

RESOLUTION NO. 2015-142

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROCKLIN APPROVING A MITIGATED
NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACTS

Sunset Hills Townhomes/
(Z-2013-04, PDG-2013-03, SD-2013-03, DR-2013-04 and TRE-2013-13)

WHEREAS, the City of Rocklin's Environmental Coordinator prepared an Initial Study on the Sunset Hills Townhomes project (Z-2013-04, PDG-2013-03, SD-2013-03, DR-2013-04 and TRE-2013-13) (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, a mitigated negative declaration of environmental impacts was 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, 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. A mitigated negative declaration of environmental impacts, attached hereto as Exhibits A, 1 and 2 and incorporated by this reference, is hereby recommended for approval for the Project.

Section 5. The Mitigation Monitoring Program prepared in connection with the Project is hereby recommended for approval.

Section 6. The documents 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 Community Development Director, 3970 Rocklin Road, Rocklin, California 95677. The custodian of these documents and other materials is the Rocklin 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 9th day of June, 2015, by the following vote:

AYES: Councilmembers: Janda, Ruslin, Butler, Yuill, Magnuson

NOES: Councilmembers: None

ABSENT: Councilmembers: None

ABSTAIN: Councilmembers: None



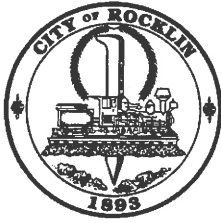
George Magnuson, Mayor

ATTEST:



Barbara Ivanusich, City Clerk

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COMMUNITY DEVELOPMENT DEPARTMENT
CITY OF ROCKLIN
3970 Rocklin Road
Rocklin, California 95677
(916) 625-5160

**EXHIBIT A
MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT
SUNSET HILLS TOWNHOMES (Z-2013-04, PDG-2013-03, SD-2013-03, DR-2013-04 and
TRE-2013-13)**

Project Name and Description

The Sunset Hills Townhomes proposes residential development on an 11.2 +/- acre site in the City of Rocklin. The project would comprise the development of 26 building lots containing 148 air space condominiums and 2 common area lots and would require General Development Plan/Rezone, Tentative Subdivision Map and Oak Tree Preservation Plan Permit entitlements. For a more detailed project description, please refer to the Project Description section on page 2 of Exhibit 2.

Project Location

The project site is generally located at the southwesterly corner of the intersection of Sunset Boulevard and South Whitney Boulevard, in the City of Rocklin. The Assessor's Parcel Numbers are 016-210-011 and 016-240-044.

Project Proponent's Name

The applicant is Omni-Means, Ltd. and the property owner is USA Investment Associates.

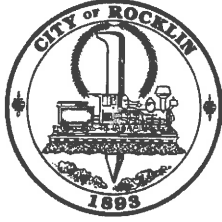
Proposed Findings of No Significant Effect

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. 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 attached as Exhibit 2 and incorporated herein by reference.

Date Circulated for Review: January 22, 2015

Date Adopted: _____

Signature:  _____
Marc Mondell, Community Development Director



COMMUNITY DEVELOPMENT DEPARTMENT
CITY OF ROCKLIN
3970 Rocklin Road
Rocklin, California 95677
(916) 625-5160

EXHIBIT 1

INITIAL STUDY AND ENVIRONMENTAL CHECKLIST

Sunset Hills Townhomes

Z-2013-04, PDG-2013-03, SD-2013-03, DR-2013-04 and TRE-2013-13

Southwesterly corner of the intersection of Sunset Boulevard and South
Whitney Boulevard, in the City of Rocklin
APNs 016-210-011 and 016-240-044

January 22, 2015

PREPARED BY:

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

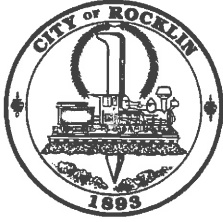
APPLICANT:
Omni-Means, Ltd.



COMMUNITY DEVELOPMENT DEPARTMENT
CITY OF ROCKLIN
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**COMMUNITY DEVELOPMENT DEPARTMENT
CITY OF ROCKLIN**

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

INTRODUCTION

To comply with the provisions and standards set forth in the Rocklin Municipal Code (RMC) the Sunset Hills Townhomes project is required to obtain the following entitlements approved by the City of Rocklin Planning Commission and City Council: Rezone (Z-2013-04), General Development Plan (PDG-2013-03), Tentative Subdivision Map (SD-2013-03), Design Review (DR-2013-04) and Oak Tree Preservation Plan Permit (TRE-2013-13).

This Initial Study has been prepared to identify and assess the anticipated environmental impacts of the Sunset Hills Townhomes. 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 ("EIR") for the Rocklin General Plan, as adopted by the Rocklin City Council on October 9, 2012. In some instances, the City or consultants reporting to the City undertook new site-specific analysis to confirm whether particular impacts from the proposed project would be the same as, or no worse than, those disclosed in the General EIR. Site-specific studies were also used where the City determined that specific impacts of the proposed project – air quality/greenhouse gas emissions impacts, noise and traffic impacts – had not been thoroughly addressed in the General Plan EIR at a sufficient level of detail.

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.

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 that prior document, the City has required the preparation of additional site-specific studies.

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.

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.

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.

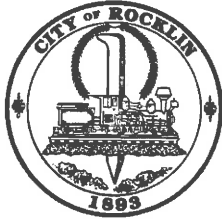
6. Biological Resources

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.

As noted earlier, site-specific studies have been 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 Community Development Department, 3970 Rocklin Road, Rocklin, CA 95677. Based on its review of these studies as well as its review of various analyses found in the General Plan EIR, the City of Rocklin has analyzed the potential environmental impacts created by this project and a **Mitigated Negative Declaration** has been prepared pursuant to CEQA Guidelines section 15070.



**COMMUNITY DEVELOPMENT DEPARTMENT
CITY OF ROCKLIN**

**3970 Rocklin Road
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**EXHIBIT 2
INITIAL STUDY
SUNSET HILLS TOWNHOMES
Z-2013-04, PDG-2013-03, SD-2013-03, DR-2013-04 and TRE-2013-13**

This Initial Study has been prepared by the City of, as Lead Agency, under the California Environmental Quality Act (CEQA). Any questions regarding this document should be addressed to the Rocklin contact person named below.

