

RESOLUTION NO. 2016-177

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROCKLIN APPROVING
A MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACTS
South Whitney Mixed Use Townhomes and Medical Center
(DR2014-0016, DL2015-0001, GPA2015-0001, Z2014-0009, PDG2015-0005 and TRE2015-0009)

WHEREAS, the City of Rocklin's Environmental Coordinator prepared an Initial Study on the South Whitney Mixed Use Townhomes and Medical Center project (DR2014-0016, DL2015-0001, GPA2015-0001, Z2014-0009, PDG2015-0005 and TRE2015-0009) (the "Project") which identified potentially significant effects of the Project; and

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

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

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

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

Section 2. The mitigated negative declaration reflects the independent judgment of the City Council.

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

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

Section 5. A mitigated negative declaration of environmental impacts and Mitigation Monitoring Program prepared in connection with the Project, attached hereto as Exhibit 1 and incorporated by this reference, are recommended for approval for the Project.

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

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

PASSED AND ADOPTED this 28th day of June, 2016, by the following vote:

AYES: Councilmembers: Magnuson, Ruslin, Butler, Janda

NOES: Councilmembers: None

ABSENT: Councilmembers: Yuill

ABSTAIN: Councilmembers: None



Gregory A. Janda, Mayor

ATTEST:



Barbara Ivanusich, City Clerk



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

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

**EXHIBIT 1
MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT**

**SOUTH WHITNEY MIXED USE TOWNHOMES AND MEDICAL CENTER
(DR2014-0016, DL2015-0001, GPA2015-0001, Z2014-0009, PDG2015-0005 and TRE2015-0009)**

Project Name and Description

The South Whitney Mixed Use Townhomes and Medical Center project proposes the construction and operation of a mixed use development consisting of townhomes in four buildings totaling 20 units and approximately 47,104 square feet and a medical office building totaling approximately 7,891 square feet, with associated landscaping, parking and signage collectively on a 2.8 +/- acre site in the City of Rocklin. This project will require Design Review, Tentative Subdivision Map, General Plan Amendment, Rezone, General Development Plan and Oak Tree Preservation Plan entitlements. For more detail, please refer to the Project Description set forth in Section 3 of the Initial Study.

Project Location

The project site is generally located on the southeast side of South Whitney Boulevard, between Sunset Boulevard and Bryce Way, in the City of Rocklin. The Assessor's Parcel Number is 016-240-039.

Project Proponent's Name

The applicant is Gil Lee of USA Investment Associates, Inc. and the property owner is USA Investment Associates, Inc.

Basis for Mitigated Negative Declaration Determination

The City of Rocklin finds that as originally submitted the proposed project could have a significant effect on the environment. However, revisions in the project have been made by or agreed to by the project proponent, which will avoid these effects or mitigate these effects to a point where clearly no significant effect will occur. Therefore a MITIGATED NEGATIVE DECLARATION has been prepared. The Initial Study supporting the finding stated above and describing the mitigation measures including in the project is incorporated herein by this

reference. This determination is based upon the criteria of the Guidelines of the State Secretary of Resources Section 15064 – Determining the Significance of the Environmental Effects Caused by a Project, Section 15065 – Mandatory Findings of Significance, and 15070 – Decision to Prepare a Negative Declaration or Mitigated Negative Declaration, and the mitigation measures described in the Mitigation Monitoring Plan for this Project.

Date Circulated for Review: May 19, 2016

Date Adopted: _____

Signature:  _____
Marc Mondell, Economic and Community Development Department Director

MITIGATION MONITORING PROGRAM
South Whitney Mixed Use Townhomes and Medical Center
(DR2014-0016, DL2015-0001, GPA2015-0001,
Z2014-0009, PDG2015-0005 and TRE2015-0009)

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

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

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

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

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

MITIGATION MEASURES:

Biological Resources:

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

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

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

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

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

IMPLEMENTATION:

Prior to the start of grading or construction activities to occur within the nesting season, the applicant shall submit documentation of a survey for nesting raptors and migratory birds to the City's Public Services and Economic and Community Development Departments. If the survey results are negative, no further mitigation is required. If the survey results are positive, the biologist shall consult with the City and the California Department of Fish and Wildlife as detailed above.

RESPONSIBILITY

Applicant/Developer

Public Services Department

Economic and Community Development Department

California Department of Fish and Wildlife

MITIGATION MEASURES:

Biological Resources:

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

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

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

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

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

IMPLEMENTATION:

Prior to any grading or construction activity, the applicant/developer shall prepare, subject to approval by the City's Community Development Director, an oak tree mitigation plan which incorporates the steps noted above, including payment of necessary fees into the City's Oak Tree Mitigation Fund.

RESPONSIBILITY

Applicant/Developer

Economic and Community Development Department

MITIGATION MEASURES:

Cultural Resources:

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

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

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

IMPLEMENTATION:

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

RESPONSIBILITY

Applicant/Developer

Public Services Department (Environmental Services Manager)

MITIGATION MONITORING REPORT FORMS

Project Title:

Mitigation Measures:

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

Responsible Person:

(Insert name and title)

Monitoring/Reporting:

Community Development Director

Effectiveness Comments:



ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT
CITY OF ROCKLIN

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

ATTACHMENT 1

INITIAL STUDY AND ENVIRONMENTAL CHECKLIST

South Whitney Mixed Use Townhomes and Medical Center

**DR2014-0016, DL2015-0001, GPA2015-0001,
Z2014-0009, PDG2015-0005 and TRE2015-0009**

**Southeast side of South Whitney Boulevard, between Sunset Boulevard and
Bryce Way, in the City of Rocklin**

APN 016-240-039.

May 19, 2016

PREPARED BY:

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

CONTACT INFORMATION:

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

APPLICANT/OWNER:

**The applicant is Gil Lee of USA Investment Associates, Inc. and the
property owner is USA Investment Associates, Inc.**

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*South Whitney Mixed Use Townhomes and Office Center
DR2014-0016, DL2015-0001, GPA2015-0001, Z2014-0009,
PDG2015-0005 and TRE2015-0009*

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 South Whitney Mixed Use Townhomes and Medical Center project. The document relies on a combination of a previous environmental document and site-specific studies to address in detail the effects or impacts associated with the proposed project. In particular, this Initial Study assesses the extent to which the impacts of the proposed project have already been addressed in the certified Final Environmental Impact Report for the Rocklin General Plan, as adopted by the Rocklin City Council on October 9, 2012 (the "General Plan EIR").

B. Document Format

This Initial Study is organized into five sections as follows:

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

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

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

Section 4, Evaluation of Environmental Impacts: provides a detailed discussion of the environmental factors that would be potentially affected by this project as indicated by the screening from the CEQA Guidelines Appendix G checklist.

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

C. CEQA Process

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

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

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

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SECTION 2. INITIAL STUDY SUMMARY AND DETERMINATION

A. Summary Information

Project Title:

South Whitney Mixed Use Townhomes and Medical Center

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 side of South Whitney Boulevard, between Sunset Boulevard and Bryce Way, in the City of Rocklin. The Assessor's Parcel Number is 016-240-039.

Project Sponsor's Name:

The applicant is Gil Lee of USA Investment Associates, Inc. and the property owner is USA Investment Associates, Inc.

Current General Plan Designation: Retail Commercial (RC)

Proposed General Plan Designation: High Density Residential (HDR), Retail Commercial (RC) and Recreation-Conservation (R-C)

Current Zoning: Retail Business (C-2)

Proposed Zoning: Planned Development Residential, 16 units/acre (PD-16), Retail Business (C-2) and Open Area (OA)

Description of the Project:

The South Whitney Mixed Use Townhomes and Medical Center project proposes the construction and operation of a mixed use development consisting of townhomes in four buildings totaling 20 units and approximately 47,104 square feet and an office building totaling approximately 7,891 square feet, with associated landscaping, parking and signage collectively on a 2.8 +/- acre site in the City of Rocklin. This project will require Design Review, Tentative Subdivision Map, General Plan Amendment, Rezone, General Development Plan and Oak Tree Preservation Plan 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 is vacant and bound by South Whitney Boulevard to the northwest and an existing retail commercial center and office building to the north east. To the north of the existing retail commercial center and office building is Sunset Boulevard and beyond that roadway are some additional retail commercial and office uses, Whitney Boulevard, and some medium density single-family residences. To the east are an open space area associated with Antelope Creek and developed High, Medium-High and Medium Density residential land uses. To the south are developed Medium-High and Medium Density residential land uses. To the west is South Whitney Boulevard, a developed Medium-High Density residential land use known as the Sunset Rocklin Townhomes, a vacant site approved for High Density Residential development and existing Medium Density single-family residences.

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

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

B. Environmental Factors Potentially Affected:


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

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture Resources	<input type="checkbox"/> Air Quality
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Geology/Soils
<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Hazards & Hazardous Materials	<input type="checkbox"/> Hydrology/Water Quality
<input type="checkbox"/> Land Use/Planning	<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Noise
<input type="checkbox"/> Population/Housing	<input type="checkbox"/> Public Services	<input type="checkbox"/> Recreation
<input type="checkbox"/> Transportation/Traffic	<input type="checkbox"/> Utilities/Service Systems	<input type="checkbox"/> Mandatory Findings of Sig.
<input checked="" 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

6/10/16

Date

Director of Economic and Community Development

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SECTION 3. PROJECT DESCRIPTION

A. Project Location

The project site is generally located on the southeast side of South Whitney Boulevard, between Sunset Boulevard and Bryce Way, in the City of Rocklin. The Assessor's Parcel Number is 016-240-039 (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 South Whitney Mixed Use Townhomes and Medical Center project proposes the construction and operation of a mixed use development consisting of townhomes in four buildings totaling 20 units and approximately 47,104 square feet and an office building totaling approximately 7,891 square feet, with associated landscaping, parking and signage collectively on a 2.8 +/- acre site in the City of Rocklin. The four townhome buildings are located on the southern portion of the site and are proposed as two three-story and 6-unit buildings 13, 709 square feet in size located along South Whitney Boulevard and two three-story and 4-unit buildings 9,843 square feet in size located along the back of the property towards Antelope Creek. There would be a small gazebo and lawn area associated with the townhomes. The office building is located on the northern portion of the site and is proposed as single-story buildings 1,100, 1,157, 1,400, 1,890 and 2,230 square feet in size. 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 one existing parcel into three lots; a General Plan Amendment to change the project site's General Plan land use designation from Retail Commercial to Retail Commercial, High Density Residential and Recreation/Conservation; a Rezone to change the project site's zoning designation from Retail Business to Retail Business, Planned Development Residential, 16 units/acre and Open Area; a General Development Plan to establish allowed land uses and development standards for within the Planned Development Residential, 16 units/acre zoning district, and an Oak Tree Preservation Plan to address the preservation, removal and mitigation of oak trees on the project site.

