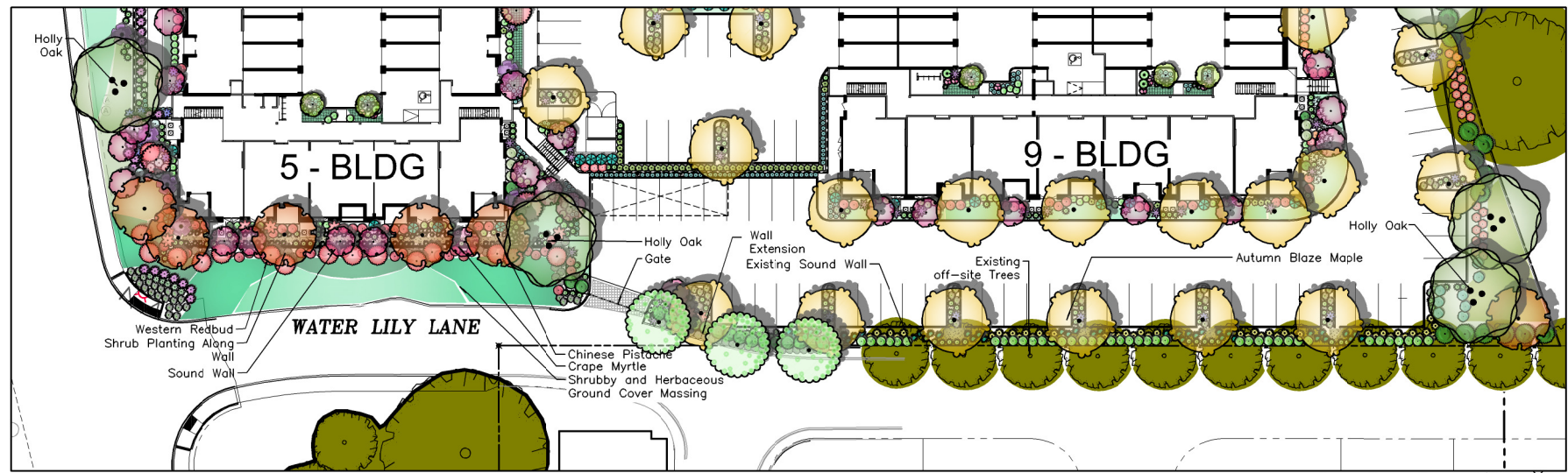
5

City of Rocklin

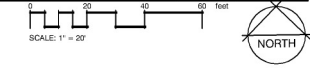
1783EX019.dwg / 1-31-17



View Looking East from Sierra College Blvd



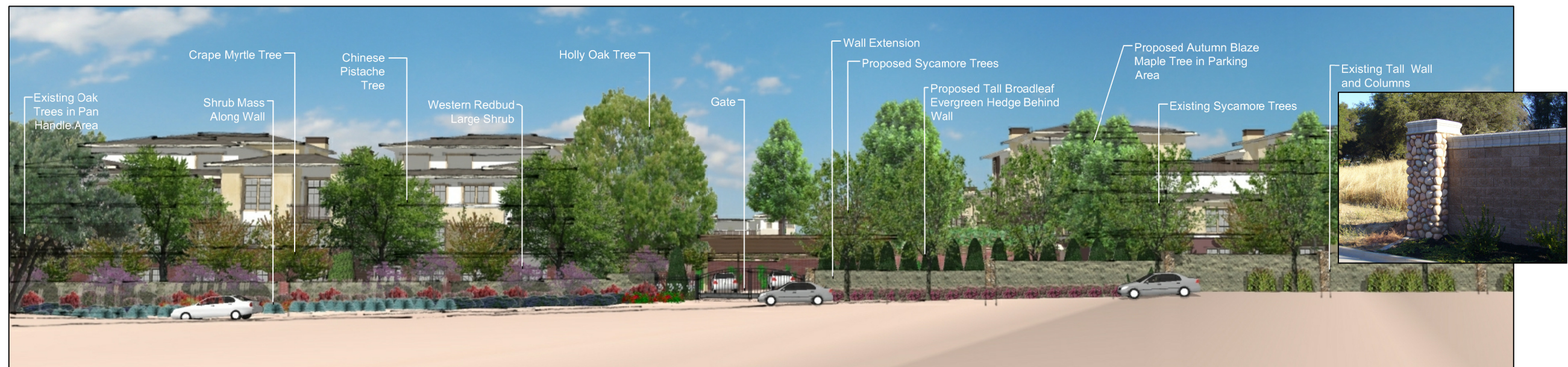
Plan View Along South Perimeter Landscape Buffer



