

APPENDIX A: NOTICE OF PREPARATION AND INITIAL STUDY



DATE: March 9, 2017
TO: Interested Parties
SUBJECT: Notice of Preparation of an Environmental Impact Report for the Proposed Quarry Row Subdivision Project
REVIEW PERIOD: March 9, 2017 – April 10, 2017 (30 days)

The City of Rocklin is the Lead Agency for the preparation of an Environmental Impact Report (EIR) for the proposed Quarry Row Subdivision project in accordance with the California Environmental Quality Act (CEQA), and State CEQA Guidelines Section 15050. The purpose of this Notice of Preparation (NOP) is to provide responsible agencies and interested persons with sufficient information to make meaningful responses as to the scope and content of the EIR. Your timely comments will ensure an appropriate level of environmental review for the project. An agency may need to use the EIR prepared by the City when considering a permit or other approval of the project.

PROJECT DESCRIPTION: The Lowell Development Company, Inc. (Applicant) is requesting the City of Rocklin’s approval of General Plan Amendment, General Development Plan, Rezone, Tentative Subdivision Map, Design Review and Oak Tree Preservation Plan entitlements to demolish a commercial structure and construct a single-family residential subdivision consisting of 64 units on an approximately 7.4 +/- acre site currently designated by the Rocklin General Plan as Mixed Use (MU) and High Density Residential (HDR) and currently zoned as Retail Business (C-2) (project site).

PROJECT LOCATION: The project site is located in the eastern portion of Rocklin at the southeast corner of Pacific Street and Grove Street and consists of APNs 045-031-001 through -004, 045-031-005-510, and 045-031-047.

For more information regarding the project, please contact Nathan Anderson, Associate Planner, City of Rocklin Economic and Community Development Department, (916) 625-5160, nathan.anderson@rocklin.ca.us.

Copies of the NOP and Initial Study are available for review at the Rocklin library, the Economic and Community Development front counter, and the City website:

www.rocklin.ca.gov

SCOPING MEETING: The Lead Agency will hold a public Scoping Meeting to receive written comments on April 5, 2017 beginning at 5:30 PM, in the Rocklin City Council Chambers, located at 3970 Rocklin Road, Rocklin, CA.

NOP COMMENT PERIOD: Written comments on the NOP should be submitted at the earliest possible date, but not later than APRIL 10, 2017 to David Mohlenbrok, Environmental Services Manager, Public Services Department, 4081 Alvis Court, Rocklin, California, 95677, (916) 625-5162, fax (916) 625-5501, or David.Mohlenbrok@rocklin.ca.us

Published in Placer Herald March 9, 2017

NOTICE OF PREPARATION

QUARRY ROW SUBDIVISION ENVIRONMENTAL IMPACT REPORT

1.0 PROJECT DESCRIPTION

1.1 PROJECT LOCATION

The 7.4 +/- acre project site is located in the eastern portion of the City of Rocklin on the southeast quadrant of the intersection of Pacific Street and Grove Street, at 4545 Pacific Street. The project site is comprised of six parcels, Placer County Assessor's Parcel Numbers (APNs) 045-031-001 through -004, 045-031-005-510, and 045-031-047. (see Figure 1, Project Vicinity Map).

1.2 EXISTING SETTING

Site Characteristics

The project site is partly developed with a commercial structure that is currently being leased as a dance studio. The project site is bound on the northwest by Pacific Street, on the west by Grove Street, and on the south and east by single family residences.

The property is relatively flat with elevations ranging between approximately 280 and 290 feet above sea level. The project site consists of a developed commercial structure and associated unimproved dirt/gravel parking area, annual grassland and a few small to medium diameter oak trees.

Surrounding Land Uses

The surrounding area is mostly developed with light industrial, retail commercial and residential uses (see Figure 2, Surrounding Land Uses). To the north of the project site are Pacific Street, Yankee Hill Road and light industrial and retail commercial uses; to the east of the project site are single-family residences along Jamerson Drive and Winners Circle and several retail commercial uses along Pacific Street; to the south of the project site are single-family residences along Tuttle Drive, and to the west of the project site is Grove Street, a mobile home park and several retail commercial uses along Pacific Street.

Site History

The project site was previously designated for Retail Commercial land uses until it was re-designated as a combination of Mixed Use and High Density Residential land uses as part of the

City of Rocklin's 2013-2021 Housing Element, which was adopted by the Rocklin City Council on October 22, 2013.

1.3 PROJECT ELEMENTS

The Quarry Row Subdivision project (proposed project) consists of the demolition of an existing commercial structure and the development of a 64-unit single family residential subdivision. The proposed project is an infill development of alley-loaded single family homes with a nearly zero lot line configuration. Minimum lot sizes would be 35 feet by 70 feet for a total minimum lot area of 2,450 square feet. Vehicular entrance to each lot would be from an alley at the rear of the homes. The alley would be loaded on both sides with home sites, and occupants would share the alley for access to their respective two car garages. Access to the subdivision would be from Pacific Street and Grove Street. Architectural styles would consist of Farmhouse, Bungalow, and Craftsman.

The project site is designated Mixed Use (MU) and High Density Residential (HDR) under the Rocklin General Plan, and is zoned Retail Business (C-2); the project proposes to change the General Plan land use designation to Medium High Density Residential (MHDR) and the zoning designation to Planned Development Residential, 9 dwelling units per acre (PD-9).

Utilities

Water for the proposed project would be supplied by the Placer County Water Agency (PCWA) through connections to existing water mains along Pacific Street and Grove Street. On-site water lines would range from 6 to 8 inches in diameter and would provide both domestic and fire suppression water.

Sewer service for the proposed project would be provided from the South Placer Municipal Utility District (SPMIUD) via connections to an existing sewer line in Pacific Street. The proposed sewer design would utilize gravity lines.

Electrical and gas service for the proposed project would be provided by Pacific Gas and Electric via connections to existing electrical and gas services in Pacific Street and Grove Street.

Telephone and cable service for the proposed project would be provided via AT&T and Wave Cable, respectively, via connections to existing services in Pacific Street and Grove Street.

Onsite drainage facilities would include the use of Best Management Practices and/or Low Impact Development features to provide treatment of storm water as per the City of Rocklin standards. The existing drainage pattern and watershed boundaries are proposed to remain essentially the same with no significant areas being diverted to other drainage watersheds.

Off-site Improvements

The proposed project would require the modification of an existing center median landscape island on Pacific Street to provide access to the site and minor infrastructure modifications as described above for off-site improvements.

Construction and Phasing

The proposed project would be constructed in one phase, anticipated to last 12-24 months. The site is anticipated to balance with respect to cut and fill.

2.0 PROBABLE ENVIRONMENTAL EFFECTS AND SCOPE OF THE EIR

An air quality/greenhouse gas emissions study, a traffic study, an arborist report, a noise study, a biological resources evaluation and wetland determination, and cultural resource assessment were conducted for the proposed project. These assessments will be discussed in the Initial Study and/or EIR.

The Initial Study and EIR prepared for the proposed project will provide a project-level analysis of the impacts pertaining to the resource areas identified below. The EIR will be prepared in accordance with the CEQA Statutes, CEQA Guidelines and the City of Rocklin "Guidelines for Implementation of the California Environmental Quality Act". The impact analysis will consider impacts resulting directly from the proposed project as well as the proposed project's contribution to cumulative impacts in the project area. The EIR will identify feasible mitigation measures to reduce or avoid project-specific and cumulative impacts. The EIR will also evaluate a range of reasonable alternatives to the proposed project and describe the comparative merits of the alternatives, including the No-Project alternative. The alternatives will be determined, in part, by public input received during the NOP comment period. To ensure that the EIR adequately addresses the full range of issues and alternative to the proposed project and that all significant issues are identified, comments and suggestions are invited from all interested parties.

The Initial Study included with this NOP has been prepared to determine if the proposed project will have a significant effect on the environment. Consistent with CEQA Guidelines, one of the purposes of an Initial Study is to assist in the preparation of an EIR by: focusing the EIR on potentially significant effects, identifying the effects determined not to be significant, and explaining the reasons for determining that potentially significant effects would not be significant. In this instance, the Initial Study prepared for the proposed project has determined that some potentially significant effects would not be significant and the discussion within the Initial Study provides the explanation and reasoning for arriving at such determinations.

Through the Initial Study's analysis, the EIR that will be prepared for the proposed project will focus only on those effects that have been determined to be potentially significant, unless determined otherwise as a result of comments received on the NOP. At this time, the only impacts that are anticipated to be addressed in the EIR are related to cultural resources (e.g., effects on archaeological, historic and paleontological resources).

A summary of the Initial Study's conclusions is provided below.

- **Á Aesthetics** – The alteration of the project site through the demolition of one commercial structure and the construction of 64 single family homes will not introduce incompatible elements in an area that is currently developed with residential, commercial and light industrial uses. The structures that are anticipated are of consistent height and scale with existing surrounding development and future anticipated development. There are no unusual characteristics of the project that would introduce incompatible elements or create unusual light and glare. The form, height, massing and character of the homes would be subject to the requirements of the City's Zoning Ordinance and Design Review Guidelines, which would ensure that the visual character of the proposed project is compatible with surrounding development. For these reasons, aesthetic impacts from the proposed project would be less than significant; therefore, this issue will not be discussed in the EIR.
- **Á Agricultural and Forest Resources** – The proposed project site is not prime farmland, agricultural or forestry lands so the proposed project will not cause impacts to these resources. Therefore these issues will not be discussed in the EIR.
- **Á Air Quality** – An air quality analysis of the proposed project was conducted by the firm KD Anderson & Associates. The analysis concluded that short-term construction-related emissions and long-term operational and cumulative emissions would not exceed the Placer County Air Pollution Control District's (PCAPCD) significance thresholds for ROG, NO_x, PM₁₀ and CO and thus the proposed project would not contribute to the PCAPCD's nonattainment status of ozone and particulate matter (PM). Operations of the project would not violate an air quality standard or contribute to an existing or projected air quality violation. Therefore, construction-related, operationally-related and cumulative impacts would be considered less than significant. The analysis also concluded that sensitive receptors would not be exposed to substantial pollutant concentrations and the project would not create objectionable odors. Overall, air quality impacts from the proposed project were determined to be less than significant; therefore, this issue will not be discussed in the EIR.

- **Biological Resources** – A wetland determination and biological resources evaluation was conducted by the firm Marcus H. Bole & Associates. The analysis concluded that due to the developed and disturbed nature of the project site, there are no special-status species or wetlands that will be impacted by the proposed project. The project site does contain 5 native oak trees that will be require removal, so the Initial Study identified a mitigation measure to ensure compliance with the City of Rocklin Oak Tree Preservation Ordinance and to compensate for the removal of the oak trees. Implementation of the project- specific mitigation measure identified in the proposed project’s Initial Study would reduce impacts related to oak tree removal to a less than significant level. The project-specific mitigation measure will be included in the EIR’s Mitigation Monitoring and Reporting Plan, but otherwise biological resources impacts will not be discussed further in the EIR.
- **Cultural Resources** –A cultural resources assessment of the proposed project site was prepared by the firm Ric Windmiller. The assessment concluded that the existing commercial structure on the project site is the historic Pleasure Hall/Stardust Skating Rink building at 4545 Pacific Street. The building is listed in the 2011 City of Rocklin General Plan Update Environmental Impact Report as a property of local historical interest. An assessment of the building during the present study concluded that it is eligible for the California Register under Criterion 1 for its association with the history of social-cultural events, recreation and entertainment in Rocklin and Placer County. Its period of significance begins in the 1930s during the Great Depression, extends through World War II and culminates in the period of the baby-boom generation of the 1950s and 1960s. The demolition of this building would have a significant impact on historic resource.

Grading of the project site could also affect subsurface archaeological resources and/or paleontological resources (e.g., fossils), if such resources are present. This is considered a potentially significant impact.

The EIR will address the proposed project’s potential cultural resources impacts.

- **Geology and Soils** – Grading, trenching and backfilling associated with the construction of the proposed project would alter the topography on the project site and could result in soil erosion impacts. Compliance with the City’s development review process, the City’s Improvement Standards and Standard Specifications and the Uniform Building Code will reduce any potential geology and soils impacts to a less-than-significant level; therefore these issues will not be discussed in the EIR.

- **Greenhouse Gas Emissions** – Construction and operation of the proposed project will generate greenhouse gas emissions. The CalEEMod software modeling program was used by the firm of KD Anderson & Associates to estimate the proposed project’s short-term construction related and long-term operational greenhouse gas (GHG) emissions and identify potentially significant impacts. The analysis concluded that the proposed project’s greenhouse gas emissions would not exceed the PCAPCD’s significance thresholds. Therefore, this would be a less-than-significant impact, and this issue will not be discussed in the EIR.

- **Hazards and Hazardous Materials** - Construction and operation of a single family residential project are not anticipated to involve the transportation, use and disposal of large amounts of hazardous materials. Compliance with the mitigation measures incorporated into the General Plan goals and policies and applicable City Code and compliance with applicable Federal, State and local laws and regulations would reduce impacts related to hazards and hazardous materials to a less-than-significant level; therefore these issues will not be discussed in the EIR.

- **Hydrology and Water Quality** - The proposed project would involve grading activities that would remove vegetation and expose soil to wind and water erosion, which could adversely affect water quality if runoff entered local drainages. Additional impervious surfaces would be created with the development of the proposed project, which would increase the amount of urban runoff. Waterways in the Rocklin area have the potential to flood and expose people or structures to flooding. According to FEMA flood maps (Map Panel 06061CO418F, effective date June 8, 1998) the proposed project site is located in flood zone X, which indicates that the proposed project is not located within a 100-year flood hazard area and is outside of the 500-year flood hazard area. Compliance with the Rocklin General Plan goals and policies, the City’s Grading and Erosion and Sedimentation Control Ordinance (Rocklin Municipal Code, Chapter 15.28), the Stormwater Runoff Pollution Control Ordinance (Rocklin Municipal Code, Chapter 8.30) and the City’s Improvement Standards would reduce impacts to hydrology and water quality to a less-than-significant level; therefore, these issues will not be discussed in the EIR.

