



MEMORANDUM

DATE: August 10, 2017

TO: Planning Commission Members

FROM: David Mohlenbrok, Environmental Services Manager

RE: Blue Memo # 1 for Rocklin Station Project – Comments Received on Initial Study/Mitigated Negative Declaration and Responses

The Rocklin Station Initial Study/Mitigated Negative Declaration (IS/MND) was circulated for a 30-day public review period from July 6, 2017 to August 4, 2017. The IS/MND was also submitted to the State Clearinghouse for the same time period to provide for a 30-day public review period for State agencies. The City received four comment letters as a result of the public review period from the State Clearinghouse, the Central Valley Regional Water Quality Control Board, the California Department of Transportation (Caltrans) and the Lifehouse Church. Copies of those letters are attached to this memo, and a summary of the letters and responses thereto are provided below.

SUMMARY OF STATE CLEARINGHOUSE COMMENT LETTER

The State Clearinghouse provided comments acknowledging that the Rocklin Station IS/MND was sent to state agencies for their review. The comments also identified the closing date of the IS/MND comment period and included an enclosure from two responding state agencies (Regional Water Quality Control Board and Caltrans).

RESPONSE TO STATE CLEARINGHOUSE LETTER

The State Clearinghouse comment does not affect the analysis or conclusions reached in the IS/MND and is considered to be noted. Additional response or revisions to the IS/MND are not necessary. Please refer below for a summary of and responses to the Regional Water Quality Control Board and Caltrans letters.

SUMMARY OF CENTRAL VALLEY REGIONAL WATER QUALITY CONTROL BOARD COMMENT LETTER

The Central Valley Regional Water Quality Control Board (CVRWQCB) provided comments related to their responsibility of protecting the quality of surface water and groundwaters of the state. The comments provided general information related to the various permits administered by the CVRWQCB, including a description of the regulatory setting, the purpose of the permits, how/when the permits are required and where to find additional information regarding the permits. There were no comments specific to the analysis within the Rocklin Station IS/MND.

RESPONSE

A general discussion of the CRWQCB permits applicable to the project and discussion of the project's potential impacts to water quality is provided in the Rocklin Station Subdivision IS/MND. Otherwise, the comments from the CRWQCB do not affect the analysis or conclusions reached in the IS/MND and are considered to be noted; additional response or revisions to the IS/MND are not necessary.

SUMMARY OF DEPARTMENT OF TRANSPORTATION (CALTRANS) LETTER

- 1) Project Access – Caltrans notes concerns with the project's proposed signalized entrance at Sierra College Boulevard/Schriber Way due to project providing 400 feet of space between the freeway ramp intersection and the proposed signal (Highway Design Manual minimum distance allowed is 400 feet, preferred distance is 500 feet), the 50th percentile queue at the EB off-ramp right turn of 435 feet extends beyond the available storage of 200 feet yielding an LOS F for that approach, and a 95th percentile queue length for the ramp approaches was not done.
- 2) Traffic Fee Payment – Caltrans notes the IS/MND discusses that the project will be subject to the payment of various traffic impact fees to provide fair share contribution to current and future local street and State facility improvement projects, and that they concur.
- 3) Complete Streets – Caltrans notes that the IS/MND should address complete streets needs within the vicinity of the project and should explore multi-modal transportation opportunities, and there should be consideration whether there will be a reduction or increase in vehicle miles traveled (VMT) with the addition of the project.
- 4) Vehicle Miles Traveled (VMT) – Caltrans notes that due to a change in legislation they need to identify traffic impact in terms of VMT and traffic safety, the traffic analysis should identify possible mitigation to reduce VMT and consider possible impacts to public safety, and has the project proponent considered mitigation to potentially reduce VMT.