Date: January 22, 2015

Project Name and File Number:

Sunset Hills Townhomes
Z-2013-04, PDG-2013-03, SD-2013-03, DR-2013-04 and TRE-2013-13

Project Location:

The proposed project site is generally located at the southwesterly corner of the intersection of Sunset Boulevard and South Whitney Boulevard, in the City of Rocklin. The Assessor's Parcel Numbers are 045-021-028 and 016-240-044. (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.

Owner's/Applicant's Name:

The applicant is Omni-Means, Ltd. and the property owner is USA Investment Associates.

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

Rocklin Contact Person and Phone Number:

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

Project Description:

The Sunset Hills Townhomes project is a proposed residential development consisting of 26 residential building lots containing 148 air space condominium units and 2 common area lots on 11.2 +/- acres. The residential building lots would have a minimum lot size of 5,261 square feet and a maximum lot size of 8,481 square feet. The residential buildings would consist of 4-, 5-, 6- and 7-plex buildings at heights of two and three stories. The project would also remove the existing driveway access to the Sunset Rocklin Townhomes off of Chalmette Court and would provide a new access route from South Whitney Boulevard through the project site to the Sunset Rocklin Townhomes. The project requires the approval of General Development Plan/Rezone, Tentative Subdivision Map, Design Review and Oak Tree Preservation Plan Permit entitlements from the City of Rocklin.

The project site is vacant with the exception of an access easement to an adjacent townhome project. The project is bounded on the northeast by Sunset Boulevard, on the northwest by single family residential development, on the southeast by an existing townhome project and Chalmette Court, and on the southwest by South Whitney Boulevard.

It is anticipated that site development will involve some clearing and grading of the site, trenching and digging for underground utilities and infrastructure, and ultimately the construction of new roadways, driveways, buildings, and landscaping.

Current General Plan Designation: High Density Residential (HDR) and Recreation/Conservation (R/C)

Proposed General Plan Designation: High Density Residential (HDR) and Recreation/Conservation (R/C)

Current Zoning: Retail Business (C-2)

Proposed Zoning: Planned Development, 17 units per acre (PD-17) and Open Area (OA)

Surrounding Land Uses and Setting:

The proposed project is located at the western quadrant of the intersection of Sunset Boulevard and South Whitney Boulevard. Surrounding the project site are the following land uses:

North – Sunset Boulevard, single family residential land uses, and developed Retail Commercial land uses.

East – Chalmette Court, an existing town home project and single family residential land uses.

South – South Whitney Boulevard, developed and vacant Retail Commercial land uses, and single family residential land uses.

West – Single family residential land uses.

Description:

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"/> 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 Significance	<input checked="" type="checkbox"/> None After Mitigation

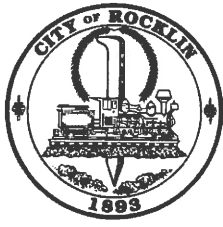
DETERMINATION:

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.

 _____ 
Signature Date

Marc Mondell, Community Development Director



COMMUNITY DEVELOPMENT DEPARTMENT
CITY OF ROCKLIN
3970 Rocklin Road
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(916) 625-5160

INITIAL STUDY – ENVIRONMENTAL CHECKLIST
SUNSET HILLS TOWNHOMES (Z-2013-04, PDG-2013-03, SD-2013-03, DR-2013-04 and TRE-2013-13)

DISCUSSION OF ENVIRONMENTAL EVALUATION

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.

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 report 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.

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is provided for all answers except “No Impact” answers that are adequately supported by the information sources cited in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer is explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers take account of the whole action involved, including off-site as well as on-site elements, cumulative as well as project-level impacts, indirect as well as direct impacts, and construction as well as operational impacts.

- 3) If a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant.
- 4) Answers of "Less than Significant with Mitigation Incorporated" describe the mitigation measures agreed to by the applicant and briefly explain how they reduce the effect to a less than significant level. Mitigation measures and supporting explanation from earlier EIRs or Negative Declaration may be cross-referenced and incorporated by reference.
- 5) Earlier analyses may be used where an effect has been adequately analyzed in an earlier EIR or negative declaration, and the City intends to use tiering. All prior EIRs and Negative Declarations and certifying resolutions are available for review at the Rocklin 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.

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

DISCUSSION OF DETERMINATION:

Project Impacts:

The development of 26 building lots containing 148 condominium units on an 11.2 +/- 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:

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. These impacts included changes to scenic character and new sources of light and glare (City of Rocklin General Plan Update Draft EIR, 2011, pgs. 4.3-1 through 4.3-18). Mitigation measures to address these impacts are incorporated into the General Plan in the Land Use and the Open Space, Conservation, and Recreation Elements, and include policies that encourage the use of design standards for unique areas and the protection of natural resources, including open space areas, natural resource areas, hilltops, waterways and oak trees, from the encroachment of incompatible land use.

The General Plan EIR concluded that, despite these goals and policies, 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 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.

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, as defined in the CEQA Guidelines, do not exist in the project area, the proposed project is not anticipated to impact scenic vistas or viewsheds.

The proposed project would be anticipated to 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 retail commercial and residential uses. The project is not proposing to change the site's General Plan land use designation therefore the change in the aesthetics of the visual nature or character of the site and the surroundings is consistent with 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. Although the project requires approval of a rezone, the site would be developed with typical urban uses that are consistent and compatible with surrounding existing and anticipated future development.

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.

Significance:

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

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 considered prime farmland, agricultural or forestry lands; 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 Sunset Hills Townhomes project site is currently zoned for urban land uses. 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 be less than significant.

Significance:

Agricultural and forestry resource impacts are determined to be less than significant.

III. AIR QUALITY 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, residential developments 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, pgs. 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.

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 (November 19, 2014), a Sacramento area consulting firm with recognized expertise in air quality, prepared an Air Quality and Greenhouse Gas Analysis report for the proposed Sunset Hills Townhomes project. Their report, dated November 19, 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 project's short-term construction-related and long-term operational emissions were estimated using the CalEEMod software – a statewide model designed to provide a uniform platform for government agencies, land use planners and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects. The model applies inherent default values for various land uses, including trip generation rates based on the Institute of Traffic Engineers (ITE) Manual, vehicle mix, trip length, average speed, etc. However, where project-specific data was available, such data was input into the model (e.g., the size of the project site and the use of low VOC paints as required by Placer County Air Pollution Control District's Rule 218)).