Access to the project would be from South Whitney Boulevard via two driveway connections. The southern driveway would be a full-access driveway with proposed median cuts and the northern driveway would allow for right-in/right-out only movements.

The project site is vacant. 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 driveways, buildings, and landscaping.

SECTION 4. EVALUATION OF ENVIRONMENTAL IMPACTS

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

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

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

This Initial Study has also been prepared pursuant to CEQA Guidelines sections 15063 and 15168. Section 15063 sets forth the general rules for preparing Initial Studies. One of the identified functions of an Initial Study is for a lead agency to “[d]etermine, pursuant to a program EIR, tiering, or another appropriate process, which of a project’s effects were adequately examined by an earlier EIR or negative declaration... The lead agency shall then ascertain which effects, if any, should be analyzed in a later EIR or negative declaration.” (CEQA Guidelines, section 15063, subd. (b)(1)(C).). Here, the City has used this initial study to

determine the extent to which the General Plan EIR has “adequately examined” the effects of the proposed project.

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

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

Consistent with these principles, this Initial Study serves the function of a “written checklist or similar device” documenting the extent to which the environmental effects of the proposed project “were covered in the program EIR” for the General Plan. As stated below, the City has concluded that the impacts of the proposed project are “within the scope” of the analysis in the General Plan EIR. Stated another way, these “environmental effects of the [site-specific project] were covered in the program EIR.” Where particular impacts were not thoroughly analyzed in prior documents, site-specific studies were prepared for the project with respect to impacts that were not “adequately examined” in the General Plan EIR, or were not “within the scope” of the prior analysis. These studies are hereby incorporated by reference and are available for review during normal business hours at the Rocklin Economic and Community Development

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Department, 3970 Rocklin Road, Rocklin, CA 95677 and can also be found on the City’s website under Planning Department, Current Environmental Documents. The specific studies are listed in Section 5, References.

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

B. Significant Cumulative Impacts; Statement of Overriding Considerations

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

1. Air Quality:

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

2. Aesthetics/Light and Glare:

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

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3. Traffic and Circulation:

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

4. Noise

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

5. Cultural and Paleontological Resources

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

6. Biological Resources

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

7. Climate Change and Greenhouse Gases

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

C. Mitigation Measures Required and Considered

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

D. Evaluation of Environmental Checklist:

- 1) A brief explanation is provided for all answers except "No Impact" answers that are adequately supported by the information sources cited in the parentheses following each

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question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer is explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

- 2) All answers take account of the whole action involved, including off-site as well as on-site elements, cumulative as well as project-level impacts, indirect as well as direct impacts, and construction as well as operational impacts.
- 3) If a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant.
- 4) Answers of “Less than Significant with Mitigation Incorporated” describe the mitigation measures agreed to by the applicant and briefly explain how they reduce the effect to a less than significant level. Mitigation measures and supporting explanation from earlier EIRs or Negative Declaration may be cross-referenced and incorporated by reference.
- 5) Earlier analyses may be used where an effect has been adequately analyzed in an earlier EIR or negative declaration, and the City intends to use tiering. All prior EIRs and Negative Declarations and certifying resolutions are available for review at the Rocklin Economic and Community Development Department. In this case, a brief discussion will identify the following:
 - a) Which effects are within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and whether such effects are addressed by mitigation measures based on the earlier analysis; and
 - b) For effects that are “Less than Significant with Mitigation Measures Incorporated,” the mitigation measures which are incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

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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		X
c)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.			X		X
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X		X

DISCUSSION OF DETERMINATION:

Project Impacts:

The development of a new townhome and office building project totaling 54,995 +/- square feet on a 2.8 +/- acre site will change the existing visual nature or character of the project site and area. The development of the project site would create new sources of light and glare typical of urban development. As discussed below, impacts to scenic vistas or viewsheds would not be anticipated.

Prior Environmental Analysis:

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

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4.3-1 through 4.3-18). Mitigation measures to address these impacts are incorporated into the General Plan in the Land Use and the Open Space, Conservation, and Recreation Elements, and include policies that encourage the use of design standards for unique areas and the protection of natural resources, including open space areas, natural resource areas, hilltops, waterways and oak trees, from the encroachment of incompatible land use.

While vacant areas have a natural aesthetic quality, there are no designated scenic vistas within the city or Planning Area. Alteration of vacant areas would change the visual quality of various areas throughout the Planning Area. However, since there are no designated scenic vistas, no impact would occur in this regard.

The City of Rocklin does not contain an officially designated state scenic highway. State Route 65 (SR 65) borders the western portion of the city but is not considered a scenic highway. Likewise, Interstate 80 (I-80) traverses the eastern portion of the city but does not have a scenic designation. Therefore, no impacts are anticipated in association with damage to scenic resources within a state scenic highway.

All development in the Planning Area is subject to existing City development standards set forth in the City's Zoning Ordinance as well as 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.

There are no specific features within the proposed project that would create unusual light and glare. 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. However, the impacts associated with increased light and glare would not be eliminated entirely, and the overall level of light and glare in the Planning Area would increase in general as urban development occurs and that increase cannot be fully mitigated.

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

The development and construction of a new townhome and medical center site totaling approximately 54,995 +/- square feet on a 2.8 +/- acre site is consistent with the type of

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development contemplated and analyzed for this area of Rocklin. The building structures proposed 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 create aesthetic impacts not considered in the prior EIR. Existing buildings in the area include one- and two-story office buildings and single and multi-family residential buildings one and two stories in height, and across South Whitney Boulevard is an approved but yet to be built multi-family residential project consisting of two and three story townhomes. These buildings and the anticipated future development of buildings within the adjacent high density residential, retail commercial and mixed use land use designations are collectively all of similar size and scale to the proposed project.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Conclusion:

The General Plan EIR states that there are no designated scenic vistas in the City. Because recognized or recorded scenic vistas or views do not exist in the project area, the proposed project is not anticipated to impact scenic vistas or viewsheds.

The proposed project would change the visual nature or character of the site and its surroundings in a manner generally anticipated by, and consistent with, urbanization considered in the Rocklin General Plan. The surrounding area is partly developed with structures and site development characteristics substantially similar in scale and mass to the proposed project, and future development in the surrounding area is also anticipated to have structures and site development characteristics substantially similar in scale and mass to the proposed project. The change in the aesthetics of the visual nature or character of the site and the surroundings is consistent with the surrounding development and the future development that is anticipated by the City's General Plan. As noted above, the General Plan EIR concluded that development under the General Plan will result in significant unavoidable aesthetic impacts and a Statement of Overriding Consideration was adopted by the Rocklin City Council in regard to these cumulative impacts. The project does not result in a change to the finding because the site would be developed with typical urban uses that are consistent and compatible with surrounding existing and anticipated future development.

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The project site is not located near a state scenic highway or other designated scenic corridor; therefore impacts to these resources would not be anticipated. The project site does not contain any historic buildings or significant rock out croppings that have aesthetic value.

New and/or increased sources of light and glare would be introduced to the project area. However, 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.

The General Plan EIR identified General Plan project-specific and cumulative adverse aesthetic impacts as significant and unavoidable, and the City of Rocklin adopted Findings of Fact and a Statement of Overriding Considerations in recognition of these impacts.

Significance:

Aesthetic impacts have been adequately addressed in the General Plan EIR and as such are less than significant.

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II.

AGRICULTURAL RESOURCES

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

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

DISCUSSION OF DETERMINATION:

Project Impacts:

As discussed below, impacts are not anticipated.

Conclusion:

The project area is not prime farmland, agricultural or forestry lands. This site has not been used for any type of agriculture for more than two decades, and has been zoned for urban development for more than ten years. Therefore, the proposed project would not result in the conversion of designated prime farmlands to non-agricultural use, nor would it result in the conversion of forest land to non-forest use.

The Farmland Mapping and Monitoring Program (FMMP) land classifications system monitors and documents land use changes that specifically affect California’s agricultural land and is administered by the California Department of Conservation (CDC). The FMMP land classification system is cited by the State CEQA Guidelines as the preferred information source for determining the agricultural significance of a property (CEQA Guidelines, Appendix G). The CDC, Division of Land Resource Protection, Placer County Important Farmland Map of 2012 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]).

The project site is not located adjacent to land in productive agriculture or lands zoned for agricultural uses or timberland production. Also, the project site contains no parcels that are under a Williamson Act contract. Therefore, because the project would not convert important farmland to non-agricultural uses, would not conflict with existing agricultural or forestry use zoning or Williamson Act contracts, or involve other changes that could result in the conversion of important farmlands to non-agricultural uses or the conversion of forest lands to non-forest uses, impacts of the project on agricultural or forestry uses would less than significant.

Significance:

There are no impacts to Agricultural and forestry resources.

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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. These air quality impacts will primarily be related to the generation of airborne dust (Particulate Matter of 10 microns in size or less (PM₁₀)).

