

Table 16 Mitigation Measure Summary						
Mitigation Measure	Applicable Project/Source Type ¹	Effective	Feasible (Yes/No)	Agency/Organization/Other ⁶	Secondary Effects (Yes/No)	Description/Comments
		Emissions Reduction/Score ²	Technical ⁴	Logistical ⁵	Cost (Yes/No) ³	
MM E-4: Energy Star Roof	LD (R, C, M), I, SP, AQP, RR, P/Stationary & Area	0.5%-1%/Low: SMAQMD presents this % reduction (EDAW 2006, SMAQMD 2007).	Yes	Yes (USGBC 2002 and 2005)	Yes	Project installs Energy Star labeled roof materials.
MM E-5: On-site Renewable Energy System	LD (R, C, M), I, SP, AQP, RR, P/Stationary & Area	1%-3%/Moderate: SMAQMD presents this % reduction (USGBC 2002 and 2005, EDAW 2006, SMAQMD 2007).	Yes (USGBC 2002 and 2005)	Yes (USGBC 2002 and 2005)	Adverse: No Beneficial: CAPs, TACs	Project provides onsite renewable energy system(s). Nonpolluting and renewable energy potential includes solar, wind, geothermal, low-impact hydro, biomass and bio-gas strategies. When applying these strategies, projects may take advantage of net metering with the local utility.

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MM E-6: Exceed Title 24	LD (R, C, M), I, GSP, AQP, RR, P/Stationary & Area	1%/Moderate: SMAQMD presents this % reduction (EDAW 2006, SMAQMD 2007).	Yes	Yes (PG&E 2002, SMUD 2006)	PG&E, SMUD, CA air quality management and control districts and cities/counties (e.g., SMAQMD).
MM E-7: Solar Orientation	LD (R, C, M), I, SP, AQP, RR, P/Stationary & Area	0.5%/Low: SMAQMD presents this % reduction (EDAW 2006, SMAQMD 2007).	Yes	Yes	CA air quality management and control districts and cities/counties (e.g., SMAQMD). Project exceeds title 24 requirements by 20%.
MM E-8: Nonroof Surfaces	LD (R, C, M), I, GSP, AQP, RR, P/Stationary & Area	1.0%/Low: SMAQMD presents this % reduction (EDAW 2006, SMAQMD 2007).	Yes	Yes (USGBC 2002 and 2005)	CA air quality management and control districts and cities/counties (e.g., SMAQMD). Provide shade (within 5 years) and/or use light-colored/high-albedo materials (reflectance of at least 0.3) and/or open grid pavement for at least 30% of the site's nonroof impervious surfaces, including parking lots, walkways, plazas, etc.; OR place a minimum of 50% of parking spaces underground or covered by structured parking; OR use an open-grid pavement system (less than 50% impervious) for a minimum of

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						50% of the parking lot area. The mitigation measure reduces heat islands (thermal gradient differences between developed and undeveloped areas to minimize impact on microclimate and human and wildlife habitats. This measure requires the use of patented or copyright protected methodologies created by the ASTM. The SRI is a measure of the constructed surface's ability to reflect solar heat, as shown by a small rise in temperature. It is defined so that a standard black (reflectance 0.05, emittance 0.90) is "0" and a standard white (reflectance 0.80, emittance 0.90) is 100. To calculate SRI for a given material, obtain the reflectance value and emittance value for the material. SRI is calculated according to ASTM E 1980-01. Reflectance is measured

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		Emissions Reduction/Score ²						
MM E-9: Low-Energy Cooling	LD (C, M), I, SP, AQP, RR, P/Stationary & Area	1%-10%/Low: EDAP presents this percent reduction range (EDAW 2006).	Yes	Yes (USGBC 2002 and 2005)	Yes (USGBC 2002 and 2005)	Yes		according to ASTM E 903, ASTM E 1918, or ASTM C 1549. Emittance is measured according to ASTM E 408 or ASTM C 1371. Default values for some materials will be available in the LEED-NC v2.2 Reference Guide.
MM E-10: Green Roof	LD (R, C, M), I, SP, AQP, RR, P/Stationary & Area	1.0%/Moderate: SMAQMD presents this % reduction (EDAW 2006, SMAQMD 2007).	Yes	Yes (USGBC 2002 and 2005)	Yes (USGBC 2002 and 2005)	diverse: No inefficient: APs, TACs	CA air quality management and control districts and cities/counties (e.g., SMAQMD).	Project optimizes building's thermal distribution by separating ventilation and thermal conditioning systems.
MM E-11: EV Charging Facilities	LD (C, M), SP, AQP, RR, P/Stationary & Area	NA/Low	Yes: \$500-\$5000/vehicle site (PG&E 1999)	Yes	Yes: 381 facilities in CA (Clean Air Maps 2007).	diverse: No inefficient: APs, TACs	DOE, EERE, CA air quality management and control districts and cities/counties (e.g., BAAQMD).	Install a vegetated roof that covers at least 50% of roof area. The reduction assumes that a vegetated roof is installed on a least 50% of the roof area or that a combination high albedo and vegetated roof surface is installed that meets the following standard: (Area of SRI Roof/0.75)+(Area of vegetated roof/0.5) >= Total Roof Area. Water consumption reduction measures shall be considered in the design of the green roof. Project installs EV charging facilities.
MM E-12:	LD (R, C, M),	NA/Low: Increasing	Yes: Light	Yes	Yes: Apply	diverse: No		Project provides light-colored

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Light-Colored Paving	I, SP, AQP, RR, P/Stationary & Area	Emissions Reduction/Score ² the albedo of 1,250 km of pavement by 0.25 would save cooling energy worth \$15M per year.	Cost (Yes/No) ³ colored aggregates and white cement are more expensive than gray cement. Certain blended cements are very light in color and may reflect similarly to white cement at an equivalent cost to normal gray cement.	Technical ⁴ natural sand or gravel colored single surface treatments to asphalt (EOE 2007).	Beneficial: CAPs, TACs paving (e.g., increased albedo pavement).
MMBE-13: Cool Roofs	LD (R, C, M), NA/Low I, SP, AQP, RR, P/Stationary & Area	Yes: 0.75-1.5/square feet coating (EPA 2007a)	Yes	Yes: Over 90% of the roofs in the United States are dark colored	Adverse: No Beneficial: CAPs, TACs Project provides cool roofs. Highly reflective, highly emissive roofing materials that stay 50-60°F cooler than a normal roof under a hot summer sun. CA's Cool Savings

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MM E-14: Solar Water Heaters	LD (R, M), SP, AQP, RR, P/Stationary & Area	20%-70% reduction in cooling energy needs/Moderate	Yes: \$1675/20 square feet, requires a 50 gallon tank, annual operating cost of \$176 (DOE 2007).	Yes	Yes: Based on solar orientation, building codes, zoning ordinances.	Program provided rebates to building owners for installing roofing materials with high solar reflectance and thermal emittance. The highest rebate went to roofs on air conditioned buildings, while buildings with rooftop ducts and other nonresidential buildings were eligible for slightly less. The program aimed to reduce peak summer electricity demand and was administered by the CEC. Project provides solar water heaters.
MM E-15: Electric Yard Equipment Compatibility	LD (R, M), SP, AQP, RR, P/Stationary & Area	NA/Low	Yes: \$75-\$250/outlet from existing circuit (Cost Helper 2007).	Yes	Yes	Project provides electrical outlets at building exterior areas.
MM E-16: Energy Efficient Appliance Standards	LD (R, C, M), SP, AQP, RR, P/Stationary & Area	NA/Low	Yes: Varies for each appliance—higher capital costs, lower operating costs (Energy	Yes	Yes: Major retail stores.	Project uses energy efficient appliances (e.g., Energy Star).

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Emissions Reduction/Score ²						
MM E-17: Green Building Materials	LD (R, C, M), SP, AQP, RR, P/Stationary & Area	NA/Low: 25-30% more efficient on average..	Yes	Yes: BEES software allows users to balance the environmental and economic performance of building products; developed by NIST (NIST 2007).	Yes	Project uses materials which are resource efficient, recycled, with long life cycles and manufactured in an environmentally friendly way.
MM E-18: Shading Mechanisms	LD (R, C, M), I, SP, AQP, RR, P/Stationary, & Area	NA/Low: Up to \$450 annual energy savings (Energy Star 2007). operating and maintenance costs (Energy Star 2007).	Yes: Higher capital costs, lower operating and maintenance costs (Energy Star 2007).	Yes: BEES software allows users to balance the environmental and economic performance of building products; developed by NIST (NIST 2007).	Yes: Major retail stores.	Install energy-reducing shading mechanisms for windows, porch, patio and walkway overhangs.

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Emissions Reduction/Score ²	Agency/Organization/Other ⁶	Secondary Effects (Yes/No)	Description/Comments		
MM E-19: Ceiling/Whole-House Fans	LD (R, C, M), NA/Low: 50% more efficient than conventional fans (Energy Star 2007). I, SP, AQP, RR, P/Stationary, & Area	Yes: \$45-\$200/fan, installation extra (Lowe's 2007).	Yes	Yes: Major retail stores.	Install energy-reducing ceiling/whole-house fans.
MM E-20: Programmable Thermostats	LD (R, C, M), NA/Low: \$100 annual savings in energy costs (Energy Star 2007). I, SP, AQP, RR, P/Stationary, & Area	Yes: \$60/LCD display and 4 settings for typical residential use (Lowe's 2007).	Yes	Yes: Major retail stores.	Install energy-reducing programmable thermostats that automatically adjust temperature settings.
MM E-21: Passive Heating and Cooling Systems	LD (R, C, M), NA/Low I, SP, AQP, RR, P/Stationary, & Area	Yes: \$800 (wall heaters) to \$4,000+ (central systems)	Yes	Yes	Install energy-reducing passive heating and cooling systems (e.g., insulation and ventilation).
MM E-22: Day Lighting Systems	LD (R, C, M), NA/Low I, SP, AQP, RR, P/Stationary, & Area	Yes: \$1,300 to \$1,500 depending upon the kind of roof (Barrier 1995), installation extra.	Yes	Yes: Work well only for space near the roof of the building, little benefit in multi-floor buildings.	Install energy-reducing day lighting systems (e.g., skylights, light shelves and interior transom windows).
MM E-23: Low-Water Use Appliances	LD (R, C, M), NA/Low: Avoided water agency cost for using water-efficient kitchen pre-rinse spray valves of \$65.18 per acre-foot. I, SP, AQP, RR, P/Stationary, & Area	Yes: Can return their cost through reduction in water consumption,	Yes	Yes	Require the installation of low-water use appliances.

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MM E-24: Goods Transport by Rail	LD (C, M), I, SP, AQP, RR, P/Mobile	NA/Moderate	Yes	Yes	ARB Goods Movement Plan (ARB 2007)	Provide a spur at nonresidential projects to use nearby rail for goods movement.
Social Awareness/Education						
MM S-1: GHG Emissions Reductions Education	LD (R, C, M), I, SP, TP, AQP, RR, P/Mobile, Stationary, & Mobile	NA/Low	Yes	Yes: Similar programs currently exist in CA.	Adverse: No Beneficial: CAPs, TACs	Provide local governments, businesses, and residents with guidance/protocols/information on how to reduce GHG emissions (e.g., energy saving, food miles).
MM S-2: School Curriculum	LD (R, C, M), I, SP, TP, AQP, RR, P/Mobile, Stationary, & Mobile	NA/Low	Yes	Yes: Similar programs currently exist in CA.	Adverse: No Beneficial: CAPs, TACs	Include how to reduce GHG emissions (e.g., energy saving, food miles) in the school curriculum.
Construction						
MM C-1: ARB-Certified Diesel Construction Equipment	LD (R, C, M), I, SP, TP, AQP, RR, P/Mobile	NA/Low	Yes	Yes	Adverse: Yes, AG, EPA, ARB, and CA air quality management and pollution control CAPs, TACs	Use ARB-certified diesel construction equipment. Increases CO ₂ emissions when trapped CO and carbon particles

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			\$2,000. DPF, \$5000- \$10,000; installation extra (EPA 2007b).	Yes	Yes	Yes	are oxidized (Catalyst Products 2007, ETC 2007).
MM C-2: Alternative Fuel Construction Equipment	LD (R, C, M), I, SP, TP, AQP, RR, P/Mobile	NA/Low	Yes	Yes	Yes	Yes	Use alternative fuel types for construction equipment. At the tailpipe biodiesel emits 10% more CO ₂ than petroleum diesel. Overall lifecycle emissions of CO ₂ from 100% biodiesel are 78% lower than those of petroleum diesel (NREL 1998, EPA 2007b).
MM C-3: Local Building Materials	LD (R, C, M), I, SP, TP, AQP, RR, P/Mobile	NA/Low	Yes	Yes	Yes	Yes	Use locally made building materials for construction of the project and associated infrastructure.
MM C-4: Recycle Demolished Construction Material	LD (R, C, M), I, SP, TP, AQP, RR, P/Mobile	NA/Low	Yes	Yes	Yes	Yes	Recycle/Reuse demolished construction material. Use locally made building materials for construction of the project and associated infrastructure.

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Miscellaneous						
MM M-1: Off-Site Mitigation Fee Program	LD (R, C, M), I, SP, TP, AQP, RR, P/Mobile & Area	Emissions Reduction/Score ² : NA/Moderate-High: Though there is currently no program in place, the potential for real and quantifiable reductions of GHG emissions could be high if a defensible fee program were designed.	Yes	No: Program does not exist in CA, but similar programs currently exist (e.g., Carl Moyer Program, SJVAPCD Rule 9510, SMAQMD Off-Site Construction Mitigation Fee Program).	Adverse: No Beneficial: CAPs, TACs	Provide/Pay into an off-site mitigation fee program, which focuses primarily on reducing emissions from existing development and buildings through retro-fit (e.g., increased insulation).
MM M-2: Offset Purchase	LD (R, C, M), I, SP, TP, AQP, RR, P/Mobile, Stationary, & Area		Yes	No: ARB has not adopted official program, but similar programs		Provide/purchase offsets for additional emissions by acquiring carbon credits or engaging in other market "cap and trade" systems.

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Regionally Significant Mitigation Measure			
MM RTP-1: Dedicate High Occupancy Vehicle (HOV) lanes prior to adding capacity to existing highways.	RTP	Yes	Yes
MM RTP-2: Implement toll/user fee programs prior to adding capacity to existing highways.	RTP	Yes	Yes
<p>Adverse: Caltrans, local government</p> <p>Beneficial: possible local HOV lanes prior to adding standard lanes.</p> <p>Adverse: Caltrans</p> <p>Beneficial: possible local HOV lanes prior to adding capacity to existing highways.</p>			

Note:
¹Where LD (R, C, M) =Land Development (Residential, Commercial, Mixed-Use), I=Industrial, GP=General Plan, SP=Specific Plan, AQP=Air Quality Plans, RR=Rules/Regulations, P, AQP, RR, and P) as such could apply to a variety of source types, especially RR
² This score system entails ratings of high, moderate, and low that refer to the level of the measure to provide a substantial reduction in GHG emissions.
³ Refers to whether the measure would provide a cost-effective reduction of GHG emissions based on available documentation.
⁴ Refers to whether the measure is based on currently, readily available technology based on available documentation.
⁵ Refers to whether the measure could be implemented without extraordinary effort based on available documentation.
⁶ List is not meant to be all inclusive.
 Source: Data compiled by EDAW in 2007

Table 17
General Planning Level Mitigation Strategies Summary

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MS G-1: Adopt a GHG reduction plan	GP/ Mobile, Stationary, & Area	City of San Bernardino	<ul style="list-style-type: none"> - Adopt GHG reduction targets for the planning area, based on the current legislation providing direction for state-wide targets, and update the plan as necessary. -The local government agency should serve as a model by inventorying its GHG emissions from agency operations, and implementing those reduction goals.
Circulation			
MS G-2: Provide for convenient and safe local travel	GP/ Mobile	Cities/Countries (e.g., Aliso Viejo, Claremont)	<ul style="list-style-type: none"> - Create a gridded street pattern with small block sizes. This promotes walkability through direct routing and ease of navigation. -Maintain a high level of connectivity of the roadway network. Minimize cul-de-sacs and incomplete roadway segments. -Plan and maintain an integrated, hierarchical and multi-modal system of roadways, pedestrian walks, and bicycle paths throughout the area. -Apply creative traffic management approaches to address congestion in areas with unique problems, particularly on roadways and intersections in the vicinity of schools in the morning and afternoon peak hours, and near churches, parks and community centers. -Work with adjacent jurisdictions to address the impacts of regional development patterns (e.g. residential development in surrounding communities, regional universities, employment centers, and commercial developments) on the circulation system. -Actively promote walking as a safe mode of local travel, particularly for children attending local schools. -Employ traffic calming methods such as median landscaping and provision of bike or transit lanes to slow traffic, improve roadway capacity, and address safety issues. -Encourage the transportation authority to reduce fees for short distance trips. -Ensure that improvements to the traffic corridors do not negatively impact the operation of local roadways and land uses.
MS G-3: Enhance the regional transportation network and maintain effectiveness	GP/ Mobile	Cities/Countries (e.g., Aliso Viejo, Claremont)	

Table 17 General Planning Level Mitigation Strategies Summary		Description/Comments
Strategy	Source Type: Agency/Organization:	
		<ul style="list-style-type: none"> - Cooperate with adjacent jurisdictions to maintain adequate service levels at shared intersections and to provide adequate capacity on regional routes for through traffic. - Support initiatives to provide better public transportation. Work actively to ensure that public transportation is part of every regional transportation corridor. - Coordinate the different modes of travel to enable users to transfer easily from one mode to another. - Work to provide a strong transit system that promotes the mobility of all residents and educate residents about local mobility choices. - Promote transit-oriented development to facilitate the use of the community's transit services. - Promote increased use of public transportation and support efforts to increase bus service range and frequency within the area as appropriate.
MS G-4: Promote and support an efficient public transportation network connecting activity centers in the area to each other and the region.	GP/ Mobile Cities/Countries (e.g., Aliso Viejo, Claremont)	<ul style="list-style-type: none"> - Enhance and encourage provision of attractive and appropriate transit amenities, including shaded bus stops, to encourage use of public transportation. - Encourage the school districts, private schools and other operators to coordinate local bussing and to expand ride-sharing programs. All bussing options should be fully considered before substantial roadway improvements are made in the vicinity of schools to ease congestion. - Improve area sidewalks and rights-of-way to make them efficient and appealing for walking and bicycling safely. Coordinate with adjacent jurisdictions and regional agencies to improve pedestrian and bicycle trails, facilities signage, and amenities. - Provide safe and convenient pedestrian and bicycle connections to and from town centers, other commercial districts, office complexes, neighborhoods, schools, other major activity centers, and surrounding communities. - Work with neighboring jurisdictions to provide well-designed pedestrian and bicycle crossings of major roadways. - Promote walking throughout the community. Install sidewalks where missing and make improvements
MS G-5: Establish and maintain a comprehensive system, which is safe and convenient, of pedestrian ways and bicycle routes that provide viable options to travel by automobile.	GP/ Mobile Cities/Countries (e.g., Aliso Viejo, Claremont)	

Table 17
General Planning Level Mitigation Strategies Summary

Strategy	Source Type	Agency/Organization?	Description/Comments
			<ul style="list-style-type: none"> - Encourage businesses or residents to sponsor street furniture and landscaped areas. - Strive to provide pedestrian pathways that are well shaded and pleasantly landscaped to encourage use. - Attract bicyclists from neighboring communities to ride their bicycles or to bring their bicycles on the train to enjoy bicycling around the community and to support local businesses. - Meet guidelines to become nationally recognized as a Bicycle-Friendly community. - Provide for an education program and stepped up code enforcement to address and minimize vegetation that degrades access along public rights-of-way. - Engage in discussions with transit providers to increase the number of bicycles that can be accommodated on buses - Support regional rail and work with rail authority to expand services.
MS G-6: Achieve optimum use of regional rail transit.	GP/ Mobile	Cities/Countries (e.g., Aliso Viejo, Claremont)	<ul style="list-style-type: none"> - Achieve better integration of all transit options. - Work with regional transportation planning agencies to finance and provide incentives for multimodal transportation systems. - Promote activity centers and transit-oriented development projects around the transit station. - Encourage convenient public transit service between area and airports.
MS G-7: Expand and optimize use of local and regional bus and transit systems.	GP/ Mobile	Cities/Countries (e.g., Aliso Viejo, Claremont)	<ul style="list-style-type: none"> - Support the establishment of a local shuttle to serve commercial centers. - Promote convenient, clean, efficient, and accessible public transit that serves transit-dependent riders and attracts discretionary riders as an alternative to reliance on single-occupant automobiles.