Construction Emissions

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

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the site, until all construction has been completed, construction is a potential concern because the proposed project is in a non-attainment area for ozone and PM.

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

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

The analysis found that the 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	10.63	52.21	9.07
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 would be below the PCAPCD thresholds of significance. Therefore, construction activities associated with the development of the proposed project would not substantially contribute to the PCAPCD’s non-attainment status for ozone and PM and the project would be considered to have a less than significant impact associated with construction emissions.

Operational Emissions

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

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

- Rule 225 related to wood-burning appliances; Rule 501 related to stationary sources or processes, and Rule 246 related to water heaters.

It should be noted that the modeling was adjusted to reflect PCAPCD rules and regulations regarding the use of only low VOC paints. The analysis found that the proposed project’s maximum operational emissions on a daily basis would be as follows:

OPERATIONAL EMISSIONS (lbs/day)

	ROG	NOx	PM ₁₀
Total Daily Emissions	235.83	14.37	45.88
Placer County Air Pollution Control District (PCAPCD) Significance Thresholds	82	82	82
Exceedance of PCAPCD Threshold	YES	NO	NO

As shown, the project’s operational emissions of NOx and PM₁₀ would be below the applicable PCAPCD thresholds of significance; however, emissions of ROG would exceed the applicable PCAPCD threshold of significance. Accordingly, the project’s operational emissions could contribute to the PCAPCD’s nonattainment status of ozone, and related impacts could be potentially significant.

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 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 project would conflict with, or obstruct, implementation of the 2013 Plan if that 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 identified by the City's General Plan.

The vehicle trips generated by the proposed residential project would be less than the number of trips that could be generated if the project site was built out per the former retail commercial land use designation that was in place at the time that emission inventories were conducted for the 2013 Plan. Specifically, based on the Institute of Transportation Engineers *Trip Generation Manual (9th edition)*, the proposed residential project would generate 905 daily trips (148 dwelling units X 6.11 daily trips/dwelling unit for residential condominiums/townhouses). Conversely, the former retail commercial designation would be expected to generate 5,208 daily trips (11.2 acres X 43,560 sf/acre = 487,872 sf X .25 retail sf/site sf = 121,968 sf X 42.70 trips/1000 sf for shopping centers). Thus, the proposed project would generate 4,303 fewer daily trips and the project would result in fewer overall emissions as compared to the emissions that would be generated by a retail commercial project. Because emission inventories within the 2013 Plan were determined based on allowed uses per the City's land use designations, the emissions related to the proposed project would be less than what was estimated and included in emissions inventories. Thus, the project would result in less mobile source emissions than anticipated and such emissions would be less overall when compared with emissions inventories of the 2013 Plan.

As demonstrated by the vehicle trip generation comparison presented above, the proposed project's operational emissions are anticipated to be lower than that which could be generated by the level of development that was anticipated by the 2013 Plan and evaluated in the City of Rocklin General Plan EIR. Given that the PCAPCD Attainment

Plans account for planned land uses consistent with adopted plans, this project would not conflict or obstruct implementation of the PCAPCD Attainment Plans. In addition compliance with the PCAPCD rules and regulations noted above, as well as Rule 501 related to stationary sources or processes, and Rule 246 related to water heaters, would help to ensure that the project's emissions would not substantially contribute to regional air quality. Therefore, the project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation, and would not conflict with the 2013 Ozone Attainment 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, 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.

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Per the air quality analysis conducted for the proposed project and as depicted in the Construction Emissions table above, the project's associated short-term construction-related air quality emissions are not anticipated to exceed the PCAPCD's significance thresholds for emissions of ROG, NO_x and PM₁₀. Because construction of the proposed project would not result in emissions above the PCAPCD's recommended thresholds of significance and would comply with the 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 NO_x, and PM₁₀. However, the operational ROG emissions would exceed the applicable threshold of significance and the proposed project could substantially contribute to the region's nonattainment status for ozone.

To address the exceedance of the PCAPCD ROG emission threshold as a result of operational emissions, the following mitigation measure, agreed to by the applicant, is being applied to the project:

III.-1 Wood burning appliances that could be used for primary or auxiliary home heating, including but not limited to fireplaces, woodstoves and pellet stoves, are prohibited; similar devices that utilize propane or natural gas as fuel are permitted.

The applicant is agreeable to the above mitigation measure; implementation of the above mitigation measure would reduce the proposed project's operational ROG emissions to a maximum of 8.67 lbs./day, which is below the applicable threshold of significance and a less than significant operational emissions impact would be anticipated.

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 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 maximum mitigated operational emissions of NOx would be greater than 10 lbs. /day. However, ROG emissions would be less than 10 lbs. /day.

MITIGATED OPERATIONAL EMISSIONS FOR CUMULATIVE CONSIDERATION (lbs/day)

	ROG	NOx
Total Daily Emissions	8.67	10.20
Placer County Air Pollution Control District (PCAPCD) Significance Thresholds	10.0	10.0
Exceedance of PCAPCD Threshold	NO	YES

To address the exceedance of the PCAPCD NOx cumulative emission threshold as a result of cumulative operational emissions, the following mitigation measures, agreed to by the applicant, are being applied to the project:

III.-2 Prior to recording of the final map, the project applicant shall pay their air quality fair-share Off-site Mitigation Fee sufficient to reduce the project’s NOx operational emissions to 10 pounds per day (estimated to be approximately \$310.82). The applicant must provide the City of Rocklin with a receipt from the PCAPCD to demonstrate proof of payment.

Or

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Prior to recording of the final map, the applicant shall develop and propose an off-site mitigation project (equivalent to the emission reductions required for the proposed project to meet PCAPCD thresholds of significance), subject to review and approval by the City of Rocklin Environmental Services Division and the PCAPCD. The applicant must provide proof that the off-site mitigation project would reduce emissions at an equivalent amount as would be required of the proposed project.