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

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

Prior Environmental Analysis:

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

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

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Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for air quality impacts incorporated as goals and policies in the General Plan, will be applied to the 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 De Novo Planning Group, 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 November 2014, 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 De Novo Planning Group 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 De Novo Planning Group report, which is summarized below.

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

Construction Emissions

During construction of the project, various types of equipment and vehicles would temporarily operate on the project site. Construction exhaust emissions would be generated from construction equipment, vegetation clearing and earth movement activities, construction workers’ commute, and construction material hauling for the entire construction period. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria air pollutants. Project construction activities also represent a source of fugitive dust, which includes particulate matter (PM) emissions. As construction of the proposed South Whitney Mixed Use Townhomes and Medical Center 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 South Whitney Mixed Use Townhomes and Medical Center project is in a non-attainment area for ozone and PM.

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

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

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

CONSTRUCTION EMISSIONS (lbs/day)

	Reactive Organic Gases (ROG)	Nitrous Oxides (NOx)	Inhalable Particulate Matter (PM₁₀)
Maximum Daily Emissions	32.86	32.50	8.39
Placer County Air Pollution Control District (PCAPCD) Significance Thresholds	82	82	82
Exceedance of PCAPCD Threshold	NO	NO	NO

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

Operational Emissions

Operational emissions of ROG, NOx, PM₁₀ and CO would be generated by the proposed South Whitney Mixed Use Townhomes and Medical Center 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:

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- 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	NOx	PM₁₀
Maximum Daily Emissions	33.17	4.02	7.42
Placer County Air Pollution Control District (PCAPCD) Significance Thresholds	82	82	82
Exceedance of PCAPCD Threshold	NO	NO	NO

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

Cumulative Impacts

Placer County is classified as a severe non-attainment area for the federal ozone standards. In order to improve air quality and attain health-based standards, reductions in emissions are necessary within non-attainment areas. The project is part of a pattern of urbanization occurring in the greater Sacramento ozone non-attainment area. The growth and combined population, vehicle usage, and business activity within the non-attainment area from the project, in combination with other past, present and reasonably foreseeable projects within Rocklin and surrounding areas, would either delay attainment of the standards or require the adoption of additional controls on existing and future air pollution sources to offset project-related 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. Per the PCAPCD document *CEQA Air Quality Handbook – Assessing and Mitigating Air Quality Impacts under CEQA*, it is very important to emphasize that the primary reason the District applies a 10 pounds per day standard as the threshold for a project’s cumulative impacts resulting from its ROG and NOx emissions is because Placer County lies within the federal ozone nonattainment area. Thus, if the proposed project would result in an

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increase of more than 10 lbs. /day of ROG and/or NOx (ozone precursors) during operations, the project could potentially result in a significant contribution towards a cumulative air quality impact, and mitigation would be recommended. 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 operations 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.

As shown in the table below, the proposed project’s maximum mitigated (through the use of natural gas burning fireplaces/hearths and low VOC paints consistent with PCAPCD rules and regulations) operational emissions of NOx and ROG would be below the PCAPCD’s 10 lbs. /day cumulative threshold of significance and the project would have a less than significant cumulative emissions impact.

MITIGATED OPERATIONAL EMISSIONS FOR CUMULATIVE CONSIDERATION (lbs/day)

	ROG	NOx
Maximum Daily Emissions	2.42	3.54
Placer County Air Pollution Control District (PCAPCD) Significance Thresholds	10.0	10.0
Exceedance of PCAPCD Threshold	NO	NO

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

Conclusion:

The proposed project site is located within the boundaries of the Placer County Air Pollution Control District (PCAPCD), which is within the Sacramento Valley Air Basin (SVAB). Placer County is in attainment for PM₁₀, but is located within the Sacramento region’s severe non-attainment area for federal ozone standards. The PCAPCD has the primary responsibility for planning, maintaining, and monitoring the attainment of air quality standards in Placer County. The PCAPCD along with other local air districts in the Sacramento region are required to comply and implement the State Implementation Plan (SIP) to demonstrate how and when the region can attain the federal ozone standards. Accordingly, the Sacramento Metropolitan Air Quality Management Air District (SMAQMD) prepared the *Sacramento Regional 8-Hour Ozone*

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Attainment and Reasonable Further Progress Plan in December 2008, with input from the other air districts in the region. The Placer County Air District adopted the Plan on February 19, 2009. The California Air Resources Board (CARB) determined that the Plan meets Clean Air Act requirements and approved the Plan on March 26, 2009 as a revision to the SIP. An update to the Plan, the *Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (2013 SIP Revisions)*, has been prepared and was approved and adopted on September 26, 2013. The *2013 Revisions to the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (2013 Plan)* have been submitted to the U.S. Environmental Protection Agency (EPA) as a revision to the SIP. Accordingly, the 2013 Plan is the applicable air quality plan for the proposed site.

The 2013 Plan demonstrates how existing and new control strategies would provide the necessary future emission reductions to meet the federal Clean Air Act requirements, including the National Ambient Air Quality standards (NAAQS). Adoption of all reasonably available control measures is required for attainment. Measures could include, but are not limited to the following: regional mobile incentive programs; urban forest development programs, and local regulatory measures for emission reductions related to architectural coating, automotive refinishing, natural gas production and processing, asphalt concrete, and various others.

A conflict with, or obstruction of, implementation of the 2013 Plan could occur if a project generates greater emissions than what has been projected for the site in the emission inventories of the 2013 Plan. Emission inventories are developed based on projected increases in population, employment, regional vehicle miles traveled (VMT), and associated area sources within the region, which are based on regional projections that are, in turn, based on the City's General Plan and zoning designations for the region. Because the project site's Retail Commercial land use designation existed at the time that the emission inventories for the 2013 Plan were developed, the discussion that follows focuses on the portion of the project site that is being proposed to be amended from Retail Commercial to High Density Residential.

The vehicle trips generated by the proposed project would be less than the number of trips that could be generated if the project site was built out per the Retail Commercial land use. Based on trip generation rates from the Rocklin Traffic Model, the proposed multi-family residential portion of the project would generate 130 daily trips (20 dwelling units X 6.5 daily trips/dwelling unit) and the proposed office portion of the project would generate 140 daily trips (7,891 square feet X 17.7 trips/1000 sf for office development). Conversely, the current Retail Commercial designation would be expected to generate 495 daily trips (1.3 acres X 43,560 sf/acre = 56,628 sf X 0.25 floor-to-area ratio X 35 trips/1000 sf for retail commercial development). Thus, the proposed project would generate 225 fewer daily trips on local roads and the project would result in fewer overall emissions than anticipated in the 2013 Plan. It should be noted that construction-related emissions associated with the proposed project would be consistent with what was included in emissions inventories for the site, as the same assumptions for construction activities and area of disturbance would occur. Therefore, the

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project would result in a reduction of the anticipated emissions inventories of the 2013 Plan and it will not conflict with or obstruct implementation of the 2013 Plan.

Construction activities, including grading, generate a variety of air pollutants; the most significant of which would be dust (PM₁₀). To address short-term construction impacts, the City of Rocklin requires project applicants to incorporate into their project description a listing of mitigation measures recommended by the Placer County Air Pollution Control District by signing the City's "Mitigation for Air Quality Impacts" form. These mitigation measures include the preparation of a dust control plan prior to the commencement of grading for approval by the City Engineer and the Placer County Air Pollution Control District. The dust control plan shall specify measures to reduce dust pollution during all phases of construction. The City's "Mitigation for Air Quality Impacts" form and the associated short-term air quality mitigation measures are hereby incorporated by reference into this document. The specific measures noted on the City's "Mitigation for Air Quality Impacts" form are as follows:

1. The project shall conform with the requirements of the Placer County APCD.
2. Prior to commencement of grading, the applicant shall submit a dust control plan for approval by the City Engineer and the Placer County Air Pollution Control District. The plans shall specify measures to reduce dust pollution during all phases of construction.
3. Traffic speeds on all unpaved road surfaces shall be posted at 25 m.p.h. or less.
4. All grading operations shall be suspended when wind speeds exceed 25 m.p.h.
5. All trucks leaving the site shall be washed off to eliminate dust and debris.
6. All construction equipment shall be maintained in clean condition.
7. All exposed surfaces shall be revegetated as quickly as feasible.
8. If fill dirt is brought to the construction site or exported from the site, tarps or soil stabilizers shall be placed on the dirt piles to minimize dust problems.
9. Apply water or dust palliatives on all exposed earth surfaces as necessary to control dust. Construction contracts shall include dust control treatment as frequently as necessary to minimize dust.
10. Construction equipment shall be properly maintained and tuned.
11. Utilize low emission mobile construction equipment where possible.
12. Open burning will be allowed only with the approval of the Placer County APCD.

The requirement for the proposed project to incorporate into the project description a listing of mitigation measures has been met with this application. In addition, the project is required to comply with all PCAPCD rules and regulations for construction, including 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.

Per the air quality analysis conducted for the proposed project and as depicted in the Construction Emissions table above, the project's construction-related air quality emissions are not anticipated to exceed the PCAPCD's significance thresholds for emissions of ROG, NOx and

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PM₁₀. Compliance with PCAPCD rules and regulations would help to ensure that the project's emissions would not substantially contribute to the PCAPCD's non-attainment status for ozone or PM. Therefore, construction activities associated with development of the proposed project would not substantially contribute to the PCAPCD's non-attainment status for ozone or PM. Because construction of the proposed project would comply with the PCAPCD's rules and regulations for construction, development of the proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation and a less than significant short-term construction air quality impact would be anticipated.

Per the air quality analysis conducted for the proposed project and as depicted in the Operational Emissions table above, the project's operational air quality emissions are not anticipated to exceed the PCAPCD's significance thresholds for emissions of ROG, NO_x, and PM₁₀. This project would not conflict or obstruct implementation of the PCAPCD Attainment Plans.