- **Land Use and Planning** - The proposed project site is designated Mixed Use (MU) and High Density Residential (HDR) on the City of Rocklin General Plan land use map and is zoned Retail Business (C-2). The proposed project requires General Plan Amendment, Rezone, General Development Plan, Tentative Subdivision Map, Design Review and Oak

Tree Preservation Plan entitlements from the City of Rocklin. Approval of such entitlements and compliance with the mitigation measures incorporated into the General Plan goals and policies would ensure that development of the infill site would not result in significant impacts to land use and planning; therefore these issues will not be discussed in the EIR.

- **Á Mineral Resources** - The City of Rocklin planning area and the proposed project site have no mineral resources as classified by the State Geologist. The planning area and the proposed project site have no known or suspected mineral resources that would be of value to the region and to residents of the state. No mineral resources impact is anticipated; therefore this issue will not be discussed in the EIR.

- **Á Noise** - Development of the proposed project will result in an increase in short-term noise impacts from construction activities. The development and occupation of a 64 lot single family residential subdivision is not anticipated to have significant long-term operational noise impacts. A noise assessment of the proposed project was prepared by the firm of JC Brennan and Associates which identified a potentially significant impact that roadway noise levels could exceed interior noise level standards for future residents of the homes. The proposed project's Initial Study identified a mitigation measure to reduce the impact to a less than significant level. Compliance with the mitigation measures incorporated into the General Plan goals and policies, the City of Rocklin Construction Noise Guidelines and the project-specific mitigation measure identified in the proposed project's Initial Study would reduce noise related impacts to a less-than-significant level. The project-specific mitigation measure will be included in the EIR's Mitigation Monitoring and Reporting Plan, but otherwise noise impacts will not be discussed further in the EIR.

- **Á Population and Housing** - The proposed project will provide future housing opportunities, but not to such a degree that it would induce substantial population growth because the project site has long been identified for development of urban uses in the City of Rocklin General Plan. The proposed project site is mostly vacant and development would not displace substantial numbers of people. The proposed project would have a less than significant impact on population and housing; therefore these issues will not be discussed in the EIR.

- **Á Public Services** - The proposed project would create a need for the provision of new and/or expanded public services or facilities since an undeveloped site would become developed. Although the proposed project would increase the need for public services,

compliance with General Plan goals and policies and payment of necessary fees, including participation in any applicable financing district and applicable development impact fees, would ensure that these services would be available for the proposed project without reducing service levels for existing development. No new facilities (e.g., fire stations) would be needed to serve the proposed project. For these reasons, the impact on public services would be less than significant; therefore, these issues will not be discussed in the EIR.

- Á** Recreation - The proposed project would result in additional residents that would be expected to utilize City of Rocklin and other recreational facilities. However, compliance with General Plan goals and policies and payment of necessary fees, including park and recreation fees, would ensure the impacts to recreational facilities are less than significant; therefore this issue will not be discussed in the EIR.

- Á** Transportation and Traffic - The proposed project is anticipated to cause increases in traffic because a partly developed site will become further developed with a 64 lot single family residential subdivision whose residents will generate automobile trips. A traffic analysis of the proposed project site was prepared by the firm KD Anderson & Associates. The assessment concluded that because the amount of traffic associated with the project is relatively small, the addition of project traffic would not result in any exceedance of the City's Level of Service policy at any of the study locations during the AM or PM peak hours under the existing plus project, existing plus approved projects plus project, or cumulative plus project analysis scenarios. The proposed project does not conflict with existing bike lane locations, sidewalks or with other policies or programs promoting alternative transportation. Therefore, the proposed project is anticipated to have less than significant transportation and traffic impacts and these issues will not be discussed in the EIR.

- Á** Utilities and Service Systems – The proposed project will increase the need for utility and service systems because as a partly developed site will become further developed. Such increases are not anticipated to impact the ability of the utility and service providers to adequately provide such services because the proposed project site is within the existing service areas of utility and service systems providers and the proposed project site has long been identified for development of urban uses in the City of Rocklin General Plan. Further, the South Placer Municipal Utility District (SPMUD) and Placer County Water Agency (PCWA) have provided letters to the City indicating that the project is within their respective service areas and eligible for service upon compliance with their standard requirements and payment of applicable fees. Compliance with

General Plan goals and policies and payment of necessary fees would ensure the impacts to utilities and service systems are less than significant; therefore these issues will not be discussed in the EIR.

3.0 PROJECT APPROVALS

Anticipated approvals and permits required prior to construction of the proposed project are listed below. Other regulatory requirements are discussed where applicable in the proposed project's Initial Study or will be discussed in the applicable sections of the EIR.

City of Rocklin Approvals

The proposed project would require the following City of Rocklin actions:

- Á General Plan Amendment to re-designate the project site's General Plan land use designations of Mixed Use (MU) and High Density Residential (HDR) to Medium High Density Residential (MHDR) to allow the General Plan land use consistency;
- Á Rezone to re-designate the project site's zoning designation of Retail Business (C-2) to Planned Development Residential, 9 dwelling units per acre (PD-9) to allow zoning designation consistency;
- Á General Development Plan to establish allowed land uses and development standards for within the Planned Development Residential, 9 dwelling units per acre zoning district;
- Á Design Review to ensure that the proposed project's design makes the most efficient use of available resources and harmonizes with existing and proposed residential development, as well as with existing development of like character;
- Á An Oak Tree Preservation Plan Permit to allow for the removal of oak trees on the proposed project site and ensure mitigation for such removal is consistent with the City's Oak Tree Preservation Ordinance;
- Á Certification of the EIR and adoption of the Mitigation Monitoring and Reporting Plan for the Quarry Row Subdivision project;
- Á City of Rocklin Engineering Division approval of Improvement Plans, and
- Á City of Rocklin Building Inspections Division issuance of Building Permits.

Other Public Agencies Whose Approval May Be Required

- Á Placer County Water Agency construction of water facilities;
- Á South Placer Municipal Utility District construction of sewer facilities;
- Á Placer County Air Pollution Control District approval of dust control plan

FIGURE 1, PROJECT VICINITY MAP

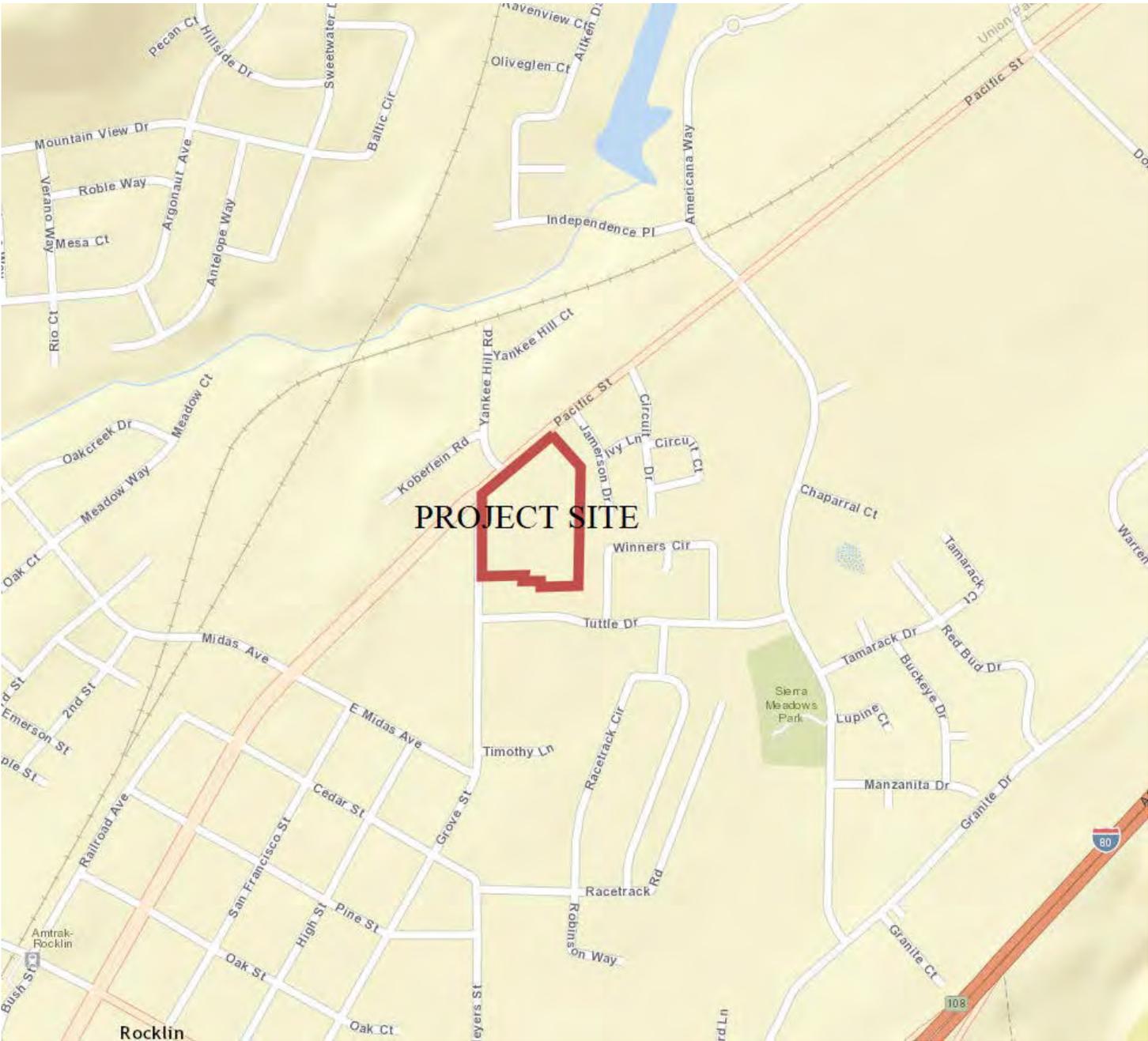


FIGURE 2, SURROUNDING LAND USES





**ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT
CITY OF ROCKLIN**

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

ATTACHMENT 1

INITIAL STUDY AND ENVIRONMENTAL CHECKLIST

Quarry Row Subdivision

**GPA2016-0001, PDG2016-0001, Z2016-0001, SD2016-0003, TRE2016-0002,
DR2016-0003**

**Southeast corner at the intersection of Pacific Street and Grove Street, 4545
Pacific Street**

**APNs 045-031-001 through -005, 045-031-005-510, 045-031-005-520, and 045-
031-047**

March 9, 2017

PREPARED BY:

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

CONTACT INFORMATION:

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

APPLICANT/OWNER:

**The applicant is Todd Lowell Development, Inc. and the
property owner is Irene Ann Coker, Trustee.**

Initial Study Page 1 Reso. No.	<i>Quarry Row Subdivision GPA2016-0001, PDG2016-0001, Z2016-0001, SD2016-0003, DR2016-0003 and TRE2016-0002</i>
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SECTION 1. INTRODUCTION

A. Purpose of an Initial Study

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

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

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

This Initial Study has been prepared to identify and assess the anticipated environmental impacts of the Quarry Row Subdivision project. The document relies primarily on site-specific studies to address in detail the effects or impacts associated with the proposed project. These studies are hereby incorporated by reference and are available for review during normal business hours at the Rocklin Economic and Community Development Department, 3970 Rocklin Road, Rocklin, CA 95677 and can also be found on the City's website under Planning Department, Current Environmental Documents. The specific studies are listed in Section 5, References.

B. Document Format

This Initial Study is organized into five sections as follows:

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

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

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

Initial Study Page 2 Reso. No.	<i>Quarry Row Subdivision GPA2016-0001, PDG2016-0001, Z2016-0001, SD2016-0003, DR2016-0003 and TRE2016-0002</i>
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Section 4, Evaluation of Environmental Impacts: provides a detailed discussion of the environmental factors that would be potentially affected by this project as indicated by the screening from the CEQA Guidelines Appendix G checklist.

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

C. CEQA Process

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

This Initial Study has been prepared to determine whether the proposed project could have a significant effect on the environment. If significant effects are identified, but the impacts can be reduced to less-than-significant level, then CEQA allows for the preparation of a Mitigated Negative Declaration. If one or more impacts cannot be avoided or reduced to a less-than-significant level, then an Environmental Impact Report (EIR) must be prepared to address those issues. This Initial Study has determined that the proposed project could have one or more significant environmental impacts that might remain significant even with mitigation. Therefore, the lead agency has decided to prepare an EIR focused on those impacts. This Initial Study is also used to focus the analysis of the EIR on those impacts that would be significant even with mitigation. Impacts that would be less than significant, in some cases with the implementation of regulatory requirements or standard mitigation measures and conditions of approval, are addressed fully in this Initial Study and will not be further evaluated in the EIR.

A Notice of Preparation has been prepared to notify public agencies and the general public that the lead agency is starting the preparation of an EIR for the proposed project. The Notice of Preparation and initial study are being circulated for a 30-day review and comment period. During this review period, the lead agency requests comments from agencies, interested parties, stakeholders, and the general public on the scope and content of the environmental information to be included in the EIR.

After the close of the 30-day review and comment period, the lead agency will continue the preparation of the Draft EIR and associated technical studies (if any). Once the Draft EIR is complete, a Notice of Availability will be prepared to inform the public agencies and the general

public of the document and the locations where the document can be reviewed. The Draft EIR and Notice of Availability will be circulated for a 45-day review and comment period. The purpose of this review and comment period is to provide public agencies and the general public an opportunity to review the Draft EIR and comment on the adequacy of the analysis and the findings of the lead agency regarding potential environmental impacts of the proposed project. After the close of the 45-day review and comment period, responses to all comments received on the Draft EIR will be prepared. The lead agency will prepare a Final EIR, which incorporates the Draft EIR or a revision to the Draft EIR, Draft EIR comments and list of commenters, and a response to comments discussion. In addition, the lead agency must prepare the findings of fact for each significant effect identified, a statement of overriding considerations if there are significant impacts that cannot be mitigated, and a mitigation monitoring and reporting program to ensure that all proposed mitigation measures are implemented.

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The City Council will consider the Final EIR, together with any comments received during the public review process, and is responsible for certifying the Final EIR and approving the project.

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

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

SECTION 2. INITIAL STUDY SUMMARY AND DETERMINATION

A. Summary Information

Project Title:

Quarry Row Subdivision

Lead Agency Name and Address:

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

Contact Person and Phone Number:

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

Project Location:

The project site is generally located on the southeast corner of Pacific Street and Grove Street at 4545 Pacific Street in the City of Rocklin. The Assessor's Parcel Numbers are 045-031-001 through -004, 045-031-005-510, and 045-031-047.