Table 17
General Planning Level Mitigation Strategies

Strategy	Source Type	Agency/Organization?	Description/Comments
			<ul style="list-style-type: none"> - Empower seniors and their independence of lifestyle with amenities with surrounding land uses and buildings. - Integrate transit service and
			<ul style="list-style-type: none"> - Reduce the amount of water used for landscaping and increase use of native and low water plants. - Maximize use of native, low water plants for landscaping of areas adjacent to sidewalks or other impermeable surfaces.
MS G-8: Emphasize the importance of water conservation and maximizing the use of native, low-water landscaping.	GP/Stationary & Area	Cities/Countries (e.g., Aliso Viejo, Claremont)	<ul style="list-style-type: none"> - Encourage the production, distribution and use of recycled and reclaimed water for landscaping projects throughout the community, while maintaining urban runoff water quality objectives. - Promote water conservation measures, reduce urban runoff, and prevent groundwater pollution within development projects, proper maintenance, area operations and all activities requiring approval. - Educate the public about the importance of water conservation and avoiding wasteful water habits. - Work with water provider to offer incentives for water conservation. - Integrate air quality planning efforts with area land use, economic development and transportation planning.
MS G-9: Improve air quality within the region.	GP/ Mobile, Stationary, & Area	Cities/Countries (e.g., Aliso Viejo, Claremont)	<ul style="list-style-type: none"> - Support programs that reduce air quality emissions related to vehicular travel. - Support alternative transportation modes and technologies, and develop bike- and pedestrian-friendly neighborhoods to reduce emissions associated with automobile use. - Encourage the use of clean fuel vehicles. - Promote the use of fuel-efficient heating and cooling equipment and other appliances, such as water

Table 17
General Planning Level Mitigation Strategies Summary

Strategy	Source Type ¹	Agency/Organization ²	Description/Comments
MS G-10: Encourage and maximize energy conservation and identification of alternative energy sources.	GP/ Stationary & Area	Cities/Countries (e.g., Aliso Viejo, Claremont)	<p>heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces, and boiler units.</p> <ul style="list-style-type: none"> - Promote the use of clean air technologies such as fuel cell technologies, renewable energy sources, UV coatings, and alternative, non-fossil fuels. -Require the planting of street trees along streets and inclusion of trees and landscaping for all development projects to help improve airshed and minimize urban heat island effects. - Encourage small businesses to utilize clean, innovative technologies to reduce air pollution. - Implement principles of green building. - Support jobs/housing balance within the community so more people can both live and work within the community. To reduce vehicle trips, encourage people to telecommute or work out of home or in local satellite offices. -Encourage green building designs for new construction and renovation projects within the area. -Coordinate with regional and local energy suppliers to ensure adequate supplies of energy to meet community needs, implement energy conservation and public education programs, and identify alternative energy sources where appropriate. -Encourage building orientations and landscaping that enhance natural lighting and sun exposure. -Encourage expansion of neighborhood-level products and services and public transit opportunities throughout the area to reduce automobile use. - Incorporate the use of energy conservation strategies in area projects. - Promote energy-efficient design features, including appropriate site orientation, use of light color roofing and building materials, and use of evergreen trees and wind-break trees to reduce fuel consumption for heating and cooling.

Table 17
General Planning Level Mitigation Strategies Summary

Strategy	Source Type ¹	Agency/Organization ²	Description/Comments
			<ul style="list-style-type: none"> - Explore and consider the cost/benefits of alternative fuel vehicles including hybrid, natural gas, and hydrogen powered vehicles when purchasing new vehicles. - Continue to promote the use of solar power and other energy conservation measures. - Encourage residents to consider the cost/benefits of alternative fuel vehicles. - Promote the use of different technologies that reduce use of non-renewable energy resources. - Facilitate the use of green building standards and LEED in both private and public projects. - Promote sustainable building practices that go beyond the requirements of Title 24 of the California Administrative Code, and encourage energy-efficient design elements, as appropriate. - Support sustainable building practices that integrate building materials and methods that promote environmental quality, economic vitality, and social benefit through the design, construction, and operation of the built environment. - Investigate the feasibility of using solar (photovoltaic) street lights instead of conventional street lights that are powered by electricity in an effort to conserve energy. - Encourage cooperation between neighboring development to facilitate on-site renewable energy supplies or combined heat and power co-generation facilities that can serve the energy demand of contiguous development.

Table 17
General Planning Level Mitigation Strategies Summary

Strategy	Source Type ¹	Agency/Organization ²	Description/Comments
MS G-11: Preserve unique community forests, and provide for sustainable increase and maintenance of this valuable resource.	GP/Stationary & Area	Cities/Countries (e.g., Aliso Viejo, Claremont)	<ul style="list-style-type: none"> - Develop a tree planting policy that strives to accomplish specific % shading of constructed paved and concrete surfaces within five years of construction. - Provide adequate funding to manage and maintain the existing forest, including sufficient funds for tree planting, pest control, scheduled pruning, and removal and replacement of dead trees. - Coordinate with local and regional plant experts in selecting tree species that respect the natural region in which Claremont is located, to help create a healthier, more sustainable urban forest. - Continue to plant new trees (in particular native tree species where appropriate), and work to preserve mature native trees. - Increase the awareness of the benefits of street trees and the community forest through a area wide education effort. - Encourage residents to properly care for and preserve large and beautiful trees on their own private property.
Housing			
MS G-12: Provide affordability levels to meet the needs of community residents.	GP/ Mobile	Cities/Countries (e.g., Aliso Viejo, Claremont)	<ul style="list-style-type: none"> - Encourage development of affordable housing opportunities throughout the community, as well as development of housing for elderly and low and moderate income households near public transportation services. - Ensure a portion of future residential development is affordable to low and very low income households.
Land Use			
MS G-13: Promote a visually-cohesive urban form and establish connections between the urban core and outlying portions of the	GP/ Mobile, Stationary, & Area	Cities/Countries (e.g., Aliso Viejo, Claremont)	<ul style="list-style-type: none"> - Preserve the current pattern of development that encourages more intense and higher density development at the core of the community and less intense uses radiating from the central core. - Create and enhance landscaped greenway, trail and sidewalk connections between neighborhoods and to commercial areas, town centers, and parks.

Table 17 General Planning Level Mitigation Strategies Summary		Source Type	Agency/Organization?	Description/Comments
community.				-Identify ways to visually enhance gateways and unified identity with emphasis on drought-resistant native species.
MS G-14: Provide a diverse mix of land uses to meet the future needs of all residents and the business community.	GP/ Mobile	Cities/Countries (e.g., Aliso Viejo, Claremont)		-Support efforts to provide recreational, cultural and educational opportunities and public services to the entire community. -Coordinate with public and private organizations to maximize the availability and use of parks and recreational facilities in the community. -Support development of high quality and recreational commercial land uses to provide these amenities to local residents and business.
MS G-15: Collaborate with providers of solid waste collection, disposal and recycling services to ensure a level of service that promotes a clean community and environment.	GP/ Stationary, & Area	Cities/Countries (e.g., Aliso Viejo, Claremont)		-Require recycling, composting, and education efforts throughout the community, including residential, business, and construction industries, within the construction industry, and in all sponsored activities.
MS G-16: Promote construction, maintenance and active use of publicly- and privately-operated parks, recreation programs, and a community center.	GP/ Mobile	Cities/Countries (e.g., Aliso Viejo, Claremont)		-Work to expand and improve connections to regional trails and recreation amenities including parks, pedestrian trails and trails that improve the public and private recreation facilities. -As a condition upon new development, require payment of park fees and/or dedication and provision of parkland, recreation facilities and/or multi-use trails that improve the public and private recreation facilities to provide necessary or desired community facilities. -Research options or opportunities to provide necessary or desired community facilities.

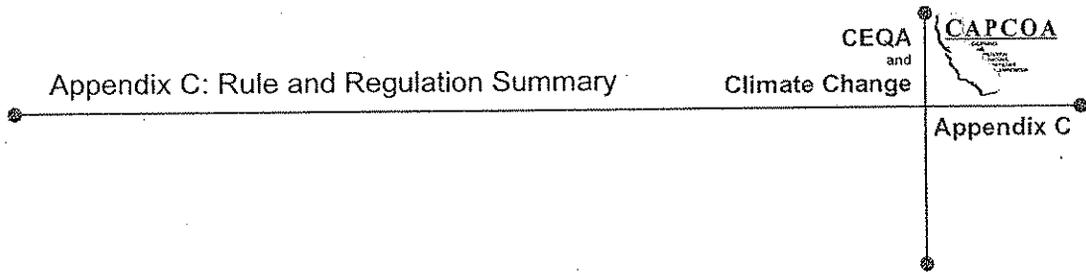
Table 17
General Planning Level Mitigation Strategies Summary

Strategy	Source Type ¹	Agency/Organization ²	Description/Comments
			<ul style="list-style-type: none"> - Encourage sustainable development that incorporates green building best practices and involves the reuse of previously developed property and/or vacant sites within a built-up area. - Encourage the conservation, maintenance, and rehabilitation of the existing housing stock. - Encourage development that incorporates green building practices to conserve natural resources as part of sustainable development practices. - Avoid development of isolated residential areas in the hillsides or other areas where such development would require significant infrastructure investment, adversely impact biotic resources. - Provide land area zoned for commercial and industrial uses to support a mix of retail, office, professional, service, and manufacturing businesses.
MS G-17: Promote the application of sustainable development practices.	GP/Mobile, Stationary, & Area	Cities/Countries (e.g., Aliso Viejo, Claremont)	
MS G-18: Create activity nodes as important destination areas, with an emphasis on public life within the community.	GP/ Mobile	Cities/Countries (e.g., Aliso Viejo, Claremont)	<ul style="list-style-type: none"> - Provide pedestrian amenities, traffic-calming features, plazas and public areas, attractive streetscapes, shade trees, lighting, and retail stores at activity nodes. - Provide for a mixture of complementary retail uses to be located together to create activity nodes to serve adjacent neighborhoods and to draw visitors from other neighborhoods and from outside the area. - Provide crosswalks and sidewalks along streets that are accessible for people with disabilities and people who are physically challenged.
MS G-19: Make roads comfortable, safe, accessible, and attractive for use day and night.	GP/ Mobile	Cities/Countries (e.g., Aliso Viejo, Claremont)	<ul style="list-style-type: none"> - Provide lighting for walking and nighttime activities, where appropriate. - Provide transit shelters that are comfortable, attractive, and accommodate transit riders.
MS G-20: Maintain and expand where possible the system of neighborhood connections that attach neighborhoods to larger roadways.	GP/ Mobile	Cities/Countries (e.g., Aliso Viejo, Claremont)	<ul style="list-style-type: none"> - Provide sidewalks where they are missing, and provide wide sidewalks where appropriate with buffers and shade so that people can walk comfortably. - Make walking comfortable at intersections through traffic-calming, landscaping, and designated crosswalks.

Table 17 General Planning Level Mitigation Strategies			Summary
Strategy	Source Type	Agency/Organization?	Description/Comments
MS G-21: Create distinctive places throughout the area.	GP/ Mobile	Cities/Countries (e.g., Aliso Viejo, Claremont)	-Look for opportunities for connections along easements & other areas where vehicles not permitted.
			-Provide benches, streetlight activities.
MS G-22: Reinvest in existing neighborhoods and promote infill development as a preference over new, greenfield development	GP/ Mobile, Stationary, & Area	Cities/Countries (e.g., Aliso Viejo, Claremont)	-Encourage new developments to incorporate drought tolerant and native landscaping that is pedestrian friendly, attractive, and consistent with the landscaped character of area.
			-Encourage all new development to preserve existing mature trees.
			-Encourage streetscape design programs for commercial frontages that create vibrant places which support walking, bicycling, transit, and sustainable economic development.
			-Encourage the design and placement of buildings on lots to provide opportunities for natural systems such as solar heating and passive cooling.
			- Ensure that all new industrial development projects are positive additions to the community setting, provide amenities for the comfort of the employees such as outdoor seating area for breaks or lunch, and have adequate landscaping buffers.
			- Identify all underused properties in the plan area and focus development in these opportunity sites prior to designating new growth areas for development.
			- Implement programs to retrofit existing structures to make them more energy-efficient.
			-Encourage compact development, by placing the desired activity areas in smaller spaces.

**Table 17
General Planning Level Mitigation Strategies Summary**

Strategy	Source Type ¹	Agency/Organization ²	Description/Comments
Public Safety			
MS G-23: Promote a safe community in which residents can live, work, shop, and play.	GP/ Mobile	Cities/Counties (e.g., Aliso Viejo, Claremont)	<ul style="list-style-type: none"> - Foster an environment of trust by ensuring non-biased policing, and by adopting policies and encouraging collaboration that creates transparency. - Facilitate traffic safety for motorists and pedestrians through proper street design and traffic monitoring.
<p>Note: ¹Where GP=General Plan. ²List is not meant to be all inclusive. Source: Data compiled by EDAAW in 2007</p>			



Appendix C

Rule and Regulation Summary

Table 18 Rule and Regulation Summary					
Rule/Regulation	Reduction	Implementation Date	Agency	Description	Comments
Low Carbon Fuel Standard	10-20 MMT CO ₂ e by 2020	January 1, 2010	ARB	This rule/regulation will require fuel providers (e.g., producers, importers, refiners and blenders) to ensure that the mix of fuels they sell in CA meets the statewide goal to reduce the carbon intensity of CA's transportation fuels by at least 10% by the 2020 target.	ARB Early Action Measure
Reduction of HFC-134a Emissions from Nonprofessional Servicing of Motor Vehicle Air Conditioning Systems	1-2 MMT CO ₂ e by 2020	January 1, 2010	ARB	This rule/regulation will restrict the use of high GWP refrigerants for nonprofessional recharging of leaky automotive air conditioning systems.	ARB Early Action Measure
Landfill Gas Recovery	2-4 MMT CO ₂ e by 2020	January 1, 2010	IWMB, ARB	This rule/regulation will require landfill gas recovery systems on small to medium landfills that do not have them and upgrade the requirements at landfills with existing systems to represent best capture and destruction efficiencies.	ARB Early Action Measure
Vehicle Climate Change Standards (AB 1493 Pavley, Chapter 200, Statutes of 2002)	30 MMT CO ₂ e by 2020	2009	ARB	This rule/regulation will require ARB to achieve the maximum feasible and cost effective reduction of GHG emissions from passenger vehicles and light-duty trucks.	ARB Early Action Measure
Reduction of PFCs from the Semiconductor Industry	0.5 MMT CO ₂ e by 2020	2007-2009	ARB	This rule/regulation will reduce GHG emissions by process improvements/source reduction, alternative chemicals capture and beneficial reuse, and destruction technologies	Underway or to be initiated by CAT members in 2007-2009

AB=Assembly Bill; ARB=California Air Resources Board; Calfire=California Fire; CA=California; Caltrans=California Department of Transportation; CAJ=California Action Team; CEC=California Energy Commission; CDFA=California Department of Food and Agriculture; CH₄=Methane; CO₂=Carbon Dioxide; CPUC=California Public Utilities Commission; CUJFR=California Urban Forestry; DGS=Department of General Services; DWR=Department of Water Resources; GHG=Greenhouse Gas; GWP=Global Warming Potential; IGCC=Integrated Gasification Combined Cycle; IOU= Investor-Owned Utility; IT=Information Technology; IWCB= Integrated Waste Management Board; LNG= Liquefied Natural Gas; MMT CO₂e=Million Metric Tons Carbon Dioxide Equivalent; MW=Megawatts; NA=Not Available; N₂O=Nitrous Oxide; PFC= Perfluorocompound; POU= Publicly Owned Utility; RPS= Renewable Portfolio Standards; RTP=Regional Transportation Plan SB=Senate Bill; SWP=State Water Project; TBD=To Be Determined; UC/CSU=University of California/California State University; ULEV=Ultra Low Emission Vehicle.