Per the air quality analysis conducted for the proposed project and as depicted in the Mitigated Operational Emissions for Cumulative Consideration table above, the proposed project's operational emissions for ROG and NO_x would be below the PCAPCD cumulative thresholds of significance and the project would have a less than significant cumulative emissions 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, west and south of the project site. Emissions of CO would result from the incomplete combustion of carbon-containing fuels such as gasoline or wood and are particularly related to traffic levels. The project site is already planned for urban development; thus traffic on the surrounding roadways and intersections would not increase more than already anticipated for the area due to project implementation. Accordingly, CO levels at nearby intersections would not be expected to be higher than anticipated for the area. It should be noted that as older, more polluting vehicles are retired and replaced with newer, cleaner vehicles, the overall rate of emissions of CO for vehicle fleet throughout the State has been, and is expected to continue, decreasing. Therefore, emissions of CO would likely decrease from current levels over the lifetime of the project. In addition, as discussed above, the proposed project would generate fewer vehicle trips than allowed for the site under the current land use and zoning designations, which in turn would lead to decreased delays at nearby intersections.

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 South Whitney Medical Center and Townhomes Project Traffic Impact Analysis Report (KD Anderson & Associates, September 30, 2015) examined Level of Service (LOS) for intersections affected by the project. The analysis

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showed that the Whitney Boulevard/ Sunset Boulevard intersection is projected to operate below LOS C under the Cumulative No Project scenario (LOS F in the PM peak hour). Similarly, the General Plan EIR identified that the intersection would operate at LOS F in the PM peak hour in the cumulative condition, but the General Plan EIR included a mitigation measure that would improve the LOS to an acceptable C level. The project-specific analysis also showed that the project would not “substantially worsen” (increase anticipated delays by 10 seconds or more when project-generated traffic is included) an identified unacceptable peak hour intersection LOS. Because the Whitney Boulevard/Sunset Boulevard intersection is anticipated to be mitigated to an acceptable LOS C in the future and the addition of South Whitney Mixed Use Townhomes and Medical Center project trips does not substantially worsen an increase in anticipated delays, a substantial increase in levels of CO at surrounding intersections would not occur, and the project would not generate localized concentrations of CO that would exceed standards.

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

Due to the predominantly 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. There are two gasoline dispensing facilities located in the vicinity of the project site (Quickstop and Chevron located at the intersection of Sunset Boulevard/Whitney Boulevard). The Quickstop has four fuel dispensing stations and is located approximately 115 feet away from the project boundary and the Chevron has eight fuel dispensing stations and is located approximately 290 feet from the project boundary. The CARB Handbook recommends that a 50-foot separation distance be provided for typical fuel dispensing facilities (which the

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Quickstop and Chevron are based on their number of fuel dispensing stations) and sensitive receptors (the residential component of the 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 South Whitney Mixed Use Townhomes and Medical Center project and SR-65 and I-80 is approximately 3,900 feet and 5,300 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.

In summary, sensitive receptors would not be exposed to significant levels of pollutant concentrations and impacts related to exposing sensitive receptors to substantial pollutants would be less than significant.

Typical odor sources include industrial or intensive agricultural uses. Residential and medical uses are not typically associated with the creation of objectionable odors; the proposed project is not an odor producing facility, nor is it located in proximity to any industrial, agricultural or other known odor source. Construction of the project, particularly diesel fumes from construction equipment, could cause objectionable odors. However construction emissions are minimal and temporary, and would likely only affect a specific receptor for a period of weeks or perhaps months. Furthermore, 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 development of the proposed project, the PCAPCD would be required to ensure that such complaints are addressed and mitigated, as necessary.

Overall, the proposed project would not create objectionable odors nor would the future residents or employees of the project be substantially affected by any existing objectionable odors. As a result, a less than significant odor impact would occur.

Significance:

Compliance with the mitigation measures incorporated into the General Plan goals and policies would reduce impacts to air quality to a less-than-significant level.

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

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed project will modify habitats through the removal of native and other plant material; the project site does contain oak trees, some of which will be removed with implementation of the project. The project site is subject to regular mowing for fire abatement purposes; these disturbances have diminished the ability of the project site’s habitat to support special status animal and plant species. Impacts to wetlands/waters of the U.S. and 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.

Prior Environmental Analysis

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

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

Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for biological resources impacts incorporated as goals and policies in the General Plan, will be applied to the 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.

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Project-Level Environmental Analysis:

The firm of Abacus, a Sacramento area consulting firm with recognized expertise in arboriculture, prepared an arborist report for the South Whitney Mixed Use Townhomes and Medical Center project. Their report, dated March 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 Abacus has a professional reputation that makes their conclusions presumptively credible and prepared in good faith. Based on its review of the analysis and these other considerations, City staff accepts the conclusions in the Abacus report, which is summarized below.

Conclusion:

The proposed project would have a minor impact on biological resources (largely native and exotic grasses) as site development occurs. Based on a review of information contained in the City of Rocklin General Plan EIR (2012) and a review of the United States Fish and Wildlife (USFWS) National Wetlands Inventory database and aerial photography, the site does not contain areas of Waters of the United States (wetlands) as defined in the Clean Water Act; therefore impacts to wetland resources are not anticipated.

The project site has the potential, although limited, to contain special-status wildlife species, specifically potential nesting habitat for raptors and migratory birds. To address the potential impacts to nesting raptors and migratory birds, the following mitigation measure, agreed to by the applicant, is being applied to the project:

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

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

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

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qualified biologist may be required if the activity has the potential to adversely affect an active nest.

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

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

The surrounding area is partly developed in an urban fashion, including commercial development to the north and east and residential development to the east, west and south of the project site. The project site is also bound on the northwest by South Whitney Boulevard. As discussed above, there are no wetland resources on the project site. The proposed project is adjacent to Antelope Creek and consistent with City goals and policies, the project has established an open space/riparian corridor parallel to the creek that will not be developed and can serve as a wildlife movement corridor. Due to the proximity of local roadways to the site, the amount of surrounding development and the preservation of the open space/riparian corridor, 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.

There are no native wildlife nursery sites on the project site or in the immediate vicinity; therefore the proposed project is not anticipated to interfere or impede the use of native wildlife nursery sites.

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.

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The project site includes a total of 49 native oak trees within the boundaries of the project site. Composition of the 49 native oak trees includes 1 Interior Live Oak, 1 Blue Oak and 47 Valley Oaks. No trees are recommended for removal by the project arborist as being dead, dying, or a hazard; 22 of the native oak trees are proposed for removal as a part of the development of the South Whitney Mixed Use Townhomes and Medical Office 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) Clearly indicate on the construction documents that oak trees not scheduled for removal will be protected from construction activities in compliance with the pertinent sections of the City of Rocklin Oak Tree Preservation Ordinance.

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

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

The applicant is agreeable to the above mitigation measure; implementation of the above measure will 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.

The project site is not within a Habitat Conservation Plan or Natural Community Conservation Plan area, nor is it within a local, regional, or state habitat conservation plan area; therefore no impact is anticipated.

Although biological resources may be impacted, land use development will follow the City's General Plan guidelines and zoning regulations. As noted above, previous EIRs have identified,

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and the City has adopted, mitigation measures to reduce the direct biological resources impacts to less than significant levels. These mitigation measures are incorporated into the General Plan Open Space Conservation and Recreation Element as Goals and Policies and elements of the Open Space/Conservation Action Plan.

The General Plan EIR identified the above-noted biological resources impacts as significant and unavoidable, and the City of Rocklin adopted Findings of Fact and a Statement of Overriding Considerations in recognition of those impacts.

Significance:

Compliance with the mitigation measures incorporated into General Plan goals and policies and the project-specific mitigation measure described above would reduce impacts to biological resources to a less-than-significant level.

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V. <u>CULTURAL RESOURCES</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?					X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?					X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X			
d) Disturb any human remains, including those interred outside of formal cemeteries?		X			
e) Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code §21074?			X		

DISCUSSION OF DETERMINATION:

Project Impacts:

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

Prior Environmental Analysis:

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

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

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for cultural resources impacts incorporated as goals and policies in the General Plan, will be applied to the 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 Peak & Associates, a Sacramento area consulting firm with recognized expertise in cultural resources, prepared a cultural resource report for the South Whitney Mixed Use Center project site. The report, dated April 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 Peak & 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 Peak & Associates report, which is summarized below.

The Peak & Associates report concluded that records searches of the North Central Information Center, archival research, field parcel surveys and limited excavation efforts performed by a qualified archaeologist, queries sent to the Native American Heritage Commission and Native American contacts for the project site determined that no prehistoric or historic properties are located within the project site. The field survey resulted in a conclusion that there were no prehistoric or historic period resources located in the project area and thus there were no resources eligible for the California Register; therefore the proposed South Whitney Mixed Use Townhomes and Medical Center project would not impact known sites of historical or cultural

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significance on the project site. However, the project site may contain unknown cultural resources that could potentially be discovered during construction activities.

Conclusion:

The project site is currently vacant and may contain unknown cultural resources that could potentially be discovered during construction activities. To address the potential discovery of unknown cultural resources, the following mitigation measure, agreed to by the applicant, is being applied to the project:

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

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

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts to unknown cultural resources to a less than significant level.

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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) and the Lone Band of Miwok Indians (IBMI) are the only tribes that are traditionally and culturally affiliated with the project area that have requested notification. Consistent with Public Resources Code (PRC) Section 21080.3.1 (d) and per AB-52, the City of Rocklin provided formal notification of the South Whitney Mixed Use project and the opportunity to consult on it to the designated contacts of the UAIC and IBMI in a letter received by those organizations on January 11, 2016 and March 18, 2016, respectively. The UAIC and IBMI had 30 days to request consultation on the project pursuant to AB-52 and they did not respond prior to February 9, 2016 and April 18, 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 and IBMI did not submit a formal request for consultation on the proposed project within the required 30 day period, that no other tribes have submitted a formal request to receive notification from the City of Rocklin pursuant to PRC Section 21080.3.1, and that there have been no other concerns expressed regarding tribal cultural resources in the project area, the project is not anticipated to cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code Section 21074. Therefore, the project's impact on tribal cultural resources is considered less than significant.