View Looking North from Turn Lane At Sierra College Blvd. to Water Lily Lane



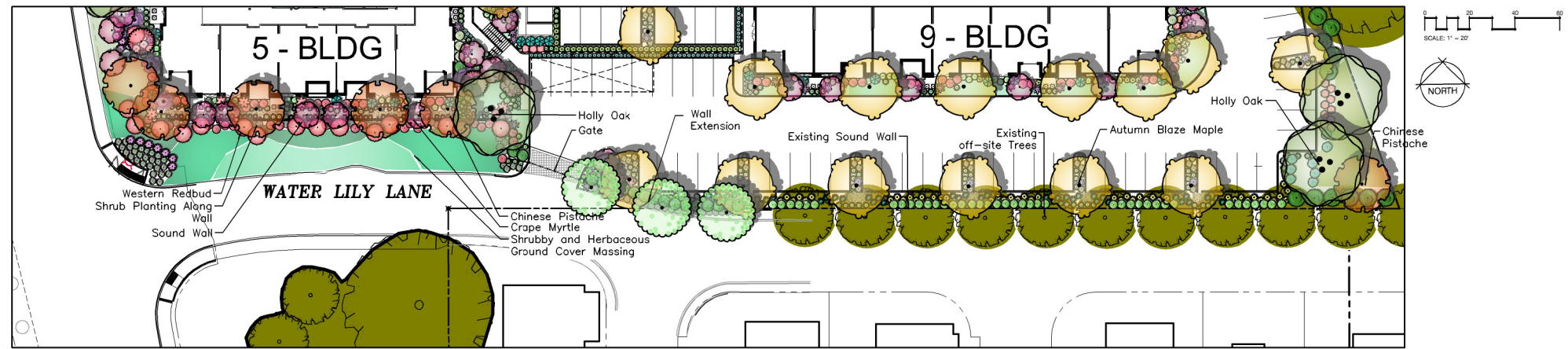
View from Water Lily Lane Looking North Toward Project



Elevation View Looking North Along South Perimeter

PROPOSED SOUTH PERIMETER LANDSCAPE BUFFER - ILLUSTRATIVE IMAGES

SIERRA GATEWAY APARTMENTS, City of Rocklin



Plan View Along South Perimeter Landscape Buffer

EXISTING TREE



London Plane Tree 50T x 35W

PROPOSED TREES



Holly Oak Tree 40T x 40W



Acer Autumn Blaze 50T x 35W



Chinese Pistache Tree 35T x 30W



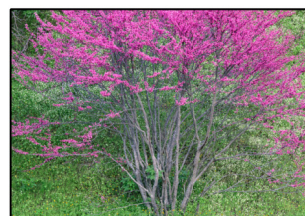
Crape Myrtle 'Muskogee' 20T x 20W

PROPOSED HEDGE BEHIND METAL FENCE



Prunus caroliniana - Hedge 12T x 6W

PROPOSED SHRUBS



Western Redbud



Berberis 'Autropurpurea'



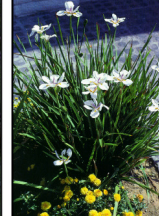
Teucrium fruticans 'Compacta'