Table 18 Rule and Regulation Summary					
Rule/Regulation	Reduction	Implementation Date	Agency	Description	Comments
Restrictions on High GWP Refrigerants	9 MMT CO ₂ e by 2020	2010	ARB	This rule will expand and enforce the national ban on release of high GWP refrigerants during appliance lifetime.	ARB Early Action Measure
Cement Manufacture	<1 MMT CO ₂ e per year (based on 2004 production levels)	2010	Caltrans	This rule will allow 2.5% interlocking and limestone concrete mix in cement use.	CAT Early Action Measure
Hydrogen Fuel Standards (SB 76 of 2005)	TBD	By 2008	CDFA	This rule will develop hydrogen fuel standards for use in combustion systems and fuel cells.	CAT Early Action Measure
Regulation of GHG from Load Serving Entities (SB 1368)	15 MMT CO ₂ e by 2020	May 23, 2007	CEC, CPUC	This rule will establish a GHG emissions performance standard for baseload generation of local publicly owned electric utilities that is no higher than the rate of emissions of GHG for combined-cycle natural gas baseload generation.	CAT Early Action Measure
Energy Efficient Building Standards	TBD	In 2008	CEC	This rule will update of Title 24 standards.	CAT Early Action Measure
Energy Efficient Appliance Standards	TBD	January 1, 2010	CEC	This rule will regulate light bulb efficiency.	CAT Early Action Measure
Tire Efficiency (Chapter 8.7 Division 15 of the Public Resources Code)	<1 MMT CO ₂ e by 2020	January 1, 2010	CEC & IWMB	This rule will ensure that replacement tires sold in CA are at least as energy efficient, on average, as tires sold in the state as original equipment on these vehicles.	CAT Early Action Measure
New Solar Homes Partnership	TBD	January 2007	CEC	This rule/regulation, approved solar system will receive incentive funds based on system performance above building standards.	CAT Early Action Measure

**Table 18
Rule and Regulation Summary**

Rule/Regulation	Reduction	Implementation Date	Agency	Description	Comments
Water Use Efficiency	1 MMT CO ₂ e by 2020	2010	DWR	This rule/regulation will adopt standards for projects and programs funded through water bonds that would require consideration of water use efficiency in construction and operation.	CAT Early Action Measure
State Water Project	TBD	2010	DWR	This rule/regulation will include feasible and cost effective renewable energy in the SWP's portfolio.	CAT Early Action Measure
Cleaner Energy for Water Supply	TBD	2010	DWR	Under this rule/regulation, energy supply contracts with conventional coal power plants will not be renewed.	CAT Early Action Measure
IOU Energy Efficiency Programs	4 MMT CO ₂ e by 2020	2010	CPUC	This rule/regulation will provide a risk/reward incentive mechanism for utilities to encourage additional investment in energy efficiency; evaluate new technologies and new measures like encouraging compact fluorescent lighting in residential and commercial buildings	CAT Early Action Measure
Solar Generation	TBD	2007-2009	DGS	3 MW of clean solar power generation implemented in CA last year, with another 1 MW coming up. The second round is anticipated to total additional 10 MW and may include UC/CSU campuses and state fairgrounds.	Underway or to be initiated by CAT members in 2007-2009 period

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Rule/Regulation	Reduction	Implementation Date	Agency	Description	Comments
Transportation Efficiency	9 MMT CO ₂ e by 2020	2007-2009	Caltrans	Regulation will reduce congestion, travel time in congested corridors, and note coordinated, integrated land use.	Underway or to be initiated by CAT members in 2007-2009 period
Smart Land Use and Intelligent Transportation	10 MMT CO ₂ e by 2020	2007-2009	Caltrans	Regulation will integrate reduction of GHG reduction measures by efficiency factors into RTPs, development etc.	Underway or to be initiated by CAT members in 2007-2009 period
Cool Automobile Paints	1.2 to 2.0 MMT CO ₂ e by 2020	2009	ARB	Paints would reduce the solar heat gain in a vehicle and reduce air conditioning needs.	ARB Early Action Measure
Tire Inflation Program	TBD	2009	ARB	Regulation will require tires to be checked and inflated at regular intervals to improve fuel economy.	ARB Early Action Measure
Electrification of Stationary Agricultural Engines	0.1 MMT CO ₂ e by 2020	2010	ARB	Regulation will provide incentive opportunities for replacing diesel with electric motors.	ARB Early Action Measure
Desktop Power Management	Reduce energy use by 50%	2007-2009	DGS, ARB	Regulation will provide software to reduce electricity use by desktop computers by up to 40%.	Currently deployed in DGS
Reducing CH ₄ Venting/Leaking from Oil and Gas Systems (EJAC-3/ARB 2-12)	1 MMT CO ₂ e by 2020	2010	ARB	Regulation will reduce fugitive CH ₄ emissions from production, processing, transmission, and distribution of natural gas and oil.	ARB Early Action Measure
Replacement of High GWP Gases Used in Fire Protection Systems with Alternate Chemical (ARB 2-10)	0.1 MMT CO ₂ e by 2020	2011	ARB	Regulation will require the use of lower global warming potential (GWP) substances in fire protection systems.	ARB Early Action Measure
Contracting for Environmentally Preferable Products	NA	2007-2009	DGS	New contracts have been or are being created for more energy and resource efficient products, including fluorescent lamps, the CA Gold Carpet Standard, and office furniture.	Underway or to be initiated by CAT members in 2007-2009 period
Hydrogen Fuel Cells	NA	2007-2009	DGS	Regulation will incorporate clean fuel cells in stationary applications.	Underway or to be initiated by CAT members in 2007-2009 period

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Table 18 Rule and Regulation Summary					
Rule/Regulation	Reduction	Implementation Date	Agency	Description	Comments
				at State facilities and as back-up generation for emergency radio services.	period
High Performance Schools	NA	2007-2009	DGS	New guidelines adopted for energy and resource efficient schools; up to \$100 million in bond money for construction of sustainable, high performance schools.	Underway or to be initiated by CAT members in 2007-2009 period
Urban Forestry	1 MMT CO ₂ e by 2020	2007-2009	Calfire, CUFR	This rule/regulation will provide five million additional trees in urban areas by 2020.	Underway or to be initiated by CAT members in 2007-2009 period
Fuels Management/Biomass	3 MMT CO ₂ e by 2020	2007-2009	Calfire	This rule/regulation will provide biomass from forest fuel treatments to existing biomass utilization facilities.	Underway or to be initiated by CAT members in 2007-2009 period
Forest Conservation and Forest Management	10 MMT CO ₂ e by 2020	2007-2009	Calfire, WCB	This rule/regulation will provide opportunities for carbon sequestration in Proposition 84 forest land conservation program to conserve an additional 75,000 acres of forest landscape by 2010.	Underway or to be initiated by CAT members in 2007-2009 period
Afforestation/Reforestation	2 MMT CO ₂ e by 2020	2007-2009	Calfire	This rule/regulation will subsidize tree planting.	Underway or to be initiated by CAT members in 2007-2009 period
Dairy Digesters	TBD	January 1, 2010	CDFA	This rule/regulation will develop a dairy digester protocol to document GHG emission reductions from these facilities.	ARB Early Action Measure

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Table 18 Rule and Regulation Summary				
Rule/Regulation	Reduction	Implementation Date	Agency	Comments
Conservation Tillage and Enteric Fermentation	1 MMT CO ₂ e by 2020	2007-2009	CDEA	This rule will develop and implement actions to quantify and reduce enteric fermentation emissions from livestock and sequester soil carbon using cover crops and conservation tillage. Underway or to be initiated by CAT members in 2007-2009 period
ULEV	TBD	2007-2009	DGS	A new rule will be implemented in March 2007 requiring a minimum ULEV standard for gasoline and requires alternative fuel and electric vehicles. Underway or to be initiated by CAT members in 2007-2009 period
Flex Fuel Vehicles	370 metric tons CO ₂ , 0.85 metric tons of CH ₄ , and 1.14 metric tons of N ₂ O	2007-2009	DGS	Under rule/regulation, DGS is replacing 800 vehicles with new, more efficient electric vehicles. Underway or to be initiated by CAT members in 2007-2009 period
Climate Registry	TBD	2007-2009	DGS	Working and reduction of GHG emissions for state owned buildings, leased and light duty vehicles. Underway or to be initiated by CAT members in 2007-2009 period
Municipal Utilities Electricity Sector Carbon Policy	Included in SB 1368 reductions	2007-2009	CEC, CPUC, ARB	Under rule/regulation, GHG emissions cap policy guidelines for CA's electricity (MUs and POU's). Underway or to be initiated by CAT members in 2007-2009 period
Alternative Fuels: Nonpetroleum Fuels	TBD	2007-2009	CEC	State plan to increase the use of alternative fuels for transportation; full fuel cycle assessment. Underway or to be initiated by CAT members in 2007-2009 period
Zero Waste/High Recycling Strategy	5 MMT CO ₂ e by 2020	2007-2009	IWMB	Regulation will identify materials to focus on to achieve GHG reduction at the lowest possible cost; Builds on the success of statewide Recycling Goal. Underway or to be initiated by CAT members in 2007-2009 period
Organic Materials Management	TBD	2007-2009	IWMB	Regulation will develop a market program to increase organics to the agricultural industry. Underway or to be initiated by CAT members in 2007-2009 period
Landfill Gas Energy	TBD	2007-2009	IWMB	Gas to Energy & LNG/biofuels. Underway or to be initiated by CAT members in 2007-2009 period

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Table 18 Rule and Regulation Summary					
Rule/Regulation	Reduction	Implementation Date	Agency	Description	Comments
Target Recycling	TBD	2007-2009	IWMB	This rule/regulation will focus on industry/public sectors with high GHG components to implement targeted commodity recycling programs.	Underway or to be initiated by CAT members in 2007-2009 period
Accelerated Renewable Portfolio Standard	Included in SB 1368 reductions	2007-2009	CPUC	This rule/regulation will examine RPS long term planning and address the use of tradable renewable energy credits for RPS compliance.	Underway or to be initiated by CAT members in 2007-2009 period
CA Solar Initiative	1 MMT CO ₂ e by 2020	2007-2009	CPUC	Initiative to deliver 2000 MWs of clean, emissions free energy to the CA grid by 2016.	Underway or to be initiated by CAT members in 2007-2009 period
Carbon Capture and Sequestration	TBD	2007-2009	CPUC	Proposals for power plants with IGCC and/or carbon capture in the next 18 months.	Underway or to be initiated by CAT members in 2007-2009 period

Sources: Data compiled by EDAW in 2007

AB=Assembly Bill; ARB=California Air Resources Board; Calfire=California Fire; CA=California; Caltrans=California Department of Transportation; CAT=California Action Team; CEC=California Energy Commission; CDFA=California Department of Food and Agriculture; CH₄=Methane; CO₂=Carbon Dioxide; CPUC=California Public Utilities Commission; CUFR=California Urban Forestry; DGS=Department of General Services; DWR=Department of Water Resources; GHG=Greenhouse Gas; GWP=Global Warming Potential; IGCC= Integrated Gasification Combined Cycle; IOU= Investor-Owned Utility; IT=Information Technology; IWCB= Integrated Waste Management Board; LNG= Liquefied Natural Gas; MMT CO₂e=Million Metric Tons Carbon Dioxide Equivalent; MW=Megawatts; NA=Not Available; N₂O=Nitrous Oxide; PFC= Perfluorocompound; POU= Publicly Owned Utility; RPS= Renewable Portfolio Standards; RTP=Regional Transportation Plan SB=Senate Bill; SWP=State Water Project; TBD=To Be Determined; UC/GSU=University of California/California State University; ULEV=Ultra Low Emission Vehicle.

Public input sought on new Wal-Mart reports

BY JAMES GELUSO,
Bakersfield Californian,
Thursday, June 7, 2007

The battle over Wal-Mart is back on. New environmental studies of two Wal-Mart supercenters that have been stalled for years are now out and the Bakersfield Planning Commission is poised to take public comment on them tonight.

An appeals court threw out environmental impact reports the city approved for the projects in 2003, agreeing with a citizens group that argued the documents were inadequate.

Development of the two Wal-Marts -- a 246,000-square-foot store near Panama Lane and Highway 99, and a 232,000-square-foot at Gosford and Pacheco roads -- was stopped and new environmental reports ordered. Both would be supercenters that put grocery stores alongside goods found at regular Wal-Marts.

Construction on the building at Panama and 99 had already begun when the court ruled and the building has sat unfinished. In both cases, surrounding stores were allowed to open.

"I hope they get it done," said Jamie Cox, a 37-year-old construction company owner. "Wal-Mart is cheap and they don't give you a hassle when you return stuff."

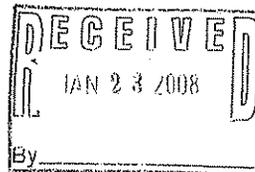
Matthew Gonzales would rather not see a Wal-Mart in southwest Bakersfield.

"There is enough of the stores here," said Gonzales, a 28-year-old business consultant. "I would go for a Target."

Despite the new environmental reports about the stores, members of the Bakersfield Citizens for Local Control are still opposing the supercenters. The citizen group sued the city after the Bakersfield City Council approved construction of the stores.

"The traffic on Panama in the past years has gotten worse," said Jared Foster, a member of the group. Putting two supercenters so close together "will only make traffic horrible."

The new reports



In the new EIRs, consultants answered concerns raised by the Bakersfield Citizens for Local Control and seconded by the 5th District Court of Appeal.

They include:

Urban decay -- The court ruled the city didn't consider whether the stores could cause a "downward spiral of retail closures and consequent long-term vacancies that ultimately result in urban decay."

To answer that concern, the city's consultant hired a real estate firm that concluded Bakersfield's retail market is strong enough to survive the two Wal-Marts. Even vacant retail spaces do not exhibit signs of urban decay and they tend to fill quickly, according to the report.

Cumulative impacts -- The first EIRs didn't consider enough how the two stores' impacts would add to the impacts of other development, both existing and future, according to the court.

The new EIRs include what the consultant calls the most comprehensive cumulative impact analysis conducted in a Bakersfield EIR, considering everything that is likely to be built by 2030.

Health impacts -- The court ruled the old EIR didn't address the health impacts resulting from the stores' effects on air quality.

The new EIRs conclude the pollution would not have a significant impact on health.

Kit fox -- The old EIR for the Panama Lane Wal-Mart didn't show adequate consultation with the U.S. Fish and Wildlife Service about the San Joaquin kit fox, the court ruled.

The new EIR spells out how developers must deal with kit foxes and their dens, such as only hand tools can be used when dens are being destroyed.

Air quality -- The old EIR for the Gosford Wal-Mart showed the project would have significant air quality impacts, but wouldn't interfere with implementation of the San Joaquin Valley Air Pollution Control District's air quality plan. The court ruled those two conclusions didn't match up.

The new EIR points to agreements between the developers of both stores and the air pollution district that say developers will use programs elsewhere to make up for the pollution that the stores produce.

Railroad spur -- The court ruled the old EIR didn't address the potential impacts from a railroad spur that could be built. The new EIR says the old EIR was wrong to even refer to a railroad spur, as there's no legal ability to build it.

The city hired a consulting firm to create the new EIRs, and that firm in turn hired consultants to help with specific parts of the report. The EIRs were paid for by the developers.

The Bakersfield Planning Commission is scheduled to take public comment on the documents at its meeting at 5:30 p.m. tonight. The commission is not expected to vote on the projects themselves until September or December.

People who can't attend tonight's meeting have until July 2 to send comments by mail or e-mail to the city planning department.

Other items on the Planning Commission's agenda tonight include:

Sports village

The commission will take public comment on the EIR for the planned Bakersfield Sports Village. A proposed 222-acre complex of fields and retail space north of the city's Wastewater Treatment Plant 3. The report focuses on impacts to noise, air quality and traffic.

The site was used as a spreading ground for treated wastewater until 2002.

Airport zone

The commission will look at a change that would allow residential development near the Bakersfield Municipal Airport, along Panama Lane just west of Cottonwood Road.

The city is proposing shortening the airport's "approach zone" from 10,000 feet to 7,000 feet. The 3,000-foot difference would mean homes could be built in the area no longer under the approach zone.

The state's handbook on airport planning now recommends that for an airport this size, restrictions are only needed out to 7,000 feet, said Jim Movius, the city's planning director.

Some homes already exist inside the 7,000-foot zone. Those were built before the airport plan was adopted in 1994, Movius said.

The commission will take public comment on the move today before voting on whether to approve the change.

Zone changes

Also on the agenda is a 3-acre change from estate zoning to commercial zoning on the southwest corner of Brimhall Road and Renfro Road.

And there's a proposed 5-acre change from neighborhood commercial to regional commercial zoning on the southeast corner of Calloway Drive and Brimhall Road. There are already restaurants under construction in a retail area there, Movius said, but the proposed zone would allow alcohol to be served.

How to participate

Tonight's meeting starts at 5:30 p.m. in City Hall council chambers, 1501 Truxtun Ave. You can also watch proceedings live on KGOV, the local government TV station. KGOV also broadcasts meetings live on the Internet.

53-1 The commenter refers to Mitigation Measures 4.2-1 and 4.2-2 and states that the CEQA Guidelines section 15126.4, subdivision (a)(1)(D), requires that if a mitigation measure incorporated into a project may have significant adverse effects on the environment, then the Draft EIR must analyze such impacts as an integral part of the whole project. That provision provides as follows:

If a mitigation measure would cause one or more significant effects in addition to those that would be caused by the project as proposed, the effects of the mitigation measure shall be discussed but in less detail than the significant effects of the project as proposed.

Mitigation Measures 4.2-1 and 4.2-2, however, require the project applicant to pay a traffic impact fee in an amount that constitutes the project's fair share contribution to the construction of improvements to the Rocklin Road/1-80 Westbound and Eastbound Ramps necessitated in part by the project impacts. The CEQA Guidelines clearly recognize the use of fee payment as mitigation for a project's otherwise "cumulatively considerable" incremental contribution to significant cumulative impacts. If a project is required to fund its fair share of a mitigation measure designed to alleviate the cumulative impact, a project's contribution to that impact is considered less than cumulatively considerable. (CEQA Guidelines, Section 15130, subd. (a)(3); *Save Our Peninsula Committee v. Monterey County Bd. of Supervisors* (2001) 87 Cal.App.4th 99, 140.) Furthermore, where an agency has an existing program by which mitigation measures such as traffic improvements can be funded on a fair-share basis through the collection of fees, an EIR's discussion of traffic mitigation is adequate if it explains how the fee program will address the impact. (*Save Our Peninsula Committee*, 87 Cal.App.4th at p. 141.) Mitigation Measures 4.2-1 and 4.2-2 require fair-share contributions to the City of Rocklin Capital Improvement Program (CIP) and South Placer Regional Transportation Authority (SPRTA), and the Draft EIR adequately details the CIP and SPRTA programs and how these programs will address the impacts at the Rocklin Road/I-80 interchange. (Draft EIR, pp. 4.2-11 through 4.2-13, 4.2-44.)