Significance:

Compliance with the mitigation measures incorporated into the General Plan goals and policies and the project-specific mitigation measure described above would reduce impacts to cultural resources to a less-than-significant level.

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VI. <u>GEOLOGY AND SOILS</u> Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: 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		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?					X
d) Be located on expansive soil, as defined in Table I8-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?					X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X	

DISCUSSION OF DETERMINATION:

Project Impacts:

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

Prior Environmental Analysis:

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

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

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

In addition, the proposed 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

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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.

Conclusion:

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

It should also be noted that 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).

Standard erosion control measures are required of all projects, including revegetation and slope standards. The project proponent will be required to prepare an erosion and sediment control plan through the application of the City's Improvement Standards and Standard Specifications as a part of the City's development review process. The erosion and sediment control plan are reviewed against the Placer County Stormwater Management Manual and the Regional Water Quality Control Board's Erosion and Sediment Control Field Manual. The erosion and sediment control plan includes the implementation of Best Management Practices/Best Available

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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.

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.

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 impacts associated with the disposal of wastewater are not anticipated.

Compliance with the City's development review process and 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.

Significance:

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.

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		

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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.

Prior Environmental Analysis:

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

The General Plan EIR concluded that despite these goals and policies, significant greenhouse gas emission impacts will occur as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will result in the generation of greenhouse gas emissions which are cumulatively considerable. Findings of fact and a statement of overriding considerations were adopted by the Rocklin City Council in regard to this impact, which was found to be significant and unavoidable.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

Generation of greenhouse gas emissions as a result of development activities are discussed in the Rocklin General Plan. Policies and mitigation measures have been included in the General

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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 De Novo Planning Group, a Sacramento area consulting firm with recognized expertise in air quality, prepared an Air Quality and Greenhouse Gas Analysis report for the proposed project. This analysis was prepared to estimate the project’s greenhouse gas emissions from construction activities, motor vehicle trips, and utility use. Their report, dated November 2014, 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 De Novo Planning Group 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 De Novo Planning Group report, which is summarized below.

Greenhouse Gas Emissions

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 analysis found that the overall project’s construction CO₂ emissions would be a total of approximately 283.80 metric tons of CO₂ emissions (MTCO₂e) for the assumed construction period. The analysis also found that the operation of the project would result in 570.83 metric tons of CO₂ emissions on an annual basis.

Conclusion:

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

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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.

Global climate change is a change in the average weather of the Earth, which can be measured by wind patterns, storms, precipitation, and temperature. It is exacerbated by greenhouse gases, which trap heat in the atmosphere (thus the “greenhouse” effect). Greenhouse gases include carbon dioxide, methane, and nitrous oxide, and are emitted by natural processes and human activities. The accumulation of greenhouse gases in the atmosphere regulates the Earth’s temperature, and is natural and desirable, as without it the Earth’s surface would significantly cooler.

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Scientific evidence suggests that emissions from human activities, such as electricity production and vehicle emissions, have elevated the concentration of these gases in the atmosphere, and are increasing the rate and magnitude of climate change to a degree that could present hazardous conditions. Potential adverse effects of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels, changes to ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems.

The potential for climate change impacts at specific locations remains uncertain, and to assign specific impacts to the project site would be speculative. Some conclusions can be drawn about the potential in general for the project area to be subject to increased likelihood of flooding, drought, and susceptibility to the increased potential for infectious diseases as cited above. 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 a cumulative process. A project contributes to a potential GHG emissions impact through its cumulative incremental contribution combined with the emissions of all other sources of greenhouse gases. Area- and mobile-source emissions of greenhouse gases would be generated by the construction and operation of the proposed project. Estimated GHG emissions attributable to future development would primarily be associated with increases of carbon dioxide (CO₂) and other GHG pollutants, such as methane (CH₄) and nitrous oxide (N₂O).

The PCAPCD, as part of the Sacramento Regional GHG Thresholds Committee, has recently 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 recently 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

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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. GHG emission reduction measures could include, but are not limited to, compliance with local, State, or federal plans or strategies for GHG reductions, on-site and off-site mitigation recommendations from the Office of the Attorney General, and project design features. It should be noted that the proposed project would be required to comply with the minimum mandated measures of the 2010 California Green Building Standards Code (CalGreen Code), such as a 20 percent mandatory reduction in indoor water use and diversion of 50 percent of construction waste from landfills. A variety of voluntary CalGreen Code measures also exist that would further reduce GHG emissions, but are not mandatory.

Implementation of the proposed project would contribute to increases of GHG emissions that are associated with global climate change. The proposed project's short term construction-related and long-term operational GHG emissions were estimated using the CalEEMod software. CalEEMod is a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify GHG emissions from land use projects. The model quantifies direct emissions from construction and operation (including vehicle use), as well as indirect GHG emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. Emissions are expressed in annual metric tons of CO₂ equivalent units of measure (i.e., MTCO₂e), based on the global warming potential of the individual pollutants.

As noted above, short-term emissions of GHG associated with construction of the proposed project are estimated to be 283.80 MTCO₂e, which is below the 1,100 MTCO₂e/year threshold. Construction GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change. Due to the size of the proposed project, the project's estimated construction-related GHG contribution to global climate change would be considered negligible on the overall global emissions scale.

The long-term operational GHG emissions estimate for the proposed project incorporates the project's potential area source and vehicle emissions, emissions associated with utility and water usage, and the generation of wastewater and solid waste. As noted above, the annual GHG emissions associated with the proposed project by year 2020 would be 570.83 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 South Whitney Mixed Use project on global climate change is considered less than significant and no mitigation measures are required.

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This Initial Study evaluates a “subsequent activity” that was already evaluated by the General Plan EIR, and the proposed project is actually a less intense use than which was evaluated by that EIR. The General Plan EIR identified the generation of greenhouse gas emissions as a significant and unavoidable impact, and the City of Rocklin adopted Findings of Fact and a Statement of Overriding Considerations in recognition of this impact. The project does not result in a change to this finding because the development and operation of the proposed project will generate greenhouse gas emissions. It should be noted that the project site is being developed with a land use that is equal to or less intense (from a trip generation and associated emissions standpoint) than the Retail Commercial land use that was anticipated by and analyzed within the General Plan EIR. The project-specific GHG study confirms that a project of this type falls within the prior General Plan EIR analysis. While the proposed project would cumulatively contribute to the significant and unavoidable impact of generation of greenhouse gas emissions as recognized in the General Plan EIR, the proposed project itself will not generate enough greenhouse gas emissions to measurably influence global climate change; project-specific impacts related to GHG emission and global climate change would be less than significant as a result of the level of the project’s emissions being lower than the PCACPD’s 1,100 MTCO₂e significance threshold and through the application of General Plan policies and mitigation measures that encourage the use of alternative modes of transportation and promote mixed use and infill development.

Significance:

Compliance with the mitigation measures incorporated into the General Plan goals and policies would reduce impacts related to GHG emissions to a less-than-significant level.

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

DISCUSSION OF DETERMINATION:

Project Impacts:

Construction and operation of a townhome and medical center project is not anticipated to involve the transportation, use and disposal of large amounts of hazardous materials. Construction activities would involve the transportation, use and disposal of small amounts of hazardous materials.

Prior Environmental Analysis:

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

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

Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for human health and hazards impacts incorporated as goals and policies in the General Plan and the City’s Improvement Standards, will be applied to 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.

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

Conclusion:

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. Therefore, the General Plan EIR sufficiently covers any impacts associated with hazards to the public or the environment through transport, use, or disposal of hazardous materials. Additionally, hazards to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be considered less than significant, due to required compliance with various federal, State, and local laws and regulations.

The proposed project is not located within ¼ mile of an existing school. Although townhome and medical center projects of this nature would not typically emit any significant amounts of hazardous materials, substances, or waste or be involved in the transportation of hazardous materials, substances, or waste, there are existing rules and regulations, as indicated above, that address hazardous materials management and environmental protection. Therefore, a less than significant hazardous materials emission or handling impact would be anticipated.

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

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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 March 11, 2016 and no open hazardous sites were identified on the proposed project site. The adjacent Quick Stop Market at 2850 Sunset Boulevard was noted as having a permitted Underground Storage Tank (UST) and also as a Leaking UST site, but the Leaking UST case was closed by the Regional Water Quality Control Board on September 1, 2006. There would be no significant hazard to the public or to the environment associated with nearby known hazardous waste sites; therefore there would be no impact in this regard.

The proposed project site is not located within an airport land use plan or within the vicinity of a private airstrip, therefore the project would result in a less than significant safety hazard for people residing or working in the project area.

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, therefore a less than significant impact on emergency routes/plans would be anticipated.

The proposed project has been reviewed by the Rocklin Fire Department and has been designed with adequate emergency access for use by the Rocklin Fire Department to reduce the risk of loss, injury or death involving wildland fires to a less than significant level.

Significance:

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.

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

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

DISCUSSION OF DETERMINATION:

Project Impacts:

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

Prior Environmental Analysis:

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

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

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

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

The proposed 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.

Conclusion:

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) features and then into the City’s storm drain system. The purpose of the Best

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Management Practices 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.

According to FEMA flood maps (Map Panel 06061CO477F, effective date November 21, 2001) the developable portion of the project site is located in flood zone X, which indicates that the project is not located within a 100-year flood hazard area and outside of the 500-year flood hazard area. The project site is not located within the potential inundation area of any dam or levee failure, nor is the project site located sufficiently near any significant bodies of water or steep hillsides to be at risk from inundation by a seiche, tsunami, or mudflow. Therefore, the proposed project will not expose people or structures to a significant risk or loss, injury, or death as a result of flooding and a less than significant flood exposure impact would be anticipated.