- 5) Hydraulics – Caltrans notes that the project will increase impervious surface area which will increase surface water runoff, and no net increase to the 100-year storm event peak discharge can occur within the highway right-of-way and/or Caltrans drainage facilities.
- 6) Hydraulics – Caltrans notes that increases in peak runoff discharge for the 100-year storm event to the highway right-of-way or Caltrans drainage facilities must be reduced at or below the pre-construction levels.
- 7) Hydraulics – Caltrans notes that project grading and/or drainage improvements must maintain or improve existing drainage pathways, may not result in adverse hydrologic or hydraulic conditions within the highway right-of-way or Caltrans drainage facilities, the developer must maintain or improve existing drainage patterns and/or facilities affected by the project to the satisfaction of the State and Caltrans through use of the storm water management Best Management Practices (BMPs), the property owner must properly maintain storm water management BMPs, and the project proponent may be held liable for future damage due to impacts from inadequate mitigation.
- 8) Hydraulics – Caltrans notes that runoff from the proposed project that enters the highway right-of-way and/or Caltrans drainage facilities must meet regional water quality control board standards, appropriate storm water management BMPs may be applied, and the property owner must properly maintain BMPs in perpetuity.

RESPONSES

- 1) The Caltrans comment acknowledges that the project meets the Highway Design Manual's (HDM) minimum distance between ramp intersections and local road intersections of 400 feet, but the preferred distance per the HDM is 500 feet. It should be noted that on the opposite side of the freeway interchange, the distance between the I-80/Sierra College Boulevard WB off-ramp and Granite Drive is approximately 500 feet, a spacing that existed at the time that Caltrans approved the reconstruction of the Sierra College Boulevard/I-80 interchange.

In July of 2016 Caltrans provided comments on the Rocklin Station project in response to the City's Request for Comment/Project Referral process. At that time they expressed concern about the project's proposed signalized intersection being close to the I-80/Sierra College Boulevard eastbound off-ramp and requested that a traffic study be performed to identify any project impacts and mitigation. In response to that request, the City provided Caltrans with the project's traffic study and associated SYNCHRO vehicle queueing models, including the 95th percentile queue length for existing and future plus project scenarios as is now being requested within this most recent comment letter. Upon review of the traffic study and SYNCHRO model files, in September of 2016 Caltrans noted that their concern regarding storage length for southbound Sierra College Boulevard has been confirmed and that the possibility of southbound traffic blocking the eastbound off ramp is high, and they recommended that the project's driveway be a right-in/right-out access only.

In response to the portion of the comment noting that in the cumulative plus project p.m. peak period the 50th percentile queue at the eastbound off-ramp right turn of 435 feet extends beyond the available storage of 200 feet, yielding an LOS F for that approach, it should be noted that the traffic analysis showed that this queuing problem also occurs in the cumulative no project condition (i.e., it would occur regardless of whether or not the proposed project and its signalized intersection is approved).

In response to the portion of the comment noting a 95th percentile queueing analysis was not done, that is not correct and such analysis was previously provided to Caltrans staff as discussed above. It should be noted that Nima Kabirinassab, Intergovernmental Review Coordinator referenced in the comment letter, recently contacted the traffic study's author and requested a copy of the traffic study technical appendix (which was provided), but did not request SYNCHRO files or any additional information on queueing. Absent that information, it is not clear how an estimate of the 50th percentile queue at the eastbound off-ramp right turn of 435 feet was made. Based on information provided by the traffic study author, the 50th percentile queue at the eastbound off-ramp right turn is forecast to be 115 feet (within the 200 feet of available storage) and the 95th percentile queue is forecast to be 266 feet (meaning that the 66 feet of exceedance of the available storage equates to 2-3 cars, assuming 20 feet per car and 5 feet of spacing between cars). Furthermore, a traffic study performed for the Oak Vista subdivision also identified queueing problems at the I-80/Sierra College interchange eastbound off-ramp intersection, but noted that a modification to the Sierra College Boulevard/EB I-80 off-ramp intersection by restriping the approach and converting one of the eastbound through lanes to a through plus right turn lane (such that there would then be two available right turn lanes) would yield LOS C if projected volumes do occur in the future.

In recognition of Caltrans concerns as well as City staff concerns regarding potential congestion along the Sierra College Boulevard corridor due to the addition of a new signalized intersection, the proposed project has a condition of approval applied to it that would require the developer to pay their fair share towards the installation of any necessary infrastructure to allow the operation of the new signal to be coordinated with nearby traffic signals at the intersections of Sierra College Boulevard/Granite Drive, Sierra College Boulevard/I-80 on- and off-ramps, Sierra College Boulevard/Crossings Drive, Sierra College Boulevard/Commons Drive, and Sierra College Boulevard/Bass Pro Drive/Dominguez Road, to the satisfaction of the City Engineer. In addition, the condition of approval also requires the following: 1) the preparation of a report by a traffic engineer with recommended signal timing to ensure that operations and level of service are optimized and 2) the monitoring of traffic movements and the preparation of quarterly reports on traffic operations for an eighteen month period or until such time as the City Engineer determines traffic from the project has stabilized, whichever occurs first, including any recommendations for adjustments to signal timing or other improvements needed to optimize traffic movements.