The applicant is agreeable to the above mitigation measure; implementation of the above mitigation measure would further reduce the project's emissions through the PCAPCD's Offsite Air Quality Mitigation Fund, which supports fleet modernizations, repowers, retrofits, and fleet expansions of heavy duty on- and off-road mobile vehicles/equipment; alternative fuels infrastructure or low emission fuel purchases; new or expanding alternative transit service programs; light-duty low emission vehicle (LEV) programs; public education; repower of agricultural pump engines, and other beneficial air quality projects. Mitigation fees collected from land use developments by the PCAPCD are distributed through the District's annual Clean Air Grant (CAG) Program, which funds emission reduction projects and the aforementioned programs. According to the PCAPCD, the cost to reduce one ton of emissions through participation in the PCAPCD's Offsite Mitigation Fee Program is \$17,080.00/ton. Through providing an in-lieu fee towards the funding of the aforementioned programs, the proposed project's cumulative NOx emissions would be reduced to below the PCAPCD's cumulative threshold of 10 pounds per day.

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 west and south of the project site. As presented above, CO emissions were determined to be below thresholds during both construction and operation of the proposed project. 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. 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 former land use and existing zoning designations, which in turn would lead to decreased delays at nearby intersections.

The Whitney Townhomes Project Traffic Impact Analysis Report (Omni Means 2013) examined Level of Service (LOS) for intersections affected by the project. The analysis showed that the South Whitney Boulevard/ Sunset Boulevard intersection is projected to operate below LOS C under the Cumulative No Project scenario (LOS F in the PM peak

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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 South Whitney/Sunset Boulevard intersection is anticipated to be mitigated to an acceptable LOS C in the future and the addition of Sunset Hills Townhomes 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 very few vehicle trips associated with the proposed project would be expected to be composed of heavy-duty diesel-fueled trucks and their associated trips. 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 175 feet away from the project boundary and the Chevron has eight fuel dispensing stations and is located approximately 375 feet from the project boundary. The CARB Handbook recommends that a 50-foot separation distance be provided for typical fuel dispensing facilities (which the Quickstop and Chevron are

based on their number of fuel dispensing stations); 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 Sunset Hills Townhomes 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. The project is not located adjacent to any substantial industrial, agricultural or other odor-producing facilities and residential uses are not typically associated with the creation of objectionable odors. 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 sensitive receptors for a period of weeks of 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 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 and project-specific mitigation measures described above would reduce impacts to air quality to a less-than-significant level.

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IV. BIOLOGICAL RESOURCES 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 contains oak trees, some of which will be removed with implementation of the project. 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 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, pgs. 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 Sunset Hills Townhomes project. Their report, dated October 17, 2012 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 minor impacts on biological resources 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, including 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 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 30 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 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

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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.

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 west and south of the project site. The project site is also bound on the southeast by South Whitney Boulevard and on the north by Sunset Boulevard. As discussed above, there are no wetland resources on the project site. Due to the proximity of local roadways to the site and the amount of surrounding development, 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.

The project site includes a total of 88 protected trees within the boundaries of the project site. Composition of the 88 protected trees includes 9 Interior Live Oaks, 13 Blue

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Oaks and 67 Valley Oaks. 3 trees are recommended for removal by the project arborist, and 50 of the protected trees are proposed for removal as a part of the Sunset Hills Townhomes 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. The applicant may elect to provide on-site mitigation in the form of planting replacement trees, provide off site replacement, dedicate land, or contribute to the Rocklin Oak Tree Preservation Fund, consistent with the requirements of the City's Oak Tree Preservation Ordinance. Should contribution to the Rocklin Oak Tree Preservation Fund, the following methodology shall be utilized.

The project arborist shall prepare a final list of all oak trees to be removed to accommodate development of the project. The list shall include 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 of the trunk diameters at breast height (TDBH) of all surveyed oak trees on the site in each of these categories. With this information the required mitigation fees shall be calculated using the formula provided in the Oak Tree Preservation Ordinance.

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, the General Plan

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EIR has identified, 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 regard to these impacts.

Significance:

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

V. CULTURAL RESOURCES 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
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			

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, pgs. 4.8-1 through 4.8-21). Mitigation measures to address these impacts are incorporated into the General Plan in the Land Use and Open Space, Recreation and Conservation Elements, and include goals and policies that encourage the preservation and protection of historical, cultural and paleontological resources and the proper treatment and handling of such resources when they are discovered.

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

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

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

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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.

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.

VI. GEOLOGY AND SOILS 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 some 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 pgs. 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 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.

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

DISCUSSION OF DETERMINATION:

Project Impacts:

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

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

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 Sunset Hills Townhomes 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 19, 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 project’s construction CO₂ emissions would be a total of approximately 760.45 metric tons of CO₂ emissions (MTCO₂e) for the project’s assumed 2 year construction period. The analysis also found that the operation of the project would result in 1,674.11 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 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, 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.

It should be noted that in 2011, the baseline 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 percent where the BAU

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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.

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.

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 snow pack, 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 this potential 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. Neither the Placer County Air Pollution Control District nor the City of Rocklin has established significance thresholds for GHG, and as such, there are currently no established thresholds in the directly affected region for measuring the significance of a project’s cumulative 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.

The PCAPCD recommends that the threshold of significance for GHG emissions selected by lead agencies be related to compliance with AB 32 reduction goals. Thus, in accordance with the PCAPCD’s recommendation and the reduction recommendation set

forth in the 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 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. In addition, a variety of voluntary measures are included in the 2013 CALGreen Code that could be applied for the reduction of 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. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO₂) and other GHG pollutants, such as methane (CH₄) and nitrous oxide (N₂O), from mobile sources and utility usage. 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 GHG 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 760.45 MTCO₂e. Construction GHG emissions are a one-time release and are typically considered separate from operational emissions, as global climate change is inherently a cumulative effect that occurs over a long period of time and is quantified on a yearly annual basis. 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. It should be noted that the project's inherent design features have been applied to the modeling, including the project's density and use of only low VOC paints per PCAPCD rules and regulations. Additionally, because the project site was designated for

Retail Commercial uses during the preparation of the 2008 Scoping Plan, that land use was utilized for the 2010 Business As Usual (BAU) scenario.

Estimated GHG emissions associated with the proposed project at operational year 2020 are summarized in the table below. As shown in the table below, the annual GHG emissions associated with the proposed project by year 2020 would be 1,674.11 MTCO₂e.