Helictotrichon sempervirens



Lavendula stoechas



Fortnight Lily



Phormium tenax 'Autropurpurea'



Salvia 'Hot Lips'



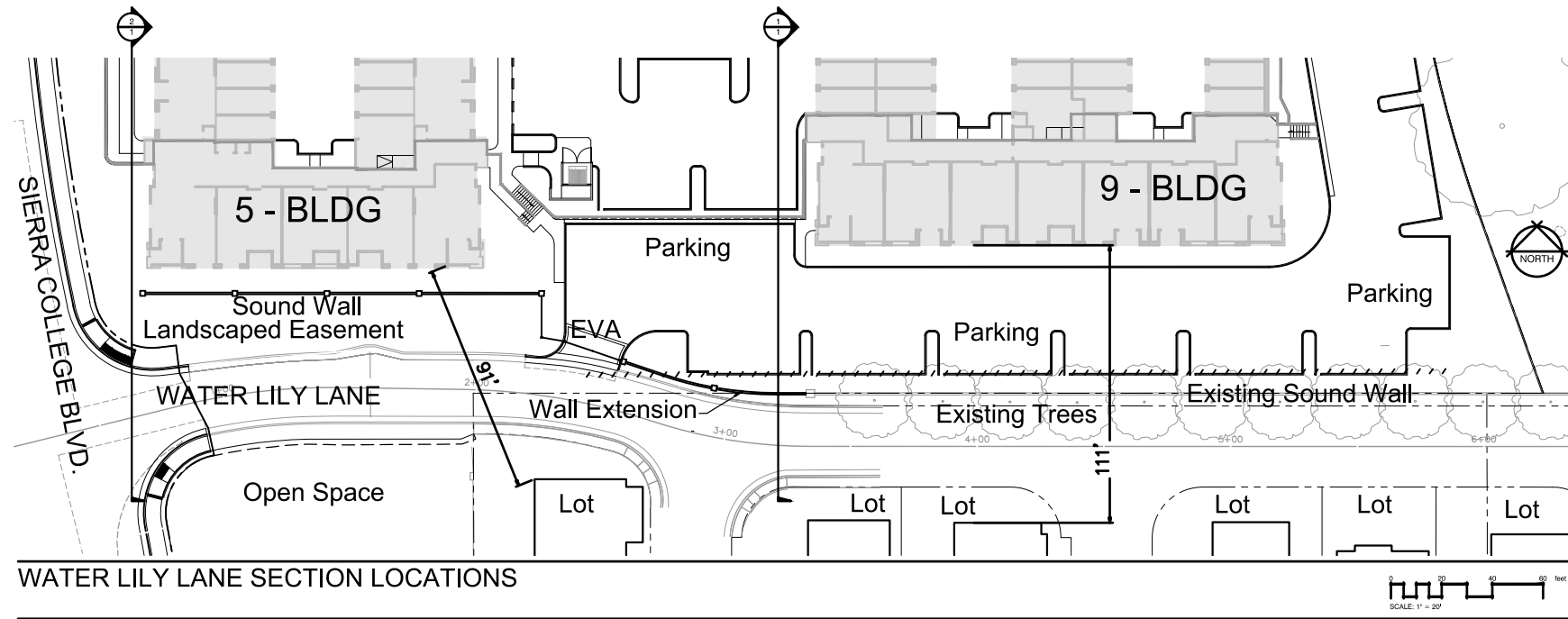
Ceanothus Carmel Creeper



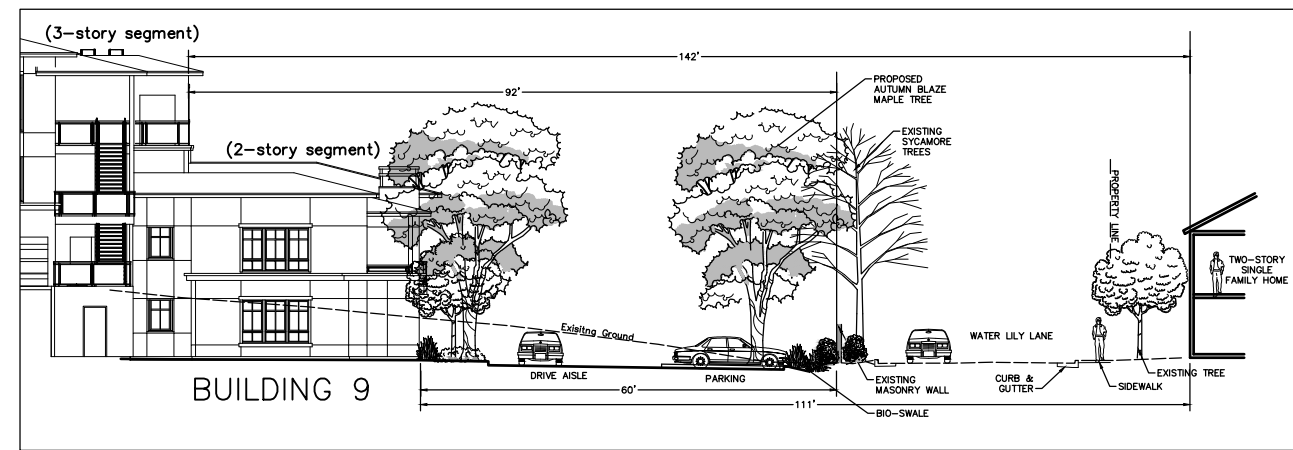
Elevation View Looking North Along South Perimeter

PROPOSED SOUTH PERIMETER LANDSCAPE BUFFER - PLANT IMAGES