In conclusion, for the following reasons, the City supports the installation of a new signalized intersection in association with the Rocklin Station project:

- The spacing between the new signalized intersection and the I-80/Sierra College Boulevard eastbound off-ramp meets the Highway Design Manual's (HDM) minimum distance between ramp intersections and local road intersections of 400 feet, as acknowledged in the Caltrans comment letter.
- The queueing exceedance beyond the available 200 feet at the eastbound off-ramp right turn that Caltrans is expressing concern about is projected to occur whether or not the proposed project and its signalized intersection are approved, and there appears to be a viable solution should such projections be realized.
- The City has applied a condition of approval to the project and its new signalized intersection to allow for coordination with the adjacent signalized intersections and to monitor and recommend potential adjustments to ensure traffic movements are optimized.

The comment does not affect the analysis or conclusions reached in the IS/MND and additional response or revisions to the IS/MND are not necessary.

2) The comment notes the concurrence of Caltrans with the discussion in the IS/MND regarding the project's payment of traffic mitigation fees on a fair share basis.

The comment does not affect the analysis or conclusions reached in the MND and additional response or revisions to the MND beyond those noted above are not necessary.

3) The proposed project takes advantage of infill opportunities in the City of Rocklin by developing a vacant parcel that has long been designated for retail commercial uses. The proposed retail commercial uses would be in close proximity to other retail commercial uses and existing and newly developing residential areas. Streets in the project vicinity include sidewalks and bike lanes and as new properties such as the proposed project get developed those sidewalks and planned bike lanes are provided if they do not currently exist as a way to encourage alternative modes of transportation. The IS/MND noted that in the vicinity of the project there are existing Class II bike lane facilities and transit service along Sierra College Boulevard, with the nearest bus stops to the project site being at the Rocklin Commons and Rocklin Crossings shopping centers. In addition, the proposed project includes bicycle racks and storage lockers to encourage alternative modes of transportation. Finally, should the project be approved it will generate sales tax revenue for the City that can be used to support the City's efforts in building and maintaining infrastructure such as sidewalks and bikeways which encourage alternative modes of transportation.

Senate Bill 743 (SB743), which was signed by Governor Brown on September 27, 2013, created a process to change the way that transportation impacts are analyzed under the California Environmental Quality Act (CEQA) by shifting the focus of traffic analysis away from using

vehicle delay as a metric and placing an emphasis on the measurement of vehicle miles traveled (VMT). The State Office of Planning and Research (OPR) has been charged with drafting guidelines to implement SB743 and in January of 2016 released a draft of those guidelines for public review; however the final guidelines have yet to be published. For the interim period, the City of Rocklin has been identifying in our CEQA documents the VMT that a project generates for informational purposes and not for purposes of impact identification. As such, mitigation measures to potentially reduce VMT are not identified.

Although an analysis of whether the project reduced or increased VMT was not conducted, the placement of this project at this location allows great potential for reducing VMT by placing retail commercial uses in close proximity to residential uses and other complimentary retail commercial uses and by being located near existing transit routes and stops.

The comment does not affect the analysis or conclusions reached in the MND and additional response or revisions to the MND are not necessary.

4) See Response # 3 above regarding a discussion of Vehicle Miles Traveled and potential mitigation.

The comment does not affect the analysis or conclusions reached in the MND and additional response or revisions to the MND are not necessary.

5) The IS/MND noted that storm water runoff from the project site will be collected in storm water drainage pipes and then directed through water quality treatment devices/areas as Best Management Practices (BMPs) and/or Low Impact Development (LID) features and then into the City's storm drain system. There will not be any storm water runoff from the project site that will enter the highway right-of-way and/or Caltrans drainage facilities.

6) See Response 5 above regarding a discussion of the project's storm water runoff.

The comment does not affect the analysis or conclusions reached in the MND and additional response or revisions to the MND are not necessary.

A7) See Response 5 above regarding a discussion of the project's storm water runoff.