Proposed Project (2020) Operational GHG Emissions	
	CO₂ emissions (MTCO₂e)
Annual Operational GHG Emissions	1,674.11
TOTAL ANNUAL GHG EMISSIONS	1,674.11
<i>Source: CalEEMod, November 2014</i>	

Consistent with the PCAPCD's recommendation that significance thresholds for GHG emissions be related to compliance with AB 32, the City, as lead agency, has chosen to utilize a threshold of significance for GHG emissions based on the CARB's 2008 Scoping Plan that a development project must show a minimum GHG emission reduction of 15 percent from projected 2020 BAU levels (i.e., 2010 levels) by the year 2020. Thus, the project's projected 2020 BAU levels (i.e., 2010 levels) were evaluated in order to determine the net decrease in the proposed project's GHG emission over time. For the projected 2020 BAU modeling, the land use and trip generation rate assumed for buildout of the project site by the City were applied for the operational year 2010. As shown in the table below, the projected BAU GHG emissions were estimated to be approximately 19,688.58 MTCO₂e.

Projected BAU (2020) Operational GHG Emissions	
	CO₂ emissions (MTCO₂e)
Annual Operational GHG Emissions	19,688.58
TOTAL ANNUAL GHG EMISSIONS	19,688.58
<i>Source: CalEEMod, November 2014</i>	

The proposed project would result in 8.5 percent of the GHG emissions generated by BAU conditions ($1,674.11/19,688.58 = 0.0850$). Consequently, the proposed project would result in approximately a 91.5 percent reduction in annual GHG emissions from the projected 2020 BAU level by 2020 ($100.0 - 8.5 = 91.5$). The reduction in GHG emissions would primarily be attributable to the change in land use for the project site from retail commercial to high density residential. In addition, the advancement of vehicle and equipment efficiency, as well as more stringent standards and regulations as time progresses, such as State regulation emission reductions (e.g., Pavley, Low Carbon Fuel Standard, and Renewable Portfolio Standard), would substantially contribute to the reduction over years as well. It should be noted that although a reduction related to such attributes would occur for every development project, CalEEMod takes into

consideration how much of each attribute is applied for each specific project based on the size of the project and the associated land uses. Accordingly, some projects (e.g., large-scale projects, large commercial or distribution centers, etc.) may require additional reduction measures, such as project design features to reduce energy use, water use, or other sources of GHG, in order to further reduce operational GHG emissions to meet the GHG emission reduction threshold.

As stated previously, short-term construction emissions are a one-time release of GHGs and are not expected to significantly contribute to global climate change of the lifetime of the proposed project. The overall annual GHG emissions associated with the project would be reduced by over 15 percent by the year 2020. Because the project's 91.5 percent reduction from BAU exceeds the City's 15 percent minimum reduction threshold per the 2008 CARB Scoping Plan, the proposed project would not be expected to hinder the State's ability to reach the GHG reduction target or conflict with any applicable plan, policy, or regulation related to GHG reduction. Therefore, impacts related to GHG emission and global climate change would be less than cumulatively considerable and less than significant.

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.

VIII. HAZARDS AND HAZARDOUS MATERIALS 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:

The construction and operation of residential projects typically do not involve the use 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 pgs. 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.

Although residential projects of this nature would not typically emit any significant amounts of hazardous materials, substances, or waste or be involved in the transportation of hazardous materials, substances, or waste, 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. 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.

IX. HYDROLOGY AND WATER QUALITY 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 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 structures and a stormwater basin as Best Management Practices (BMP) features and then into the City’s storm drain system. The purpose of the Best 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. The project intends to comply with the City’s policies by using a stormwater basin for detention to accommodate the proposed project’s drainage runoff flows. 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 06061CO477G, effective date November 21, 2001) 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.

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. LAND USE AND PLANNING	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 development of 26 building lots containing 148 condominium units on an 11.2 +/- acre site. The project site is designated High Density Residential and Recreation/Conservation on the General Plan land use map, and is zoned Retail Business; the project requires a Rezone and General Development Plan to

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allow residential uses on the site as proposed. As discussed below, land use impacts are not anticipated.

Prior Environmental Analysis:

The General Plan EIR analyzed the anticipated impacts on land use as a result of the future urban development that was contemplated by the General Plan. These impacts included dividing an established community and potential conflicts with established land uses within and adjacent to the City (City of Rocklin General Plan Update Draft EIR, 2011, pgs. 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 mostly undeveloped, with the exception of an access easement to the adjacent townhome project. The proposed project would construct 148 air space condominium units 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 High Density Residential (HDR) and Recreation/Conservation (R/C) and is currently zoned Retail Business (C-2); the project is proposing a rezone to Planned Development Residential, 17 units per acre (PD-17) and Open Area (OA).

The PD-17 zoning designation is consistent with the High Density Residential land use designation. Upon approval of the requested zoning changes, the proposed project would be consistent with the site's land use and zoning designations and the

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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 multi-family residences at the density being proposed by the project is considered to be compatible with the adjacent properties designated for and developed with Medium-High and Medium Density Residential uses and the adjacent Retail Commercial uses.

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.

XI. MINERAL RESOURCES 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, pgs. 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.

XII. NOISE 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 occupation of 26 building lots containing 148 condominium units is not anticipated to have significant long-term operational noise impacts.

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, pgs. 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 environmental noise assessments of the proposed Sunset Hills Townhomes project. Their reports, dated March 26, 2013 and August 19, 2014, are available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA, and are incorporated into

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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 on its review of the analysis and these other considerations, City staff accepts the conclusions in the JC Brennan & Associates, Inc. reports, which are 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. For residential uses such as the proposed project, the maximum allowable noise exposure at the outdoor activity areas from transportation noise sources is 60 dB Ldn. For stationary noise sources, the maximum allowable

exterior noise level standard is 55 dBA for daytime hours (7:00 a.m. to 10:00 p.m.) and 45 dBA for nighttime hours (10:00 p.m. to 7:00 a.m.).

Noise Sources

Traffic on Sunset Boulevard and South Whitney Boulevard are potential noise sources that could impact the proposed project. To quantify the noise emissions from the traffic sources, JC Brennan & Associates staff conducted short-term noise level measurements on the project site on March 18, 2013. To determine the future traffic noise levels on the project site, the Short-Term Plus Project and the Cumulative Plus Project traffic predictions prepared for the project by Omni-Means transportation consultants were utilized.