Project Sponsor's Name:

The applicant is Lowell Development, Inc. and the property owner is Irene Ann Coker, Trustee.

Current General Plan Designation: Mixed Use (MU) and High Density Residential (HDR)

Proposed General Plan Designation: Medium High Density Residential (MHDR)

Current Zoning: Retail Business (C-2)

Proposed Zoning: Planned Development Residential, 9 dwelling units per acre (PD-9)

Description of the Project:

The Quarry Row Subdivision project proposes the demolition of a commercial structure and construction of a single-family residential subdivision consisting of 64 units on an approximately 7.4 +/- acre site in the City of Rocklin. This project will require General Plan Amendment, General Development Plan, Rezone, Tentative Subdivision Map, Tree Preservation Plan, and Design Review entitlements. For more detail please refer to the Project Description set forth in Section 3 of this Initial Study.

Surrounding Land Uses and Setting:

The proposed project site contains a commercial structure that is leased to a dance studio and the site is bound by Pacific Street and Light Industrial land uses to the northwest; Grove Street, Retail Commercial land uses and the Royal Oaks Mobile Home Park to the west, and single-family residential land uses to the east and south.

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

- Á Rocklin Engineering Division approval of Improvement Plans
- Á Rocklin Building Inspections Division issuance of Building Permits
- Á Placer County Water Agency construction of water facilities
- Á South Placer Municipal Utility District construction of sewer facilities
- Á Placer County Air Pollution Control District approval of dust control plan

B.ÁEnvironmental Factors Potentially Affected:

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

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

C. Determination:

On the basis of this Initial Study:

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



Marc Mondell

2.28.17
Date

Director of Economic and Community Development

SECTION 3. PROJECT DESCRIPTION

A. Project Location

The project site is generally located on the southeast corner of Pacific Street and Grove at 4545 Pacific Street in the City of Rocklin. The Assessor's Parcel Numbers are 045-031-001 through -004, 045-031-005-510, and 045-031-047 (Please see Attachment A, Vicinity Map).

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

B. Description

The Quarry Row Subdivision project proposes the construction of a medium high density single-family residential development consisting of 64 units on a 7.4 +/- acre site in the City of Rocklin. This project will require the following entitlements from the City of Rocklin: Design Review to ensure that the design makes the most efficient use of available resources and harmonizes with existing and proposed residential development, as well as with existing development of like character; a Tentative Subdivision Map to subdivide the six existing parcels into 64 lots; a General Plan Amendment to change the project site's General Plan land use designation from High Density Residential and Mixed Use to Medium High Density Residential; a Rezone to change the project site's zoning designation from Retail Business to Planned Development Residential, 9 dwelling units per acre; a General Development Plan to establish allowed land uses and development standards for within the Planned Development Residential, 9 dwelling units per acre zoning district, and an Oak Tree Preservation Plan to address the removal and mitigation of oak trees on the project site.

Access to the project would be from Pacific Street and Grove Street. The existing median on Pacific Street would be modified to create a westbound left turn lane into the project.

The project site is relatively flat and contains an existing structure currently leased to a dance studio. The building is identified in the City of Rocklin General Plan as a property of local historical interest and was historically known as Pleasure Hall/Stardust Skating Rink. An assessment of the structure concluded that it is eligible for listing on the California Register of Historical Resources for its association with the history of social-cultural events, recreation and entertainment in Rocklin and Placer County. The structure is proposed to be removed as part of this project. It is anticipated that site development will involve clearing and grading of the site, trenching and digging for underground utilities and infrastructure, and ultimately the construction of new roadways, driveways, buildings, and landscaping.

SECTION 4. EVALUATION OF ENVIRONMENTAL IMPACTS

A. Introduction to Analytical Approach Utilized in this Initial Study

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

Evaluation of Environmental Checklist:

- 1) A brief explanation is provided for all answers except “No Impact” answers that are adequately supported by the information sources cited in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer is explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers take account of the whole action involved, including off-site as well as on-site elements, cumulative as well as project-level impacts, indirect as well as direct impacts, and construction as well as operational impacts.
- 3) If a particular physical impact could occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant.
- 4) Answers of “Less than Significant with Mitigation Incorporated” describe the mitigation measures agreed to by the applicant and briefly explain how they reduce the effect to a less than significant level.

E. Environmental Checklist

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

DISCUSSION OF DETERMINATION:

Project Impacts:

The demolition of an existing commercial structure and the development of a 64 unit single-family residential subdivision on a 7.4 +/- acre site will change the existing visual nature and character of the project site and area. The development of the project site would create new sources of light and glare typical of urban development. As discussed below, impacts to scenic vistas or viewsheds would not be anticipated.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Significance Conclusions:

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a. Scenic Vista - No Impact. While partly vacant areas such as the project site have a natural aesthetic quality, there are no designated scenic vistas within the City of Rocklin or Planning Area. Alteration of the vacant areas of the project site through the demolition of one commercial structure and the construction of 64 single-family residential units would change the visual quality of the project site and surrounding area. However, since there are no designated scenic vistas, no impact would occur in this regard.

b. Visual Quality – Less than Significant Impact. The demolition of a commercial structure and the construction of 64 residential units will not introduce incompatible visual elements. The City has previously recognized that the project site is suitable for urban development by designating and zoning the site for retail uses. The proposed project would develop the site with urban uses, although residential rather than retail.

The building structures that are anticipated are of consistent height and scale with surrounding development and anticipated future development and there are no unusual development characteristics of this project which would introduce incompatible elements or create aesthetic impacts. Existing buildings in the area include one- and two-story single-family residential buildings and multi-story light industrial buildings. These buildings and the anticipated future development of buildings within the nearby and adjacent medium density residential land use designations are collectively all of similar size and scale to the proposed project, which would have buildings of one to two stories, with a maximum height of 30 feet.

All development in the Rocklin Planning Area is subject to existing City development standards set forth in the City's Zoning Ordinance. In addition, one of the entitlements required for this project is Design Review so the project is subject to the City's Design Review Guidelines. Together, the Zoning Ordinance and Design Review Guidelines help to ensure that development form, character, height, and massing are consistent with the City's vision for the character of the community.

The change in the aesthetics of the visual nature or character of the site and the surroundings is consistent with the surrounding development and the future development that is anticipated by the City's General Plan. Therefore, the visual impact would be less than significant

c. Scenic Highway and Scenic Resources– Less than Significant Impact. The proposed project is not located adjacent to or within the proximity of a state-listed scenic highway (neither State Route 65 nor Interstate 80 have scenic highway designations). The project site does not contain scenic resources. There are five trees on the site that would be removed, but because they are part of an urban rather than natural or rural setting, these trees are not considered a scenic resource. Therefore, the proposed project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

d. Light and Glare – *Less than Significant Impact.* There are no specific features within the proposed project that would create unusual light and glare. Project homes and streets would have external lighting, but implementation of existing City Design Review Guidelines and the General Plan policies addressing light and glare would also ensure that no unusual daytime glare or nighttime lighting is produced. As a part of the design and development review process for this project, the City will require that “All exterior lighting shall be designed and installed to avoid adverse glare on adjacent properties. Cut-off shoebox type lighting fixtures, or equivalent, shall be used and mounted such that all light is projected directly toward the ground. The lighting design plan shall be approved by the Director of Community Development for compliance with this condition.” Adherence to the design and development review process standards will minimize light and glare impacts to a less than significant level.

II.

AGRICULTURAL AND FORESTRY RESOURCES

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

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

DISCUSSION OF DETERMINATION:

Project Impacts:

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

Significance Conclusions:

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

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

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

DISCUSSION OF DETERMINATION:

Project Impacts:

In the short-term, air quality impacts from the proposed project will result from construction related activities associated with grading and excavation to prepare the site for the installation of utilities and above ground structures and improvements.

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

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

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Project Level Environmental Analysis:

The firm of KD Anderson & Associates, a Sacramento area consulting firm with recognized expertise in air quality, prepared an Air Quality and Greenhouse Gas Analysis report for the proposed project. The report, dated May 17, 2016, is available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA and is incorporated into this Mitigated Negative Declaration by this reference. City staff has reviewed the documentation and is also aware that the KD Anderson & Associates has a professional reputation that makes its conclusions presumptively credible and prepared in good faith. Based on its review of the analysis and these other considerations, City staff accepts the conclusions in the KD Anderson & Associates report, which is summarized below.

The analysis was prepared to estimate the criteria pollutant emissions from project construction and operation. The proposed Quarry Row Residential Subdivision project's short-term construction-related and long-term operational emissions were estimated using the CalEEMod modeling program. CalEEMod estimates the emissions that result from various land uses, and includes considerations for trip generation rates, vehicle mix, average trip length by trip type, and average speed. Where project-specific data were available, that data were input into the CalEEMod model (i.e., construction phases and timing).

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Construction Emissions

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

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

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

The analysis found that the overall project's maximum daily emissions from construction operations would be as follows:

CONSTRUCTION EMISSIONS (lbs/day)				
	Reactive Organic Gases (ROG)	Nitrous Oxides (NOx)	Inhalable Particulate Matter (PM₁₀)	Carbon Monoxide (CO)
Maximum Daily Emissions	39.39	81.48	24.73	66.39
Placer County Air Pollution Control District (PCAPCD) Significance Thresholds	82	82	82	550
Exceedance of PCAPCD Threshold	NO	NO	NO	NO

As shown, the project's short-term construction-related emissions are not anticipated to exceed the PCAPCD's significance thresholds for emissions of ROG, NOx and PM10, which means the proposed project would have less than significant construction-related impacts to air quality.

Operational Emissions

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

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

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

The analysis found that the overall project's maximum operational emissions on a daily basis would be as follows:

OPERATIONAL EMISSIONS (lbs/day)

	ROG	NO_x	PM₁₀	CO
Maximum Daily Emissions	7.62	5.33	4.13	25.69
Placer County Air Pollution Control District (PCAPCD) Significance Thresholds	82	82	82	550
Exceedance of PCAPCD Threshold	NO	NO	NO	NO

As shown, the project's operational emissions of ROG, NO_x, PM₁₀, and CO would be below the applicable PCAPCD thresholds of significance. Accordingly, the project's operational emissions would not contribute to the PCAPCD's nonattainment status of ozone and PM, operations of the project would not violate an air quality standard or contribute to an existing or projected air quality violation and operationally-related impacts would be considered less than significant.

Cumulative Air Quality

Due to the dispersive nature and regional sourcing of air pollutants, air pollution is largely a cumulative impact. The nonattainment status of regional pollutants, including ozone and PM, is a result of past and present development, and, thus, cumulative impacts related to these pollutants could be considered cumulatively significant.

The project is part of a pattern of urbanization occurring in the greater Sacramento ozone nonattainment area. The growth and combined vehicle usage, and business activity within the nonattainment area from the project, in combination with other past, present, and reasonably foreseeable projects within Rocklin and surrounding areas, could either delay attainment of the standards or require the adoption of additional controls on existing and future air pollution sources to offset emission increases. Thus, the project could cumulatively contribute to regional air quality health effects through emissions of criteria and mobile source air pollutants.

To aid in determining an individual project's cumulative contribution to regional air quality, the PCAPCD suggests a cumulative threshold of significance for operational emissions of 10 pounds per day for ROG and NOx. Although a cumulative threshold, the PCAPCD cumulative thresholds are applied to project-level emissions. In other words, an increase of more than 10 pounds per day of ROG and/or NOx (ozone precursors) during project operation would be above the PCAPCD cumulative threshold of significance. It should be noted that a cumulative threshold of significance for PM10 or any other pollutant emission has not been established by the PCAPCD or the City. The daily increase in regional ROG and NOx emissions from auto travel and area sources associated with the proposed project is shown in the table below.

OPERATIONAL EMISSIONS FOR CUMULATIVE CONSIDERATION (lbs/day)

	ROG	NOx
Total Daily Emissions	7.62	4.77
Placer County Air Pollution Control District (PCAPCD) Significance Thresholds	10.0	10.0
Exceedance of PCAPCD Threshold	NO	NO

As indicated in the table above, the proposed project's cumulative level operational emissions for ROG and NOx would be below the PCAPCD cumulative thresholds of significance. Therefore, the cumulative impact associated with the project is considered less than significant.

Significance Conclusions:

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

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

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

General conformity requirements of the regional air quality plan include whether a project would cause or contribute to new violations of any NAAQS, increase the frequency or severity of an existing violation of any NAAQS, or delay timely attainment of any NAAQS. In order to

evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants that the area is designated nonattainment, the PCAPCD has recently proposed updates to the District's recommended significance thresholds for emissions of PM₁₀, and ozone precursors – reactive organic gases (ROG) and oxides of nitrogen (NO_x).

The significance thresholds, expressed in pounds per day (lbs/day), listed in the tables above are the PCAPCD's previously recommended thresholds of significance for use in the evaluation of air quality impacts associated with proposed development projects. The PCAPCD recently adopted new thresholds of significance for use in the evaluation of air quality impacts associated with proposed development projects, but the City of Rocklin, as lead agency and in consultation with the PCAPCD, is considering a phased in approach of the newly proposed thresholds and for this analysis is utilizing the PCAPCD's previously recommended thresholds of significance for CEQA evaluation purposes. Thus, if a project's emissions exceed the PCAPCD's pollutant thresholds presented above, the project could have a significant effect on air quality, the attainment of federal and State AAQS, and could conflict with or obstruct implementation of the applicable air quality plan. Notably, the project's construction and operational emissions would be below the PCAPCD's newly adopted thresholds (82 lbs./day for ROG, NO_x and PM₁₀ for construction emissions, 55 lbs./day for ROG and NO_x for project level and cumulative level operational emissions and 82 lbs./day for PM₁₀ for project level and cumulative level operational emissions).