The comment does not affect the analysis or conclusions reached in the MND and additional response or revisions to the MND are not necessary.

8) See Response 5 above regarding a discussion of the project's storm water runoff.

The comment does not affect the analysis or conclusions reached in the MND and additional response or revisions to the MND are not necessary.

SUMMARY OF LIFEHOUSE CHURCH LETTER

- 1) Project Description – Representatives of the Lifehouse Church note that the discussion in the IS/MND’s Project Description includes an incorrect statement about the Rocklin Station project having access to Dominguez Road through the adjacent Lifehouse Church property, they have never been approached by the owner/developer of Rocklin Station asking for access and there is no documentation or agreement in place to allow the statement to be made.
- 2) Project Site Plan – Representatives of the Lifehouse Church note that the project site plan attached to the IS/MND’s Project Description portrays the Rocklin Station project having access to Dominguez Road through the adjacent Lifehouse Church property, they have never been approached by the owner/developer of Rocklin Station asking for access, there is no documentation or agreement in place to allow the statement to be made and the site plan must be revised by removing reference to a future road or access onto their property. A condition of approval for a reciprocal access agreement has been applied to the project.
- 3) Project-Level Environmental Analysis – Representatives of the Lifehouse Church note that the project’s traffic study refers to a future road across the Lifehouse Church property in several locations and on several exhibits, which is misleading.
- 4) Traffic Report – Representatives of the Lifehouse Church note that the project’s traffic study text and exhibits refer to a future road across the Lifehouse Church property, the frontage alignment and future lane configurations shown are incorrect, and what part of the analysis might change if the Dominguez Road overpass is never constructed.
- 5) Representatives of the Lifehouse Church request that any and all statements relative to an access road and shown on plans in the Initial Study and Abrams traffic study be removed before final adoption of the Mitigated Negative Declaration so that claims cannot be made in the future regarding an agreement of the assumed road being an encumbrance on their property.

RESPONSES

- 1) The IS/MND’s and supporting traffic study’s discussion and exhibits correctly reflect the City’s desire to have a future roadway connection from the Rocklin Station project site through the Lifehouse Church property to Dominguez Road. The purposes of such a roadway would be to provide a future second point of access for the Rocklin Station project (given their limited ability to have a second point of access in any other direction due to adjacencies to I-80), and to allow traffic to circulate between adjacent properties rather than having to exit from Rocklin Station onto Sierra College Boulevard and then enter the Lifehouse Church property from Sierra College Boulevard. The Lifehouse Church property is designated in the Rocklin General Plan as a Retail Commercial land use and the idea of a future access road between the Rocklin Station project site and the Lifehouse Church property is considered to be practical and prudent planning. Such cross-access is a typical circulation pattern for adjacent properties that abut a major roadway such as Sierra College Boulevard, where the desire is to allow for internal

circulation rather than have traffic that wants to patronize adjacent sites travel on and off a major roadway.

While the concept of a future roadway connection has been discussed with representatives of Lifehouse Church, it is correct that there is no documentation or agreement in place at this time between the Rocklin Station and Lifehouse Church property owners. It is not a requirement of the Rocklin Station project to build a future roadway connection. If and when the Lifehouse Church property is proposed for future development, the City would then examine the need, potential design, and appropriate location for such a connection and work with the developer of the Lifehouse Church property to integrate a connection into their proposal. To ensure that the Rocklin Station project does not preclude the possibility of a future connection between the two properties the project is being required to identify a potential future point of connection, provide for on-site access easements in favor of the Lifehouse Church property, and similar measures.

The comment does not affect the analysis or conclusions reached in the MND and additional response or revisions to the MND are not necessary.

2) See Response 1 above regarding the future roadway connection from the Rocklin Station through the Lifehouse Church property to Dominguez Road.

The comment does not affect the analysis or conclusions reached in the MND and additional response or revisions to the MND are not necessary.

3) See Response 1 above regarding the future roadway connection from the Rocklin Station through the Lifehouse Church property to Dominguez Road.

The comment does not affect the analysis or conclusions reached in the MND and additional response or revisions to the MND are not necessary.

4) See Response 1 above regarding the future roadway connection from the Rocklin Station through the Lifehouse Church property to Dominguez Road.