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Compliance with the mitigation measures incorporated into Rocklin General Plan goals and policies, the City's Grading and Erosion and Sedimentation Control Ordinance (Rocklin Municipal Code, Chapter 15.28), the Stormwater Runoff Pollution Control Ordinance (Rocklin Municipal Code, Chapter 8.30), and the City's Improvement Standards would reduce impacts to hydrology and water quality to a less than significant level.

Significance:

Compliance with the mitigation measures incorporated into Rocklin General Plan goals and policies, the City's Grading and Erosion and Sedimentation Control Ordinance (Rocklin Municipal Code, Chapter 15.28), the Stormwater Runoff Pollution Control Ordinance (Rocklin Municipal Code, Chapter 8.30) and the City's Improvement Standards would reduce impacts to hydrology and water quality to a less-than-significant level.

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

DISCUSSION OF DETERMINATION:

Project Impacts:

Approval of the project would allow the construction and operation of a new townhome and office facility totaling 54,995 +/- square feet and associated parking and landscaping on a 2.8 +/- acre site. The project site is designated Retail Commercial (RC) on the General Plan land use map and is zoned Retail Business (C-2). The project requires General Plan Amendment, Rezone, General Development Plan, Tentative Subdivision Map and Design Review entitlements to allow

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for a townhome and office building project such as the one being proposed. As discussed below, land use impacts are not anticipated.

Because the proposed project site is adjacent to a creek (Antelope Creek), biological assessments and site reviews in the field were conducted with City staff to verify that the project meets the City's General Plan Action Plan Item specifying that the developable area be outside of the required creek setback which is the top of bank plus 50 feet or to the edge of riparian vegetation, whichever distance is greater.

Prior Environmental Analysis:

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

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

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Conclusion:

The proposed project site is currently vacant and the entire project is within the City of Rocklin. The proposed project would construct and operate a new townhome and office facility totaling 54,995 +/- square feet and associated parking and landscaping at this location, which would not physically divide an established community.

The project site is currently designated on the City's General Plan land use map as Retail Commercial (RC) and is currently zoned Retail Business (C-2). The townhome portion of the

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project site requires a General Plan Amendment to High Density Residential (HDR) and a Rezone and General Development Plan to Planned Development Residential, 16 dwelling units per acre (PD-16). The purpose of the Retail Commercial land use designation is to: provide appropriately located areas for retail stores, professional offices, supportive commercial uses and amusement uses in a concentrated area for the convenience of the public and in mutually beneficial relationships to each other; to provide areas for retail and service establishments intended to meet daily convenience needs of residential areas, and to provide areas for highway traveler services and uses normally associated with travelers and vacationers. The purpose of the High Density Residential land use designation is to provide areas for multi-family homes, conveniently near commercial uses, employment centers, arterial and collector streets and other intensive uses. The office portion of the project provides for professional offices in a concentrated area for the convenience of the public and the townhome portion of the project provides areas for multi-family homes, conveniently near commercial uses and arterial and collector streets.

The C-2 zoning designation is consistent with the Retail Commercial (RC) land use designation and the proposed PD-16 zoning designation is consistent with the proposed High Density Residential (HDR) land use designation. Upon approval of the proposed General Plan Amendment, Rezone and General Development Plan, the proposed project will be consistent with the site's land use and zoning designations and the development of the project would not conflict with land use designations and would not be anticipated to have an impact on land use and planning.

The development of a townhome and office facility is considered to be compatible with the existing nearby development of retail commercial, residential and professional office uses and the anticipated future development of residential, retail commercial, mixed use and professional office uses in the project vicinity.

The proposed project is not located within the area of a habitat conservation plan or natural community conservation plan; therefore no impact has been identified.

Significance:

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.

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

DISCUSSION OF DETERMINATION:

Project Impacts:

As discussed below, no impact is anticipated because the project site does not contain known mineral resources.

Conclusion:

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

Significance:

No impact is anticipated.

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

DISCUSSION OF DETERMINATION:

Project Impacts:

Development of the proposed project will result in an increase in short-term noise impacts from construction activities. As discussed below, the development and operation of a 54,995 +/- square foot townhome and office building facility is not anticipated to have significant long-term operational noise impacts.

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Prior Environmental Analysis:

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

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

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

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Project-Level Environmental Analysis:

The firm of JC Brennan & Associates, Inc., a Sacramento area consulting firm with recognized expertise in noise, prepared an environmental noise assessment of the South Whitney Mixed Use project. Their report, dated June 9, 2014 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, Inc. has a professional reputation that makes its conclusions presumptively credible and prepared in good faith. Based

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on its review of the analysis and these other considerations, City staff accepts the conclusions in the JC Brennan & Associates, Inc. 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 adjacent to South Whitney Boulevard and Sunset Boulevard, this analysis focuses on whether roadway noise levels would exceed City of Rocklin exterior or interior noise levels standards at the residential portion of the project. For transportation noise sources, the maximum allowable exterior noise level standard for outdoor activity areas is 65 dB Ldn and the maximum allowable interior noise level standard is 45 dB Ldn. The analysis also examines whether noise levels from parking lot activities associated with the proposed offices would exceed City of Rocklin stationary noise source standards. For stationary noise sources, the maximum allowable exterior noise level

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standard for the receiving land use is 55 dBA during daytime hours and 45 dBA during nighttime hours.

Noise Sources

As noted above, the noise source concerns associated with the South Whitney Mixed Use Townhomes and office project is South Whitney Boulevard and Sunset Boulevard and the parking lot activities of the proposed office center use. Noise impacts associated with these noise sources were evaluated and compared to noise level performance criteria for transportation and stationary noise sources contained within the City of Rocklin General Plan Noise Element.

Traffic Noise

To determine future traffic noise levels on the project site, JC Brennan & Associates, Inc. staff utilized cumulative plus project traffic predictions for South Whitney Boulevard and Sunset Boulevard per a project-specific traffic study.

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. 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 60 DB Ldn Traffic Noise Contour (ft.)*
South Whitney Boulevard (Cumulative Plus Project)		
Common Outdoor Activity Area	57	80
Nearest Residential Building Façade	61	80
Nearest Office Building Façade	61	80
Sunset Boulevard (Cumulative Plus Project)		
Common Outdoor Activity Area	53	422
Nearest Residential Building Façade	54	422
Nearest Office Building Façade	61	422
* Distance to noise contours is from the roadway centerline, or the median center. Sources: JC Brennan & Associates, Inc. (2014)		

The data in the table above indicates that future traffic noise levels at the residential common outdoor activity area (gazebo shade structure) of the proposed project are predicted to comply with the City of Rocklin 60 dB Ldn exterior noise level standard. Therefore, no additional exterior traffic noise reduction measures would be required.

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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 the noise analysis, the building facades closest to South Whitney Boulevard and Sunset Boulevard would be exposed to a maximum exterior noise level of 61 dB Ldn. Therefore, there are no residential or office facades predicted to be exposed to exterior traffic noise levels exceeding 70 dB Ldn or higher and the interior noise levels are predicted to be less than 45 dB Ldn and no noise reduction measures would be required.

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Analysis of Parking Lot Noise Levels

The City of Rocklin General Plan includes criteria for stationary noise sources, which are reflected in the table below.

EXTERIOR NOISE LEVEL DESIGN STANDARDS FOR NEW PROJECTS AFFECTED BY OR INCLUDING STATIONARY NOISE SOURCES

Noise Level Descriptor	Daytime (7:00 a.m.-10:00 p.m.)	Nighttime (10:00 p.m.-7:00 a.m.)																								
Hourly Leq, dB	55 dBA	45 dBA																								
<p>The City can impose noise level standards that are more restrictive than those specified above based upon determination of existing low ambient noise levels.</p> <p>“Fixed” noise sources which are typically of concern include, but are not limited to, the following:</p> <table border="0" style="width: 100%;"> <tr> <td>HVAC Systems</td> <td>Cooling Towers/Evaporative Condensers</td> </tr> <tr> <td>Pump Stations</td> <td>Lift Stations</td> </tr> <tr> <td>Emergency Generators</td> <td>Boilers</td> </tr> <tr> <td>Steam Valves</td> <td>Steam Turbines</td> </tr> <tr> <td>Generators</td> <td>Fans</td> </tr> <tr> <td>Air Compressors</td> <td>Heavy Equipment</td> </tr> <tr> <td>Conveyor Systems</td> <td>Transformers</td> </tr> <tr> <td>Pile Drivers</td> <td>Grinders</td> </tr> <tr> <td>Drill Rigs</td> <td>Gas or Diesel Motors</td> </tr> <tr> <td>Welders</td> <td>Cutting Equipment</td> </tr> <tr> <td>Outdoor Speakers</td> <td>Blowers</td> </tr> <tr> <td>Loading Docks</td> <td>Amplified Music and Voice</td> </tr> </table> <p>The types of uses which may typically produce the noise sources described above include but are not limited to industrial facilities including pump stations, trucking operations, tire shops, auto maintenance shops, metal fabricating shops, shopping centers, drive-up windows, businesses using amplified sound systems, car washes, loading docks, batch plants, bottling and canning plants, recycling centers, electric generating stations, race tracks, landfills, sand and gravel operations, schools, playgrounds, and athletic fields.</p>			HVAC Systems	Cooling Towers/Evaporative Condensers	Pump Stations	Lift Stations	Emergency Generators	Boilers	Steam Valves	Steam Turbines	Generators	Fans	Air Compressors	Heavy Equipment	Conveyor Systems	Transformers	Pile Drivers	Grinders	Drill Rigs	Gas or Diesel Motors	Welders	Cutting Equipment	Outdoor Speakers	Blowers	Loading Docks	Amplified Music and Voice
HVAC Systems	Cooling Towers/Evaporative Condensers																									
Pump Stations	Lift Stations																									
Emergency Generators	Boilers																									
Steam Valves	Steam Turbines																									
Generators	Fans																									
Air Compressors	Heavy Equipment																									
Conveyor Systems	Transformers																									
Pile Drivers	Grinders																									
Drill Rigs	Gas or Diesel Motors																									
Welders	Cutting Equipment																									
Outdoor Speakers	Blowers																									
Loading Docks	Amplified Music and Voice																									

J.C. Brennan & Associates Inc. utilized noise level data collected for previous parking lot studies and predicted a conservative number of arrivals and departures.