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

As shown in the Construction Emissions and Operational Emissions tables above, the project's construction and operational emissions of ROG, NO_x, PM₁₀, and CO would be below the applicable PCAPCD thresholds of significance. These thresholds take into account strategies for attaining air quality standards. Accordingly, the project's construction and operational emissions would not contribute to the PCAPCD's nonattainment status of ozone and PM, operations of the project would not violate an air quality standard or contribute to an existing or projected air quality violation and construction-related and operationally-related impacts would be considered less than significant.

d. Sensitive Receptors – Less Than Significant Impact. The proposed project involves the development of residential uses; thus, the project would introduce sensitive receptors to the area. The nearest existing sensitive receptors to the project site are the residences located east and south of the project site. Emissions of CO would result from the incomplete combustion of carbon-containing fuels such as gasoline or wood and are particularly related to traffic levels. The project site is already planned for urban development; thus traffic on the surrounding roadways and intersections would not increase more than already anticipated for the area due

to project implementation. Accordingly, CO levels at nearby intersections would not be expected to be higher than anticipated for the area. It should be noted that as older, more polluting vehicles are retired and replaced with newer, cleaner vehicles, the overall rate of emissions of CO for vehicle fleet throughout the State has been, and is expected to continue, decreasing. Therefore, emissions of CO would likely decrease from current levels over the lifetime of the project.

Per PCAPCD guidance, if a project will degrade an intersection in the project vicinity from an acceptable Level of Service (LOS) (e.g., LOS A, B, C, or D) to an unacceptable LOS (e.g., LOS E or F), or if the project will substantially worsen an already existing LOS F, then the project has the potential to cause a potential a CO intersection hotspot. The Traffic Impact Analysis Report for Pacific Street Subdivision (KD Anderson & Associates, January 16, 2017) examined Level of Service (LOS) for eight intersections affected by the project. The analysis showed that all eight intersections are projected to operate at LOS C or better under Cumulative Plus Project conditions; therefore the project would not generate localized concentrations of CO that would exceed standards.

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

Due to the residential nature of the project, relatively few vehicle trips associated with the proposed project would be expected to be composed of heavy-duty diesel-fueled trucks and their associated emissions. The project does not involve long-term operation of any stationary diesel engine or other on-site stationary source of TACs. In addition, emissions of DPM resulting from construction equipment and vehicles are minimal and temporary, affecting a specific receptor for a period of weeks or perhaps months, and would be regulated through compliance with PCAPCD's rules and regulations.

As noted above, Table 4-1 of the CARB Handbook identifies different source categories that are of potential concern and provides recommendations for separation distances for sensitive land uses. The CARB Handbook recommends that a 50-foot separation distance be provided for typical fuel dispensing facilities and sensitive receptors and the nearest gasoline dispensing station is located 3,000 feet from the proposed project. The proposed project exceeds the recommended separation distance and implementation of the project would not result in an

increased exposure to sensitive receptors to localized concentrations of TACs from gasoline dispensing facilities.

For freeways and roads with high traffic volumes, Table 4-1 recommends “Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.” Because the shortest distance between the project and SR-65 and I-80 is approximately 11,000 feet and 2,800 feet respectively, more than the 500 feet identified in the CARB Handbook, the project would not be exposed to TAC emissions impact from freeway sources.

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

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

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

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

DISCUSSION OF DETERMINATION:

Project Impacts:

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

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Project-Level Environmental Analysis:

The firm of Marcus H. Bole & Associates, a Sacramento area consulting firm with recognized expertise in biological resources, prepared a wetland determination and biological resources evaluation for the proposed project. Their report, dated May 15, 2015 is available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA, and is incorporated into this Mitigated Negative Declaration by this reference. City staff has reviewed the documentation and is also aware that Marcus H. Bole & Associates has a professional reputation that makes their conclusions presumptively credible and prepared in good faith. Based on its review of the analysis and these other considerations, City staff accepts the conclusions in the Marcus H. Bole & Associates report, which is summarized below.

The firm of Sierra Nevada Arborists, a Sacramento area consulting firm with recognized expertise in arboriculture, prepared an arborist report for the proposed project. Their report, dated May 20, 2015 is available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA, and is incorporated into this Mitigated Negative Declaration by this reference. City staff has reviewed the documentation and is also aware that Sierra Nevada Arborists has a professional reputation that makes their conclusions presumptively credible and prepared in good faith. Based on its review of the analysis and these other considerations, City staff accepts the conclusions in the Sierra Nevada Arborists report, which is summarized below.

Project Site Description

The 7.4 +/- acre project site is relatively flat terrain and elevation of the property is approximately 282 feet. The site is bounded on two sides by residential properties and on the third and fourth sides by Pacific Street and Grove Street.

Biological Assessment Overview

A records search was completed of the United States Fish & Wildlife Service's (USFWS) *Federal Endangered and Threatened Species List* and the *California Natural Diversity Database (CNNDDB)*. These documents list plants and wildlife that have Federal, State and California Native Plant Society (CNPS) special status. The records revealed several plant and wildlife species with a potential to occur on site.

A. Biological Communities

The site supports a few small to medium diameter oak trees and non-native grasses and forbs.

B. Special-Status Plant and Animal Species

Special-status plant and animal species are those that have been afforded special recognition by federal, State, or local resources or organizations. Special-status species were considered for this analysis based on prior surveys conducted within the immediate area of the project site, a review of USFWS databases the California Natural Diversity Database, CNPS literature and a May 13, 2015 site visit. Those species include vernal pool fairy shrimp, Brandegees clarkia, valley elderberry longhorn beetle, white-tailed kite, Bogg's Lake hedge-hyssop, California black rail, California linderiella, northern volcanic mud flow vernal pool, steelhead, osprey and purple martin.

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

Using the methodologies described in the *1987 Wetland Delineation Manual*, Marcus H. Bole & Associates found no federal jurisdictional wetland habitats within the boundaries of the subject property. Site soils were identified as Andregg coarse sandy loam, 2 to 9 percent slopes. Soil pits were dug in representative areas of the site. All soils were identifies as upland soils with no hydric soil indicators. Plant species were identified as upland grasses and forbs.

Significance Conclusions:

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

do provide suitable nesting habitat. In addition, the structures on the project site could serve as roosting habitat for bat species.

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

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

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

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

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

(b) Prior to removal of the existing building, a survey for bats shall be prepared by a qualified biologist. If bat roosting sites are identified within the survey area, then they shall be avoided during the nursery season (April 1st through August 31st). The bats may be evicted from the building between September 1 and March 31, which is outside of the nursery season. Eviction of bats shall be conducted using bat exclusion techniques, developed by Bat Conservation International (BCI) and in consultation with the CDFW, that allow the bats to exit the roosting site but prevent re-entry to the site. This would include, but not be limited to the installation of one way exclusion devices. The devices shall remain in place for a minimum of seven days and then the exclusion points and any other potential entrances shall be sealed immediately following the removal of the devices. This work shall be completed by a BCI recommended exclusion professional.

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

b. and c. Riparian Habitat and Wetlands – No Impact. Based on the wetland determination and biological resources evaluation report summarized above, the site does not contain any federally-protected wetlands (as defined by Section 404 of the Clean Water Act), riparian habitat, or riparian corridors, and the impact is considered less than significant.

d. Fish and Wildlife Movement – Less than Significant Impact. The majority of the surrounding area is developed in an urban fashion, including residential uses on two sides of the project and Pacific Street and Grove Street fronting on the third and fourth sides. Due to the proximity of local roadways to the site (Pacific Street and Grove Street), the amount of surrounding development and the lack of established wildlife corridors and perennial water courses on the project site, the proposed project is not anticipated to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or wildlife nursery sites.

e. Local Policies/Ordinances – Less than Significant with Mitigation. The City of Rocklin regulates the removal of and construction within the dripline of native oak trees with a trunk diameter of 6 inches or more under the Oak Tree Preservation Ordinance and the Oak Tree Preservation Guidelines. Seven oak species and five hybrids between these species are defined as “native oaks” by the City. Per the City’s oak tree ordinance, the diameter at breast height (DBH) of a multiple trunk tree is the measurement of the largest trunk only, and heritage trees are defined as native oak trees with a trunk diameter of 24 inches or more.

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

The project site includes a total of 5 native oak trees within the boundaries of the project site. Composition of the 5 native oak trees includes 1 Interior Live Oak and 4 Valley Oaks. No trees are recommended for removal by the project arborist as being dead, dying, or a hazard; all 5 of the native oak trees are proposed for removal as a part of the development of the Quarry Row Subdivision project.

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

IV.-2 Prior to the issuance of improvement plans or grading permits, the applicant shall:

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

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

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

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

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

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

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

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed project could affect unknown/undiscovered historical, archaeological, and/or paleontological resources or sites as development occurs.

The demolition of the structure on the site which is eligible for listing on the California Register of Historical Resources would result in a significant impact.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

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

Project-Level Environmental Analysis:

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The firm of Ric Windmiller, a Sacramento area consulting firm with recognized expertise in cultural resources, prepared a cultural resource report for the Quarry Row Residential Subdivision project. The report, dated July 2015, is available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA, and is incorporated into this Mitigated Negative Declaration by this reference. City staff has reviewed the documentation and is also aware that Ric Windmiller has a professional reputation that makes their conclusions presumptively credible and prepared in good faith. Based on its review of the analysis and these other considerations, City staff accepts the conclusions in the Ric Windmiller report, which is summarized below.

The Ric Windmiller report included records searches of the University of California Museum of Paleontology and the North Central Information Center, archival research and field parcel surveys performed by a qualified archaeologist and architectural historian, and queries sent to the Native American Heritage Commission and Native American contacts.

Two cultural resources were identified as a result of the study. A minor historic resource, an old fence remnant with a quarried granite post was identified during the field inspection. An assessment of the fence remnant concluded that it is not eligible for the California Register of Historic Resources under any criterion of eligibility.

The second cultural resource is the historic Pleasure Hall/Stardust Skating Rink building at 4545 Pacific Street. The building is listed in the 2011 City of Rocklin General Plan Update Environmental Impact Report as a property of local historical interest. An assessment of the building during the present study concluded that it is eligible for the California Register under Criterion 1 for its association with the history of social-cultural events, recreation and entertainment in Rocklin and Placer County. Its period of significance begins in the 1930s during the Great Depression, extends through World War II and culminates in the period of the baby-boom generation of the 1950s and 1960s.

Significance Conclusions:

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

In addition to meeting at least one of the above criteria, the structure must typically be over 50 years old (a state guideline rather than a statutory requirement) and have retained historic integrity sufficient to be clearly evident as a historic resource through a combination of location, design, setting, materials, workmanship, feeling and association with historic patterns. The definition of "integrity" in this context is based on criteria established by the National Register of Historic Places.

The CEQA definition of historic resources further states that resources included in a local register of historic resources are presumed to be historically or culturally significant, unless there is a preponderance of evidence demonstrating that the resource is not historically or culturally significant. Although CEQA also states, in both the Statutes and the Guidelines, that omission from the California Register or any local register of historical resources "shall not preclude a lead agency from determining whether the resource may be a historical resource" (Section 21084.1), the principal guidance provided by CEQA is that the agency should consider any potential resource to be significant "unless the preponderance of evidence demonstrates that it is not historically or culturally significant" (CEQA Guidelines Section 15064.5(a)(2).)

Furthermore, CEQA Guidelines Section 15064(f)(1) of the CEQA Guidelines states, in part, "if a lead agency is presented with a fair argument that a project may have a significant effect on the environment, the lead agency shall prepare an EIR even though it may also be presented with other substantial evidence that the project will not have a significant effect."

The project site contains a structure known as Pleasure Hall/Stardust Skating Rink. The structure is listed in the City of Rocklin General Plan as a property of historical interest and meets the criteria to be eligible for the California Register. Therefore, the removal of the building could be considered a significant impact, and historic resources will be discussed in the EIR.

b. and c., Archaeological Resources and Paleontological Resources – Potentially Significant Impact. Earthmoving activities associated with the construction of the project could result in the disturbance of an unknown/undiscovered historical, archaeological and/or paleontological resources or sites, if any are present on the site, which is considered a potentially significant impact. The proposed project's potential to have a significant impact on unknown/undiscovered archaeological, tribal cultural and/or paleontological resources or sites will be discussed in the EIR.

d. Human Remains - Potentially Significant Impact. No evidence of human remains is known to exist at the project site. However, earthmoving activities associated with the construction of the project could result in the discovery of human remains. The proposed project's potential to have a significant impact on unknown/undiscovered human remains will be discussed in the EIR.

VI. <u>GEOLOGY AND SOILS</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zone Map issued by the state Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X		
ii) Strong seismic ground shaking?			X		
iii) Seismic-related ground failure, including liquefaction?			X		
iv) Landslides?			X		
b) Result in substantial soil erosion or the loss of topsoil?			X		
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?					
d) Be located on expansive soil, as defined in Table I8-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X		
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X	

DISCUSSION OF DETERMINATION:

Project Impacts:

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

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

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

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

Significance Conclusions:

a., i. and ii. Fault Rupture, Ground Shaking – *Less Than Significant Impact.* The City of Rocklin is located in an area known to be subject to seismic hazards, but it is not near any designated Alquist-Priolo active earthquake faults. The Foothill Fault System has been identified in previous

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environmental studies as potentially posing a seismic hazard to the area; however, the Foothill Fault system is located near Folsom Lake, and not within the boundaries of the City of Rocklin. There are, however, two known and five inferred inactive faults within the City of Rocklin. Existing building code requirements are considered adequate to reduce potential seismic hazards related to the construction and operation of the proposed project to a less than significant level.

a., iii. and iv. Liquefaction, Landslides – Less Than Significant Impact. The site does not contain significant grade differences and therefore, does not possess the slope/geological conditions that involve landslide hazards. The potential for liquefaction due to earthquakes and groundshaking is considered minimal due to the site specific characteristics that exist in Rocklin. Rocklin is located over a stable granite bedrock formation and much of the area is covered by volcanic mud (not unconsolidated soils which have liquefaction tendencies). Application of seismic safety and construction and design standards contained in the City's Improvement Standards and Standard Specifications and in the Rocklin Municipal Code would reduce risks associated with seismic hazards such as liquefaction. Compliance with these and state and federal standards related to geologic conditions would reduce the potential impact from liquefaction to a less than significant level.

b. Soil Erosion – Less Than Significant Impact. Standard erosion control measures are required by Chapter 15.28 of the Municipal Code, including revegetation and slope standards. The project proponent will be required to prepare an erosion and sediment control plan through the application of the City's Improvement Standards and Standard Specifications as a part of the City's development review process. The erosion and sediment control plan are reviewed against the Placer County Stormwater Management Manual and the Regional Water Quality Control Board's Erosion and Sediment Control Field Manual. The erosion and sediment control plan includes the implementation of Best Management Practices/Best Available Technology (BMPs/BATs) to control construction site runoff. The project will also be required to comply with the City's Grading and Erosion and Sedimentation Control Ordinance (Rocklin Municipal Code, Chapter 15.28), and the Stormwater Runoff Pollution Control Ordinance (Rocklin Municipal Code, Chapter 8.30). The application of standard erosion control measures to the proposed project, as well as compliance with the above noted Ordinances, would reduce potential erosion-related impacts to a less than significant level for on-site grading.