The Draft EIR therefore need not specifically analyze the impacts of the proposed improvements which will be partially funded through the fees required by Mitigation Measures 4.2-1 and 4.2-2, because such improvements are not a "part" of the Rocklin Crossings project (in "whole" or otherwise), but represent a separate, independent project that will someday benefit, the Rocklin Crossings project. CEQA does not require a lead agency, in preparing an EIR for a discrete development project, "to consider a mitigation measure which itself may constitute a project at least as complex, ambitious, and costly as project itself." (*Concerned Citizens of South Central Los Angeles v. Los Angeles Unified School District* (2d Dist. 1994) 24 Cal.App.4th 826, 842.)

Here, the improvements discussed under Mitigation Measures 4.2-1 and 4.2-2 refer to major improvements arguably within the vicinity of the proposed project that will be initiated by the City as part of its Capital Improvement Program (CIP). The CIP defines the roadway and intersection improvements needed to maintain the Level of Service (LOS) policy adopted in the City's General Plan. (See Rocklin General Plan Circulation Element, Policy 13.) The City determined, prior to the proposed project, that the improvements will be necessary and that these improvements are appropriately part of a municipal capital improvement project, and not a part of a discreet private project. (See *Plan for Arcadia, Inc. v. City Council of Arcadia* (1974) 42 Cal.App.3d 712, 724.) As such, any improvement initiated as part of the CIP will be separately subject to CEQA. Furthermore, Mitigation Measures 4.2-1 and 4.2-2 do not make the construction of this improvement a condition of the proposed project's approval. (*Cf. id.* at p. 723, fn. 5.) The project is only conditioned on the payment of the traffic impact fee. For these reasons, the Draft

EIR was not required to analyze the impacts of the proposed improvements at the Rocklin Road/I-80 westbound and eastbound ramps.

Regardless of this lack of any legal obligation to address such impacts, the following is a general summary of the impacts typically associated with the kinds of improvements anticipated: establishment of Construction Zone traffic conditions such as temporary detours, lane closures, temporary restrictions on intersection turn movements, temporary diversion of traffic to parallel facilities and traffic movements controlled by flagmen. These conditions could typically last more than a year depending on the scope of the interchange improvements. In addition, traffic on both Rocklin Road as well as I-80 could be impacted during construction.

While specific plans for anticipated improvements have not yet been developed, the northeast, northwest, and southwest corners of the Rocklin Road/I-80 intersection have all been previously developed. Those surfaces that are not paved support only roadside landscaping; thus, no impacts to natural resources are anticipated to result from potential roadway/intersection improvements at these locations. If improvements involve excavation, potential impacts to cultural resources may be anticipated, but could be mitigated through prior investigation (i.e., literature search, field survey, and data recovery (if necessary)). The southeast corner of this intersection still supports some natural resource values, including non-native grassland, native oak trees, Secret Ravine Creek and other potentially jurisdictional waters of the U.S./wetlands. Potential impacts to natural resources could involve a minor amount of non-native grassland conversion, direct impacts to native oaks, and direct impacts to Secret Ravine creek or other water/wetlands. Wetland/water impacts (depending upon jurisdictionality) may require permitting/mitigation administered by the U.S. Army Corps of Engineers, the California Department of Fish and Game, and/or the Central Valley Regional Water Quality Control Board. All of these, and consultation with the National Marine Fisheries Service, would be required for potential impacts to Secret Ravine creek. Should roadway improvements in this area involve excavation, potential impacts to cultural resources also may be anticipated, but could be mitigated through prior investigation (i.e., literature search, field survey, and data recovery (if necessary)).

53-2 The commenter refers to Mitigation Measures 4.2-3 and states that the CEQA Guidelines section 15126.4, subdivision (a)(1)(D), requires that if a mitigation measure incorporated into a project may have significant adverse effects on the environment, then the Draft EIR must analyze such impacts as an integral part of the whole project. CEQA Guidelines section 15126.4, subdivision (a)(1)(D), states:

If a mitigation measure would cause one or more significant effects in addition to those that would be caused by the project as proposed, the effects of the mitigation measure shall be discussed but in less detail than the significant effects of the project as proposed.

Mitigation Measure 4.2-3 requires the applicant to build an additional northbound left-turn lane at the intersection of Sierra College Boulevard and Rocklin Road. As this Mitigation Measure acknowledges, however, another project, the Sierra College Center project, also calls for the same improvement:

4-3MM-1 The following improvements shall be implemented as part of the project.

These improvements would ensure that the Sierra College/Rocklin Road intersection would continue to operate at an acceptable level of service:

Sierra College Boulevard/Rocklin Road

- ▶ Eastbound approach- One (1) left-turn lane, two (2) through lanes, and one (1) right turn lane.
- ▶ Westbound approach- Two (2) left-turn lanes, one (1) through lane, and one (1) through right-turn lanes.

- ▶ *Northbound approach- Two (2) left-turn lanes, three (3) through lanes, and one (1) right-turn lane.*
- ▶ Southbound approach- One (1) left-turn lane, three (3) through lanes, and one (1) right turn lane.

(See Sierra College Center, Draft EIR, p. 4.3-35 (emphasis added).)

The Sierra College Center project was approved and its EIR was certified on March 20, 2007. Therefore, it is likely that the northbound left-turn lane at the intersection of Sierra College Boulevard and Rocklin Road will be constructed in conjunction with the Sierra College Center project prior to the proposed project, and that the intersection improvement will not need to be constructed in conjunction with the proposed project. If the additional northbound left-turn lane does in fact need to be constructed with the proposed project, however, any impacts resulting from the construction of such improvement will be temporary and less than significant with the application of already incorporated mitigation.

Construction of the additional northbound left-turn lane at the intersection of Sierra College Boulevard and Rocklin Road, per Mitigation Measure 4.2-3, would require the following physical improvements:

- ▶ a reduction in the median width on the north bound approach from four to two feet
- ▶ restriping the northbound approach with four 11.5 foot lanes, two lefts, one thru and one thru/right plus a four foot bike lane.
- ▶ restriping the northbound lanes approaching start of left turn pocket.
- ▶ replacing the traffic signal pole and mast arm and adding loop detection modifications.

These improvements can all be constructed within the existing right-of-way. Further, with the exception of the replacement of a single traffic signal pole to be located at the northeast corner of the intersection, all required improvements may be accomplished within the limits of existing paved surfaces. Given that the signal pole is to be replaced, it is anticipated that all potential deleterious environmental effects to natural or cultural resources would have already been experienced (and presumably mitigated) with the installation of the original signal pole. Thus, any impacts associated with the improvements called for under Mitigation Measure 4.2-3 would be less than significant.

This Final EIR has been revised to reflect this additional information. Recirculation of the Draft EIR is not required. CEQA Guidelines Section 15088.5 requires a lead agency to recirculate an EIR for further review and comment when significant new information is added to the EIR after public notice is given of the availability of the draft EIR but before certification of the Final EIR. New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect that the project proponent declines to implement. The CEQA Guidelines provide the following examples of significant new information under this standard:

- ▶ A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- ▶ A substantial increase in the severity of an environmental impact would result unless mitigation are adopted that reduce the impact to a level of insignificance.

- ▶ A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.
- ▶ The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (*Mountain Lion Coalition v. Fish and Game Com.* (1989) 214 Cal.App.3d 1043).

Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR. As the additional information on the intersection improvement merely supplements the existing project analysis, the changes do not constitute “significant new information” triggering recirculation because the changes do not result in any new significant environmental effects, any substantial increase in the severity of any previously identified significant effects, or otherwise trigger recirculation. Instead, the information shows that the impacts associated with the improvements at issue are environmentally neutral or trivial.

- 53-3** The commenter correctly identifies that the Sierra College Boulevard and Taylor Road intersection is within the jurisdiction of the Town of Loomis. Upon further review of the mitigation measure, since the identified impacts are project-related traffic at Existing-Plus-Project conditions, it is appropriate to revise Mitigation Measure 4.2-6. Therefore, Mitigation Measure 4.2-6 on page 4.2-49 of the Draft EIR is hereby revised as follows:

Mitigation Measure 4.2-6 Sierra College Boulevard/Taylor Road Intersection (Loomis)

The Project applicant shall obtain an encroachment permit from the Town of Loomis to construct the following intersection improvements: restripe the intersection to provide for both southbound and northbound directions, one left-turn lane, one exclusive through lane, and one through/right-turn lane. In addition, the westbound approach shall be restriped to provide two exclusive left turn lanes, one through lane, and one right-turn only lane, and an additional southbound receiving lane shall be provided. The proposed improvements shall be designed to the satisfaction of the Town of Loomis Public Works Director/Town Engineer.

In the alternative, if the Town of Loomis has a pending improvement project scheduled for this intersection, the Project applicant shall pay the costs of the improvements to the Town of Loomis to fund their share of the Town of Loomis intersection improvement project. This payment of construction costs in lieu of improvements shall be at the sole discretion of the Town of Loomis.

- ▶ Prior to the issuance of building permits for the project, the project applicant shall pay the SPRTA fee.

Explanation: The SPRTA is a Joint Powers Authority (JPA) comprised of the Cities of Lincoln, Rocklin, Roseville and the County of Placer. The SPRTA was formed for the purpose of implementing a regional transportation and air quality mitigation fee to fund specified regional transportation projects. The Placer County Transportation Planning Agency (PCTPA) is designated as the entity to provide administrative, accounting, and staffing support for the SPRTA. PCTPA adopted a Regional Transportation Funding Strategy in August 2000, which included the development of a regional transportation impact fee program and a mechanism to implement the impact fee. The Sierra College Boulevard/Taylor Road intersection improvement project, one of the many improvement projects identified by SPRTA, is currently in the final design stage by the City of Rocklin.

With the implementation of the identified mitigation measures, the intersection would operate at an acceptable level of service, and this impact would be considered less than significant.

The commenter refers to Mitigation Measure 4.2-6 and states that the CEQA Guidelines section 15126.4, subdivision (a)(1)(D), requires that if a mitigation measure incorporated into a project may have significant adverse effects on the environment, then the Draft EIR must analyze such impacts as an integral part of the whole project. CEQA Guidelines section 15126.4, subdivision (a)(1)(D), states:

If a mitigation measure would cause one or more significant effects in addition to those that would be caused by the project as proposed, the effects of the mitigation measure shall be discussed but in less detail than the significant effects of the project as proposed.

All required improvements set forth in Mitigation Measure 4.2-6 may be accomplished within the limits of existing paved surfaces. It is anticipated that all potential deleterious environmental effects to natural or cultural resources would have already been experienced (and presumably mitigated) with the construction of the existing intersection and no new significant impacts would result from the identified intersection restriping plan. Any impacts associated with the improvements called for under Mitigation Measure 4.2-6 would be less than significant.

This Final EIR has been revised to reflect this additional information. Recirculation of the Draft EIR is not required. CEQA Guidelines Section 15088.5 requires a lead agency to recirculate an EIR for further review and comment when significant new information is added to the EIR after public notice is given of the availability of the draft EIR but before certification of the Final EIR. New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect that the project proponent declines to implement. The CEQA Guidelines provide the following examples of significant new information under this standard:

- A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- A substantial increase in the severity of an environmental impact would result unless mitigation are adopted that reduce the impact to a level of insignificance.
- A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.
- The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (*Mountain Lion Coalition v. Fish and Game Com.* (1989) 214 Cal.App.3d 1043).

Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR. As the additional information on the intersection improvements merely supplements the existing project analysis, the changes do not constitute “significant new information” triggering recirculation because the changes do not result in any new significant environmental effects, any substantial increase in the severity of any previously identified significant effects, or otherwise trigger recirculation. Instead, the information shows that the impacts associated with the improvements at issue are environmentally neutral or trivial.

- 53-4** Short-term construction-generated criteria air pollutant (e.g., PM₁₀) and ozone precursor emissions (ROG and NO_x) were assessed in accordance with PCAPCD-recommended methods. Emissions were modeled using the URBEMIS 2007 Version 9.2 computer model, and other emission factors and recommended

methodologies from PCAPCD. Modeling was based on project-specific data (e.g., estimated duration of construction, size and type of proposed land uses) and URBEMIS default settings for the SVAB.

The air quality modeling is conducted to determine whether mitigation measures will be required. If the modeling determines that the Air District's significance thresholds are exceeded, then mitigation measures are applied and the appropriate emission reductions are calculated. The emission reduction that can be expected from implementation of a mitigation measure is identified as that measure's control efficiency and is expressed as a percentage of total emissions. For example, 25% control efficiency implies that a mitigation measure or series of measures results in emissions that are 75% of uncontrolled emissions. Efficiencies may differ for each pollutant depending on the mitigation measure, emission source, and specific process affected.

The SMAQMD's Guide to Air Quality Assessment (July 2004) identifies control efficiencies for specific construction mitigation measures. The Placer County Air Pollution Control District assumes similar control efficiencies with implementation of their fugitive dust control requirements identified in Rule 228. For exposed surfaces and grading areas, the application of water on exposed soils with adequate frequency to keep soil moist at all times results in 75% control efficiency. The implementation of additional fugitive dust mitigation measures would further reduce PM₁₀ construction emissions generated from the project site. Therefore, the control efficiency of 50% assumed in the Draft EIR for fugitive dust emissions would be considered conservative.

- 53-5** The commenter expresses concern regarding Mitigation Measure 4.3-2 that, although the measure required that "emission control measures" be incorporated into the project, the measure did not require that any specific measure be adopted. As discussed in the Master Response on Energy Conservation and Air Quality Mitigation included at the beginning of the comment responses, after further reflection regarding the structure and wording of the original measure, and based on this comment and suggestions by PCAPCD, the City has modified Mitigation Measure 4.3-2 to be more specific, to insert flexibility where desirable and necessary, and to include additional obligations. As revised, the mitigation requires the project applicant to incorporate specific measures; thus, it does not constitute a deferral of mitigation. For a discussion and analysis of the additional mitigation measures suggested by the commenter, please see the Master Response on Energy Conservation and Air Quality Mitigation.
- 53-6** The commenter claims that the Draft EIR impermissibly compares the project's growth impacts to the City's General Plan, rather than the existing environment. As the basis for this claim, the commenter quotes the "Growth Inducing Impacts" section of the Draft EIR, which notes that the "proposed project is generally consistent with the City's General Plan and by extension, the employment, commercial development, and housing assumptions evaluated in the City's General Plan EIR." The fact that the proposed project is generally consistent with the General Plan, however, does not mean that the conditions at General Plan buildout were used as the baseline for the growth inducing impacts analysis. Rather, the growth inducing impact section specifically describes the how the project will increase employment approximately 3.2% from existing conditions, and describes the corresponding need for housing. (See Draft EIR, p. 6-54, paragraph 3.) The paragraph on the General Plan consistency was merely intended to illustrate that, because the growth induced by the project is within the range of growth anticipated by the General Plan, the project would not induce substantial *unplanned* population. (See Draft EIR, p. 6-54, paragraph 2.) The paragraph was not meant imply that growth inducing impacts analysis was based on General Plan buildout conditions, which is why the case cited by the commenter, *Environmental Planning and Information Center v. County of El Dorado* (1982) 131 Cal.App.3d 350, is inapplicable to this matter.

In *Environmental Planning*, the court found that the EIRs prepared for projects requiring amendments to the El Dorado County General Plan were inadequate because the analysis of the significance of the projects' impacts was based on a comparison against what was hypothetically allowed under general plan

buildout rather than a comparison against current environmental conditions existing on the ground. This case does not even implicate the Growth Inducing Impacts section of an EIR. Instead, *Napa Citizens for Honest Government v. Napa County Board of Supervisors* (2001) 91 Cal.App.4th 342 sets forth the standard for an adequate growth inducing impacts discussion in an EIR. Pursuant to *Napa Citizens*, growth-inducing effects of proposed projects should be acknowledged, but in less detail than other, more direct effects resulting from projects. The analysis of growth inducing impacts, therefore, is unique and distinct from the analysis in the individual impact chapters in which the existing conditions baseline is more overtly applied. Importantly, it is within these individual impact chapters (including the cumulative analysis section) that the actual impacts of the growth are analyzed.

Furthermore, the Draft EIR's analysis of growth inducing impacts is not internally inconsistent. The Draft EIR acknowledges that the project will cause an increase in employment, which in turn will require additional housing. The Draft EIR describes the housing that will be built within the City that could accommodate this new growth, but also recognizes that this housing may be out of the affordability range for the new employees. The Draft EIR, therefore, describes how the density of urban development along the Interstate 80 corridor in both Placer and Sacramento counties will provide a wide variety of housing options for project employees. Thus, despite the possible unavailability of affordable housing within the City, the proposed project would not be expected to be growth inducing due to the wide availability of affordable housing outside the City. A detailed analysis of induced growth in areas outside the City is not required, however; it is enough that the EIR warns interested persons and governing bodies of the probability that additional housing will be needed so that they can take steps to prepare for or address that probability. (See *Napa Citizens*, 91 Cal.App.4th at pp. 369-371.) Thus, because this induced growth would occur in areas outside of the City's control and jurisdiction, and because it would be speculative to predict where such growth would occur, the Draft EIR properly limited its analysis to a general discussion of probable housing needs. (See *Napa Citizens*, 91 Cal.App.4th at 369-71; *Marin Municipal Water District v. KG Land California Corporation* (1991) 235 Cal.App.3d 1652, 1660-1663.)

53-7 This comment questions the Draft EIR's Economic Impact Analysis on two broad points: impacts on existing Roseville retailers; and the potential for such impacts to induce urban decay in Roseville. These points are addressed in this response. However, first we wish to correct certain erroneous statements that appear in comment 53-7.