The City of Rocklin General Plan Circulation Element requires the improvement of Sierra College Boulevard to a six lane arterial, with three north bound and three south bound lanes. Access to the Rocklin Station project is from Sierra College Boulevard and for this access to function safely and efficiently a right turn southbound deceleration lane into the project entrance is required. In the future this right turn deceleration lane will need to be extended to Dominguez Road. The frontage alignment and right-of-way configurations/improvements shown in Figures 11 and 12 of the project's traffic study conceptually depict how all of these improvements could be accommodated. The Rocklin Station project will be required to construct frontage improvements on the project site and pay their fair share of the cost of installation of future offsite improvements. The ultimate determination of frontage alignments and right-of-way configurations/improvements on Sierra College Boulevard will be determined by the City at such time that those improvements are deemed to be necessary.

If the Dominguez Road overcrossing were not built, the vehicle trips generated by the Rocklin Station project would be distributed differently than what was assumed in the cumulative conditions in the traffic analysis, but the conclusion regarding the project not having significant impacts at the project study intersections would not change based upon information from the project's traffic engineer.

The comment does not affect the analysis or conclusions reached in the MND and additional response or revisions to the MND are not necessary.

5) See Responses 1 through 4 above.

The comment does not affect the analysis or conclusions reached in the MND and additional response or revisions to the MND are not necessary.

ATTACHMENT 1 – COMMENT LETTERS
(STATE CLEARING HOUSE, CENTRAL VALLEY REGIONAL WATER QUALITY CONTROL BOARD,
DEPARTMENT OF TRANSPORTATION AND LIFEHOUSE CHURCH)



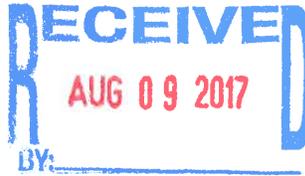
Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

August 7, 2017



David Mohlenbrok
City of Rocklin
4081 Alvis Court
Rocklin, CA 95677

Subject: Rocklin Station
SCH#: 2017072007

Dear David Mohlenbrok:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on August 4, 2017, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2017072007
Project Title Rocklin Station
Lead Agency Rocklin, City of

Type MND Mitigated Negative Declaration

Description The Rocklin Station project proposes the construction of a retail commercial center consisting of five buildings on a 6.64+/- acre site in the city of Rocklin. The project is currently planned to include a 10,224+/- sf tire store, a 6,602 +/- sf high turnover site down restaurant which includes 2,568 +/- sf of general retail space, three fast food restaurants with drive-throughs totaling 9,595+/- sf, and two fast food restaurants without drive-throughs totaling 3,600+/- sf. Access to the project would be from Sierra College Blvd and a proposed new signalized intersection at the project's driveway on Sierra College opposite Schriber Way. In the future, the project will also have access to Dominguez Rd through the adjacent Lifehouse Church property.

Lead Agency Contact

Name David Mohlenbrok
Agency City of Rocklin
Phone 916/625-5162 **Fax**
email
Address 4081 Alvis Court
City Rocklin **State** CA **Zip** 95677

Project Location

County Placer
City Rocklin
Region
Lat / Long 38° N / 121° 20' W
Cross Streets Sierra College Blvd/I-80/Schriber Way
Parcel No. 045-052-015, 019, 020, 021

Township	Range	Section	Base
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Proximity to:

Highways I-80
Airports
Railways UPRR
Waterways Secret Ravine
Schools Sierra College
Land Use vacant/planned development-commercial/retail commercial

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Landuse; Minerals; Noise; Other Issues; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian

Reviewing Agencies Resources Agency; Central Valley Flood Protection Board; Department of Fish and Wildlife, Region 2; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 3 N; Office of Emergency Services, California; Air Resources Board, Major Industrial Projects; State Water Resources Control Board, Division of Drinking Water; Regional Water Quality Control Bd., Region 5 (Sacramento); Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission; State Lands Commission

Date Received 07/06/2017 **Start of Review** 07/06/2017 **End of Review** 08/04/2017

Central Valley Regional Water Quality Control Board

28 July 2017

David Mohlenbrok
City of Rocklin
4081 Alvis Court
Rocklin, CA 95677



CERTIFIED MAIL
91 7199 9991 7035 8361 5189

COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE DECLARATION, ROCKLIN STATION PROJECT, SCH# 2017072007, PLACER COUNTY

Pursuant to the State Clearinghouse's 6 July 2017 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Mitigated Negative Declaration* for the Rocklin Station Project, located in Placer County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the

USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:

http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/.