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

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

VII. <u>GREENHOUSE GAS EMISSIONS</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X		
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X		

DISCUSSION OF DETERMINATION:

Project Impacts:

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

Area- and mobile-source emissions of greenhouse gases would be generated by the construction and operation of the proposed project. Neither the Placer County Air Pollution Control District nor the City of Rocklin has established significance thresholds for measuring the significance of a project's incremental contribution to global climate change. However, individual projects can contribute to greenhouse gas emission reductions by incorporating features that reduce vehicle emissions and maximize energy-efficiency.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

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

Project Level Environmental Analysis:

The firm of KD Anderson & Associates, a Sacramento area consulting firm with recognized expertise in air quality, prepared an Air Quality report for the proposed project. This analysis was prepared to estimate the project’s greenhouse gas emissions from construction activities, motor vehicle trips, and utility use. Their report, dated May 17, 2016, is available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA and is incorporated into this Mitigated Negative Declaration by this reference. City staff has reviewed the documentation and is also aware that KD Anderson & Associates has a professional reputation that makes its conclusions presumptively credible and prepared in good faith. Based on its review of the analysis and these other considerations, City staff accepts the conclusions in the KD Anderson & Associates report, which is summarized below.

Greenhouse Gas Setting

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

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

The major concern is that increases in GHG emissions are causing Global Climate Change. Global Climate Change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the speed of global warming and the extent of the impacts attributable to human activities, the vast majority of the scientific community now agrees that there is a direct link between increased GHG emissions and long term global temperature increases. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more

extreme heat days per year, more high ozone days, more large forest fires, more drought years, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. In California, GHGs are defined to include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), nitrogen trifluoride (NF₃), and hydrofluorocarbons. To account for the warming potential of GHGs, GHG emissions are quantified and reported as CO₂ equivalents (CO₂e).

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

Regulatory Framework

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

In 2011, the baseline or BAU level for the Scoping Plan was revised to account for the economic downturn and State regulation emission reductions (i.e., Pavley, Low Carbon Fuel Standard [LCFS], and Renewable Portfolio Standard [RPS]). Accordingly, the Scoping Plan emission reduction target from BAU levels required to meet 1990 levels by 2020 was modified from 29 percent to 21.7 percent where the BAU level is based on 2010 levels singularly, or 16 percent where the BAU level is based on 2010 levels and includes State regulation emission reductions noted above. The amended Scoping Plan was re-approved August 24, 2011.

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

Significance Criteria

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

The significance thresholds discussed above are the PCAPCD's previously recommended thresholds of significance for use in the evaluation of greenhouse gas emission impacts

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associated with proposed development projects. The PCAPCD recently adopted new thresholds of significance for use in the evaluation of greenhouse gas emission impacts associated with proposed development projects, but the City of Rocklin, as lead agency and in consultation with the PCAPCD, is considering a phased in approach of the newly proposed thresholds and for this analysis is utilizing the PCAPCD's previously recommended thresholds of significance for CEQA evaluation purposes. The PCAPCD retained 1,100 metric tons as a screening level threshold, which is considered a "de minimis" level (e.g., essentially negligible and insignificant). As discussed below, the proposed project would not exceed 1,100 metric tons, so the next level of revised thresholds would not apply to the proposed project.

Significance Conclusions:

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

Short-term emissions of GHG associated with construction of the proposed project are estimated to be 353.51 MTCO₂e in 2017 and 362.10 MTCO₂e, both of which are below the 1,100 MTCO₂e/year threshold. Construction GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change. Due to the size of the proposed project, the project's estimated construction-related GHG contribution to global climate change would be considered negligible on the overall global emissions scale.

The long-term operational GHG emissions estimate for the proposed project incorporates the project's potential area source and vehicle emissions, emissions associated with utility and water usage, and the generation of wastewater and solid waste. The annual GHG emissions associated with the proposed project by year 2020 would be 953.35 MTCO₂e/year. Because the level of emissions is lower than the 1,100 MTCO₂e significance threshold, the proposed project would not hinder the State's ability to reach the GHG reduction target nor conflict with any applicable plan, policy, or regulation related to GHG reduction and the impact of the proposed project on global climate change is considered less than significant and no mitigation measures are required.

Further, it should be noted that the project site is being developed with a land use that is less intense (from a trip generation and associated emissions standpoint) than the Retail Commercial land use that is allowed by the existing land use designation and zoning.

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

DISCUSSION OF DETERMINATION:

Project Impacts:

As discussed below, compliance with the mitigation measures incorporated into the General Plan goals and policies and applicable City Code and compliance with applicable Federal, State and local laws and regulations would reduce impacts related to hazards and hazardous materials to a less-than-significant level.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

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

Significance Conclusion:

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

not a significant hazardous materials impact associated with the construction, operation and maintenance of the proposed project.

c. Hazardous Emissions Near Schools – *Less Than Significant Impact.* There is one school within one-quarter mile (1,320 feet) of the project site. The Holy Cross Lutheran Preschool & Kindergarten is located approximately 320 feet from the south edge of the project site. The next closest school is Rocklin Elementary which is approximately 1,600 feet away. Residential projects of this nature would not typically emit any significant amounts of hazardous materials, substances, or waste or be involved in the transportation of hazardous materials, substances, or waste. Further, there are existing rules and regulations, as indicated above, that address hazardous materials management and environmental protection. Therefore, there is a less than significant impact related to hazardous emissions or hazardous materials within one quarter mile of a school.

d. Hazardous Site List – *Less Than Significant Impact.* The project site is not on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Government Code 65962.5 is known as the Cortese List. The Cortese database identifies public drinking water wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with Underground Storage Tanks (USTs) having a reportable release and all solid waste disposal facilities from which there is known migration. The Department of Toxic Substances Control (DTSC) EnviroStor database and State Water Resources Control Board GeoTracker database were searched on September 27, 2016 and no open hazardous sites were identified on the project site; therefore, there is no impact related to a hazardous materials site on the project site.

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

g. Emergency Response Plan – *Less Than Significant Impact.* The City's existing street system, particularly arterial and collector streets, function as emergency evacuation routes. The project's design and layout will not impair or physically interfere with the street system emergency evacuation route or impede an emergency evacuation plan. Additionally, the proposed project is reviewed by the Rocklin Fire Department and has been designed with adequate emergency access for use by the Rocklin Fire Department. Therefore a less than significant impact on emergency routes/plans would be anticipated.

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

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

IX. HYDROLOGY AND WATER QUALITY (cont'd.) Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X		
j) Inundation by seiche, tsunami, or mudflow?			X		

DISCUSSION OF DETERMINATION:

Project Impacts:

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

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

The project would be subject to the provisions of the City's Grading and Erosion and Sediment Control Ordinance. Chapter 15.28 of the Rocklin Municipal Code, Grading and Erosion Sediment Control, regulates grading activity on all property within the City of Rocklin to safeguard life, limb, health, property, and public welfare; to avoid pollution of watercourses with nutrients, sediments, or other earthen materials generated or caused by surface runoff on or across the permit area; to comply with the City's National Pollutant Discharge Elimination System permit issued by the California Regional Water Quality Control Board; and to ensure that the intended use of a graded site is consistent with the City of Rocklin General Plan, provisions of the California Building Standards Code as adopted by the City relating to grading activities, City of Rocklin improvement standards, and any applicable specific plans or other land use entitlements. This chapter (15.28) also establishes rules and regulations to control grading and erosion control activities, including fills and embankments; establishes the administrative procedure for issuance of permits; and provides for approval of plans and inspection of grading construction and erosion control plans for all graded sites. Chapter 8.30 of the Rocklin Municipal Code, Stormwater Runoff Pollution Control Ordinance, prohibits the discharge of any

materials or pollutants that cause or contribute to a violation of applicable water quality standards, other than stormwater, into the municipal storm drain system or watercourse. Discharges from specified activities that do not cause or contribute to the violation of plan standards, such as landscape irrigation, lawn watering, and flows from fire suppression activities, are exempt from this prohibition.

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

Significance Conclusions:

a., c., d., e. and f. Water Quality Standards and Drainage – *Less Than Significant Impact.* Storm water runoff from the project site will be collected in stormwater drainage pipes and then directed through water quality treatment devices/areas as Best Management Practices (BMP) and/or Low Impact Development (LID) features and then into the City's storm drain system. The purpose of the BMP/LID features is to ensure that potential pollutants are filtered out before they enter the storm drain system. The City's storm drain system maintains the necessary capacity to support development on the proposed project site. Therefore, violations of water quality standards or waste discharge requirements are not anticipated.

To address the potential for polluted water runoff during project construction, the project would be required to prepare an erosion and sediment control plan through the application of the City's Improvement Standards and Standard Specifications as a part of the City's development review process. The erosion and sediment control plan are reviewed against the Placer County Stormwater Management Manual and the Regional Water Quality Control Board's Erosion and Sediment Control Field Manual. The erosion and sediment control plan includes the implementation of Best Management Practices/Best Available Technology (BMPs/BATs) to control construction site runoff. The project will also be required to comply with the City's Grading and Erosion and Sedimentation Control Ordinance (Rocklin Municipal Code, Chapter 15.28), and the Stormwater Runoff Pollution Control Ordinance (Rocklin Municipal Code, Chapter 8.30), which includes the preparation of a Stormwater Pollution Prevention Plan (SWPPP). The proposed project would not alter the course of a stream or a river.

The proposed project would not substantially alter the existing drainage pattern of the site or area because the City's policies of requiring new developments to detain on-site drainage such that the rate of runoff flow is maintained at pre-development levels (unless the Placer County Flood Control and Water Conservation District's Flood Control Manual requires otherwise) and to coordinate with other projects' master plans to ensure no adverse cumulative effects will be applied. Per the Placer County Flood Control and Water Conservation District Dry Creek Watershed Flood Control Plan, onsite stormwater detention is generally not recommended anywhere in the Dry Creek watershed because it has been determined that on-site detention

would be detrimental to the overall watershed, unless existing downstream drainage facilities cannot handle post-construction runoff from the project site. Substantial erosion, siltation or flooding, on- or off-site, and exceedance of the capacity of existing or planned drainage systems would not be anticipated to occur.

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

b. Groundwater Supplies – Less Than Significant Impact. The project will use domestic water from the Placer County Water Agency and not use wells or groundwater; therefore existing groundwater resources will not be depleted. The project site itself is not a substantial recharge area because of its smaller size and distance from creeks and drainages, and the site is partly covered in impervious surface. Therefore, there is a less than significant groundwater supply impact.

g., h., i. and j. Flooding, Tsunami, Seiche, or Mudflow – Less Than Significant Impact. According to FEMA flood maps (Map Panel 06061CO418F, effective date June 8, 1998) the developable portion of the project site is located in flood zone X, which indicates that the project is not located within a 100-year flood hazard area and outside of the 500-year flood hazard area. The project site is not located within the potential inundation area of any dam or levee failure, nor is the project site located sufficiently near any significant bodies of water or steep hillsides to be at risk from inundation by a seiche, tsunami, or mudflow. Therefore the proposed project will not expose people or structures to a significant risk or loss, injury, or death as a result of flooding nor will the project be subject to inundation by tsunami, seiche or mudflow and a less than significant impact would be anticipated

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

DISCUSSION OF DETERMINATION:

Project Impacts:

Approval of the project would allow the construction and occupation of a 64-unit single-family subdivision on a 7.4 +/- acre site. The project site is designated Mixed Use (MU) and High Density Residential (HDR) on the General Plan land use map and is zoned Retail Business (C-2). The project requires approval of a General Plan Amendment, Rezone, General Development Plan, Tentative Subdivision Map, Design Review and Oak Tree Preservation Permit to allow for a single-family residential subdivision as is being proposed. As discussed below, land use impacts are not anticipated.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Significance Conclusions:

a. Division of Community – No Impact. The project is located on a currently partly developed site within the City of Rocklin. The demolition of the commercial structure and the construction of 64 residential units at this location will not physically divide an established community. The streets within the project will connect in the adjacent neighborhoods and provide greater connectivity in the community. Therefore there is no division of community impact.

b. Plan Conflict – Less than Significant Impact. The project site is designated Mixed Use (MU) and High Density Residential (HDR) on the General Plan land use map and is zoned Retail Business (C-2). The project requires a General Plan Amendment, Rezone, General Development Plan, Tentative Subdivision Map, Design Review and Oak Tree Preservation Permit to allow for a single-family residential project such as the one being proposed. The proposed Planned Development 9 Dwelling Units per Acre (PD-9) zoning designation is consistent with the proposed Medium High Density Residential (MHDR) land use designation. Upon approval of the proposed Rezone and General Development Plan, the proposed project will be consistent with the site’s land use and zoning designations. The proposed project would be compatible with the existing nearby development of light industrial and residential uses in the project vicinity, the development of the project would not conflict with land use designations and would have a less than significant impact related to conflicts with land use plans, policies or regulations.

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

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

DISCUSSION OF DETERMINATION:

Project Impacts:

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

Significance Conclusions:

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

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

DISCUSSION OF DETERMINATION:

Project Impacts:

Development of the proposed project will result in an increase in short-term noise impacts from construction activities. As discussed below, the development and operation of a 64 unit single family residential subdivision is not anticipated to have significant long-term operational noise impacts.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Project-Level Environmental Analysis:

The firm of JC Brennan & Associates, a Sacramento area consulting firm with recognized expertise in noise, prepared an environmental noise assessment of the proposed project. Their report, dated November 17, 2015 is available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA, and is incorporated into this Mitigated Negative Declaration by this reference. City staff has reviewed the documentation and is also aware that JC Brennan & Associates has a professional reputation that makes its conclusions presumptively credible and prepared in good faith. Based on its review of the analysis and these other considerations, City staff accepts the conclusions in the JC Brennan & Associates report, which is summarized below.

Background Information on Noise

Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sounds and noise are highly subjective from person to person. The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound and for this reason, the A-weighted sound level has become the standard tool of environmental noise assessment.