- ▶ ***On page 11, the bottom paragraph states that "...the DEIR's conclusion that the proposed project will have no impacts on other retailers in Rocklin and the immediately adjacent Town of Loomis economy is impossible to believe, given the fact that Rocklin and Loomis shoppers can (and certainly must be) expected to cross Highway 80 to shop at the proposed Wal-Mart, Home Depot and other ancillary retail stores that are proposed for the Rocklin Crossing project."*** In fact, the DEIR does not say that Rocklin Crossing will have no impacts on existing Rocklin and Loomis retailers. Section 5.2.3 of the DEIR identifies the potential for Rocklin Crossings to divert sales from some existing businesses in the Home Furnishings and Appliances category and the "Other Retail Stores" category. The same section also acknowledges that some of the diverted sales may result in putting some existing retailers at risk of closure. In addition, Section 5.2.4 of the DEIR notes that when Rocklin Crossings is considered together with the five other planned retail projects in the market area, "...there would be a significant increase in diverted sales from primary market area retailers in the home furnishings and appliances and "other retail categories." It also states that there would be a "substantial effect on apparel store sales." Although the DEIR acknowledges these likely impacts, it goes on to conclude that such impacts, including possible vacancies, are unlikely to result in urban decay.⁴

⁴ Also see CBRE Consulting, Inc., *Ibid*, p. 36.

- ▶ ***On page 13, the third full paragraph states: “On its own terms, the DEIR misses the mark by asserting that no impacts could possibly occur in Roseville because Roseville residents will continue to shop in Roseville.”*** In fact, the DEIR does not make such an assertion. The Economic Impact Analysis points out that, especially in the home furnishings and appliances category, stores in Roseville located along the Highway 65 retail corridor, are likely to be more impacted than the stores located in the City of Rocklin. This is because most of the home furnishings stores located in Rocklin are small and therefore not directly competitive with the types of stores planned for Rocklin Crossings and because Rocklin and Loomis residents who currently patronize stores of this type in Roseville will likely shift some of their future purchases to Rocklin Crossings. The Roseville stores along the Highway 65 corridor are for the most part larger national brand stores that will compete directly with the types of stores at Rocklin Crossings.⁵

The DEIR evaluated the impact of Rocklin Crossings on existing primary market area retailers (i.e. Rocklin and Loomis) for the purpose of determining if the proposed project is likely to result in significant physical deterioration of properties or structures and, thereby, lead to urban decay. Comment 53-7 asserts that the DEIR should have also considered the impact on existing Roseville retailers because the Economic Impact Analysis relies heavily on the fact that there is currently significant retail sales leakage from Rocklin and Loomis to areas outside the primary market area and that Roseville is the most likely area capturing those “leaked sales.” It further asserts that if Rocklin Crossings is going to recapture some of the leakage, then there will be an impact on the sales of existing Roseville retailers, particularly the two Wal-Marts, two Home Depots and the one Lowe’s Home Improvement store. The DEIR did not address impacts on these large Roseville retailers to the same extent that it addressed impacts on primary market area retailers because economic impact analyses are typically limited to impacts on businesses in the same market area as the subject property. And because Roseville is not included in the Rocklin Crossings’ primary or secondary market area, impacts on its existing retailers were noted in only an abbreviated manner.

For the purpose of responding to the comment, additional analysis was conducted to assess the likely impact of Rocklin Crossings on the five Roseville big-box stores identified above. Findings are presented below.

Roseville Retail Sales Leakage Analysis. A retail sales leakage analysis was completed for the City of Roseville using the most recent 2006 California Board of Equalization sales data. As shown in Exhibit R-1 (included in Appendix E of this Final EIR), the City of Roseville attracts a very large proportion of its retail sales in all categories. In total, 60.7% of sales in Roseville are estimated to originate from outside the city. Given Rocklin’s proximity to Roseville, and the retail sales leakage evident in Rocklin and Loomis, it is logical to assume that some of the sales attraction in Roseville comes from residents of Rocklin and Loomis. Roseville is probably also attracting residents from other areas including Lincoln to the north, portions of Sacramento County to the south and west, and portions of Placer County. Some of the sales leakage from Rocklin and Loomis may also be due to its residents traveling to Sacramento to do some of their comparison shopping.

In order to quantify potential impacts on Roseville retailers, Exhibit R-2 (included in Appendix E of this Final EIR) was prepared to show the leakage assumed to be recaptured by Rocklin Crossings compared to total estimated 2009 retail sales by category in Roseville. Of course, not all of the leakage recaptured would be expected to come at the expense of Roseville retailers. However, the exhibit presents a worst case look at what the impact would be if all leakage were to come from Roseville retailers.

Overall, the retail sales leakage estimated to be recaptured from Roseville represents only 3.7% of total estimated sales in Roseville in 2009. The sales impacts by category range from 1.6% in the eating and

⁵ CBRE Consulting, Inc, Ibid, pp. 25-26.

drinking category to 12.2% in the building materials category. Sales at Wal-Mart, Home Depot and Lowe's are concentrated in the general merchandise, home furnishings and appliances, and building materials categories, where the sales impacts of recapture of sales by Rocklin Crossings are estimated at 4.2%, 8.7%, and 12.2%, respectively.

Displaying impacts in this manner is useful in interpreting findings. Historic fluctuations in retail sales nationally suggest that a 3+/-% variation in sales is common. This 3% figure is representative of industry trends, particularly during recessionary periods, as documented by Retail MAXIM's "Perspectives on Retail Real Estate and Finance," September-August 2006. This publication tracked retail sales by store type on a per square foot basis for three time periods: 1995-1999 (Late Boom), 2000-2003 (Recovery), and 2003-2005 (Transition). As detailed in Exhibit R-3, retail is a dynamic industry with periodic fluctuations in sales performance, which are common and vary significantly by sector. Sales declines of up to 5 and 6% on an annual basis were common during recessionary periods (the Retail MAXIM Recovery period), while sales increases averaging 3 to 5% were common for prosperous periods (the Retail MAXIM Late Boom period). For example, teen brand stores had an average annual sales increase of 2.8% between 1995 and 1999, followed by a 2.9% annual sales decline between 2000 and 2003, but rebounded with a 4.1% annual sales increase between 2003 and 2005.

Based on the Retail Maxim data, it is most relevant to evaluate the percentage impacts above the 3.0% threshold. Exhibit R-2 shows that the percentage sales impacts in the eating and drinking categories are within the range of sales variation retailers should expect given the dynamic nature of the retail industry, with new retailers constantly entering the market and older retailers leaving, and annual fluctuations in the economy. The percentage sales impacts in general merchandise and "other retail stores" are about 1% above typical variation. Clearly the most vulnerable categories are those with estimated percentage sales impacts above 5%. These categories are apparel, food stores, home furnishings and appliances, and building materials.

Sales Cannibalization in Roseville. Comment 53-7 also makes the assertion that urban decay may result if Wal-Mart, Home Depot, or Lowe's close their Roseville stores due to sales impacts from the new stores at Rocklin Crossings. These big box stores in Roseville are the ones most likely to experience sales diversions due to new stores at Rocklin Crossings, but it is unlikely that any of these stores will close as a result of Rocklin Crossings. When chain stores deliberately open new stores that are likely to divert sales from existing stores in the chain, this retail strategy is called sales cannibalization.

The retail strategy of sales cannibalization is well known and has been documented in many articles. For example, one article on Wal-Mart noted that Wall Street analysts consider the effects of sales cannibalization when they make sales estimates for the company.⁶ The article also mentioned that Wal-Mart has acknowledged the effects of sales cannibalization. Another article written in 2003 notes that a Lowe's spokesperson stated that sales cannibalization has a 1 to 1.5% effect on total sales at Lowe's stores.⁷ The same article mentions that in 2002, one in five existing Home Depot stores experienced cannibalization of sales from new stores. This strategy is used in order to alleviate crowds at popular stores, assure cleanliness, offer adequate stock on hand, and serve as a convenience for customers. Sales cannibalization does not necessarily lead to store closures, and in fact, Home Depot and Wal-Mart have no plans at this time to close their Roseville stores.

Conclusion Regarding Impacts on Existing Roseville Retailers. As noted above, the magnitude of the leakage that might be recaptured by Rocklin Crossings at the expense of the five Roseville big-box retailers is not likely to cause the closure of any of these five stores. It is also helpful to note what often happens in retail markets when a large amount of new development is proposed. If all of the retail square

⁶ "Taking Aim at Wal-Mart: Under fire, the world's No.1 retailer tries to soothe its critics and update its strategy," by Curt Hazlett, Retail Traffic, February 2005.

⁷ "Cannibalization feeds Home Depot growth," by Lisa R. Schoolcraft, Atlanta Business Chronicle, May 9, 2003.

footage in Rocklin Crossings and the five planned projects is built and occupied by 2009, there will likely be an oversupply of space in several categories. Development surges of this type are not uncommon. They occur during periods of: (a) strong population growth; (b) strength in market demand; and (c) retailer confidence in the desirability of a market area and its long term potential as a desirable place to do business. Such surges, often lead to one or more of the following: slower than anticipated absorption (leasing) of new space; lower initial sales volume; and a longer than anticipated period of time to reach stabilized sales. In addition, in the face of projected overbuilding in a market area, some developers and lenders may decide to delay or cancel projects that do not have strong anchor tenants or are otherwise having difficulty preleasing space. Surges do not necessarily, or typically, result in “urban decay,” but rather reflect expected business cycles that prudent entrepreneurs anticipate and plan for. In an otherwise healthy economy, if a center owner keeps up the maintenance and exterior appearance of its property, urban decay should not result from short term vacancies.

In conclusion, it is expected that the Rocklin Crossings project will result in some diverted sales for the five big-box retailers in the City of Roseville. However, these stores are unlikely to close due to Rocklin Crossings for the reasons noted above and, therefore, the development of Rocklin Crossings is unlikely to induce urban decay in Roseville.

53-8 The commenter’s objections to the proposed project are noted. In addition, please see the Responses to Comments 53-1 through 53-7 for explanation regarding the adequacy of the disclosure, analysis and mitigation of impacts for the project. Furthermore, while some clarifications or amplifications have been made to Mitigation Measure 4.3-2 in response to this commenter and PCAPCD, recirculation of the EIR is not required. CEQA Guidelines Section 15088.5 requires a lead agency to recirculate an EIR for further review and comment when significant new information is added to the EIR after public notice is given of the availability of the draft EIR but before certification of the Final EIR. New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect that the project proponent declines to implement. The CEQA Guidelines provide the following examples of significant new information under this standard:

- ▶ A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- ▶ A substantial increase in the severity of an environmental impact would result unless mitigation are adopted that reduce the impact to a level of insignificance.
- ▶ A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project’s proponents decline to adopt it.
- ▶ The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded. (*Mountain Lion Coalition v. Fish and Game Com.* (1989) 214 Cal.App.3d 1043).

Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.

In this case, the changes to Mitigation Measure 4.3-2 proposed mitigation measures identified in the Draft EIR were made based on suggestions by commenters were determined to be appropriate and feasible and such changes do not change the significance of any conclusions presented in the Draft EIR.

Notably, CEQA case law emphasizes that “[t]he CEQA reporting process is not designed to freeze the ultimate proposal in the precise mold of the initial project; indeed, new and unforeseen insights may

emerge during investigation, evoking revision of the original proposal.” (*Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 736-737; see also *River Valley Preservation Project v. Metropolitan Transit Development Bd.* (1995) 37 Cal.App.4th 154, 168, fn. 11.) ““CEQA compels an interactive process of assessment of environmental impacts and responsive project modification which must be genuine. It must be open to the public, premised upon a full and meaningful disclosure of the scope, purposes, and effect of a consistently described project, with flexibility to respond to unforeseen insights that emerge from the process.’ [Citation.] In short, a project must be open for public discussion and subject to agency modification during the CEQA process.” (*Concerned Citizens of Costa Mesa, Inc. v. 33rd Dist. Agricultural Assn.* (1986) 42 Cal.3d 929, 936.) Here, the changes made to the mitigation measure are exactly the kind of project improvements that the case law recognizes as legitimate and proper, thus recirculation is not required.

January 23rd, 2008

Sherri Abbas
Development Services Manager
3970 Rocklin Road
Rocklin, CA 95677

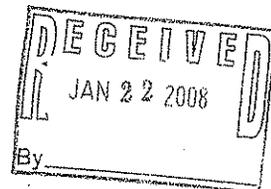
Ms. Abbas,

After reading the traffic analysis of the Rocklin Crossings Project, I would like to know what the City or Wal-Mart is going to do to reimburse the City of Loomis for causing the intersection of Horseshoe Bar Road and Taylor Road to reduce its Level of Service (LOS) to a near failing level?

Since other jurisdictions will be seriously affected by the project, why doesn't Loomis' City Council get to vote on the project? They are going to get all the negative effects, but won't get any of the tax revenue. What kinds of mitigations is Rocklin offering Loomis?

Sincerely,

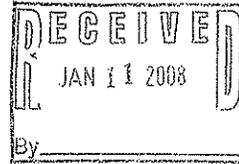
Deborah West
5502 Angelo Dr.
Loomis, CA 95650
Deborah West



- 54-1** The intersection of Horseshoe Bar Road/Taylor Road operates at LOS E and F in the morning and evening peak hours respectively in the existing conditions. This intersection is already operating below acceptable standards. The project does not add significant traffic (less than 4% of total traffic at the intersection) to the intersection and does not significantly deteriorate its operating condition.

The City of Rocklin is the sole jurisdiction for approval of the Rocklin Crossings project, because the project site is located in Rocklin. Under the system of government in place in California and most, if not all, other states, cities do not get formal votes with respect to projects located in adjacent cities. In California, however, cities such as the City of Rocklin are required under CEQA to impose all feasible mitigation necessary to mitigate the significant environmental effects of projects they approve, including impacts occurring outside their borders, to the extent that such mitigation is feasible and to the extent that affected jurisdictions are willing to cooperate. The CEQA process, however, allows the members of the public who feel they may be affected by the project the opportunity to comment on the project and to have those comments considered by the decision-making body, in this case the Rocklin City Council. As such, the commenter's concerns are noted.

8 January 2008



Mr. David Mohlenbrok
City of Rocklin
3970 Rocklin Road
Rocklin, CA 95677

Re: Wal-Mart Superstore at Rocklin Crossing

Dear Mr. Mohlenbrok:

I have been a resident in Rocklin for 20 years and have seen a lot of changes in and around Rocklin. One of the worse impacts on the area has been new home building and traffic. This is a plus in many ways but also a minus in respects to the small town atmosphere. I personally do not think you listen to the citizens. It seems we defeated this same issue 5 or 6 years ago, Wal-Mart's first plan in Rocklin was this area. We, as citizens, voiced our opinion then and most of us still have not changed our minds about this location.

The thought of increasing I-80/Sierra College exit & entry traffic is outlandish. That is minor to my concerns about the environmental impact this would create. Not only would the traffic flow and noise increase, air quality and safety would decline. I believe having a Superstore right on the freeway would increase crime by attracting temporary lower class of clientele that would have easy access to local citizenry, including our young people at Sierra College.

My next big concern is the DEIR findings. At what cost are we willing to forsake our pristine Secret Ravine. Are you willing to lead us into a future that disturbs the natural balance, increases pollutants, loss of tributary waterway, increased water usage, and lastly, local business lost revenue? The businesses that have been loyal to us, like K-Mart, Kelly Moore Paint, Safeway, Beverly's, etc., stand to lose a lot. What has Wal-Mart done for us, that we should now welcome them back after they left us without a thought and little or no notice?

Thank you for your time and please heed our concerns.

Sincerely,

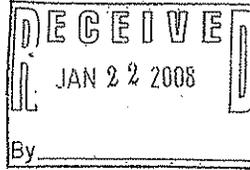
For Mr. & Mrs. Delbert R. Wofford
5301 Fairway Drive
Rocklin, CA 95677-4216

- 55-1** The commenter raises a number of concerns regarding development of the proposed project. The commenter's concerns and opposition to the proposed project are noted. The project would incorporate mitigation measures to reduce the project's environmental impacts in the areas of traffic air quality, water quality, biological resources, noise and safety. For a detailed discussion of these issues and mitigation, the commenter is referred to; Section 4.2, Traffic and Circulation; Section 4.3, Air Quality; Section 4.10, Hydrology and Water Quality; Section 4.12, Biological Resources; Section 4.4, Noise; and Section 4.6, Public Services and Utilities of the Draft EIR. For water quality issues, the commenter is also referred to the Master Response on Water Quality. (See also, Responses to Comments 12-1, 33-1 and 51-1, the Master Response regarding Secret Ravine Creek and the technical memorandum on Secret Ravine Creek prepared by ECORP [Appendix A].) As the commenter does not raise any specific substantive comments on the contents of the Draft EIR, no additional response is necessary.

DELBERT R. WOFFORD
5301 FAIRWAY DR.
ROCKLIN, CA 95677-4216

SACRAMENTO CA 957

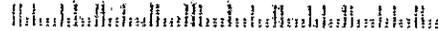
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Healthy Rocklin Coalition
P.O. Box 865
Rocklin, CA 95677

www.HealthyRocklin.com

95677+0865



As an area Rocklin resident, I support the Healthy Rocklin Coalition (HRC) in their efforts to preserve our community's unique character and encouraging smart growth by opposing the proposed Rocklin Crossings development. I believe Rocklin deserves better than a Wal-Mart Supercenter and therefore give HRC permission to use this card and information in advocacy materials. Please consider me a member of their coalition and include me on any future mailings regarding their efforts.

*** Please write your comments and concerns about the proposed project below. ***

THE ENVIRONMENTAL IMPACT OF THIS PROJECT IS TOO DAMAGING TO CONSIDER AGAIN. WE FOUGHT THIS BATTLE SEVERAL YEARS AGO - WHY ARE DOING IT AGAIN. BIG BUSINESS - WALMART IN PARTICULAR - DOES NOT CARE ABOUT ANYTHING ENVIRONMENTALLY. THEY, LIKE ALL CORP. AMERICA, ONLY SEES THE BOTTOM LINE!

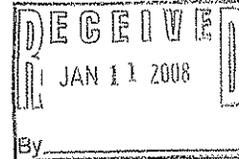
STOP THIS PROJECT, NOW & ONCE & FOR ALL!!