A typical sound exposure level due to automobile arrivals/departures, including car doors slamming and people conversing is approximately 71 dB at a distance of 50 feet and 63 dB Lmax at 50 feet. Based upon the project design incorporating 40 parking spaces, J.C. Brennan & Associates Inc. conservatively predicted a peak hour trip generation of 40 trips per hour. The property line of the nearest sensitive receiver is approximately 105 feet away from the center of the office parking lot. The proposed parking lot would result in a peak hour noise level of 51.4 dB Leq at a distance of 50 feet. At a distance of 105 feet, parking lot noise levels would be

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45 dB Leq and 57 dB Lmax. Therefore, predicted parking lot noise is expected to comply with the City of Rocklin General Plan Noise Element daytime (7:00 a.m. to 10:00 p.m.) hourly noise level criterion of 55 dB Leq and the nighttime (10:00 p.m. to 7:00 a.m.) hourly noise level criterion of 45 dB Leq.

Conclusion:

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 the ambient noise environment during construction would be less than significant.

As noted above, the proposed project is predicted to comply with the City of Rocklin 60 dB Ldn and 45 dB Ldn exterior and interior noise level standards for residential uses. In addition, the project will comply with the City of Rocklin interior noise level standard for office uses, and parking lot activities will comply with the City of Rocklin stationary noise source criteria at the residential portion of the project site.

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.

Significance:

Compliance with the mitigation measures incorporated into the General Plan goals and policies, and the City of Rocklin Construction Noise Guidelines would reduce noise related impacts to a less-than-significant level.

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

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed project will result in the development and operation of a 54,995 +/- square feet townhome and office building facility, which will provide housing and employment opportunities. The proposed project would not induce substantial population growth or displace substantial numbers of people.

Prior Environmental Analysis:

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

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Conclusion:

The project site is currently designated on the City's General Plan land use map as Retail Commercial (RC) and is currently zoned Retail Business (C-2), and a portion of the project site is being proposed as High Density Residential (HDR) and Planned Development Residential, 16 dwelling units per acre (PD-16). The addition of 20 townhome housing units and offices is not considered to induce substantial population growth in an area, nor does the addition of 20 townhome housing units into a City that is projected to have approximately 29,283 dwelling units at the buildout of the General Plan represent a significant addition.

The project site is currently vacant and the proposed project will not displace existing residents or existing housing.

Significance:

The proposed project would have a less than significant impact on population and housing.

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

DISCUSSION OF DETERMINATION:

Project Impact:

The proposed project would create a need for the provision of new and/or expanded public services or facilities.

Prior Environmental Analysis:

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

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

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Conclusion:

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.

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; therefore police protection impacts would be anticipated to be less than significant.

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. 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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Significance:

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.

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 the development and operation of 54,995 +/- square feet townhome and office building facility, would not be anticipated to increase the use of, and demand for, recreational facilities in a way that results in a significant impact.

Prior Environmental Analysis:

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

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

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.

Conclusion:

The proposed project, a townhome and office building facility, 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. The residential portion of the proposed project includes a small gazebo shade structure that provides an opportunity for outdoor recreation. Employees and residents of the project could utilize City recreational facilities but the use is anticipated to be minimal and is not anticipated to significantly increase the use of existing facilities to the extent that substantial physical deterioration of the facility would occur or be accelerated, nor is the minimal use anticipated to require the construction or expansion of recreational facilities; therefore, the project would have less than significant impacts regarding the increase in use of recreational facilities.

Significance:

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.

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

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. Parking capacity is not anticipated to be an issue with the proposed project.

Prior Environmental Review:

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

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

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

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

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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 September 30 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 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. The table below identifies the resulting trip generation estimates for the proposed project. As shown, the proposed residential project would generate 905 daily trips, with 83 trips occurring during the p.m. peak hour.

PROJECT TRIP GENERATION					
Land Use Category	Quantity	Daily Trip Rate/Unit	PM Peak Hour Trip Rate/Unit		
			Inbound	Outbound	Total
<i>Proposed Project</i>					
Townhomes	20 du	159	11	5	16
Office Building	7,900 sf	295	8	20	28
Total		454	19	25	44
<i>Current General Plan Land Use Designation (Retail Commercial)</i>					
Retail	36,000 sf	1,071	38	42	80

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Current Background Traffic Conditions

Roadways providing access to the project site include Sunset Boulevard and South Whitney Boulevard. Sunset Boulevard is a four-six lane arterial roadway that extends from Woodside Drive to State Route 65 and South Whitney Boulevard is a two lane collector street providing access primarily to residential areas. Chalmette Court and Bryce Way are two lane local streets that provide access to the area of Rocklin immediately west and north of the proposed project. South Whitney Boulevard is the access street for the project’s two driveways. Driveway #1 is the westernmost driveway on South Whitney Boulevard and it will provide a full access via a new median opening, and Driveway # 2 will be a right-in right-out only access and is located roughly 250 feet west of the Sunset Boulevard intersection.

New traffic counts were made for this study in May 2015, when Rocklin schools were in session. Intersection turning movement counts were made at study intersections (South Whitney Boulevard/Sunset Boulevard and South Whitney Boulevard/Chalmette Court/Bryce Way) 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 two study locations. As shown, the overall LOS at South Whitney Boulevard/Chalmette Court/Bryce Way is LOS A, which meets the City’s LOS C goal. Sunset Boulevard/Whitney Boulevard is LOS B (AM) and LOS C (PM), which also meets the City’s LOS C goal.

EXISTING INTERSECTION LEVELS OF SERVICE							
		Time Period					
		AM Peak Hour (7:00-9:00 AM)			PM Peak Hour (4:00-6:00 PM)		
Intersection	Control	LOS	Volume/Capacity	Average Delay (sec/veh)	LOS	Volume/Capacity	Average Delay (sec/veh)
S. Whitney Boulevard/Chalmette Court/Bryce Way	All-Way Stop	A	-	8.2	A	-	8.3
Sunset Boulevard/Whitney Boulevard	Signal	B	.700	-	C	.710	-

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.

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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)							
S. Whitney Blvd./Bryce Way	All-Way Stop	A	-	8.2	A	-	8.2
S. Whitney Blvd./West Access (overall)	NB Stop	-	-	-	(A)	-	(0.5)
WB left turn		-	-	-	A	-	7.6
NB left + right turn		-	-	-	A	-	9.7
S. Whitney Blvd./East Access (overall)	NB Stop	-	-	-	(A)	-	(0.1)
NB right turn		-	-	-	A	-	9.3
Sunset Blvd./Whitney Blvd.	Signal	C	0.700	-	C	0.707	-
PM Peak Hour (4:00-6:00 PM)							
S. Whitney Blvd./Bryce Way	All Way Stop	A	-	8.2	A	-	8.3
S. Whitney Blvd./West Access (overall)	NB Stop	-	-	-	(A)	-	(0.5)
WB left turn		-	-	-	A	-	7.7
NB left + right turn		-	-	-	B	-	10.6
S. Whitney Blvd./East Access (overall)	NB Stop	-	-	-	(A)	-	(0.3)
NB right turn		-	-	-	A	-	9.5
Sunset Blvd./Whitney Blvd.	Signal	C	0.710	-	C	0.714	-

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

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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.

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)							
S. Whitney Blvd./Bryce Way	All-Way Stop	A	-	8.3	A	-	8.4
S. Whitney Blvd./West Access (overall)	NB-SB Stop	(A)	-	(1.2)	(A)	-	(1.5)
EB left turn		A		7.6	A		7.6
WB left turn		-			A		7.6
NB left + right turn		-			B		10.0
SB left + right turn		B		11.2	B		12.2
S. Whitney Blvd./East Access (overall)	NB-SB Stop	(A)	-	(0.1)	(A)	-	(0.2)
NB right turn		-		-	A		9.5
SB right turn		A		9.3	A		9.4
Sunset Blvd./Whitney Blvd.	Signal	C	0.726	-	C	0.732	-
PM Peak Hour (4:00-6:00 PM)							
S. Whitney Blvd./Bryce Way	All Way Stop	A	-	8.2	A	-	8.3
S. Whitney Blvd./West Access (overall)	NB-SB Stop	(A)	-	(0.7)	(A)	-	(1.1)
EB left turn		A		7.7	A		7.7
WB left turn		-		-	A		7.7
NB left + right turn		-		-	B		11.4
SB left + right turn		B		11.5	B		12.6
S. Whitney Blvd./East Access (overall)	NB-SB Stop	(A)	-	(0.0)	(A)	-	(0.3)
NB right turn		-		-	A		9.6
SB right turn		A		9.5	A		9.5
Sunset Blvd./Whitney Blvd.	Signal	C	0.729	-	C	0.733	-

As shown, the project does not result in any change to the AM or PM peak hours Level of Service at any location in the existing plus approve projects condition with and without the South Whitney Mixed Use Townhomes and Medical Center project. Levels of Service at each intersection will remain LOS C or A, which are within the adopted minimum standard (i.e., LOS C or better).