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

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool is the average, or equivalent, sound level (L_{eq}). The L_{eq} is the foundation of the composite noise descriptor, L_{dn} , and shows very good correlation with community response to noise. The day/night average level (L_{dn}) is based upon the average noise level over a 24-hour day, with a

+10 dB weighting applied to noise occurring during nighttime (10:00 p.m. – 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

The City of Rocklin General Plan includes criteria for stationary (non-transportation) and transportation noise sources. Because the proposed project is located within close proximity to Pacific Street, Interstate 80 (I-80) and the Union Pacific Railroad (UPRR) tracks, this analysis focuses on whether roadway and train noise levels would exceed City of Rocklin exterior or interior noise levels standards at the residences of the project. For transportation noise sources, the maximum allowable exterior noise level standard for outdoor activity areas is 60 dB Ldn and the maximum allowable interior noise level standard is 45 dB Ldn.

Noise Sources

As noted above, the noise source concerns for this project are associated with Pacific Street, I-80 and the UPRR. Noise impacts associated with these noise sources were evaluated and compared to noise level performance criteria for transportation noise sources contained within the City of Rocklin General Plan Noise Element.

Traffic Noise

Interstate 80 (I-80) is located approximately 3,000 feet to the southeast of the project site. The City of Rocklin General Plan Noise Element indicates that the 60 dB Ldn noise contour distance for I-80 is predicted to be 2,094 feet under 2030 conditions. This distance does not account for shielding from intervening structures which would provide substantial shielding to the project site. Accounting for a conservative shielding offset of – 10 dB, I-80 noise levels are predicted to be 48 dB Ldn at the project site. This level complies with the City's 60 dB Ldn exterior noise level standard.

JC Brennan & Associates, Inc. conducted continuous 24-hour noise measurements at the project site. The short-term noise measurement data were used to determine the accuracy of the FHWA Traffic Noise Prediction Model in describing the existing noise environment on the project site, while accounting for site conditions, travel speeds, roadway geometry, etc. Noise measurement results were compared to the FHWA model results by entering the existing traffic volume, speeds and distances to Pacific Street as inputs to the model. The model was found to accurately predict traffic noise levels to within 1 dB; therefore, no offsets were applied. JC Brennan & Associates then utilized Cumulative Plus Project traffic predictions prepared for the City of Rocklin General Plan Update.

It should be noted that the City of Rocklin 60 dB Ldn exterior noise level standard applies specifically to outdoor use areas or "outdoor activity" areas, which is the park in the proposed subdivision. In addition to outdoor activity areas, noise levels are predicted at the project building facades located closest to each of the project-area roadways. These building façade

noise levels used for predicting interior noise levels are not subject to the City's exterior noise level standard. For example, the 2nd floor facades of the units along Pacific Street would be exposed to noise levels of 72 dB Ldn. This is not an exceedance of the City's 60 dB Ldn exterior noise level standard as no outdoor use occurs at this location. The analysis examined impacts for a 72 unit, rather than a 64 unit, subdivision but the location of the common outdoor activity area (the subdivision's proposed park) and the distance of the building's facades to Pacific Street (the locations where noise levels are predicted to determine compliance with the City's noise standards) remained the same with both subdivision designs. The table below shows the predicted future traffic noise levels at the proposed project site.

PREDICTED FUTURE TRAFFIC NOISE LEVELS		
Location	Traffic Noise Levels, Ldn (dBA)	Distance to Traffic Noise Levels (ft.)
Pacific Street (Cumulative Plus Project)		
Park (Common Outdoor Activity Area)	52	500
Lot 1 – Floor 1	65	130
Lot 1 – Floor 2	68	130
Lot 72 – Floor 1	69	70
Lot 72 – Floor 2	72	70
Lot 68 – Floor 1	69	75
Lot 68 – Floor 2	72	75
Lot 67 – Floor 1	69	75
Lot 67 – Floor 2	72	75
Lot 39 – Floor 1	69	80
Lot 39 – Floor 2	72	80
Source: JC Brennan & Associates, Inc. (2015)		

As shown, future traffic noise levels at the common outdoor activity area (park) of the project are predicted to comply with the City of Rocklin 60 dB Ldn exterior noise level standard and no additional exterior traffic noise reduction measures would be required.

Interior Traffic Noise Levels

Standard construction practices, consistent with the Uniform Building Code typically provides an exterior-to-interior noise level reduction of approximately 25 dB, assuming that air conditioning is included for each unit, which allows residents to close windows for the required acoustical isolation. Therefore, as long as exterior noise levels at the building facades do not exceed 70 dB Ldn, the interior noise levels will typically comply with the interior noise level standard of 45 dB Ldn. Based upon an exterior noise exposure of up to 72 dB Ldn, interior noise levels of up to 47 dB Ldn are predicted along Pacific Street. Therefore, interior noise control measures would be required.

To achieve compliance with the City of Rocklin 45 dB Ldn interior noise level standard, JC Brennan & Associates recommends that windows with a sound transmission class (STC) 35 rating, or higher, should be installed in all facades with a view of Pacific Street. These requirements would apply to the first row of units in the project, including facades with a perpendicular view of Pacific Street.

Railroad Noise Levels

JC Brennan & Associates recently conducted noise monitoring of the UPRR at a nearby location and based upon this noise monitoring, the exterior noise level due to train operations was found to be approximately 72 dB Ldn at a distance of 170 feet. At its closest point, the proposed project is located approximately 675 feet south of the UPRR. Additionally there are a number of intervening structures that would provide a minimum of -5 dB shielding for railroad noise. Adjusting for distance and shielding, railroad noise levels of 58 dB Ldn are predicted at the north edge of the project site. At the proposed park site (common outdoor activity area), located approximately 1,200 feet from the railroad, noise levels are predicted to be 54 dB Ldn. Therefore, railroad noise levels are predicted to comply with the City of Rocklin exterior and interior noise level standards.

Significance Conclusions:

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

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

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

As noted above, based upon the measured and predicted noise levels at the residences, the building facades closest to Pacific Street would be exposed to a maximum exterior noise level of 72 dB Ldn. This exterior noise level equates to interior noise levels of up to 47 dB Ldn, which

exceeds the City's 45 dB Ldn interior noise level standard. Therefore, noise reduction measures will be required.

To address the potential interior noise level impacts, the following mitigation measures, agreed to by the applicant, are being applied to the project:

XII.-1 All windows or glass doors with a view of Pacific Street shall be fitted with Sound Transmission Class (STC) rating 35 minimum rated assemblies. This would apply specifically to the first row of units closest to Pacific Street, including facades with a perpendicular view of Pacific Street. This conclusion assumes the use of a 3-coat stucco building construction and carpeted room. As an alternative to this blanket requirement, a detailed analysis of interior noise control measures may be conducted when project building plans and flooring types are available. The detailed analysis shall outline specific window, door, and building façade noise control measures utilized to achieve compliance with the 45 dB Ldn interior noise level standard.

XII.-2 Air conditioning or mechanical ventilation shall be provided for all residences constructed within this development to allow occupants to keep doors and windows closed for acoustical isolation.

XII.-3 Mechanical ventilation penetrations for bath fans shall not face towards Pacific Street. Where feasible these vents shall be routed towards the opposite side of the building (away from Pacific Street) to minimize sound intrusion to sensitive areas of the building.

Where vents must face towards Pacific Street, the duct work shall be increased in length and make as many "S" turns as feasible prior to exiting the dwelling. Flexible duct work is the preferred ducting for this noise mitigation. Where the vents exit the building, a spring loaded flap with a gasket shall be installed to reduce sound entering the duct work when the vent is not in use.

The applicant is agreeable to the above mitigation measures; implementation of the above measures will reduce interior noise level impacts to a less than significant level.

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

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

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed project will result in the construction of 64 residential units, which would not induce substantial population growth or displace substantial numbers of people.

Significance Conclusions:

a. Population Growth – *Less than Significant Impact.* The project site is currently designated on the City’s General Plan land use map as Mixed Use (MU) and High Density Residential (HDR) and is currently zoned Retail Business (C-2). The project site is proposed to be re-designated at Medium High Density Residential (MHDR) and re-zoned to Residential Single Family, 9 dwelling units per acre (PD-9). The addition of 64 single-family residences is not considered to induce substantial population growth in this area or into a City that is projected to have approximately 29,283 dwelling units at the buildout of the General Plan (the project’s proposed 64 dwelling units equates to 0.002 percent of the anticipated 29,283 Citywide dwelling units). In addition, the project does not include any extension of roads or other infrastructure other than what is necessary to provide access and services to the project site. Therefore, the project will have a less than significant population growth impact.

b. and c. Displace Substantial Numbers of Existing Housing or People – *Less than Significant Impact.* The project site is currently mostly vacant with the exception of one commercial structure that is planned to be demolished. However, the project also includes the construction of 64 residential units which represents an increase in housing. The displacement of substantial

numbers of existing housing or people necessitating the construction of replacement housing elsewhere will not occur and the impact would be less than significant.

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

DISCUSSION OF DETERMINATION:

Project Impacts:

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

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

California Fire Code, the California Health and Safety Code, Chapters 8.12 and 8.20 of the Rocklin Municipal Code, and goals and policies in the General Plan Community Safety and Public Services and Facilities Elements requiring studies of infrastructure and public facility needs,

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proportional share participation in the financial costs of public services and facilities, coordination of private development projects with public facilities and services needed to serve the project, maintaining inter-jurisdictional cooperation and coordination and requiring certain types of development that may generate higher demand or special needs to mitigate the demands/needs.

Significance Conclusions:

a., 1. Fire Protection – *Less Than Significant Impact.* The development of this project site has been anticipated in the planning, staffing, equipping and location of fire stations within the City of Rocklin; the closest fire station to the project site is Fire Station # 1 on Rocklin Road, which is approximately 0.64 road miles away. Development of the proposed project could increase the need for fire protection services. The City collects construction taxes for use in acquiring capital facilities such as fire suppression equipment. Operation and maintenance funding for fire suppression is provided through financing districts and from general fund sources. The proposed project would pay construction taxes, participate in any applicable financing districts and contribute to the general fund through property and sales taxes. Participation in these funding mechanisms would ensure fire protection service to the site and reduce fire protection impacts to less than significant.

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

a., 3 and 4. Schools and Other Public Facilities – *Less Than Significant Impact.* The proposed project will be required to pay applicable school impact fees in effect at the time of building permit issuance to finance school facilities. The assessment of developer fees is regulated through the State Government Code. Proposition 1A/Senate Bill 50 (Chapter 407, Statutes of 1998) establishes the base amount that developers can be assessed per square foot of residential and non-residential development. If a district meets certain standards, the base adjustment can be adjusted upward a certain amount. Under SB 50, payment of the identified fees by a developer is deemed to be "full and complete mitigation" of impacts on schools resulting from new development. Participation in these funding mechanisms, as applicable, will reduce school impacts to a less than significant level as a matter of state law.

The need for other public facilities would not be created by this project and the impact is anticipated to be less than significant.

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

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed project, the development and occupation of a 64-unit single-family residential subdivision would be anticipated to increase the use of, and demand for, recreational facilities but not in a way that results in a significant impact.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Significance Conclusions:

a. and b. Increase Park Usage and Construction or Expansion of Recreational Facilities – *Less Than Significant Impact.* The proposed project, a residential subdivision, is not anticipated to significantly increase the use of, and demand for, recreational facilities. The City of Rocklin provides parkland dedication and/or collection of park fees to mitigate for the increased recreational impacts of new residential developments at the time that a parcel or subdivision map is recorded. Although the proposed project includes a small recreational area, the residents of the proposed project would likely utilize City recreational facilities but the use is anticipated to be minimal and is not anticipated to significantly increase the use of existing

facilities to the extent that substantial physical deterioration of the facility would occur or be accelerated, nor is the minimal use anticipated to require the construction or expansion of recreational facilities. Therefore, the project would have less than significant impacts regarding the increase in use of recreational facilities.

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

DISCUSSION OF DETERMINATION:

Project Impacts:

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

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Project-Level Environmental Analysis:

The firm of KD Anderson & Associates, Inc., a Sacramento area consulting firm with recognized expertise in transportation, prepared a traffic impact analysis of the proposed project. Their report, dated January 16, 2017, is available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA, and is incorporated into this Mitigated Negative Declaration by this reference. City staff has reviewed the documentation and is also aware that KD Anderson & Associates, Inc. has a professional reputation that makes its conclusions presumptively credible and prepared in good faith. Based on its review of the analysis and these other considerations, City staff accepts the conclusions in the KD Anderson & Associates, Inc. report, which is summarized below.

Daily Trip Generation

An estimate of the proposed project’s daily and p.m. peak hour trip generation has been made based on trip generation rates derived from the Institute of Traffic Engineers (ITE) 9th Edition Trip Generation Manual. Because development of the project site has been assumed in previous city-wide traffic analyses such as the General Plan Update (2011), the table and discussion below evaluate the relative impact of the proposed project based on the difference in the site’s potential and actual daily trip generation. The project site was designated as a Retail Commercial land use when the General Plan Update traffic analysis was completed. The table below identifies the trip generation estimates for the proposed project. As shown, the proposed residential project would generate 609 daily trips, with 64 trips occurring during the p.m. peak hour.

The vehicle trips generated by the proposed single family residential project would be less than the number of trips that could be generated if the project site was built out per the maximum

yield under the current Retail Commercial land use and Retail Business zoning designations that existed at the time of the General Plan EIR analysis, which included an examination of traffic and transportation impacts at a Citywide level. Specifically, the table below identifies the resulting trip generation estimates for the proposed project. As shown, the proposed project would generate 609 daily trips while the maximum yield under a Retail Commercial designation would generate 2,380 daily trips. Thus, the proposed project would generate 1,771 fewer daily trips on Rocklin streets. This comparison is provided for informational purposes only; the analysis below that addresses intersection Level of Service (LOS) considers the trip generation that would be yielded by the proposed residential project (609 daily trips).