The proposed project includes the provision of solid noise barriers along the residential boundary interface with the adjacent retail commercial property located at the southwest quadrant of the corner of Sunset Boulevard and South Whitney Boulevard. The predicted future traffic noise levels at the proposed residential buildings were 66 dB Ldn on the project's Sunset Boulevard frontage and 60 dB Ldn on the project's South Whitney Boulevard frontage without noise barriers.

Interior Traffic Noise Levels

Standard construction practices, consistent with the Uniform Building Code, typically provide 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 will 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 measured on-site noise levels and the predicted noise levels, the interior noise levels will typically comply with the interior noise level standard of 45 dB Ldn.

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 of project approvals which address short-term impacts. These include limiting traffic

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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.

Table 2-2 of the General Plan Noise Element contains maximum allowable noise exposure levels from transportation noise sources, and for the outdoor activity areas of residential uses 60 dB Ldn is the maximum allowable noise level. This noise level standard can be applied at the patios of each condominium or at the common outdoor activity area. Although noise barriers are a means of reducing traffic noise levels at first floor patios, they would not be practical to reduce traffic noise levels at 2nd and 3rd floor patios. Therefore, the maximum allowable noise level of 60 dB Ldn is being applied at the common outdoor activity area of the project which is the pool area. The noise analysis concluded that the distances to the cumulative plus project 60 dB Ldn noise contours are 258-feet and 75-feet for Sunset Boulevard and South Whitney Boulevard, respectively. The pool area is located approximately 375-feet and 345-feet from Sunset Boulevard and South Whitney Boulevard, respectively, which are beyond the 60 dB noise contour. Therefore, the project will comply with the City's exterior noise level standard of 60 dB Ldn.

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 described above would reduce noise related impacts to a less-than-significant level.

XIII. POPULATION AND HOUSING 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 of 26 building lots containing 148 condominium units on an 11.2 +/- acre site. The proposed project would not introduce unplanned 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.

Conclusion:

The project site is currently designated on the City's General Plan land use map as High Density Residential (HDR) and Recreation/Conservation (R/C) and is currently zoned

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Retail Business (C-2); the project is proposing a re-zone to Planned Development Residential, 17 units per acre (PD-17) and Open Area (OA), ultimately resulting in the creation of 148 condominium units.

Because the project site is currently designated for High Density Residential and was analyzed as such in the General Plan EIR, the addition of 148 condominium units is not considered to induce substantial population growth because it is located in an area that has already been planned for residential uses; the addition of 148 condominium units into a City that is projected to have approximately 29,283 dwelling units at the buildout of the General Plan does not represent a significant addition.

The proposed project would not displace existing residents or existing housing, necessitating the construction of replacement housing elsewhere.

Significance:

The proposed project would have no impact outside of those that were analyzed in the General Plan EIR.

XIV. PUBLIC SERVICES	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, pgs. 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.

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

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.

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.

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. RECREATION	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 of 26 building lots containing 148 condominium units on an 11.2 +/- acre site, 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, pgs. 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

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policies to insure that this standard is met. These goals and policies call for the provision of new park and recreational facilities as needed by new development through parkland dedication and the payment of park and recreation fees. These programs and practices are recognized in the General Plan Open Space, Conservation and Recreation Element, which mitigates these impacts to a less than significant level.

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 residential project, is anticipated to create a 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. Additionally, the proposed project includes a tot lot area and a pool area and there are several City parks that exist in the project area, including Johnson-Springview Park on 5th Street, Sunset East Park on Willowynd Drive and Vista Grande Park on Onyx Drive.

The General Plan parkland standard is 5 acres per 1,000 population. The City's subdivision ordinance provides for the collection of park and recreation fees and/or parkland dedication for new residential developments at the time properties are subdivided. The fees are used to fund the acquisition and development of park and recreation facilities commensurate with the established parkland standard. Fees are also collected through an annual tax on each dwelling unit to fund park maintenance. The proposed project would impact recreation by contributing to the need for additional recreational facilities in the City of Rocklin. However, this impact was anticipated and provided for through implementation of the City's park standards and funding mechanisms. The project applicant would pay park and recreation fees as required by the City's subdivision ordinance, and therefore the project would have less-than-significant impacts caused by the need to expand recreational facilities.

Although use of City parks would be anticipated, the project would not be anticipated to significantly increase the use of existing recreational facilities such that substantial deterioration of these facilities would occur or be accelerated. The project will not require the construction of any other new, or expansion of an existing, public

recreational facility; 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.

XVI. TRANSPORTATION/TRAFFIC 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, pgs. 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 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 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 Omni-Means, Ltd., a Sacramento area consulting firm with recognized expertise in transportation, prepared a traffic impact analysis of the proposed Sunset Hills Townhomes project. Their report, dated December 2013, 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 Omni-Means, Ltd. 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 Omni-Means, Ltd. 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	Unit	Daily Trip Rate/Unit	PM Peak Hour Trip Rate/Unit		
			Total	In%	Out%
Residential Condo/ Townhouse (Code 230)	DU	6.11	56	67%	33%
Project Name	Quantity (Units)	Daily Trips	PM Peak Hour Trip Rate		
			Total	In	Out
Whitney Townhouses	148	905	83	56	27

Current Background Traffic Conditions

Roadways providing access to the project site include Sunset Boulevard, Chalmette Court and South Whitney Boulevard. Sunset Boulevard is a four-six lane arterial roadway that extends from Woodside Drive to Pacific Street, Chalmette Court is a two lane local street currently providing access to the townhouses east of the project site, and South Whitney Boulevard is a two lane collector street providing access primarily to residential areas and is the main access street for the project’s two driveways. Driveway #1 is the southernmost driveway on South Whitney Boulevard and it will be a full access driveway with two way stop control, and Driveway # 2 will be a right-in right-out only access, with stop control on the driveway.

New traffic counts were made for this study on September 25, 2012. Intersection turning movement counts were made at study intersections (South Whitney Boulevard/Sunset Boulevard and South Whitney Boulevard/Chalmette Court) during the period 4:00 p.m. – 6:00 p.m.; the highest hourly traffic volume period within the two hour window was identified as the PM 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 is LOS A, which meets the City’s LOS C goal. South Whitney Boulevard/ Sunset Boulevard is LOS C, which also meets the City’s LOS C goal.