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Policy is available on page IV-15.01 at:

http://www.waterboards.ca.gov/centralvalleywater_issues/basin_plans/sacsjr.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Caltrans Phase I MS4 Permit, visit the State Water Resources Control Board at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/caltrans.shtml.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance (i.e., discharge of dredge or fill material) of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements (WDRs)

Discharges to Waters of the State

If USACOE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

Land Disposal of Dredge Material

If the project will involve dredging, Water Quality Certification for the dredging activity and Waste Discharge Requirements for the land disposal may be needed.

Local Agency Oversight

Pursuant to the State Water Board’s Onsite Wastewater Treatment Systems Policy (OWTS Policy), the regulation of septic tank and leach field systems may be regulated under the local agency’s management program in lieu of WDRs. A county environmental health department may permit septic tank and leach field systems designed for less than 10,000 gpd. For more information on septic system regulations, visit the Central Valley Water Board’s website at:

http://www.waterboards.ca.gov/centralvalley/water_issues/owts/sb_owts_policy.pdf

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Risk General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver) R5-2013-0145. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Risk General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf

Regulatory Compliance for Commercially Irrigated Agriculture

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/app_approval/index.shtml; or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.
2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently \$1,084 + \$6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the

Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of the waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit.

For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/help/business_help/permit3.shtml

If you have questions regarding these comments, please contact me at (916) 464-4644 or Stephanie.Tadlock@waterboards.ca.gov.



Stephanie Tadlock
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

DEPARTMENT OF TRANSPORTATION

DISTRICT 3

703 B STREET

MARYSVILLE, CA 95901

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August 3, 2017

GTS# 03-PLA-2017-00073

03-PLA-80 PM 7.214

SCH# 2017072007

David Mohlenbrok
City of Rocklin
4081 Alvis Court
Rocklin, CA 95677

Rocklin Station

Dear David Mohlenbrok:

Thank you for including the California Department of Transportation (Caltrans) in the environmental/application review process for the project referenced above. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans through the lenses of our mission and state planning priorities of infill, conservation, and travel-efficient development. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network.

The project, Rocklin Station, proposes the construction of a retail commercial center in the city of Rocklin. The 6.64 site is bordered by the I-80 eastbound off-ramp to the north and Sierra College Blvd. to the east. The development includes a 10,224 +/- square feet (sq ft) tire store, 6,602 +/- sq ft high turnover sit down restaurant which includes 2,568 +/- sq ft of general retail space, three fast food restaurants with drive-through totaling 9,595 +/- sq ft, and two fast food restaurants without drive-through totaling 3,600 +/- sq ft.. The following comments are based on the Mitigated Negative Declaration (MND) received.

Vehicle Miles Travelled (VMT) and Traffic Operations

The project is expected to generate 266 a.m. and 299 p.m. peak hour trips per the Abrams Associates Traffic Engineering, Inc. June 27th, 2017 Report.

- As per the Initial Study, page 78, access to the project site will be from Sierra College Blvd. A new signalized intersection is proposed at Sierra College and Schriber Way. This intersection is proposed to be a full – access intersection. Currently, a right-

"Provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability"

in/right-out access to Sierra College Blvd. from Schriber Way exists. The Schriber Way/Sierra College Blvd. intersection is 400 feet south the I-80/Sierra College EB ramp intersection. As per the HDM section 504.3 (3), page 500-30, the minimum distance between ramp intersections and local road intersections shall be 400 feet. The preferred distance, as per the HDM, page 500-30, should be 500 feet. The spacing just meets minimum standards and the (cumulative plus project, P.M.) EB off-ramp right turn 50th=percentile queue (435') extends beyond the available storage of at 200', yielding an LOS F for this approach. It is recommended that the access to the project remain a right-in/right-out access along Sierra College Blvd. In addition, a 95th percentile queue length analysis for the ramp approaches was not done. All SYNCHRO queueing analysis must include the 95th percentile queue length for existing and future plus project scenarios.