- 56-1** The commenter's opposition to the proposed project and concern regarding the project's effect on the environment is noted. The project would incorporate mitigation measures to reduce the project's environmental impacts in the areas of air quality, water quality, and biological resources. For a detailed discussion of these issues and mitigation, the commenter is referred to; Section 4.3, Air Quality; Section 4.10, Hydrology and Water Quality and Section 4.12, Biological Resources; of the Draft EIR. For water quality issues, the commenter is also referred to the Master Response on Water Quality. Additional discussion of the current status of special-status fish in Secret Ravine Creek and the project's effect on Central Valley steelhead, Chinook salmon and their habitat and water quality in Secret Ravine Creek, see Master Response regarding Secret Ravine Creek and the technical memorandum on Secret Ravine Creek prepared by ECORP (Appendix A). As the commenter does not raise any specific substantive comments on the contents of the Draft EIR, no additional response is necessary.

SKW

Sunny K. Wofford
5109 San Francisco Street
Rocklin, CA. 95677-2745 (916) 632-8270

9 January 2008



Mr. David Mohlenbrok
City of Rocklin
3970 Rocklin Road
Rocklin, CA 95677

Re: Wal-Mart Superstore at Rocklin Crossing/Secret Ravine

Dear Mr. Mohlenbrok:

Well, here we go again! I have been a resident in Rocklin for 20 years and have seen a lot of changes. What amazes me is that we defeated this same issue several years ago and here it comes again. Why can't you just say "No" to Sierra Holding, LLC? This is proof that you, as one of our city leaders, do not listens to the citizens of Rocklin.

Personally, you couldn't have chosen a worse company to try to get back into Rocklin. Aren't they the one that left us, without notice I might add. Let's talk more about their abuses; non-union, known for equality & child labor law violations, low pay, and coercive management style, abuses of worker's rights, no health care and many more. If you are interested in finding out more go to: info@wakeupalarm.com.

I live across the street from City Hall. The thought of increasing I-80/Sierra College exit & entry traffic is disturbing to say the least. Have you tired it lately? I'm also greatly concerned about the environmental impact this would create. Not only would the traffic flow and noise increase, air quality and safety would decline. I believe crime would increase, attracting lower economical class of cliental, just passing thru our city.

Our local businesses will suffer, we will loss federal funding for clean waterways, use more water, destroy our environment by losing wetlands, native oaks, and disturb the natural balance of wildlife. Are you willing to lead us into a future fraught with these problems? Where is your loyalty to local businesses, citizenry and a clean conservative future in balance with nature. Wal-Mart doesn't care about any of this, so why should we care about them?

Thank you for you time in reading my concerns. Please give up this idea and tell Sierra Holdings, LLC to go find another hunting ground.

Sincerely,

A handwritten signature in black ink, appearing to read "Sunny K. Wofford".

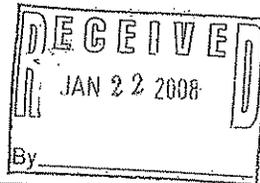
Miss Sunny K. Wofford

- 57-1** The commenter raises a number of concerns regarding development of the proposed project. The commenter's concerns and opposition to the proposed project are noted. The project would incorporate mitigation measures to reduce the project's environmental impacts in the areas of traffic air quality, water quality, biological resources, noise and safety. For a detailed discussion of these issues and mitigation, the commenter is referred to; Section 4.2, Traffic and Circulation; Section 4.3, Air Quality; Section 4.10, Hydrology and Water Quality; Section 4.12, Biological Resources; Section 4.4, Noise; and Section 4.6, Public Services and Utilities of the Draft EIR. For water quality issues, the commenter is also referred to the Master Response on Water Quality. (See also, Responses to Comments 12-1, 33-1 and 51-1, the Master Response regarding Secret Ravine Creek and the technical memorandum on Secret Ravine Creek prepared by ECORP [Appendix A].) As the commenter does not raise any substantive comments on the contents of the Draft EIR, no additional response is necessary.

SUNNY X. WOFFORD
5109 S.F. ST.
ROCKLIN, CA 95677-2745

SACRAMENTO CA 957

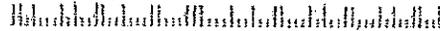
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Healthy Rocklin Coalition
P.O. Box 865
Rocklin, CA 95677

www.HealthyRocklin.com

95677+0865



As an area Rocklin resident, I support the Healthy Rocklin Coalition (HRC) in their efforts to preserve our community's unique character and encouraging smart growth by opposing the proposed Rocklin Crossings development. I believe Rocklin deserves better than a Wal-Mart Supercenter and therefore give HRC permission to use this card and information in advocacy materials. Please consider me a member of their coalition and include me on any future mailings regarding their efforts.
* * * Please write your comments and concerns about the proposed project below. * * *

LOSSING OUR NATURAL RESOURCES IN THE AGE OF AL GORE'S
"UNCONVENIENT TRUTH" IS SHORT SIGHTED, EGOTISTICAL, & DOWN
RIGHT ANTI-SOCIAL. DON'T LET CORP. AMERICAN RUIN OUR PEACE
FUL TOWN BY BRINGING IN THE MOST BLATANT LAW BREAKER
KNOWN IN THE CORP. WORLD. WAL-MART HAS A LONG LIST OF
VIOLATION; CHILD-LABOR LAWS, NO HEALTH INS FOR EMPLOYEE, DIS-
CRIMINATION AGAINST WOMEN, UNEQUAL PAY, LOW PAY, CRASS
MANAGEMENT STYLE. GO TO: ^{WWW.}INFOWALMART.COM FOR MORE INFO.

- 58-1** The commenter's statements regarding the corporate behavior of Wal-Mart and opposition to the proposed project are noted. The commenter does not raise any substantive comments on the contents of the Draft EIR. Therefore, no additional response is necessary.

January 23rd, 2008

Sherri Abbas
Development Services Manager
3970 Rocklin Road
Rocklin, CA 95677

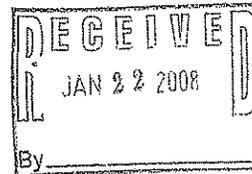
Ms. Abbas,

The Rocklin Crossings Project EIR significantly understates the impacts of a new shopping center on urban decay. The shopping centers along Granite, anchored by Kmart, Safeway and others, are already having a hard time filling vacant space. Another new shopping center will crush efforts by small business to fill the vacancies. In fact more doors will close.

Building the Wal-Mart and Home Depot will cause more vacant storefronts along Granite and the EIR should reflect the urban decay and blight impacts in full.

Sincerely,

Carolyn Wolsey
1250 Hillkaven
Lincoln, CA 95648
Carolyn R. Wolsey



59-1 Please refer to the response to comment 28-1

January 23rd, 2008

Sherri Abbas
Development Services Manager
3970 Rocklin Road
Rocklin, CA 95677

Ms. Abbas,

Sincerely,

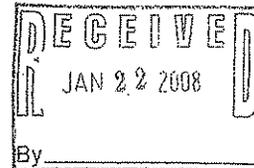
When the traffic increases throughout Rocklin, who will have to pay for the new stop lights and road improvements? Who will pay for the increased demand on police services? Will Wal-Mart and Home Depot be reimbursing taxpayers for the higher demands on all city services, or will taxpayers be stuck with the bill?

Roger Johnson

1717 Kuba Ln.

Newcastle CA 95658

Roger Johnson



- 60-1** The project applicant is responsible for implementing the traffic improvement mitigation measures identified in Section 4.2, Traffic and Circulation, of the Draft EIR. For a discussion of police protection services, the commenter is referred to Response to Comment 33-1. In addition, the project would generate sales tax revenues that could support city services deemed necessary by the City Council.

Mr. David Mohlenbrok
Attn: Sherri Abbas
City of Rocklin
3970 Rocklin Road
Rocklin, CA 95677

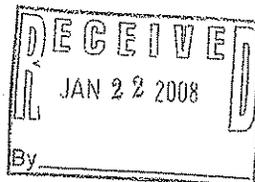
Re: Rocklin Crossings Development

Dear Mr. David Mohlenbrok,

I am writing with regards to the proposed Rocklin Crossings Development. The DEIR mentions a Rocklin 60 residential development several times throughout the document, and was included in the economic impact and traffic studies; however, the DEIR specifies nothing about the Rocklin 60 development.

The DEIR should review both projects together if it is a) providing direct impacts as part of its data in the study and b) if it is directly correlated to each other. Will the Rocklin Crossings Development be built regardless if the Rocklin 60 development is built? The DEIR should address this question in detail. Are there economic ties between the Rocklin Crossings Development and the Rocklin 60 development considering it is the same developer proposing both projects? The DEIR should also address this issue in detail. Thank you.

Sincerely,



61-1 For a discussion of the Rocklin 60 project, the commenter is referred to page 3-5 of the Draft EIR. As stated in the Draft EIR, the Rocklin 60 project includes the subdivision of approximately 57 acres located directly east of the Rocklin Crossings project to accommodate a maximum of 179 single-family residential units. The western portion of the Rocklin 60 project is identified in Exhibit 3-2 on page 3-3 of the Draft EIR.

The impacts of the Rocklin 60 project as they relate to the Rocklin Crossings project were included in the Draft EIR, where appropriate. For example, in the noise analysis (Section 4.4, Noise, of the Draft EIR), the noise effects on future residents within the Rocklin 60 project were specifically identified. In addition, a detailed discussion of the cumulative development impacts associated with the Rocklin 60 project and other proposed projects within the region is provided in Section 6, Cumulative and Growth Inducing Impacts, of the Draft EIR.

The Rocklin Crossings and Rocklin 60 projects are being proposed by two separate applicants and the Rocklin Crossings project could be constructed, if approved by the Rocklin City Council, regardless of whether the Rocklin 60 project is constructed.

**CITY OF ROCKLIN
ROCKLIN CITY COUNCIL
AND
ROCKLIN PLANNING COMMISSION**

JOINT MEETING

PUBLIC HEARING

ROCKLIN CROSSINGS

**COUNCIL CHAMBERS
3970 ROCKLIN ROAD
ROCKLIN, CALIFORNIA**

WEDNESDAY, JANUARY 16, 2008

ORIGINAL

REPORTED BY:

**ESTHER F. SCHWARTZ
CSR 1564**

CAPITOL REPORTERS (916) 923-5447

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ATTENDEES

CITY COUNCIL MEMBERS:

BRETT STOREY, MAYOR
PETER HILL
KATHY LUND
SCOTT YUILL
GEORGE MAGNUSON

PLANNING COMMISSIONER:

LARRY MENTH, CHAIRMAN
RALPH COLEMAN
LYNNE SULLY
BETTY WEIBERT
JEFF SHIRHALL

STAFF:

DAVID MOHLENBROK

EDAW:

DOUGLAS BROWN

THE APPLICANT:

MARK PERLEBERGER

INTERESTED PERSONS:

ANN CLAYBORN
VICKI RAMSEY
ARLAN COKELEY
CHRIS MILLER
JANETTE COKELEY
LISA PYWTORAK

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ROCKLIN, CALIFORNIA

WEDNESDAY, JANUARY 16, 2008, 7:10 P.M.

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MAYOR STOREY: I would like to call the special joint meeting of the Rocklin City Council and the Rocklin Planning Commission to order on the 16th of January.

We have to do the pledge of allegiance.

(Pledge of allegiance.)

MAYOR STOREY: Call the roll.

THE CLERK: Commissioner Coleman.

COMMISSIONER COLEMAN: Here.

THE CLERK: Commissioner Sully.

COMMISSIONER SULLY: Here.

THE CLERK: Commissioner Weibert.

COMMISSIONER WEIBERT: Here.

THE CLERK: Commissioner Shirhall.

COMMISSIONER SHIRHALL: Here.

THE CLERK: Chairman Menth.

COMMISSIONER MENTH: Here.

THE CLERK: Councilmember Magnuson.

COUNCILMEMBER MAGNUSON: Present.

THE CLERK: Councilmember Yuill.

COUNCILMEMBER YUILL: Here.

THE CLERK: Councilmember Lund.

1 COUNCILMEMBER LUND: Here.

2 THE CLERK: Vice Mayor Hill.

3 VICE MAYOR HILL: Here.

4 THE CLERK: Mayor Storey.

5 MAYOR STOREY: Here.

6 This is a public hearing. Going to open it
7 with just a couple rules. First of all, we
8 appreciate your participation. We will be hearing
9 from the staff and proponent. Then there will be
10 time for the public to discuss items. And at any
11 time we can have questions, and then we will work
12 through those. And I would like to point out this
13 is an environmental impact review. This is not a
14 time for any decision to be made by either of these
15 bodies. Just a time when both bodies can hear all
16 of the issues at once.

17 There will be a further proceeding on this
18 site that will -- actually have to go back. It will
19 come through the Planning Commission and it will
20 come through the City Council at some point.

21 With that in mind, you will be given -- when
22 we get to the public comment stage, you will be
23 given five minutes to speak. If you can give us
24 your name and your address, that would be most
25 helpful. Including anybody else that speaks out

1 there. So at this moment I am going to open the
2 public hearing, and who is going to be speaking for
3 us to start.

4 All right.

5 MR. MOHLENBROK: Good evening, Mayor Storey
6 and Chairman Menth and Members of City Council and
7 Planning Commission. David Mohlenbrok with the
8 Community Development Department.

9 As noted, the purpose of tonight's meeting is
10 to take input on the Rocklin Crossings Draft
11 Environmental Impact Report, the EIR. The Rocklin
12 Crossings Project plans to my left here include the
13 construction of a regional shopping center
14 approximately 55 acres at the southeast corner of
15 Interstate 80 and Sierra College Boulevard.

16 The major tenants that are known at this time
17 include a Wal-Mart Super Center and a Home Depot.
18 Overall, the project includes 542,500 square feet in
19 21 buildings.

20 The draft EIR identified that the project
21 would result in the following significant and
22 unavoidable impacts: Contribution to long-term
23 operational criteria air pollutants. Changes in the
24 site visual resources. Short-term loss of native
25 and heritage oak trees. A cumulative contribution

1 to long-term operational criteria air pollutants.
2 Cumulative changes in the local viewshed and
3 cumulative losses of biological resources.

4 As noted previously, the purpose of tonight's
5 hearing is to receive comments on the Draft EIR. No
6 decision on the project will be made at this time.
7 For those wishing to comment tonight, we ask that
8 you provide your name and mailing address for the
9 meeting record. There are speaker slips up on the
10 dais. If you can please fill those out if you do
11 chose to speak.

12 The comment period for the EIR ends next week,
13 on January 23rd. Comments should be submitted to
14 the City by 5:00 p.m. that day. For those of you
15 who don't have copies of the Draft EIR, we have
16 extra copies available in the back on the table.
17 They are available in both hard copy and CD. If you
18 do pick up a copy, we ask that you sign out on the
19 sign-out sheet can get your name and address for the
20 project records. In addition, the document is also
21 available on the City's website.

22 With that, my presentation is concluded unless
23 there are any questions.

24 MAYOR STOREY: Thank you, David.

25 Any questions from the Planning Commission?

1 How about the City Council?

2 Great. Great job. Thank you, David. No
3 questions. Are we going to hear from the proponent
4 now or --

5 MR. PERLEBERGER: Good evening. I am Mark
6 Perleberger, 2100 North Nevada, Suite 500,
7 representing Donahue Schriber, the developer.

8 We don't have a lot of comments prepared
9 tonight for you. We've worked very diligently with
10 staff. They've worked really hard to try to put
11 together this impact report for you. We are really
12 here tonight to listen. If there is anything you
13 need from us or any information we can provide.
14 Otherwise we look forward after we get the hearing,
15 to make a full presentation about the project to
16 you. Our role tonight is really to listen.

17 MAYOR STOREY: Any questions from the
18 Planning Commission Members?

19 How about City Council?

20 Great, great. Thank you, Mark. Appreciate it.

21 Now is the time if you are the public and you
22 wish to give us some comments, please step to the
23 podium.

24 MS. CLAYBORN: Looks like I am the first
25 one. I am Ann Clayborn, 5715 Arrowhead Drive, El

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1 Camino, California 95677.

2 The first two comments I have are generally on
3 the Wal-Mart being put in. This is a time in which
4 Wal-Mart, number one, has announced that they will
5 be bringing out smaller stores to California. Just
6 due to the kickback they've been getting. So I
7 really don't understand why Rocklin is going ahead
8 with one of the largest Wal-Mart stores in
9 California. That to me just doesn't really make a
10 lot of sense. They just also announced they are
11 building -- the five newest stores that they have
12 built have been to reduce general carbon footprints
13 by 25 percent. So if they are heading in a green
14 way, why aren't we pushing them to do that for the
15 stores into your community?

16 Then the other comments I have focus more on
17 traffic because right now there is several
18 intersections that are rated in the C, D area. And
19 that after construction of the Wal-Mart, they are
20 going to be downgraded even more. Like a D, F LOS
21 area. And the mitigation listed really doesn't seem
22 enough to me at least, which I will have some more
23 out here in front of me. I will have some more
24 official comments written up which will be sent into
25 you about that.

8

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1 Also concerning the Rocklin 60 development,
2 its location to Rocklin Crossings. My big question
3 is that that is going to be butting right up against
4 the Rocklin Crossings development. And those homes
5 right there are going to have, just by their very
6 nature, a substantial lower value because they are
7 going to be right next to a huge industrial complex.
8 And the mitigation listed is a wall and some trees;
9 and to me that doesn't really seem like enough.

10 Seems like a smarter idea would be to plan it
11 so -- the plan doesn't include any open space --
12 would be to include open space between the
13 industrial Rocklin Crossings and the residential
14 component. That can lead into my next question.
15 Why isn't there any open space planned or any parks
16 for this area? I mean, it is stated as one of the
17 City's directive is to preserve open space and
18 parks, and I don't see either listed in this
19 development all currently.

20 And then as far as protection of wetlands,
21 which is another of the City's prime directives.
22 There's actually been a permit obtained to fill half
23 an acre of wetlands for this development already.
24 Why aren't those being preserved instead of being
25 filled? It gets us back to the whole thing of no

1 open space and parks. It seems by placing one of
2 these in the development you can do both, preserving
3 the wetlands and respecting the City's policy of
4 preserving open space.

5 And that's really all I have for now.

6 MAYOR STOREY: Thank you. Appreciate it.

7 For those of you that just entered the room,
8 we already heard from the staff and the proponent of
9 the project. Now we are in the public hearing
10 section. If you have comments, please step to the
11 podium. Have your name and address, and let us know
12 what you want us to think about.

13 MS. RAMSEY: Good evening. My name is
14 Vicki Ramsey, P.O. Box 697, Penryn 95663.

15 I am here tonight representing myself and my
16 parents, Margaret and Richard Ramsey. We are
17 property owners, the closest property owners
18 immediately east of the proposed project. My
19 parents' property, their primary residence, is less
20 than 200 feet from the most eastern limit of this
21 particular project. I do have some abbreviated
22 comments tonight. I will be submitting something
23 complete for written consideration prior to the
24 deadline.