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Future (Cumulative Year 2030) Traffic Conditions

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

CUMULATIVE PLUS PROJECT PEAK HOUR INTERSECTION LEVELS OF SERVICE							
Intersection	Control	Cumulative Base			Cumulative with Project		
		LOS	Volume/ Capacity	Average Delay (sec/veh)	LOS	Volume/ Capacity	Average Delay (sec/veh)
AM Peak Hour (7:00 – 9:00 AM)							
S. Whitney Blvd./Bryce Way	All-Way Stop	B	-	11.6	B	-	11.6
S. Whitney Blvd./West Access (overall)	NB-SB Stop	(A)	-	(1.2)	(A)	-	(1.3)
EB left turn		A		8.2	A		8.2
WB left turn		A		8.0	A		8.0
NB left + right turn		B		12.6	B		12.3
SB left + right turn		C		19.2	B		19.2
S. Whitney Blvd./East Access (overall)	NB-SB Stop	(A)	-	(0.1)	(A)	-	(0.1)
NB right turn		B		10.7	B		10.7
SB right turn		B		10.9	B		10.9
Sunset Blvd./Whitney Blvd.	Signal	E	0.993	-	E	0.992	-
With General Plan EIR Improvements		C	0.722	-	C	0.723	-
PM Peak Hour (4:00-6:00 PM)							
S. Whitney Blvd./Bryce Way	All Way Stop	C	-	16.0	C	-	15.7
S. Whitney Blvd./West Access (overall)	NB-SB Stop	(A)	-	(1.2)	(A)	-	(0.8)
EB left turn		A		8.6	A		8.6
WB left turn		A		8.3	A		8.3
NB left + right turn		C		16.9	C		19.1
SB left + right turn		D		26.6	C		24.6
S. Whitney Blvd./East Access (overall)	NB-SB Stop	(A)	-	(0.2)	(A)	-	(0.2)
NB right turn		B		11.4	B		11.3
SB right turn		B		12.3	B		12.2
Sunset Blvd./Whitney Blvd.	Signal	F	1.192	-	F	1.185	-
With General Plan EIR Improvements		C	0.789	-	C	0.782	-
BOLD indicates conditions in excess of adopted minimum LOS "C" standard							

As shown, the Sunset Boulevard/Whitney Boulevard intersection will not meet the City Of Rocklin's minimum LOS C standard in the cumulative condition. The Sunset Boulevard/Whitney Boulevard intersection is projected to have LOS F with and without the addition of project traffic. The incremental change in V/C ratio resulting from the project is less than the 0.05

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increment permitted under City guidelines, and all other locations will satisfy the City's minimum LOS C standard. Thus, the project's cumulative impact at the study intersections is less than significant. It should be noted that the General Plan EIR also identified the intersection of Sunset Boulevard/Whitney Boulevard as going to LOS F in the cumulative condition, and the General Plan EIR identified a mitigation measure that would improve the LOS to C.

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.

An estimate of the proposed project's daily trip generation has been made based on applicable trip generation rates derived from the City of Rocklin traffic model. This estimate can be compared to an estimate of the project site's daily trip generation based on the assumption of retail commercial development that could be developed on the project site if it were maximized and built out per the General Plan land use designation of Retail Commercial and zoning designation of Retail Business which existed at the time the traffic analysis for the General Plan Update was completed.

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The vehicle trips generated by the proposed townhome and office building 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. Specifically, the table below identifies the resulting trip generation estimates for the proposed project. As shown, the proposed townhomes portion of the project would generate 130 daily trips and the proposed office portion of the project would generate 140 daily trips. Conversely, the maximum yield under a Retail Commercial designation would generate 495 daily trips. Thus, the proposed project would generate 225 fewer daily trips on Rocklin streets as compared to if retail commercial uses were built on the townhomes portion of the project site per its existing land use and zoning designations.

TRIP GENERATION COMPARISON		
Description	Quantity	Daily Trips
Townhomes	20 units	130
Office	7,891 sf	140
Retail Commercial Use	14,157 sf	495
Net Difference (Retail Commercial Use – Townhomes Use)		-225
<small>Note: Townhomes development: 20 units x 6.5 daily trips/unit = 130 daily trips (6.5 daily trips/unit derived from City of Rocklin Traffic Model; Office development: 7,891 sf X 17.7 trips/1000 sf – 140 daily trips (17.7 daily trips derived from City of Rocklin Traffic Model; Retail Commercial development: 1.3 acres X 43,560 sf/acre = 56,628 sf x 0.25 floor to area ratio (FAR) = 14,157 sf x 35 trips/1000 sf derived from the City of Rocklin Traffic Model = 495 daily trips.</small>		

Conclusion:

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

Vehicle Miles of Travel (VMT) is a transportation performance metric that is used as an input to air quality and noise analyses. VMT not only addresses the number of trips generated by a given land use, but also the length of those trips. By doing so, the placement of a given land use in proximity to complementary land uses, and available transit, walking and bicycling facilities are all considered. VMT can also be used to quantify the effects of proposed changes to a roadway network, transportation demand strategies, and investments in non-auto travel modes. VMT may be expressed in absolute numbers of as “per capita” rations, such as VMT per person,

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household, dwelling unit, employee, or service population (persons plus employees). For information purposes, the proposed South Whitney Mixed Use Townhomes and Office Center is projected to generate approximately 2,162 Vehicle Miles of Travel on an average daily weekday.

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

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

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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 54,995 +/- square feet of townhomes and offices would not result in project specific significant effects as demonstrated by the summary of the project’s traffic impact analysis and trip generation comparison that are presented above. Payment of traffic impact fees as described above will reduce traffic impacts from the proposed project to a less than significant level.

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.

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, a less than significant hazard or emergency access impact is anticipated.

The City of Rocklin’s Zoning Ordinance contains off-street parking requirements for different types of development projects. In the case of a townhouse project, for units with two or more bedrooms, each unit shall have a total of 2.5 spaces, of which 2 are in enclosed garages and the 0.5 space is reserved for visitors. For the 20 units, 40 garage spaces and 10 visitor spaces are required; the project is providing 40 garage spaces and 10 visitor spaces. In the case of a retail commercial use project, 5 spaces are required for every 1,000 gross square feet of development. For the 7,891 square feet of offices, 40 parking spaces are required; the project is providing 40 parking spaces. Therefore, the project will result in an adequate supply of parking.

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 South Whitney Boulevard and proposed Class II bike facilities along Sunset Boulevard. The proposed project does not conflict with these bike lane locations or with other policies or programs promoting alternative transportation.

Significance:

Compliance with the mitigation measures incorporated into the General Plan goals and policies and payment of traffic impact mitigation fees described above would reduce transportation and traffic impacts to a less-than-significant level.

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XVII. <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 operation of a 54,995 +/- square foot townhomes and office building facility will increase the need for utility and service systems, but not to an extent that will impact the ability of the utility and service providers to adequately provide such services.

Prior Environmental Review:

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

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

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Conclusion:

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

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

The proposed project would be conditioned to require connection into the City's storm drain system, with Best Management Practices features located within the project's drainage system at a point prior to where the project site runoff will enter the City's storm drain system. Other than on-site improvements, new drainage facilities or expansion of existing facilities would not be required as a result of this project.

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. A less than significant water supply impact would be anticipated.

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

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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.

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.

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.

The proposed project is not anticipated to interfere with existing operations or exceed the service capacity of utilities or service systems because the development of this site with urban uses was anticipated in the General Plan. The addition of a 54,995 +/- square foot townhomes and office building facility is not anticipated to have a significant impact on utilities and service.

Significance:

Compliance with General Plan goals and policies and payment of necessary fees would ensure the impacts to public services are less than significant.

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

Conclusion:

Development in the South Placer region as a whole will contribute to regional air pollutant emissions, thereby delaying attainment of Federal and State air quality standards, regardless of development activity in the City of Rocklin and application of mitigation measures; as a result, the General Plan EIR determined that there would be significant and unavoidable cumulative air

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quality impacts. Buildout of the proposed project represents less vehicle trip generation and associated air quality impacts than that which was analyzed in the EIR.

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 determined that there would be cumulative significant and unavoidable biological resource impacts. Buildout of the proposed project represents conversion of the same vacant land area that was analyzed in the EIR.

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

The preceding analysis demonstrates that the effects discussed in the Mandatory Findings of Significance checklist section above will not occur as a consequence of the project. The project site is mostly surrounded by developed land. Specifically, the proposed project does not have the potential to: substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species, or eliminate important examples of the major periods of California history or prehistory. Although the proposed project could cause a significant effect on the environment, there will not be a significant effect in this case because of the project design and the application of the recommended mitigation measures and the City's uniformly applied development policies and standards that will reduce the potential impacts to a less than significant level. Therefore, the project would have less than significant impacts.

The approval of the proposed project would not result in any new impacts that are limited, but cumulatively considerable, that are not already disclosed in the previously prepared environmental documents cited in this report. Therefore, the project would have less than significant impacts.

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

The preceding analysis demonstrates that these effects will not occur as a consequence of the project. The construction and operation of the South Whitney Mixed Use Townhomes and

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Office Center project would be consistent with the Rocklin General Plan and the Rocklin General Plan EIR.

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Section 5. References:

Abacus Consulting Arborists, Consulting Arborist Report for Proposed 3 Acre Mixed Use Parcel, March 17, 2016
City of Rocklin General Plan, October 2012
City of Rocklin General Plan, Final Environmental Impact Report, August 2012
City of Rocklin General Plan, Draft Environmental Impact Report, August 2011
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City of Rocklin Design Review Guidelines
De Novo Planning Group, Air Quality and Greenhouse Gas Analysis for the Whitney Medical 3-Acre Property, November 2014
JC Brennan & Associates, Environmental Noise Assessment, South Whitney Mixed Use Project, June 9, 2014
KD Anderson & Associates, Inc., Traffic Impact Analysis for the South Whitney Medical Center & Townhomes Project, September 30, 2015
Peak & Associates, Inc., Cultural Resource Assessment for the Whitney South Mixed Use Center Project, City of Rocklin, Placer County, California, April 2015

Attachments

Attachment A – Project Vicinity Map
Attachment B – Project Site Plan

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