- As per the Initial Study, page 83, the project will be subject to payment of SPRTA, Highway 65, and the existing citywide Traffic Impact Mitigation (TIM) fee programs in an effort to provide fair share contribution to current and future local street and State facility improvement projects. Caltrans concurs.
- The MND should also address complete streets needs within the vicinity of the project (General Plan update) as well as explore multi modal (vehicle, bike, pedestrian, transit) transportation opportunities. Project proponents should consider whether there will be a reduction or an increase in VMT with the addition of the Rocklin Station project.
- Due to a recent change in legislation, we need to identify traffic impact in terms of VMT and traffic safety and, the traffic analysis should identify possible mitigation to reduce VMT and consider possible impacts to public safety. The project is projected to generate at 15,114 VMT on a daily basis. The mitigation is contribution of funds to the City TIM, SPRTA, and the Highway 65 fee programs. Has the project proponent considered mitigation to potentially reduce VMT?

Hydraulics

The topography in the vicinity of the project appears to be sloping south toward Secret Ravine. Secret Ravine flows south-easterly and becomes Miners Ravine, which eventually flows under I-80.

- The development of this site will increase impervious surface area through the construction of roads, driveways, parking lots, buildings, etc. with a corresponding increase in surface water runoff. This project will decrease surface water detention, retention and infiltration. No net increase to the 100-year storm event peak discharge may be realized within the State's highway right of way and/or Caltrans drainage facilities as a result of the project. Any cumulative impacts to Caltrans drainage facilities arising from

Mr. David Mohlenbrok, City of Rocklin
August 3, 2017
Page 3

effects of development on surface water runoff discharge from the 100-year storm event should be minimized through project drainage mitigation measures.

- Increases in peak runoff discharge for the 100-year storm event to the State's highway right of way and to Caltrans' highway drainage facilities must be reduced to at or below the pre-construction levels. The cumulative effects on drainage due to development within the region should be considered in the overall development plan of this area.
- All grading and/or drainage improvements must maintain or improve existing drainage pathways and may not result in adverse hydrologic or hydraulic conditions within the State's highway right of way or to Caltrans drainage facilities. The developer must maintain or improve existing drainage patterns and/or facilities affected by the proposed project to the satisfaction of the State and Caltrans. This may be accomplished through the implementation of storm water management Best Management Practices (i.e., detention/retention ponds or basins, sub-surface galleries, on-site storage and/or infiltration ditches, etc.). Once installed, the property owner must properly maintain these systems. The proponent/developer may be held liable for future damages due to impacts for which adequate mitigation was not undertaken or sustained.
- Runoff from the proposed project that will enter the State's highway right of way and/or Caltrans drainage facilities must meet all regional water quality control board water quality standards prior to entering the State's highway right of way or Caltrans drainage facilities. Appropriate storm water quality Best Management Practices may be applied to ensure that runoff from the site meets these standards (i.e., is free of oils, greases, metals, sands, sediment, etc.). Once installed, the property owner must properly maintain these systems in perpetuity.

Mr. David Mohlenbrok, City of Rocklin

August 3, 2017

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Please provide our office with copies of any further actions regarding this project. We would appreciate the opportunity to review and comment on any changes related to this development.

If you have any question regarding these comments or require additional information, please contact Nima Kabirinassab, Intergovernmental Review Coordinator, by phone (530) 741-5452 or via email to Nima.Kabirinassab@dot.ca.gov.

Sincerely,



✶ KEVIN YOUNT, Branch Chief
Office of Transportation Planning
Regional Planning Branch—North



LIFEHOUSE
C H U R C H



LIFEhouse Church Suggested Response to Initial Study and Environmental Checklist for Rocklin Station (Southwest Corner of Sierra College Boulevard and Interstate 80 dated July 6, 2017
Prepared by David Mohlenbrok, Environmental Services Manager
City of Rocklin

James Berteig, Senior Pastor
Riley Armstrong, Worship Arts Director
Tami Koopin, Children's Ministry Director

4800 Sierra College Blvd., Rocklin, CA 95677
info@thelifehousechurch.com • 916.652.7216 • TheLifeHouseChurch.com

Date: August 31, 2017

Mr. David Mohlenbrok
Economic and Community Development Department
City of Rocklin
3970 Rocklin Road
Rocklin, CA 95677

Re: Initial Study and Environmental Checklist dated July 6, 2017
Rocklin Station @ Southwest Corner of Sierra College & I-80

Greetings Mr. Mohlenbrok;

LIFEhouse Church, as noted on Page 5 of the above Initial Study, is located immediately to the south of the proposed Rocklin Station project. Our north property line abuts their south property line, approximately 1020.09 feet in length.