PROJECT TRIP GENERATION COMPARISON					
Land Use Category	Quantity	Daily Trip Rate/Unit	PM Peak Hour Trip Rate/Unit		
			Inbound	Outbound	Total
Single Family Residences	64 du	609	41	23	64
Retail Commercial	68 ksf	2,380	85	92	177
Net Difference (Residential – Retail Commercial)		-1,771	-44	-69	-113

Current Background Traffic Conditions

Roadways providing access to the project site include Pacific Street and Grove Street. Pacific Street is a two-four lane arterial roadway that runs parallel to Interstate 80 (I-80) through Rocklin and links Taylor Road in the Town of Loomis in the east with the Atlantic Street interchange on I-80 in the west. Pacific Street has four lanes west of the Americana Way interchange and transitions to a two lane road between Americana Way and Del Mar Avenue. Grove Street is a two lane street that connects Pacific Street with Rocklin Road and provides access to established residential areas in central Rocklin. Midas Avenue, Cedar Street, Meyers Street, Yankee Hill Road, Americana Way, and Sierra Meadows Drive are two lane local streets that provide access to the area of Rocklin closest to the proposed project. Driveway #1 is the driveway on Pacific Street and it will provide right-in, right-out and left-in movements; Driveway # 2 will provide full access to the project from Grove Street.

New traffic counts were made for this study in May 2015, when Rocklin schools were in session, to supplement recent data collected for other traffic studies, including the City of Rocklin’s pending Circulation Element update. Intersection turning movement counts were made at seven study intersections (Pacific Street/Midas Avenue, Pacific Street/Grove Street, Pacific Street/Yankee Hill Road, Pacific Street/Train Depot Commercial Center, Pacific Street/Americana Way/Sierra Meadows Drive, Grove Street/Cedar Street, and Rocklin Road/Meyers Street) during the two hour periods of 7:00a.m to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.; the highest hourly traffic volume period within the two hour window was identified as the peak hour.

The table below identifies current intersection Levels of Service (LOS) at the eight study locations. As shown, the overall LOS at each intersection is LOS C or greater for both AM and PM peak hours, which meets the City’s minimum LOS C standard. It should be noted that for stop-sign controlled intersections, the City’s minimum LOS C standard is applied to the overall LOS and not the individual turning movements (legs).

EXISTING INTERSECTION LEVELS OF SERVICE							
Intersection	Control	Time Period					
		AM Peak Hour (7:00-9:00 AM)			PM Peak Hour (4:00-6:00 PM)		
		LOS	Volume /Capacity	Average Delay (sec/veh)	LOS	Volume /Capacity	Average Delay (sec/veh)
Pacific Street / Midas Avenue	Signal	A	0.378	-	A	0.494	-
Pacific Street/Grove Street (overall) NB left + right turn	NB Stop	(A) B	-	(0.9) 11.5	(A) B	-	(0.7) 11.9
Pacific Street/Yankee Hill Road (overall) SB left + right turn	SB Stop	(A) B	-	(0.8) 10.7	(A) C	-	(1.1) 16.4
Pacific Street/Train Depot Commercial Center (overall) SB left + right turn	SB Stop	(A) B	-	(0.4) 11.8	(A) A	-	(0.0) 8.9
Pacific Street/ Americana Way/ Sierra Meadows Drive	Signal	A	0.311	-	A	0.392	-
Grove Street/ Cedar Street	All-Way Stop	A	-	7.8	A	-	7.2
Rocklin Road/ Meyers Street	Roundabout	A	-	7.3	A	-	7.4

Existing Plus Project Traffic Conditions and Levels of Service

Project trips were superimposed onto the current background traffic volumes to create the “Existing Plus Project” condition, which is reflected in the table below.

EXISTING PLUS PROJECT PEAK HOUR INTERSECTION LEVELS OF SERVICE							
Intersection	Control	Existing			Existing Plus Project		
		LOS	Volume/ Capacity	Average Delay (sec/veh)	LOS	Volume/ Capacity	Average Delay (sec/veh)
AM Peak Hour (7:00 – 9:00 AM)							
Pacific Street / Midas Avenue	Signal	A	0.378	-	A	0.383	-
Pacific Street/Grove Street (overall)	NB Stop	(A)	-	(0.9)	(A)	-	(1.2)
NB left + right turn		B	-	11.5	B	-	12.7
Pacific Street/Yankee Hill Road (overall)	SB Stop	(A)	-	(0.8)	(A)	-	(0.8)
SB left + right turn		B	-	10.7	B	-	10.7
Pacific Street/Train Depot Commercial Center (overall)	SB/NB Stop	(A)	-	(0.4)	(A)	-	(0.5)
SB left + right turn		B	-	11.8	B	-	12.5
NB right turn		-	-	-	B	-	10.1
Pacific Street/ Americana Way/ Sierra Meadows Drive	Signal	A	0.311	-	A	0.314	-
Grove Street/ Access (overall)	WB Stop	-	-	-	(A)	-	(1.9)
WB left + right turn		-	-	-	A	-	8.9
Grove Street/ Cedar Street	All-Way Stop	A	-	7.8	A	-	7.9
Rocklin Road/ Meyers Street	Roundabout	A	-	7.3	A	-	7.7
PM Peak Hour (4:00-6:00 PM)							
Pacific Street / Midas Avenue	Signal	A	0.494	-	A	0.500	-
Pacific Street/Grove Street (overall)	NB Stop	(A)	-	(0.7)	(A)	-	(0.8)
NB left + right turn		B	-	11.9	B	-	12.9
Pacific Street/Yankee Hill Road (overall)	SB Stop	(A)	-	(1.1)	(A)	-	(0.9)
SB left + right turn		C	-	16.4	C	-	12.4
Pacific Street/Train Depot Commercial Center (overall)	SB/NB Stop	(A)	-	(0.0)	(A)	-	(0.2)
SB left + right turn		A	-	8.9	A	-	8.9
NB right turn		-	-	-	B	-	10.3
Pacific Street/ Americana Way/ Sierra Meadows Drive	Signal	A	0.392	-	A	0.395	-
Grove Street/ Access (overall)	WB Stop	-	-	-	(A)	-	(1.5)
WB left + right turn		-	-	-	A	-	8.8
Grove Street/ Cedar Street	All-Way Stop	A	-	7.2	A	-	7.3
Rocklin Road/ Meyers Street	Roundabout	A	-	7.4	A	-	7.4

As shown, because the amount of traffic associated with the project is relatively small, the addition of project traffic does not result in any change to the AM or PM peak hours Level of Service at any location. Levels of Service at each intersection will remain LOS A, which is within the adopted minimum standard (i.e., LOS C or better).

Existing Plus Approved Projects Plus Project

The traffic impacts of the proposed project have also been considered within the context of future traffic conditions in this area of Rocklin assuming other approved but as yet unconstructed projects under an “Existing Plus Approved Projects (EPAP)” condition, which is reflected in the table below. The other approved but as yet unconstructed (or partially constructed) projects include: Avalon Subdivision, Brighton Subdivision, Garnet Creek, Granite and Dominguez Subdivision, Los Cerros Subdivision, Grove Street Subdivision, Croftwood Unit 1 Subdivision, Rocklin 60 Subdivision, Granite Terrace, ZL Rocklin, Granite Marketplace, Rocklin Crossings, Rocklin Commons, the Center at Secret Ravine, Parklands Subdivision, Clover Valley, Winding Lane Estates, Rocklin Audi and Sierra Gateway Apartments.

EXISTING PLUS APPROVED PROJECTS (EPAP) PLUS PROJECT PEAK HOUR INTERSECTION LEVELS OF SERVICE							
Intersection	Control	Existing Plus Approved Projects			EPAP Plus Project		
		LOS	Volume/ Capacity	Average Delay (sec/veh)	LOS	Volume/ Capacity	Average Delay (sec/veh)
AM Peak Hour (7:00 – 9:00 AM)							
Pacific Street / Midas Avenue	Signal	A	0.442	-	A	0.447	-
Pacific Street/Grove Street (overall)	NB Stop	(A)	-	(0.8)	(A)	-	(1.1)
NB left + right turn		B	-	12.0	B	-	13.5
Pacific Street/Yankee Hill Road (overall)	SB Stop	(A)	-	(0.7)	(A)	-	(0.7)
SB left + right turn		B	-	11.4	B	-	11.4
Pacific Street/Train Depot Commercial Center (overall)	SB/NB Stop	(A)	-	(0.3)	(A)	-	(0.7)
SB left + right turn		B	-	13.2	B	-	14.4
NB right turn		-	-	-	C	-	10.3
Pacific Street/ Americana Way/ Sierra Meadows Drive	Signal	A	0.372	-	A	0.376	-
Grove Street/ Access (overall)	WB Stop	-	-	-	(A)	-	(1.9)
WB left + right turn		-	-	-	A	-	8.9
Grove Street/ Cedar Street	All-Way Stop	A	-	7.9	A	-	8.0
Rocklin Road/ Meyers Street	Roundabout	A	-	7.7	A	-	7.8
PM Peak Hour (4:00-6:00 PM)							
Pacific Street / Midas Avenue	Signal	A	0.588	-	A	0.594	-
Pacific Street/Grove Street (overall)	NB Stop	(A)	-	(0.6)	(A)	-	(0.8)
NB left + right turn		B	-	13.1	B	-	14.5
Pacific Street/Yankee Hill Road (overall)	SB Stop	(A)	-	(1.0)	(A)	-	0.8
SB left + right turn		C	-	19.6	C	-	13.7
Pacific Street/Train Depot Commercial Center (overall)	SB/NB Stop	(A)	-	(0.0)	(A)	-	(0.1)
SB left + right turn		-	-	9.4	A	-	9.4
NB right turn		-	-	-	C	-	11.0
Pacific Street/ Americana Way/ Sierra Meadows Drive	Signal	A	0.444	-	A	0.447	-
Grove Street/ Access (overall)	WB Stop	-	-	-	(A)	-	(1.5)
WB left + right turn		-	-	-	A	-	8.8
Grove Street/ Cedar Street	All-Way Stop	A	-	7.3	A	-	7.3
Rocklin Road/ Meyers Street	Roundabout	B	-	10.0	B	-	10.1

As shown above, the project would not result in the Level of Service in the AM or PM peak hours at any intersection dropping below LOS C in the existing plus approved projects condition with and without the Quarry Row Subdivision project. Levels of Service at each intersection will remain LOS A or B, which are within the adopted minimum standard (i.e., LOS C or better).

Future (Cumulative Year 2030) Traffic Conditions

Information from the General Plan EIR has been employed to identify long term traffic conditions in the project vicinity. The table below compares cumulative AM and PM peak hour Levels of Service at study area intersections with and without the proposed project.

CUMULATIVE PLUS PROJECT PEAK HOUR INTERSECTION LEVELS OF SERVICE							
Intersection	Control	Cumulative Base			Cumulative with Project		
		LOS	Volume/ Capacity	Average Delay (sec/veh)	LOS	Volume/ Capacity	Average Delay (sec/veh)
AM Peak Hour (7:00 – 9:00 AM)							
Pacific Street / Midas Avenue	Signal	B	0.635	-	B	0.637	-
Pacific Street/Grove Street (overall)	NB Stop	(A)	-	(0.7)	(A)	-	(1.0)
NB left + right turn		C		15.4	C		18.3
Pacific Street/Yankee Hill Road (overall)	SB Stop	(A)	-	(0.6)	(A)	-	(0.6)
SB left + right turn		C		14.3	B		14.3
Pacific Street/Train Depot Commercial Center (overall)	SB/NB Stop	(A)	-	(0.3)	(A)	-	(0.4)
SB left + right turn		C		20.7	D		25.1
NB left + right turn		-		-	B		11.7
Pacific Street/ Americana Way/ Sierra Meadows Drive	Signal	A	0.503	-	A	0.507	-
Grove Street/ Access (overall)	WB Stop	-	-	-	(A)	-	(1.7)
WB left + right turn					A		8.9
Grove Street/ Cedar Street	All-Way Stop	A	-	8.6	A	-	8.7
Rocklin Road/ Meyers Street	Roundabout	C	-	18.5	C	-	19.0
PM Peak Hour (4:00-6:00 PM)							
Pacific Street / Midas Avenue	Signal	C	0.724	-	C	0.731	-
Pacific Street/Grove Street (overall)	NB Stop	(A)	-	(0.8)	(A)	-	(1.0)
NB left + right turn		D		26.6	D		32.0
Pacific Street/Yankee Hill Road (overall)	SB Stop	(A)	-	(1.0)	(A)	-	(0.7)
SB left + right turn		C		23.4	C		19.7
Pacific Street/Train Depot Commercial Center (overall)	SB/NB Stop	(A)	-	(0.0)	(A)	-	(0.1)
SB left + right turn		B		11.2	B		11.2
NB left + right turn		-		-	C		15.4
Pacific Street/ Americana Way/ Sierra Meadows Drive	Signal	C	0.752	-	C	0.755	-
Grove Street/ Access (overall)	WB Stop	-	-	-	(A)	-	(1.4)
WB left + right turn					A		8.9
Grove Street/ Cedar Street	All-Way Stop	A	-	8.8	A	-	8.8
Rocklin Road/ Meyers Street	Roundabout	C	-	22.0	C	-	22.5
BOLD indicates conditions in excess of adopted minimum LOS "C" standard							

As shown, both signalized intersections (Pacific Street/Midas Avenue and Pacific Street/Americana Way/Sierra Meadows Drive) and all the stop sign controlled intersections (Pacific Street/Grove Street, Pacific Street/Yankee Hill Road, Pacific Street/Train Depot Commercial Center, Grove Street/Pacific Street, Grove Street/Access and Grove Street/Cedar Street) will operate at LOS A, B or C which satisfies the minimum LOS C standard.

The roundabout at Rocklin Road/Meyers Street will operate at LOS D in the PM peak hour with and without the project, which exceeds the City's LOS C minimum. In this case the significance of the project's impact is predicted on the incremental change in intersection traffic volume. In this case the project's trips (17 PM peak hour trips) represent only 0.5% of the total intersection traffic volume without the project. As this is less than the City 5% increment permitted under City guidelines, the project's impact is not significant and no mitigation is required.

Significance Conclusions:

a. Conflict with Performance of Circulation System – Less than Significant Impact. As evidenced by the summary of the traffic impact analysis, capacity or level of service impacts from the proposed project are not anticipated.