25 But in an effort to keep it brief, I just want

1 to give the high points of the concerns that we do
2 have. Part of the project does speak to relocating
3 the East Side Canal which provides irrigation, PCWA,
4 just water to a variety of customers, R-3
5 properties, to receive just water service. We've
6 have that service for decades. The relocation of
7 that canal is listed in the environmental documents.
8 However, that is really the end of that issue being
9 addressed. It is very important to us that during
10 the relocation of the canal that it be relocated in
11 such a way that we continue to have the same type of
12 gravity irrigation service that we currently have.
13 We have been working with the developer or the
14 developer's consultant to come to some common
15 agreement on how that can be done. We are happy
16 that is occurring, but that should be listed in the
17 environmental document. Because if that were to
18 fail to occur, that could be a significant impact to
19 us relative to water supply.

20 The other issue we have is potential
21 structural damage from blasting activities
22 associated with the project. In the past, blasting
23 activities have occurred in the generalized vicinity
24 and we have experienced on several occasions some
25 cracking in the existing structures. Do not see

1 that addressed in any great detail in the draft
2 document relative to addressing preventing or
3 mitigating structural damage. It is listed that
4 appropriate permits will be gotten from the correct
5 agencies for blasting, but that particular aspect is
6 not addressed. Should that type of damage occur for
7 those residences, ours, that would be a significant
8 impact. We would like to see the document address,
9 A, a means to avoid that and, B, to ensure that any
10 damage from that can be corrected at the expense of
11 the developer. Perhaps by some pre and post
12 inspection mechanism. That is a large issue for us.
13 And again can be a significant impact.

14 Noise obviously is a big issue for the
15 project. I will be submitting more thorough
16 comments later. But one thing I want to be bring to
17 the Council's and Commission's attention, and I am
18 sure it is just an oversight relative to wording.
19 The project is proposing a nine-foot masonry sound
20 wall along the entire eastern portion of the
21 project, relative to the finished grade of the
22 project site. That is to be completed in Phase I of
23 the project, which includes construction of a
24 Wal-Mart, the Home Depot and a number of other
25 businesses on-site.

1 The issue I had with the wording, relative to
2 potential impact, is construction noise is a
3 significant impact, as stated in the document. If
4 the walls were constructed as soon as possible,
5 relative to completion of the grading on-site, that
6 would go a long way toward mitigating a certain
7 amount of construction noise on site. I am sure
8 that is the intent of staff and everyone involved,
9 but the document does not state any specific time
10 relative to the construction of that sound wall. As
11 such, I think that is an oversight in the document
12 and without early construction of that wall, that is
13 quite a significant issue.

14 The plan shows a gap in the sound wall for
15 emergency vehicle and pedestrian access, which that
16 aspect doesn't seem to be addressed in the
17 environmental document relative to public safety and
18 increase in potential crime. Our properties are
19 relatively close to the project. Such a gap and
20 access for the project to be open 24/7, being that
21 close to the freeway, in our view would be increased
22 potential for vandalism, trespass and perhaps other
23 crime. And that is of great concern to us.

24 That doesn't seem to be spoken to in the
25 document at all and should be. I question the need

1 for the emergency vehicle access at that particular
2 point. Is it justified? Could it be relocated
3 relative to a pedestrian access? It doesn't really
4 seem that either of the two projects are really
5 created in the best vein of truly pedestrian
6 friendly design. So throwing a simple gap so
7 pedestrian access could flow between the future
8 route and 60's development doesn't seem to be a
9 practical means to really solve that issue, if that
10 is the angle that the City is looking at. We have a
11 large issue with that pedestrian access gap.

12 MAYOR STOREY: Other issues.

13 MS. RAMSEY: One more minute. Real quick.
14 The document does not speak to RV camping for the
15 Wal-Mart nor the tire store associated with the
16 Wal-Mart. If either of those two things are
17 proposed, they should be specifically addressed. If
18 there are going to be RV camping, again, for crime
19 reasons and it is not listed relative to any
20 potential noise impacts. Would be generator and
21 things like that.

22 I will submit complete formal comments for
23 review prior to the deadline. I do appreciate your
24 time.

25 MAYOR STOREY: Thank you, Vicki.

1 MS. RAMSEY: Thank you.

2 MAYOR STOREY: Anyone else wish to speak on
3 this subject?

4 There you go.

5 MR. COKELEY: Thank you for this
6 opportunity. My name is Arlan Cokeley. I live on
7 Dias Lane for 30 years. One of the oldest residents
8 on the street.

9 Most of us who live on Dias Lane actually live
10 in Loomis. Originally, the border was Sierra
11 College, but Clark Turner, the car dealer had some
12 problems with a big development he had at one time
13 with the county, had a big truck stop, restaurant
14 over the freeway, all kinds of big ideas. And what
15 happens was it all fell through. As you know, we
16 would be part of Rocklin had they marched all the
17 way out to Folsom Lake basically like Roseville did.
18 But we formed a little town of Loomis so we could be
19 rural. So I guess you could call us an anti-city.

20 And if this big regional center, big box
21 store, goes through, what is going to happen is the
22 little town of Loomis will fold up and maybe our
23 best bet would be to come back to Rocklin or just
24 annex us out or something because that will wipe it
25 out.

1 Just because two big roads come together, one
2 a major interstate and Sierra College, which is
3 already getting crowded -- we can't even get to the
4 -- with construction going on, we can hardly get to
5 the freeway anymore.

6 As you see the development --

7 MAYOR STOREY: I stopped your time. I just
8 want to make sure we are here to discuss the
9 environmental impacts of the document and not
10 whether it should be built or not. We are looking
11 for your specific impacts. I appreciate what you
12 are saying. I would like to make sure you get all
13 your points in. You have about three and a half
14 minutes.

15 MR. COKELEY: I have five points mostly.

16 MAYOR STOREY: I apologize. I want to make
17 sure we hear all the points.

18 MR. COKELEY: My property is actually split
19 by Secret Ravine Creek. I am not sure which comes
20 first, the development of the commercial or the
21 housing project. Do you know which one comes first?

22 MAYOR STOREY: I can't answer that right
23 now.

24 There is Croftwood development down there that
25 I understand the contractor there, fancier homes;

1 and I understand that the project is kind of in
2 financial straits because the developer had some
3 problems, and I think a new developer in there. But
4 since you seem to be set already on a regional
5 center on the border, this is going to cause a lot
6 of household problems for the little town of Loomis.
7 Since it's right along the creek and since the
8 development started we don't have any fish. Two
9 years ago we had over -- between 2- and 300. Fish
10 and Game comes up every year. They counted one fish
11 this year. I haven't seen any kind of fish last
12 year or year and a half. Maybe because partly
13 drought, but I don't think so. I think too much
14 silt is dumped into the system.

15 As you already know, a big box store that used
16 to have a Wal-Mart, but took three years to fill it
17 up with another outfit that sells Chinese goods.
18 The biggest Wal-Mart being the biggest corporation
19 in America, but Albertson right down the road here
20 still isn't filed. It's been empty for sometime.

21 I don't mean to be off the subject, but I am
22 on Item No. 3 here. Noise, police, lights. We
23 already have -- I knew we were becoming a big city,
24 and it wasn't rural anymore when they built the
25 McDonald's sign right on the freeway. You come up

1 my driveway, it just comes out of the ground just
2 like it was sprouting. On a foggy day it lights up
3 the area. One little sign along the freeway,
4 McDonald's and Standards Oil can light up part of
5 the western sky. Can you imagine what Wal-Mart is
6 going to do with all the stores in that development.
7 One big long -- might get one big lights on one.
8 You can hike from one end to the other. Five and a
9 half acres there. Just that one building, 241,000
10 square feet. When I went to school, 43,560 square
11 feet was an acre, 207 feet square. They teach kids
12 that.

13 Most of the properties along Dias Lane, which
14 is now the border, is split. And Dias is not really
15 maintained. Maintained by the property owners. And
16 Rocklin hasn't really done too much on the corner
17 there where the boat store is, taking care of
18 pavement. We figure there is going to be a lot of
19 traffic coming in from another housing development
20 on Dias Lane and possibly the semis and the trucks
21 and all that which is going to cause noise and air
22 pollution.

23 We have already talked about that light
24 pollution. I have seen the EIR. I bet the
25 mitigation with the traffic just doesn't fit.

1 Having a new overpass to align it with Domingas
2 Lane. That is pie in the sky. You're going -- we
3 will get an intersection that is going to be about
4 like the mess they have over there in Douglas
5 Boulevard.

6 MAYOR STOREY: Arlan, do you have any more
7 issues?

8 MR. COKELEY: And it cost millions in order
9 to clean that up. The houses are backed up 300 feet
10 from the creek. That sounds like a lot, but I don't
11 know if you saw the first day, first hour this year
12 --

13 MAYOR STOREY: Arlan, you are out of time.
14 I am happy get issues.

15 MR. COKELEY: I am almost done.

16 MAYOR STOREY: I would like the issue, not
17 editorial part.

18 MR. COKELEY: The 300 feet is not decent
19 setback from the creek for all those homes. It is
20 not enough for commercial.

21 MAYOR STOREY: Do you have further issues
22 beyond that? I have given you over five minutes. I
23 want to make sure I have your issues.

24 MR. COKELEY: Well, the runoff of the whole
25 asphalt and noise. Loomis is an air pollution

1 basin. When you come down Sierra College Boulevard
2 and look down on it, we are caught in the basin. We
3 have air pollution problems now. And the EIR does
4 not mitigate that problem.

5 MAYOR STOREY: Arlan, I let you go longer
6 than anyone. I asked you to finish without
7 editorializing. I want to make sure we have your
8 issues.

9 MR. COKELEY: Thank you. I think others
10 have similar comments. Can I drop this off?

11 MAYOR STOREY: With the clerk. We will
12 make the -- one for each of us?

13 MR. COKELEY: Yes.

14 MAYOR STOREY: We will make sure it is
15 entered into the record.

16 Thank you.

17 Anyone else to give us environmental comments
18 on the EIR?

19 MS. MILLER: Hi. My name is Chris. I live
20 at 4303 Dias Lane. And I have three grandsons here.
21 And I hoped at one time when I moved there that they
22 would have a chance to see salmon run in our creek,
23 which now I have given that hope up. Two years ago
24 we had two runs of salmon. One in the heavy winter
25 when the water came up and one in the summer. We

1 did have salmon. I counted seven and a half hour's
2 time they actually made it past our little bridge.
3 I went back in the afternoon and I counted more than
4 20, 25 around 4:00. This year none. Why? They
5 have been there a long time. Been there the eight
6 years that we have been there. None. So I don't
7 know.

8 And I want to address this issue that you all
9 got about this stream and God bless Sierra College.
10 You know what? I am telling each one of you guys.
11 I have never -- I don't know if Mr. Arlan has or
12 Mr. Cokeley may be involved. To ask me, I have
13 never seen Fish and Game people on our property.
14 The man that lives right there up on street, John,
15 from me. He is involved in the group, the stream
16 group. He does go to the meetings faithfully. His
17 name is John Woosterever [phonetic]. Sierra
18 College, they might go up where the Wal-Mart part
19 is. I guarantee those -- we have big, 120-pound
20 golden retriever. I hear that sucker bark. You
21 wouldn't come to my property without him hollering
22 at us. I never seen Fish and Game person on our
23 property.

24 And I know as far as the Indian thing. You
25 guys don't know, right on our property I have a

1 piece of granite runs -- I'm not kidding you
2 --probably a slope that comes from where the
3 sprinklers are to about up to where the front porch
4 is. Just gradually slope. Nothing but Indian
5 grinding stone holes. Never have one person look at
6 those. I thought you weren't suppose to build when
7 those things are around. They are all down on the
8 creek. Daughter has a beautiful one. This may have
9 been moved because it is in such a cool spot. That
10 might have been taken from somewhere else and put
11 there.

12 You know, all of us got -- Ms. Cokeley, they
13 got pretty little Indian grinding stone they found
14 there. Chinese artifacts we found down there. My
15 next door neighbor's daughter, they have bottle
16 detector. Dug up all kinds of stuff.

17 MAYOR STOREY: You only have a couple
18 minutes. What are your issues? We would like to
19 hear your issues.

20 MS. MILLER: We have four deer that I see
21 babies that is maybe an issue to bring up. We have
22 a flock of 19 turkeys that I don't want to lose.
23 Where are they going to go if we have parking,
24 Wal-Mart? You won't see them. It is a shame.
25 Nineteen turkeys going to be gone. And I do enjoy

1 them and I do enjoy our home. I really don't want
2 Wal-Mart. I'm not saying this, but, I'm sorry, I
3 don't want Wal-Mart screwing up an environment that
4 was meant to be. I'm not a hog about land. My
5 son-in-law bought the land. He can afford to buy
6 it. And Ms. Cokeley, they can afford to have it and
7 upkeep their land. Even if they bought it for that
8 purpose, that land has been kept natural. No one
9 bought it for a crazy purpose or low income
10 apartment or housing. They bought that land to keep
11 the animals and to keep their home the way they
12 bought it. As Loomis.

13 Thank you.

14 MAYOR STOREY: Thank you, Chris.

15 Anyone else wish to speak? We're going to
16 close the public hearing unless someone else wishes
17 to speak.

18 Going once.

19 I knew we'd get someone.

20 MS. COKELEY: I am Janette Cokeley. Also
21 on Dias Lane, of course.

22 I am concerned about the loss of the oak trees
23 and other natural plant life and the wetlands.
24 Buying wetlands in some other territory to replace
25 the wetlands that are destroyed through a shopping

1 center is not a reasonable mitigation in my opinion.

2 And also on the traffic issue, paying for
3 signals because there is more traffic doesn't
4 eliminate the traffic that is going to be produced
5 by the shopping center and the all the new employees
6 that are going to be going through. The traffic
7 will be horrendous. Just having a signal doesn't
8 take care of it.

9 And Chris already mentioned the disruption of
10 wildlife. We counted 50 turkeys the other day, not
11 15. And deer and raccoons. Even skunks. I am not
12 too worried about getting rid of those. Where are
13 they going to go? That is the main issues.

14 MAYOR STOREY: Thank you, Janette. I
15 appreciate that.

16 Anyone else wish to speak?

17 MS. PYWTORAK: Hello. My name is Lisa
18 Pywtorak. I live at 4255 Dias Lane.

19 We have lived there for nine and a half years.
20 Enjoyed the area very much. Our property is in
21 Loomis, but we are on Dias Lane. We can literally
22 toss a rock over to Rocklin; and we will be facing
23 the subdivision and the development. We are
24 extremely concerned about it. We had our house up
25 for sale for a year and a half. Nobody comes and

1 looks. Everybody knows what is going to happen
2 there. As a country property, they want to live in
3 the country. So it's been an issue for us that way.

4 But environmentally, I have been struggling
5 with asthma. I did not have asthma before we moved.
6 to our current location. I am assuming that the
7 proximity to the freeway and the city is what caused
8 it. I have always lived in the country before. I
9 expect the pollution to increase dramatically with
10 the number of cars in the area, the number of trucks
11 coming and going from that area. And I would also
12 expect my asthma to get worse. My symptoms entirely
13 went away for a week when I was in rural Oklahoma,
14 only to come back as soon as we returned here to
15 California. Since I can't sell my house that's
16 hard.

17 The other area thing I am very concerned
18 about, even if I could sell my house and live
19 further out, I really don't ever want to have to
20 deal with the intersection that is going to be
21 created by the competing interests of an enormous
22 shopping area, two housing developments, a growing
23 junior college. All the traffic from Interstate 80,
24 all the traffic coming up Sierra College from
25 Lincoln, Rocklin, Penryn, Loomis. All converging on

1 that one area. I can't imagine a way really to deal
2 with that amount of traffic and from so many
3 different interests. From commuters, from
4 homeowners, from shoppers. I just think that is too
5 much.

6 I would very much like to see something that
7 would preserve some of the flavor of the area. I
8 would love to see something more like a resort that
9 would actually enhance the area instead of
10 completely cover it with blacktop. With a creek and
11 the flooding problems that there have been in the
12 past, it is amazing how that creek can turn into a
13 raging river. The Cokeleys can tell you, as well as
14 the other neighbors that live along there. In a
15 flooding time it is just unbelievable how huge that
16 creek becomes. And with an enormous, you know,
17 field completely covered in blacktop, pavements,
18 sidewalks, streets, what have you, where is the
19 water going to go. It is going into the creek,
20 increase the flooding and back up. And it is just.
21 I think, not a desirable thing for our area at all.

22 Even if I were not living on Dias Lane, I
23 wouldn't want to have to deal with the traffic
24 issues, pollution issues, and even, let's face it,
25 more huge big box stores which we already have

1 plenty empty stores as it is. Those are some of our
2 family's concerns. The wildlife, the amount of
3 noise, lights, et cetera, that are created by this
4 development. Yeah, I think it is going to push it
5 back a bit. I think -- but it can't help it. We
6 are supposed been a rural area. It isn't going to
7 feel like a rural area once that goes in. I really
8 think it will entirely change the character of the
9 area, and, you know, we may be zoned
10 agricultural/residential, but it won't feel that way
11 anymore for us in Loomis, in that area. And I think
12 no matter where in this area you live, you are going
13 to have to contend with that enormous traffic
14 backlog of this whole growing area that is already
15 -- already that area needs to be expanded if nothing
16 was put in there. Already there is traffic
17 problems, and, of course, so they are expanding
18 Sierra College Boulevard.

19 MAYOR STOREY: Are you almost done? Make
20 sure you get all your points.

21 MS. PYWTORAK: Already there is a need for
22 that. I really think it will be an overwhelming
23 problem that no amount, no single intersection or
24 couple of intersections will ever be able to
25 compensate for.

1 Thank you.

2 MAYOR STOREY: Thank you, Lisa.

3 Anyone else wish to speak?

4 Are you, that gentleman, getting up to speak?

5 Okay. I am going to close the public hearing.

6 I see no more people. Public hearing is closed.

7 Any questions of any staff the Planning

8 Commission might have?

9 How about Council?

10 Did you have a question, Commissioner Coleman?

11 COMMISSIONER COLEMAN: Did I have a

12 question? No.