LIFEhouse has reviewed this Initial Study along with each of the Special Studies provided including the Abrams Engineering Traffic Study dated June 27, 2017.

LIFEhouse herein is sharing, in accordance with the required 30-day comment period ending August 4, 2017, our comments directed at different sections of the Initial Study and Traffic Study:

- Section 3 Project Description: B Description – In the second paragraph, second sentence states “In the future, the project will also have access to Dominguez Road through the adjacent Lifehouse Church property.” **Please be advised that this statement is not correct.** LIFEhouse Church has never been approached by the owner/developer of Rocklin Station asking for access to our property. Thus, there is no documentation or agreement in place between the two property owners that allows you to make that statement.
- Attachment B – Project Site Plan – Located at the end the of Initial Study, the project site plan shows and states that there will be a “Future Access connecting Parcel 5 to Church Parcel” along with another note that states “Future Access Road Alignment” with an arrow point towards a the boundaries of the suggested alignment. LIFEhouse Church has never been approached by the owner/developer of Rocklin Station asking for a connection point nor the suggested alignment. What Rocklin Station is proposing on their property is their business. **Rocklin Stations site plan, and any other plans or diagrams or aerial photo representations in this Initial Study, must, for the above reason(s) be corrected by removing any all reference to future road or access point on our property.**
- On Page 77, Project-Level Environmental Analysis of the Initial Study states “Based on it’s review of the analysis and these other considerations, City staff accepts the conclusions in the Abram Associates Traffic Engineering Inc. report...”. This traffic report also refers to a ‘future road’ across the LIFEhouse Church property in several locations, and on several of their exhibits, which we believe miss leads staff along with the applicant and

other readers that a 'future access road and/or connecting point' has been agreed upon by the two private property owners.

On Page 78, of the Initial Study, Current Background Traffic Conditions states in the second sentence. "In the future the project will also have access to Dominguez Road through the adjacent Lifehouse Church property". As shared herein above that is NOT a correct statement and is perhaps miss leading in the final conclusions in the Initial Study and the Abrams Engineering Traffic Report.

- In reading the Abrams Engineering Traffic Report dated June 27, 2017 it states:
 - ✓ On Page 2 under 2) Project Description "However, in the future it is assumed that the project site will have a connection to Dominguez Road to the south". That assumption is not correct and should be removed in this section and any other section that makes the same or similar assumption.
 - ✓ On Page 6 under bullet point titled Dominguez Road "It should be noted that it is assumed that the project site will have a future connection to Dominguez Road".
 - ✓ On Figure' 9 & 10 the 'assumed' north south road over the LIFEhouse Church property is shown.
 - ✓ On Figure 11/Near Term Project Entrance Design it shows an alignment of the 'assumed' north south road over the LIFEhouse road.
 - ✓ On this same Figure 11 the frontage alignment along Sierra College Boulevard does not accurately reflect today's configuration or as we understand the future configuration of the right-of-way improvements on Sierra College Boulevard.
 - ✓ On Page 24, Section 5.12 in the first paragraph it states "The proposed future lane configuration with the planned widening of Sierra College Boulevard adjacent to the project entrance is shown in Figure 12". Figure 12 also shows the 'assumed' north south road over the LIFEhouse Church property along with the incorrect right-of-way for the existing and/or planned improvements.
 - ✓ In numerous statements throughout the Traffic Report it tells us that the final analysis of the report it 'assumes' that the Dominguez Road overpass has been constructed. What part of the analysis might change if in fact the Dominguez Road overpass is never constructed?

LIFEhouse Church is hereby requesting, based on that fact that there is No Agreement between the applicant/owner/developer of Rocklin Station and LIFEhouse Church, that any and all statements relative to an Access Road and shown on the plans and diagrams therein in the Initial Study and the Abrams Engineering Traffic Study be TOTALLY REMOVED before final adoption of the Mitigated Negative Declaration, so that in the future no one can claim that there was an agreement and that the above documents can not prove that the 'assumed' road has become an encumbrance over our property.

Thank you for receiving and reading our comments AND taking the requested action(s) to reflect accurately the findings in the Initial Study and the Traffic Report.

Respectfully,


Chairman of the Elders of LIFEhouse Church