Senate Bill 743 (SB-743), signed by Governor Brown on September 27, 2013, created a process to change the way transportation impacts are analyzed under CEQA by moving away from the more traditional traffic flow and delay metric of Level of Service (LOS) to an alternative metric known as Vehicle Miles of Travel (VMT). VMT is a transportation performance metric that is used as an input to air quality and noise analyses. VMT not only addresses the number of trips generated by a given land use, but also the length of those trips. By doing so, the placement of a given land use in proximity to complementary land uses, and available transit, walking and bicycling facilities are all considered. VMT can also be used to quantify the effects of proposed changes to a roadway network, transportation demand strategies, and investments in non-auto travel modes. VMT may be expressed in absolute numbers of as "per capita" ratios, such as VMT per person, household, dwelling unit, employee, or service population (persons plus employees). For information and comparison purposes (not analysis purposes), the proposed Quarry Row Subdivision project is projected to generate approximately 4,785 Vehicle Miles of Travel on a daily basis.

The project will be conditioned to contribute its fair share to the cost of circulation improvements via the existing citywide traffic impact mitigation (TIM) fee program that would be applied as a uniformly applied development policy and standard. The traffic impact mitigation fee program is one of the various methods that the City of Rocklin uses for financing improvements identified in the Capital Improvement Program (CIP). The CIP, which is overseen by the City's Public Services Department, is updated periodically to respond to changing conditions and to assure that growth in the City and surrounding jurisdictions does not degrade the level of service on the City's roadways. The roadway improvements that are identified in

the CIP in response to anticipated growth in population and development in the City are consistent with the City's Circulation Element. The traffic impact fee program collects funds from new development in the City to finance a portion of the roadway improvements that result from traffic generated by the new development. Fees are calculated on a citywide basis, differentiated by type of development in relationship to their relative traffic impacts. The intent of the fee is to provide an equitable means of ensuring that future development contributes their fair share of roadway improvements, so that the City's General Plan Circulation policies and quality of life can be maintained.

South Placer Regional Transportation Authority

The South Placer Regional Transportation Authority (SPRTA) was formed through the establishment of a joint powers authority including the cities of Rocklin, Roseville and Lincoln, Placer County and the Placer County Transportation and Planning Agency in January 2002. SPRTA was formed for the implementation of fees to fund specialized regional transportation projects including planning, design, administration, environmental compliance, and construction costs. Regional transportation projects included in the SPRTA include Douglas Boulevard/Interstate 80 Interchange, Placer Parkway, Lincoln Bypass, Sierra College Boulevard Widening, State Route 65 Widening, Rocklin Road/Interstate 80 Interchange, Auburn Folsom Boulevard Widening, and Transit Projects. Similar to other members of SPRTA, the City of Rocklin has adopted a SPRTA fee for all development, and the proposed project would be subject to payment of such a fee.

Highway 65 Interchange Improvement Fee

The cities of Rocklin and Roseville and Placer County have established the "Bizz Johnson" Highway Interchange Joint Powers Authority that has adopted an interchange traffic fee on all new development within Rocklin, Roseville and affected portions of Placer County. The purpose of the fee is to finance four interchanges on State Route 65 to reduce the impact of increased traffic from local development; the proposed project would be subject to payment of such a fee.

The development of the proposed project and the resulting addition of 64 single-family residences would not result in project-specific significant effects as demonstrated by the summary of the project's traffic impact analysis presented above. Payment of traffic impact fees as described above will further reduce the less-than-significant traffic impacts from the proposed project.

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

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

d. and e. Hazards and Emergency Access – Less than Significant Impact. The proposed project is evaluated by the City’s Engineering Services Manager to assess such items as hazards due to a design feature or incompatible uses. In addition, the proposed project is evaluated by representatives of the City of Rocklin’s Fire and Police Departments to ensure that adequate emergency access is provided. Through these reviews and any required changes, there will be a less than significant hazard or emergency access impact.

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

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

DISCUSSION OF DETERMINATION

Project Impacts:

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

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

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

Significance Conclusions:

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

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section (Public Resources Code Section 21080.1 (d))

As of the writing of this document, the United Auburn Indian Community (UAIC), the Lone Band of Miwok Indians (IBMI) and the Torres Martinez Desert Cahuilla Indians (TMDCI) are the only tribes that are traditionally and culturally affiliated with the project area that have requested notification. Consistent with Public Resources Code (PRC) Section 21080.3.1 (d) and per AB-52, the City of Rocklin provided formal notification of Quarry Row Subdivision project and the opportunity to consult on it to the designated contacts of the UAIC, IBMI and TMDCI in letters received by those organizations on March 21, 2016, March 18, 2016 and June 6, 2016, respectively. The UAIC, IBMI and TMDCI had 30 days to request consultation on the project pursuant to AB-52 and they did not respond prior to April 20, 2016, April 18, 2016 and July 6, 2016, respectively, the end of the 30-day periods. As such, the City of Rocklin has complied with AB-52 and may proceed with the CEQA process for this project per PRC Section 21082.3 (d) (3). Given that the UAIC, IBMI and TMDCI did not submit a formal request for consultation on the proposed project within the required 30 day period, that no other tribes have submitted a formal request to receive notification from the City of Rocklin pursuant to PRC Section 21080.3.1, the project is not anticipated to cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code Section 21074. Therefore, the project’s impact on tribal cultural resources is considered less than significant.

It should be noted that although the UAIC, IBMI and TMDCI did not submit formal requests for requested consultation in response to the City's AB-52 letters, the UAIC did request consultation in response to the City's SB-18 consultation letter.

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

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed development and occupation of a 64 unit single-family residential subdivision will increase the need for utility and service systems, but not to an extent that will impact the ability of the utility and service providers to adequately provide such services.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Significance Conclusions:

a., b. and e. Exceed Wastewater Treatment Requirements, Exceed Wastewater Treatment Facility, Wastewater Capacity– *Less than Significant Impact.* The proposed project site is located within the South Placer Municipal Utility District (SPMUD) service area for sewer. SPMUD has provided a letter regarding the proposed project indicating that the project is within their service area and eligible for service, provided that their condition requirements and standard specifications are met. SPMUD has a Master Plan, which is periodically updated, to provide sewer to projects located within their service boundary. The plan includes future expansion as necessary, and includes the option of constructing additional treatment plants. SPMUD collects connection fees to finance the maintenance and expansion of its facilities. The proposed project is responsible for complying with all requirements of SPMUD, including compliance with wastewater treatment standards established by the Central Valley Water Quality Control Board. The South Placer Wastewater Authority (SPWA) was created by the City of Roseville, Placer County and SPMUD to provide regional wastewater and recycled water facilities in southwestern Placer County. The regional facilities overseen by the SPWA include the Dry Creek and Pleasant Grove Wastewater Treatment Plants, both of which receive flows from SPMUD (and likewise from Rocklin). To project future regional wastewater needs, the SPWA prepared the *South Placer Regional Wastewater and Recycled Water Systems Evaluation* (Evaluation) in June 2007. The Evaluation indicates that as of June 2004, flows to both the wastewater treatment plants were below design flows. Specifically, the Dry Creek Wastewater Treatment Plant (WWTP) had an average dry weather flow of 10 million gallons/day (mgd) and an average dry weather capacity of 18 mgd, while the Pleasant Grove Wastewater Treatment Plant had an average dry weather flow of 7 mgd, and an average dry weather capacity of 12 mgd. According to SPMUD, in 2009 the Dry Creek WWTP had an inflow of 10.3 mgd, with Rocklin’s portion being 2.4 mgd, and the Pleasant Grove WWTP had an inflow of 7.0 mgd, with Rocklin’s portion being 2.0 mgd. Consequently, both plants are well within their operating

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capacities and there remains adequate capacity to accommodate the projected wastewater flows from this project. Therefore, a less than significant wastewater treatment impact is anticipated.

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

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

The PCWA service area is divided into five zones that provide treated and raw water to Colfax, Auburn, Loomis, Rocklin, Lincoln, small portion of Roseville, unincorporated areas of western Placer County, and a small community in Martis Valley near Truckee. The proposed project is located in Zone 1, which is the largest of the five zones. Zone 1 provides water service to Auburn, Bowman, Ophir, Newcastle, Penryn, Loomis, Rocklin, Lincoln, and portions of Granite Bay.

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

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

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

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

DISCUSSION OF DETERMINATION:

Significance Conclusions:

a. Degradation of Environmental Quality – Potentially Significant Impact. The proposed project site is mostly surrounded by developed land. Based on the project location and non-unique biological resources site characteristics as discussed above, the proposed project does not have the potential to: substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species. Through the application of the recommended mitigation measures and the City’s uniformly applied development policies and standards, the project would have less than significant biological resources impacts as related to the Mandatory Findings of Significance checklist questions.

The proposed project could eliminate important examples of the major periods of California history or prehistory which result in potentially significant cultural resources impacts. These potentially significant cultural resources impacts will be discussed in the EIR.

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

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

Development in the City and the South Placer region as a whole will result in cumulative, long-term impacts on biological resources (vegetation and wildlife), due to the introduction of

domestic landscaping, homes, paved surfaces, and the relatively constant presence of people and pets, all of which negatively impact vegetation and wildlife habitat. As a result, the General Plan EIR, which assumed the development of the proposed project site, determined that there would be significant and unavoidable cumulative biological resource impacts, both at a project-specific Rocklin General Plan buildout level as it relates to biological resources solely within the City of Rocklin, as well as in the context of a cumulative contribution from Rocklin General Plan buildout as it relates to biological resources in the region. Development of the proposed project represents conversion of the same mostly vacant land area that was analyzed in the General Plan EIR. Therefore, the project would have less than significant impacts.

Development in the City and the South Placer region as a whole will result in significant noise impacts as a result of the introduction of new noise sources and additional traffic and people. As a result, the General Plan EIR, which assumed the development of the proposed project site, determined that there would be significant and unavoidable cumulative noise impacts. Development of the proposed project represents conversion of the same mostly vacant land area that was analyzed in the General Plan EIR, but the proposed project represents less vehicle trip generation than that which was analyzed in the General Plan EIR. In addition, the project-specific noise analysis discussed above demonstrated that the proposed project would have a less than significant cumulative noise impact. Therefore, the project would have less than significant impacts.

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

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

Section 5. References

City of Rocklin General Plan, October 2012

City of Rocklin Design Review Guidelines

City of Rocklin General Plan, Draft Environmental Impact Report, August 2011

City of Rocklin General Plan, Final Environmental Impact Report, August 2012

City of Rocklin Zoning Ordinance, Title 17 of the Rocklin Municipal Code

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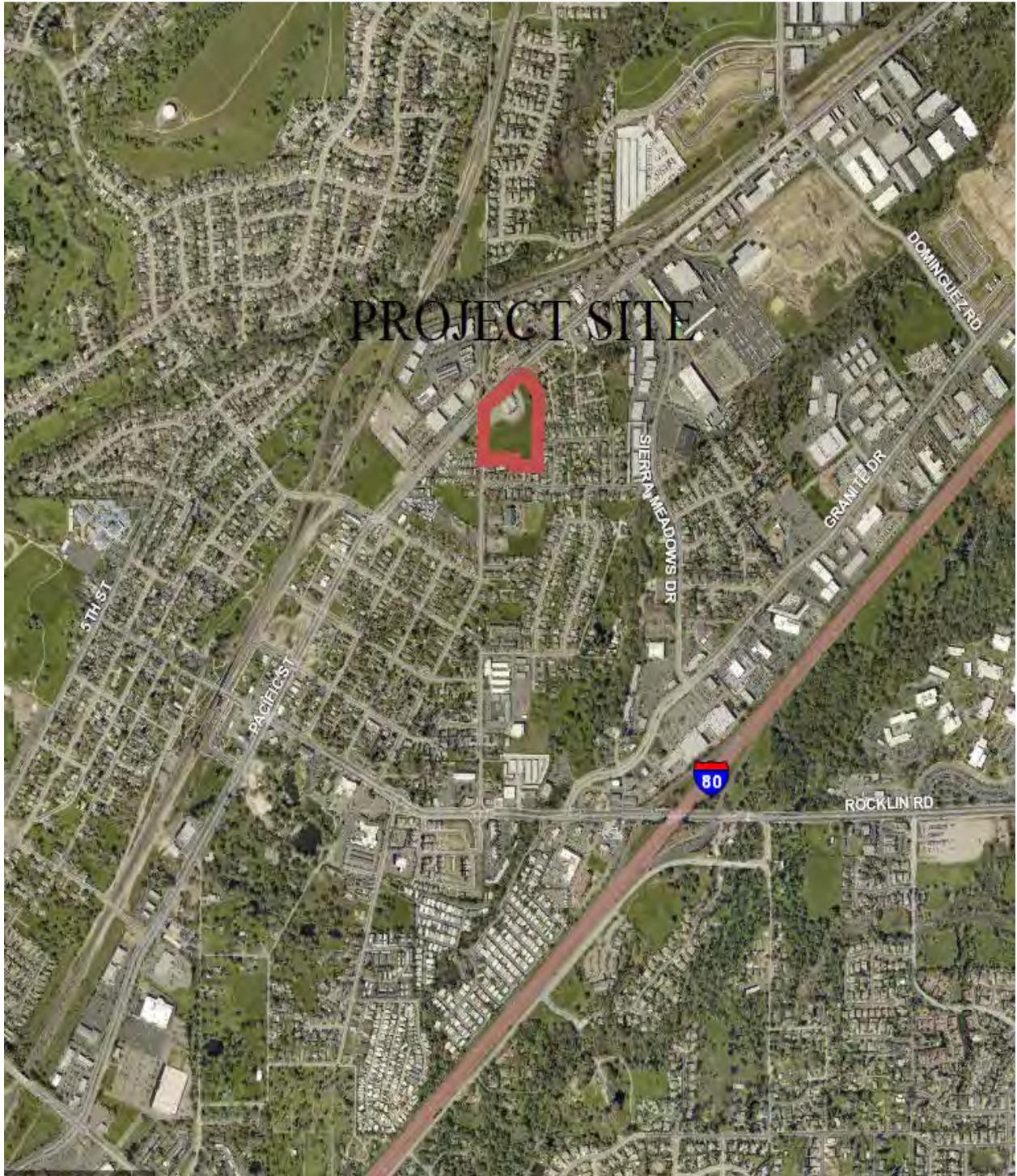
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Attachments

Attachment A – Project Vicinity Map

Attachment B – Project Site Plan

ATTACHMENT A – PROJECT VICINITY MAP



ATTACHMENT B – PROJECT SITE PLAN