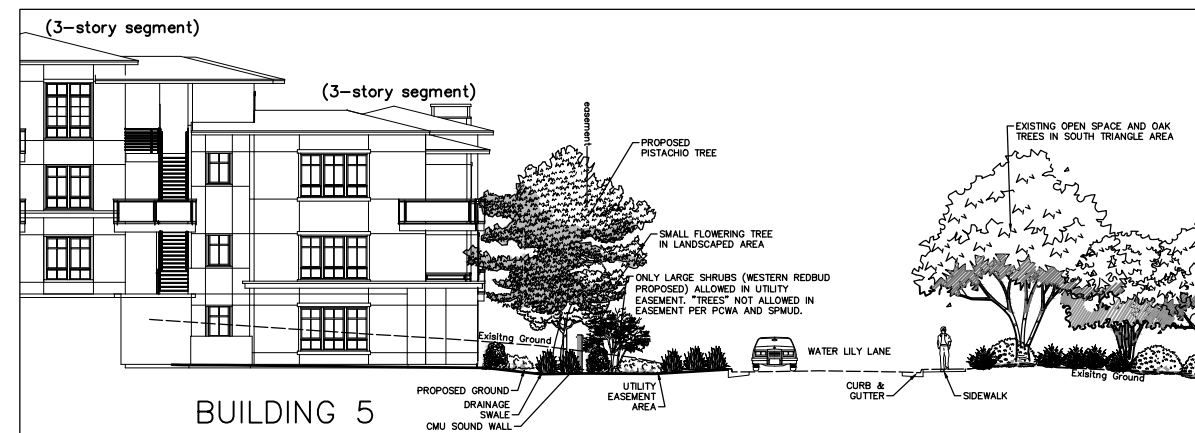
SIERRA GATEWAY APARTMENTS, City of Rocklin



WATER LILY LANE SECTION LOCATIONS



SECTION 1 - WATER LILY LANE ELEVATION SECTION AT BUILDING 9



SECTION 2 - WATER LILY LANE ELEVATION SECTION AT BUILDING 5



1783UPG.dwg January 31, 2017

ILLUSTRATIVE SECTIONS ALONG WATER LILY LANE

SIERRA GATEWAY APARTMENTS

City of Rocklin