EXISTING INTERSECTION LEVELS OF SERVICE				
Intersection	Control	Time Period		
		PM Peak Hour (4:00 - 6:00 p.m.)		
		LOS	Volume/ Capacity	Average Delay (sec/veh)
South Whitney Blvd./Sunset Blvd.	Signal	C	0.71	-
South Whitney Blvd./Chalmette Ct.	All Way Stop Sign	A	-	9.5

Existing Plus Project Traffic Conditions and Levels of Service

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

EXISTING PLUS PROJECT INTERSECTION LEVELS OF SERVICE							
Intersection	Control	PM Peak Hour (4:00 – 6:00 p.m.)					
		Existing			Existing Plus Project		
		LOS	Volume/ Capacity	Average Delay (sec/veh)	LOS	Volume/ Capacity	Average Delay (sec/veh)
South Whitney Blvd./Sunset Blvd.	Signal	C	0.71	-	C	0.72	-
South Whitney Blvd./Chalmette Ct.	All Way Stop Sign	A	-	9.5	A	-	9.8
South Whitney Blvd./Driveway #1	Two Way Stop Sign	-	-	-	A	-	5.2
South Whitney Blvd./Driveway #2	Two Way Stop Sign	-	-	-	A	-	3.2

As shown, the project does not result in any change to the p.m. peak hour 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).

Existing Plus Approved Projects Plus Project

The traffic impacts of the Sunset Hills Townhomes 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. Since Driveway #1 currently provides access to an office site, it has been included in the analysis under the existing plus approved project condition.

EXISTING PLUS APPROVED PROJECTS PLUS PROJECT PEAK HOUR INTERSECTION LEVELS OF SERVICE							
Intersection	Control	PM Peak Hour (4:00 – 6:00 p.m.)					
		Existing Plus Approved Projects			Existing Plus Approved Projects Plus Project		
		LOS	Volume/ Capacity	Average Delay (sec/veh)	LOS	Volume/ Capacity	Average Delay (sec/veh)
South Whitney Blvd./Sunset Blvd.	Signal	D	0.88	-	D	0.89	-
South Whitney Blvd./Chalmette Ct.	All Way Stop Sign	B	-	10.7	B	-	10.7
South Whitney Blvd./Driveway #1	Two Way Stop Sign	A	-	7.3	A	-	7.7
South Whitney Blvd./Driveway #2	Two Way Stop Sign	-	-	-	A	-	3.1

BOLD indicates conditions in excess of adopted minimum LOS C standard.

As shown, projected Levels of Service in the existing plus approved projects condition with and without the Sunset Hills Townhomes project will be LOS C or better, except for the intersection of South Whitney Boulevard/Sunset Boulevard which will be unacceptable LOS D in both the existing plus approved projects and existing plus approved projects plus project condition. However, the addition of project traffic does not increase the V/C ratio by more than 0.05 therefore; the addition of project trips does not represent a significant impact in the short term.

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 p.m. peak hour Levels of Service at study area intersections with and without the proposed Sunset Hills Townhomes project.

CUMULATIVE PLUS PROJECT PEAK HOUR INTERSECTION LEVELS OF SERVICE							
Intersection	Control	PM Peak Hour (4:00 – 6:00 p.m.)					
		Year 2030 with Vacant Site			Year 2030 with Sunset Hills Townhomes		
		LOS	Volume/ Capacity	Average Delay (sec/veh)	LOS	Volume/ Capacity	Average Delay (sec/veh)
South Whitney Blvd./Sunset Blvd.	Signal	F	1.10	-	F	1.11	-
South Whitney Blvd./Chalmette Ct.	All Way Stop Sign	C	-	17.1	C	-	16.7
South Whitney Blvd./Driveway #1	Two Way Stop Sign	B	-	12.5	B	-	14.0
South Whitney Blvd./Driveway #2	Two Way Stop Sign	-	-	-	A	-	7.4

BOLD indicates conditions in excess of adopted minimum LOS C standard.

As shown, the South Whitney Boulevard/Sunset Boulevard intersection will not meet the City Of Rocklin’s minimum LOS C standard in the cumulative. The South Whitney Boulevard/Sunset 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 0.01 which does not exceed the permitted increment of 0.05. Thus, the project’s cumulative impact at this intersection is less than significant. It should be noted that the General Plan EIR also identified the intersection of South Whitney Boulevard/Sunset 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.

Conclusion:

As evidenced by the summary of the traffic impact analysis presented, capacity or level of service impacts from the proposed project are not anticipated. Because the Omni Means 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.”

The project will be conditioned to contribute its fair share to the cost of circulation improvements via the existing citywide traffic impact mitigation (TIM) fee program that would be applied as a uniformly applied development policy and standard. The traffic impact mitigation fee program is one of the various methods that the City of Rocklin uses for financing improvements identified in the Capital Improvement Program (CIP). The CIP, which is overseen by the City’s Public Services Department, is updated periodically to respond to changing conditions and to assure that growth in the City and surrounding jurisdictions does not degrade the level of service on the City’s roadways. The roadway improvements that are identified in the CIP in response to anticipated growth in population and development in the City are consistent with the City’s Circulation Element. The traffic impact fee program collects funds from new development in the City to finance a portion of the roadway improvements that result from traffic generated by the new development. Fees are calculated on a citywide basis, differentiated by type of development in relationship to their relative traffic impacts. The intent of the fee is to provide an equitable means of ensuring that future development contributes their fair share of roadway improvements, so that the City’s General Plan Circulation policies and quality of life can be maintained.

South Placer Regional Transportation Authority

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

Highway 65 Interchange Improvement Fee

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

The development of the proposed project and the resulting addition of 148 condominium residences would not result in project specific significant effects as demonstrated by the summary of the project’s traffic impact analysis that is 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 condominium/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 148 units, 296 garage spaces and 74 visitor spaces are required; the project is providing 296 garage spaces and 82 visitor spaces. Therefore, an inadequate parking supply impact is not anticipated.

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. There are existing Class II bike facilities along South Whitney Boulevard and proposed Class II bike facilities along Sunset Boulevard in the vicinity of the project. 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.