13 MAYOR STOREY: The next thing would be

14 adjournment.

15 COUNCILMEMBER HILL: I have a question.

16 MAYOR STOREY: Councilmember.

17 COUNCILMEMBER HILL: I wonder if I could

18 ask, Arlan, could you come up for a second?

19 MAYOR STOREY: If you could restate your

20 name for the record.

21 MR. COKELEY: My name is Arlan Cokeley. I

22 live a 4223 Dias Lane.

23 MAYOR STOREY: Thank you, Arlan.

24 MR. COKELEY: And I have been there almost

25 longer than any one else on the street. Mrs. Dias,

1 if you didn't know, was our post mistress for over
2 50 years.

3 MAYOR STOREY: You are going to be asked a
4 question.

5 MR. COKELEY: Thank you.

6 COUNCILMEMBER HILL: You gave us this, and
7 I just took a look at it. Are you part of this?
8 Are you representing Rocklin for Responsible Growth?

9 MR. COKELEY: Yes.

10 COUNCILMEMBER HILL: Are you part of that
11 group?

12 MR. COKELEY: Yes, we pretty much
13 originated it. First we had a lot of support from
14 Rocklin, but then that seemed to dwindle off. I
15 don't know what the status now.

16 COUNCILMEMBER HILL: I just wanted to tell
17 you that I read this while sitting here. Everything
18 in your traffic discussion is false. And you might
19 want to go back and correct it, if you want to make
20 an impression.

21 MR. COKELEY: This is couple months before
22 the EIR came out, which is dated in December of '07.
23 This came out in the spring of '07.

24 COUNCILMEMBER HILL: Even at that time it
25 was false. I tried to read everything. I am going

1 to speak for myself now. I tried to read everything
2 on every project, and I try to listen to everybody
3 and understand their concerns. And I'm just
4 pointing out to you that nothing in here is correct.
5 I am giving you an opportunity to correct it.

6 MR. COKELEY: So is there or isn't there
7 going to be an extra overcrossing across the
8 freeway?

9 COUNCILMEMBER HILL: I am not going to do
10 your research. I am telling you what you have given
11 us is --

12 MR. COKELEY: They have given different
13 plans on the EIR.

14 COUNCILMEMBER HILL: Good luck.

15 MR. COKELEY: Thank you.

16 MAYOR STOREY: Any other comments from
17 Council?

18 Any comments from the Planning Commission?

19 COUNCILMEMBER MAGNUSON: Thank you to the
20 people who showed up.

21 COMMISSIONER COLEMAN: I have one comment.
22 I have a question if the traffic engineer is here or
23 applicant. Do we have a traffic engineer?

24 MAYOR STOREY: Dave can take the question.
25 He can relay it back to them. I don't know if he

30

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1 wants to answer it.

2 COMMISSIONER COLEMAN: David, I see a
3 potential issue with traffic for the project as a
4 whole that I didn't see addressed in the EIR. When
5 you look at this project, it has a twin sister down
6 at Truxel and Interstate 80. Almost identical twin.
7 And probably one of the most confusing, hard to
8 traverse traffic situations that we have in our
9 area. My office happens to be down that way.

10 I was wanting to know if we had looked at
11 that, taken any knowledge of what is happening there
12 and applied it to this project?

13 MR. MOHLENBROK: Just real briefly. Staff
14 also noted that concern. And the project applicant
15 has enlisted the services of a traffic consultant to
16 prepare a technical memo addressing that particular
17 concern. He can share that with you. I don't
18 believe that technical memo made it into the Draft
19 EIR, but there has been a study.

20 And generally speaking their conclusion is
21 that it is not a similar situation.

22 COMMISSIONER COLEMAN: You know, maybe it
23 is not exact, but I did take some photographs of it
24 that maybe we can add into the record. And it looks
25 like to me it is the same layout.

1 COUNCILMEMBER HILL: If I can add
2 something. I looked at that, too. Truxel Road, you
3 come off the highway and you have to turn right.
4 You go directly into the center. You turn right and
5 go down to the next intersection. And in addition
6 you have the Truxel Road overcrossing traffic. You
7 have I-80 traffic, and then you have -- what is that
8 north? There is another road over there. So you
9 have that traffic.

10 You have another where this one has the
11 overcrossing and the exit from the freeway. The
12 other one has another four-lane road coming into it.
13 So you have another factor that you don't have in
14 this one.

15 COMMISSIONER COLEMAN: There is a crossover
16 in the new development in there. But that project
17 stood for ten, 15 years; stand alone project without
18 that other road coming in there. It was always an
19 issue. I just want to be sure we don't build --

20 MAYOR STOREY: Sounds like we are going to
21 get it addressed.

22 COUNCILMEMBER HILL: I think the
23 configuration is a little different.

24 MAYOR STOREY: David -- any more questions?
25 I have one question and I would like you to

1 restate something. My question is: Have we had any
2 comments yet? And what I would like to restate is
3 the time period for when we accept all written
4 questions for the EIR.

5 MR. MOHLENBROK: Beyond the comments that
6 were received this evening, we have received
7 probably about a dozen written comments to this
8 point. And the comment period closes next week on
9 the 23rd.

10 Again, comments need to be submitted to City
11 Planning Department by 5:00 p.m. that evening.

12 MAYOR STOREY: Can they send it by E-mail?
13 Is that by letter or document?

14 MR. MOHLENBROK: We prefer written. We
15 didn't advertise soliciting comments by E-mail. We
16 are accepting them if that is the avenue that people
17 choose to submit comments.

18 MAYOR STOREY: Thanks.

19 Anymore?

20 Okay. We are adjourned.

21 Thank you for coming. Appreciate all the
22 audience support and please get your comments in.

23 Thank you.

24 (Public meeting concluded at 6:40 p.m.)

25 ---oOo---

- 62-1** The project site has been zoned by the City for commercial uses and the project proposes to develop the site with commercial uses. Individual store sizes are typically determined based on the individual needs of the anticipated building tenants and the site's specific zoning restrictions. As long as the size of individual buildings is consistent with the specified zoning restrictions, the City does not dictate to anticipated site tenants the size of their individual buildings. Regarding the ability of Wal-Mart and Home Depot to increase their energy efficiency in building operations and thus reduce their carbon footprints, the commenter is referred to the Master Response on Energy Conservation and Air Quality Mitigation included at the beginning of the comment responses.
- 62-2** The traffic study has analyzed study intersections consistent with city standards and has proposed improvements to mitigate project impacts at locations where the project significantly impacts operating condition of the intersections and roadway segments. The proposed improvements would mitigate the project impacts to less-than-significant levels per City standards.
- 62-3** For a discussion of open space considerations on the project site, please see Response to Comment 9-2.
- 62-4** For a discussion of open space considerations and wetland mitigation, please see Responses to Comments 9-2 and 9-3.
- 62-5** For a discussion of the Eastside Canal, please see Response to Comment 4-3.
- 62-6** Please see Response to Comment 44-2.
- 62-7** For a discussion of the timing for construction of the sound wall, please see Response to Comment 44-3.
- 62-8** For a discussion of public safety and crime, please see Responses to Comments 33-1 and 51-1. For a discussion of public safety and the emergency/pedestrian access in the sound wall, please see Responses to Comments 10-2 and 44-8.
- 62-9** For a discussion of mitigation to prevent overnight RV parking, please see Response to Comment 44-7.
- 62-10** The commenter statement that he believes that the Town of Loomis will fold up with project implementation is noted. For a discussion of the project and small businesses in the Rocklin/Loomis area, please see Response to Comment 28-1. As the commenter does not raise any substantive comments on the contents of the Draft EIR, no additional response is necessary.
- 62-11** Comment noted. The improvement of Sierra College Boulevard I-80 interchange was planned and funded based on anticipated traffic growth in the region, including development of the project site as planned and zoned for many years for commercial uses. Once completed, this improvement of the Sierra College Boulevard interchange will add capacity to the ramp intersections, sufficient for not only project specific traffic, but for the traffic generated by other development in the vicinity, all contemplated in the City's and other jurisdiction's General Plans. The construction of the Sierra College Boulevard/I-80 interchange is projected to complete by November 2008.
- 62-12** The Rocklin Crossings and Rocklin 60 projects are being proposed by two separate applicants. Which project is constructed first will depend upon whether they are both approved by the Rocklin City Council,

the timing of the approvals and whether the market conditions at the time of approval are conducive to their development; the City does not dictate the timing.

- 62-13** For a discussion of the current status of special-status fish and their habitat in Secret Ravine Creek and the project's effect on Central Valley steelhead and Chinook salmon and their habitat and water quality in Secret Ravine Creek, see Master Response regarding Secret Ravine Creek and the technical memorandum on Secret Ravine Creek prepared by ECORP (Appendix A).
- 62-14** The commenter raises concerns regarding the project's effects on the maintenance of Dias Lane, existing retailers, noise, police protection, lights and traffic. These concerns are noted. Please see Responses to Comments 10-2, 12-1, 15-4, 28-1, 33-1 and 51-1. For a detailed discussion of these impact issues, the commenter is referred to Chapter 5, Economic Impacts and Urban Decay Analysis; Section 4.4, Noise; Section 4.6, Public Services and Utilities; Section 4.7, Aesthetics; and Section 4.2, Traffic and Circulation; of the Draft EIR.
- 62-15** The cost for clean up referenced by the commenter is noted. The commenter does not raise any substantive comments on the contents of the Draft EIR. Therefore, no additional response is necessary.
- 62-16** The commenter's opinion that a 300-foot setback from Secret Ravine Creek is not enough is noted. For a discussion of the project's effect on water quality in Secret Ravine Creek and the mitigation measures implemented to reduce impacts to less than significant levels, see Master Response regarding Secret Ravine Creek and the technical memorandum on Secret Ravine Creek prepared by ECORP (Appendix A). As the commenter does not raise any specific substantive comments on the contents of the Draft EIR, no additional response is necessary.
- 62-17** The commenter raises concerns regarding runoff, noise and air quality. These concerns are noted. Please see Responses to Comments 12-1, 15-4, the Master Response regarding Secret Ravine Creek and the technical memorandum on Secret Ravine Creek prepared by ECORP (Appendix A). For a detailed discussion of these impact issues, the commenter is referred to Section 4.10, Hydrology and Water Quality; Section 4.4, Noise; and Section 4.3, Air Quality; of the Draft EIR. For water quality issues, the commenter is also referred to the Master Response on Water Quality.
- 62-18** For a discussion of the current status of special-status fish and their habitat in Secret Ravine Creek and the project's effect on Central Valley steelhead and Chinook salmon and their habitat and water quality in Secret Ravine Creek, see Master Response regarding Secret Ravine Creek and the technical memorandum on Secret Ravine Creek prepared by ECORP (Appendix A).
- 62-19** The commenter raises concerns regarding cultural resources. These concerns are noted. For a discussion regarding cultural resources and mitigation, see Response to Comment 7-1. For a detailed discussion of the project's impacts on cultural resources, the commenter is referred to Section 4.13, Cultural Resources, of the Draft EIR.
- 62-20** The commenter raises concerns regarding biological resources. These concerns are noted. While the implementation of the proposed project would result in the removal of common plant and wildlife species, these effects would not substantially reduce the habitat of any common species, cause a species to drop below self-sustaining levels, or threaten to eliminate a plant or animal community. Annual grassland is considered a common community both locally and regionally. Moreover, mobile wildlife currently using the project site, such as those species mentioned by the commenter, could potentially move into adjacent rural residential and undeveloped areas. Therefore, the project's impact on common plant and wildlife species is considered less than significant. For a detailed discussion of the project's impacts on biological resources, the commenter is referred to Section 4.12, Biological Resources, of the Draft EIR.

62-21 The commenter raises concerns regarding biological resources. These concerns are noted. As stated on page 4.12-22 of the Draft EIR, the proposed project would result in the removal of all of the native oak trees on the site, including two heritage trees. In the short-term, the removal of these trees would be considered a significant and unavoidable impact because the removed trees would not be immediately replaced with mature oak trees. However, in the long-term, the trees removed with site development would be replaced at a minimum of a 2:1 ratio and/or the project applicant would be required to contribute to the City of Rocklin's Oak Tree Preservation Fund, consistent with the City's Oak Tree Preservation Ordinance. The commenter is referred to Response to Comment 9-4 for more information regarding the City's Oak Tree Preservation Ordinance and its applicability to the proposed project.

With respect to wetlands, the project applicant would be required to compensate for the acreage of wetlands filled with project implementation in order to ensure no net loss of wetland resources. The project applicant proposes to compensate for wetland removal through the purchase of appropriate wetland credits (i.e., 0.426 acre of seasonal wetlands) from an agency-approved mitigation bank or through a contribution to an In-lieu Fee Fund. By replacing the wetland resources removed with site development, the proposed project would be consistent with the City's wetland protection policies, and the impact to wetlands will be less than significant. For a detailed discussion of the project's impacts on biological resources, the commenter is referred to Section 4.12, Biological Resources, of the Draft EIR.

62-22 The traffic study has analyzed the effects of additional traffic produced by the Rocklin Crossings project (including the employee and patrons) on existing roadway infrastructure in the immediate vicinity of the project as well as at the regional level. The Sierra College Boulevard/I-80 interchange intersections operate at acceptable level of service in the short term as well and long term (2025) analysis. Installation of traffic signals along Sierra College Boulevard will provide for the orderly and safe movement of traffic. These signals will operate in a coordinated manner which will reduce traffic delays and increase safety along Sierra College Boulevard.

62-23 The commenter raises concerns regarding biological resources. These concerns are noted. Please see Response to Comment 62-21. For a detailed discussion of the project's impacts on biological resources, the commenter is referred to Section 4.12, Biological Resources, of the Draft EIR.

62-24 The commenter raises concerns about the ability to sell her home. The condition of the real estate market and the ability to sell an individual home is outside of the scope of this EIR. (See *Hecton v. People of the State of California* (1976) 58 Cal.App.3d 653, 656 (possible decline in property values is not an environmental issue under CEQA).) Please also see Response to Comment 43-2.

62-25 The commenter raises concerns regarding air quality. These concerns are noted. The project is not anticipated to contribute to increased health effects. (See Response to Comment 43-2.) For a detailed discussion of the project's air quality impacts, the commenter is referred to Section 4.3, Air Quality, of the Draft EIR.

62-26 The future 2025 analysis (included in the traffic study) is based on traffic volumes which were generated based on General Plan traffic model. The General Plan traffic model takes into account the anticipated traffic growth (based on new development) in the region (including Lincoln, Penryn, Loomis and Rocklin) and distributes it over a street network. The analysis of these 2025 conditions shows the Sierra College Boulevard/I-80 interchange intersections operate at acceptable level of service. The traffic study has analyzed study intersections consistent with city standards and has proposed improvements to mitigate project impacts at locations where the project significantly impacts operating condition of the intersections and roadway segments. The proposed improvements would mitigate the project impacts to less-than-significant levels per City standards. For a detailed discussion of the project's traffic impacts, the commenter is referred to Section 4.2, Traffic and Circulation, of the Draft EIR.

- 62-27** The commenter's desire for a resort development on the project site is noted. Section 15126.6(a) of the State CEQA Guidelines requires EIRs to describe "... a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. Based on this direction, six alternatives to the proposed project were evaluated in the Draft EIR. These included a No Project Alternative, a Reduced Size Alternative, a Building Realignment Alternative, Offsite Alternative #1, Offsite Alternative #2, and Offsite Alternative #3. Therefore, because the alternative uses proposed by the commenter would not attain the basic project objectives, a similar alternative was not considered as an alternative in the Draft EIR. For a discussion of alternatives to the proposed project, the commenter is referred to Chapter 7, Alternatives, of the Draft EIR.
- 62-28** Please see Responses to Comments 15-2 and 23-10.
- 62-29** The commenter raises concerns regarding the project's effects on traffic, pollution, wildlife, noise and lights. These concerns are noted. Please see Responses to Comments 12-1 and 15-4. For a detailed discussion of these impact issues, the commenter is referred to Section 4.2, Traffic and Circulation; Section 4.3, Air Quality; Section 4.12, Biological Resources; Section 4.4, Noise; and Section 4.7, Aesthetics; of the Draft EIR.
- 62-30** The operation of the proposed Rocklin Crossings Center has been specifically compared with operation of the Natomas Marketplace. The results of this comparison indicate significant, operational, physical and forecasted differences between the Rocklin Crossings Center and the Natomas Marketplace.

The two separate site maps included in Appendix F of this Final EIR illustrate the site plans for both the Rocklin Crossings and Natomas Marketplace projects. There are significant differences between the mix of retail uses and the circulation plans, resulting in improved performance for the Rocklin Crossings project.

First, from a traffic generation standpoint, the Natomas project, which includes theaters, has higher traffic generation as shown on the attached table. The Natomas project generates approximately 9% more traffic than the Rocklin project.

Second, the access for the two projects is significantly different. Natomas Marketplace has only one full access point, whereas Rocklin Crossings has two full access points. Natomas Marketplace's design results in 92% of the total p.m. peak-hour traffic (Fehr & Pears Report, August 29, 2000) forced through the primary access compared to 71% of the total Rocklin Crossings retail only traffic through the primary access. (This 71% should not be confused with the 70/30% criteria because the 70/30 criteria assumes both retail and residential traffic demand.)

Third, the primary access intersection for Rocklin Crossings also incorporates a modern roundabout compared to a stop sign controlled intersection at Natomas. The roundabout is intended to maintain smooth, uninterrupted traffic flow at approximately 10 miles per hour, compared to the stop-and-go condition at Natomas, resulting in delays and traffic queuing.

Fourth, it is important to note that the Rocklin primary on-site intersection is spaced 400 feet from Sierra College Boulevard compared to 250 feet from Truxel Road for the Natomas project.

Fifth, the forecast conditions at the primary off-site intersections are also significantly different. At the Sierra College Boulevard/I-80 eastbound on- and off-ramps, the forecast conditions are LOS C for both a.m. and p.m. conditions (23.4 seconds/25.8 seconds delay, respectively) compared to LOS F for both

a.m. and p.m. at the Truxel Road/Gateway Park Boulevard intersections (81.6 seconds/201.9 seconds, respectively) (Promenade EIR, December 2003). This congested condition at Natomas contributes to on-site queuing of traffic, which is not forecast for the Rocklin project.

These five points highlight the differences between the Natomas and Rocklin projects and show how the Rocklin design has addressed these concerns.