XVII. UTILITIES AND SERVICE SYSTEMS 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 project site is currently not developed. The proposed development of 148 condominium units 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, pgs. 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 a Master Plan, which is periodically updated, to provide sewer to projects located within their service boundary. The plan includes future expansion as necessary, and includes the option of constructing

additional treatment plants. SPMUD collects connection fees to finance the maintenance and expansion of its facilities. The proposed project is responsible for complying with all requirements of SPMUD, including compliance with wastewater treatment standards established by the Central Valley Water Quality Control Board. The South Placer Wastewater Authority (SPWA) was created by the City of Roseville, Placer County and SPMUD to provide regional wastewater and recycled water facilities in southwestern Placer County. The regional facilities overseen by the SPWA include the Dry Creek and Pleasant Grove Wastewater Treatment Plants, both of which receive flows from SPMUD (and likewise from Rocklin). To project future regional wastewater needs, the SPWA prepared the *South Placer Regional Wastewater and Recycled Water Systems Evaluation* (Evaluation) in June 2007. The Evaluation indicates that as of June 2004, flows to both the wastewater treatment plants were below design flows. Specifically, the Dry Creek Wastewater Treatment Plant (WWTP) had an average dry weather flow of 10 million gallons/day (mgd) and an average dry weather capacity of 18 mgd, while the Pleasant Grove Wastewater Treatment Plant had an average dry weather flow of 7 mgd, and an average dry weather capacity of 12 mgd. According to SPMUD, in 2009 the Dry Creek WWTP had an inflow of 10.3 mgd, with Rocklin's portion being 2.4 mgd, and the Pleasant Grove WWTP had an inflow of 7.0 mgd, with Rocklin's portion being 2.0 mgd. Consequently, both plants are well within their operating 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 (water quality treatment devices and a stormwater detention basin) located 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). 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. The Auburn Placer Disposal Service 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. Projects consistent with areas of development represented in the General Plan have been anticipated as part of the growth of the City of Rocklin, and as such, utilities and service system requirements have been anticipated and planned.

Significance:

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

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE	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 quality impacts. Buildout of the proposed project represents the same vehicle trip generation and associated air quality impacts than that which was analyzed in the General Plan EIR with respect to the site.

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 General Plan 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 General Plan 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 of 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 clearly demonstrates that these effects will not occur as a consequence of the project.

References:

Abacus, Arborist Report, Sunset Hills Condominium Town Home Project, Rocklin, CA, October 17, 2012
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
De Novo Planning Group, Air Quality and Greenhouse Gas Analysis for the Sunset Hills Townhomes Project, November 19, 2014
JC Brennan & Associates, Inc., Environmental Noise Assessment, Sunset Hills Town Homes, March 26, 2013
JC Brennan & Associates, Inc., Memo Revision to Sunset Hills Townhomes Noise Analysis, August 19, 2014
Omni-Means, Ltd., Sunset Hills Townhomes Project Traffic Impact Analysis Report, December 2013

Attachments

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

EXHIBIT 3

MITIGATION MONITORING PROGRAM

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:

Page 1 of Exhibit 3 to Mitigated Negative Declaration Reso. No. 2015-142	<i>Sunset Hills Townhomes, Z-2013-04, PDG-2013-03, SD-2013-0, Dr-2013-04 and TRE-2013-13 Initial Study</i>
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MITIGATION MEASURE:

Air Quality:

To address the exceedance of the PCAPCD ROG emission threshold as a result of operational emissions, the following mitigation measure, agreed to by the applicant, is being applied to the project:

III.-1 Wood burning appliances that could be used for primary or auxiliary home heating, including but not limited to fireplaces, woodstoves and pellet stoves, are prohibited; similar devices that utilize propane or natural gas as fuel are permitted.

IMPLEMENTATION:

Prior to the issuance of building permits, the application shall demonstrate that woodburning appliances such as fireplaces, pellet stoves and woodstoves will not be installed (the use of propane or natural gas fueled fireplaces is permitted if demonstrated to be in compliance with applicable regulations).

RESPONSIBILITY

Applicant
Community Development Department
Placer County Air Pollution Control District

MITIGATION MEASURE:

Air Quality:

To address the exceedance of the PCAPCD NOx cumulative emission threshold as a result of cumulative operational emissions, the following mitigation measures, agreed to by the applicant, are being applied to the project:

III.-2 Prior to recording of the final map, the project applicant shall pay their air quality fair-share Off-site Mitigation Fee sufficient to reduce the project's NOx operational emissions to 10 pounds per day (estimated to be approximately \$310.82). The applicant must provide the City of Rocklin with a receipt from the PCAPCD to demonstrate proof of payment.

Or

Prior to recording of the final map, the applicant shall develop and propose an off-site mitigation project (equivalent to the emission reductions required for the proposed project to meet PCAPCD thresholds of significance), subject to review and approval by the City of Rocklin Environmental Services Division and the PCAPCD. The applicant must provide proof that the off-site mitigation project would reduce emissions at an equivalent amount as would be required of the proposed project.

IMPLEMENTATION:

Prior to recording of a final map, the application shall provide proof of payment of PCAPCD off-site mitigation fee or proof of PCAPCD approval of an alternative off-site mitigation plan. An alternative off-site mitigation plan must be implemented and finalized prior to issuance of first certificate of occupancy.

RESPONSIBILITY

Applicant

Public Services Department (City Engineer and Environmental Services Division)
Placer County Air Pollution Control District

MITIGATION MEASURES:

Biological Resources:

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 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 30 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 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, the applicant shall submit documentation of a survey for nesting raptors and migratory birds to the City's Public Services Department. If the survey results are negative, no further mitigation is required. If the survey results are positive, the developer shall consult with the City and the California Department of Fish and Wildlife as detailed above.

RESPONSIBILITY

Applicant
Public Services Department
California Department of Fish and Wildlife

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MITIGATION MEASURES:

Biological Resources:

To ensure compliance with the City’s Oak Tree 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. The applicant may elect to provide on-site mitigation in the form of planting replacement trees, provide off site replacement, dedicate land, or contribute to the Rocklin Oak Tree Preservation Fund, consistent with the requirements of the City’s Oak Tree Preservation Ordinance. Should contribution to the Rocklin Oak Tree Preservation Fund, the following methodology shall be utilized.

c) The project arborist shall prepare a final list of all oak trees to be removed to accommodate development of the project. The list shall include 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 of the trunk diameters at breast height (TDBH) of all surveyed oak trees on the site in each of these categories. With this information the required mitigation fees shall be calculated using the formula provided in the Oak Tree Preservation Ordinance.

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
Community Development Department

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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).

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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

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:

