

## **3 PROJECT DESCRIPTION**

### **3.1 PROJECT OVERVIEW**

The Rocklin Crossings project (proposed project) includes the construction of a regional shopping center on approximately 55.1 acres (approximately 49.5-acre development site and 5.6-acre detention basin site) at the southeast corner of Interstate-80 and Sierra College Boulevard. A variety of retail uses are proposed for the center, including major tenants (expected to be a Wal-Mart Supercenter and a Home Depot), smaller retail tenants and restaurants. Other traveler-serving uses could also be developed within the project site. Preliminary plans call for approximately 21 buildings totaling a maximum of 543,500 square feet with 2,463 parking stalls. The number of parking stalls provided would be required to conform with the requirements set forth in the Rocklin Crossings General Development Guidelines.

### **3.2 PROJECT LOCATION**

The project site is located in the City of Rocklin, south of Interstate 80 and east of Sierra College Boulevard (Exhibit 3-1). The City of Rocklin is located within the western portion of Placer County and is approximately 25 miles northeast of the City of Sacramento. The project site is comprised of the following Assessor's Parcel Numbers: 045-043-022, 024, 049, 053 and 051 (portions of); 045-053-031, 032, 033 and 034, and a portion of 045-043-050. Exhibit 3-2 identifies the site plan for the proposed project.

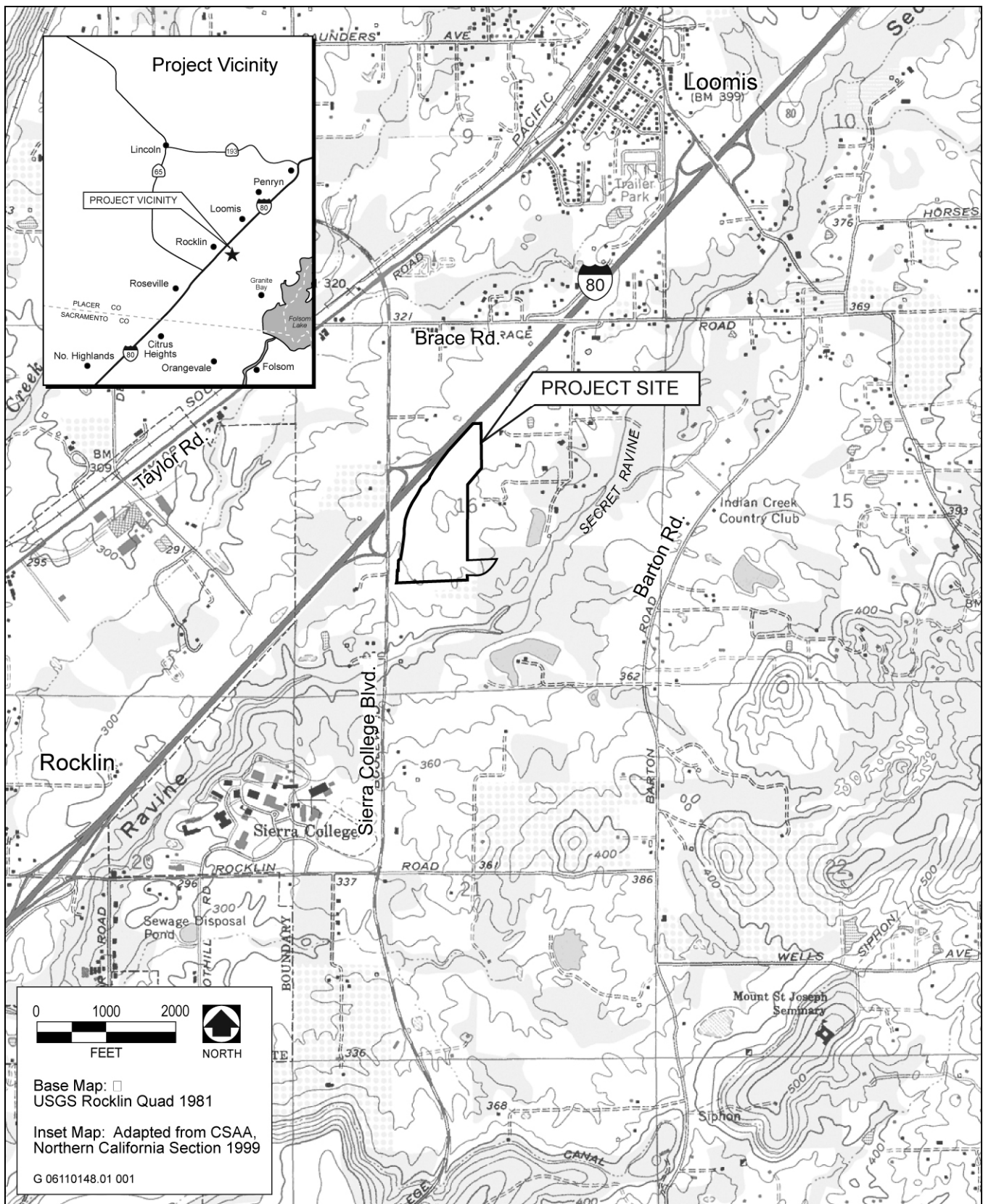
The City of Rocklin General Plan designates the majority of the land uses on the site as Retail Commercial (RC) with a 1.23-acre area designated as Medium Density Residential (MDR). The site is zoned UN (Unclassified), C-2 (Retail Business), and PD-C (Planned Development – Commercial).

### **3.3 EXISTING SETTING**

In accordance with CEQA Guidelines Section 15125(a), the environmental baseline, as analyzed in this EIR, is the environmental setting as it existed at the time the Notice of Preparation was published, November 16, 2006. Therefore, the following discussion describes the site's existing setting as it was on November 16, 2006. However, it should be noted that the Interstate 80/Sierra College Boulevard Interchange Improvement Project was initiated following release of the Notice of Preparation and extensive grading and excavation work has been initiated along the western and northern portions of the project site to accommodate the interchange project's lane construction and soil borrow requirements. These changes have altered the topographic character of the project site's northern and western boundaries.

The undeveloped project site contains rolling terrain with elevations ranging from 320 to 360 feet above mean sea level. The site contains primarily annual grassland dotted with rock outcroppings, boulders, several seasonal wetland features, and scattered trees and shrubs. The project site and vicinity are predominantly large undeveloped areas historically used for orchard production.

Interstate 80 borders the project site directly to the northwest. Adjacent to the project site, Interstate 80 is a 6-lane highway. Areas north and east of Interstate 80 consist of retail-commercial uses along Sierra College Boulevard and a residential subdivision along Hunters Drive. The residential subdivision is located within the incorporated boundaries of the Town of Loomis. In general, areas north of the project site include pockets of development interspersed within open grasslands and scattered oak woodlands.

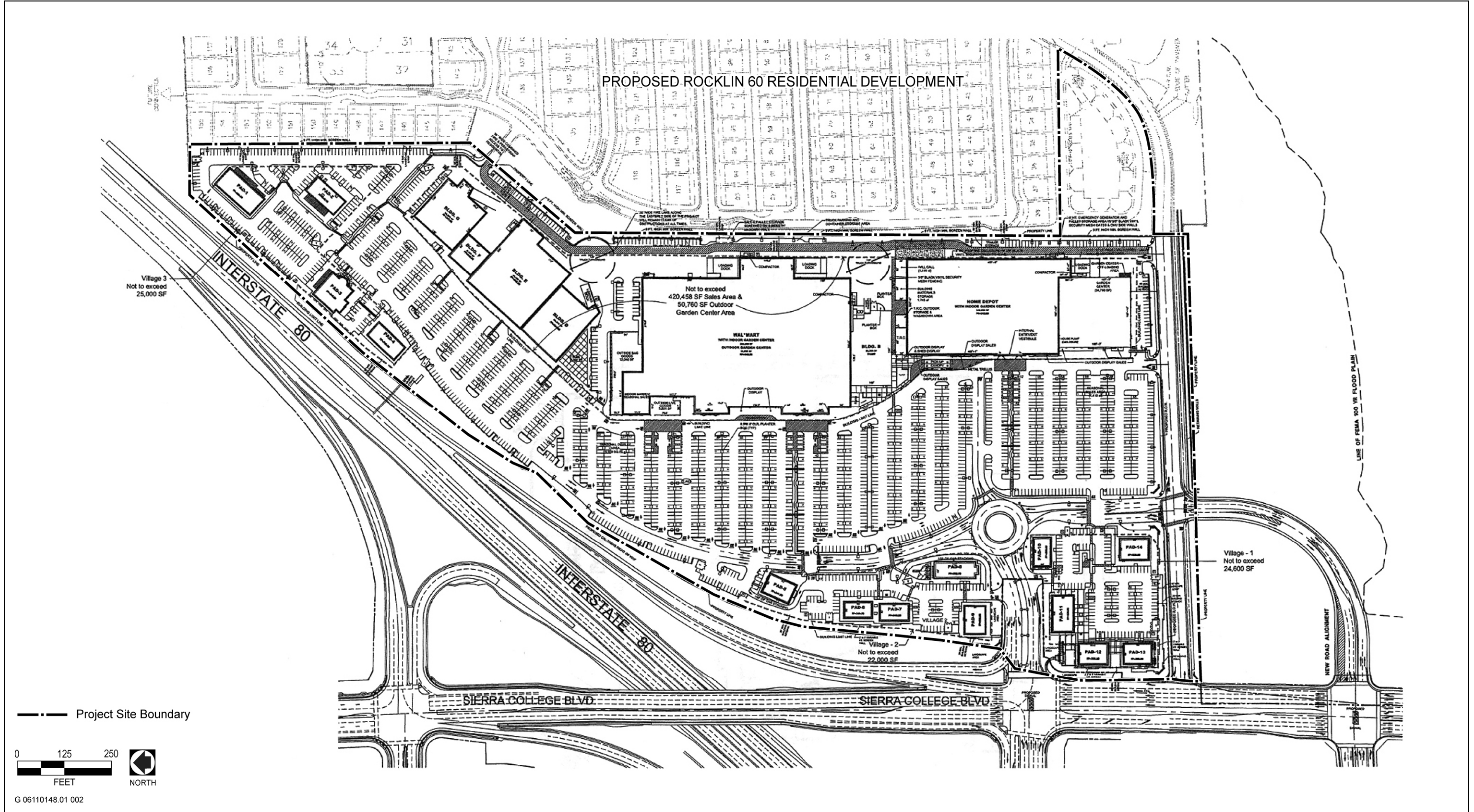


Source: EDAW 2007

### Project Site Location and Vicinity

### Exhibit 3-1

PROPOSED ROCKLIN 60 RESIDENTIAL DEVELOPMENT



Source: RSC Engineering

Project Site Plan

Exhibit 3-2

Areas east of the project site consist of large expanses of relatively undeveloped land interspersed with rural residences, oak woodlands and Secret Ravine Creek. A development application has been submitted on the land within the City of Rocklin located directly east of the project site. Identified as the Rocklin 60 residential development, it includes the subdivision of approximately 57 acres to accommodate a maximum of 179 single-family residential units (Exhibit 3-2). East of this proposed residential development is the Town of Loomis, which in this area includes rural-scale residential areas and the Indian Creek Golf Course.

Areas south of the project site consist of large areas of open grasslands and dense oak woodlands with Secret Ravine Creek ranging between 300 and 800 feet south of the project site. A small abandoned residence is located approximately 400 feet south of the project site and 100 feet east of Sierra College Boulevard. To the south and southwest of the project site is the Rocklin campus of Sierra College.

Sierra College Boulevard borders the project site to the west. The Sierra College Boulevard/Interstate 80 interchange, which is in the process of being reconstructed, is located along the site's northwestern corner. Areas west of Sierra College Boulevard consist of grasslands and oak woodlands interspersed with rural residences, the Lifehouse Church, and Interstate 80.

### **3.4 PROJECT OBJECTIVES**

The proposed development includes the following project objectives:

- ▶ To develop regional shopping facilities on commercially-designated land within the City consistent with City of Rocklin General Plan policy,
- ▶ To create a high-quality commercial development near a major transportation corridor within the City of Rocklin serving western Placer County in order to meet the growing regional demand for commercial retail services,
- ▶ To develop a property of sufficient size to accommodate two major anchor tenants and sufficient to support smaller tenants to create a regional shopping destination,
- ▶ To provide a shopping facility that maximizes visibility from Interstate 80 for all buildings and tenants,
- ▶ To construct a facility near a major freeway interchange in order to minimize traffic generation on local streets,
- ▶ To construct a facility with access to adequate existing or anticipated utility infrastructure to support planned operations,
- ▶ To create a new net public fiscal benefit for the City of Rocklin,
- ▶ To maximize the economic benefit to the City of Rocklin by attracting patronage from both within and outside of the City, and
- ▶ To provide new employment opportunities to the residents of the City of Rocklin and the surrounding areas.

### **3.5 PROJECT CHARACTERISTICS**

The proposed project includes the construction of a regional shopping center on approximately 55.1 acres. The property is proposed to be subdivided into 18 parcels. A variety of retail uses are proposed for the center, including major tenants (expected to be a Wal-Mart Supercenter and a Home Depot), smaller retail and restaurants. Other traveler-serving uses could also be developed within the project site. Preliminary plans call for

approximately 21 buildings totaling a maximum of 543,500 square feet with 2,463 parking stalls. The site is anticipated to employ approximately 800 people at full buildout. Some tenants would require drive-throughs, outside storage, outdoor display, outdoor vendor sales and/or outside seasonal sales. These uses and structures would be permitted and controlled through a set of design guidelines that would be subject to City approval and would be applicable to the entire shopping center. Parking and signage would be governed by project-specific program guidelines and criteria. Signage is proposed in multiple locations adjacent to I-80 and Sierra College Boulevard.

The project site is divided into two primary building districts identified as the Retail Promenade District and the Retail Village Clusters District. These distinct districts are described in detail below.

### **3.5.1 RETAIL PROMENADE DISTRICT**

The Retail Promenade District includes the buildings located along the eastern property line that contain the primary major tenants (Wal-Mart Supercenter and Home Depot) and the buildings for remaining tenants (tenants occupying less than 80,000 square feet but more than 10,000 square feet). The characteristics of these building uses are described below.

#### **WAL-MART SUPERCENTER**

The Wal-Mart Supercenter is proposed to be located within an approximately 222,000 square-foot building identified in Exhibit 3-2. This total square footage includes approximately 16,000 square feet dedicated to an outdoor garden center.

The Supercenter would combine full grocery lines and general merchandise under a single roof and would include a variety of specialty shops that could include vision centers, fast food restaurants, portrait studios, one-hour photo centers, hair salons, banks, a medical clinic, and employment agencies. The Supercenter is anticipated to employ approximately 400 people and would operate 24 hours a day, seven days a week.

The building would face directly to the west with the garden center located on the northwestern side of the building. All loading dock operations would occur on the eastern side of the building. Two below-grade truck loading docks are proposed for the Supercenter, each with three individual side-by-side loading bays. The bay doors are equipped with sealed gaskets to minimize noise generation from off-loading trailers. All loading/unloading activities would occur within the building area. Two bale and pallet storage areas measuring 12 feet by 45 feet are proposed to be located along the rear property line adjacent to the loading docks. Both would be surrounded on three sides by a minimum 10-foot high, 8-inch thick masonry wall.

#### **Delivery Schedule**

Merchandise is expected to be delivered to the Supercenter seven days a week. Approximately five to seven 18-wheeler trucks would deliver merchandise to the Supercenter per day. These trucks would be split between the two loading docks. For the grocery-loading dock, a delivery truck would pull into the well and unload. While the truck is unloading, the refrigeration unit would be running and the trailer would not be dropped off. The refrigerator unit would cycle every 20 to 30 minutes. For general merchandise, a delivery consists of dropping off a full trailer and picking up an empty trailer.

In addition, 10 to 12 smaller vendor trucks would make deliveries 5 days a week (generally, they do not deliver on Wednesday and Sunday). These trucks would typically arrive between 7:00 a.m. and 4:00 p.m. and unload at an at-grade, roll-up door rather than a loading dock.

## Security Measures

Wal-Mart has committed to implementing the following security measures at the proposed Supercenter:

- ▶ Conduct a risk analysis (crime survey) of the area to evaluate the security needs for the store and implement a security plan based upon this analysis.
- ▶ Install closed-circuit camera systems (surveillance cameras) inside and outside the stores.
- ▶ Establish a parking lot patrol for store area. The patrol would assist customers, ensure safety and take action to identify and prevent any suspicious activity (such as loitering and vandalism) both during the day and nighttime hours.
- ▶ Establish a plainclothes patrol inside the stores to ensure safety and security.
- ▶ Establish a Risk Control Team, which is a team of associates responsible and trained to identify and correct safety and security issues at the site.
- ▶ Provide adequate lighting in the parking areas to ensure public safety.

## HOME DEPOT

Home Depot is a retailer of building materials, home improvement supplies, and lawn and garden products. The proposed Home Depot would be located within a 141,038 square-foot building (inclusive of the building, garden center, vestibules and attached storage and staging areas) and would operate 24 hours a day, 7 days a week. Additional fenced/covered areas would be provided for customer pick-up and loading, outdoor lumber off-loading, sales/display, and storage. The Home Depot building is identified in Exhibit 3-2. In addition to the main building and garden center, Home Depot includes the following components:

### Outdoor Sales and Storage Areas

- ▶ **Seasonal Sales Area:** A temporary fenced Seasonal Sales area of approximately 7,500 square feet would be located in the parking area near the southern boundary road. It would be for holiday/seasonal sales events and other miscellaneous vendor sales events. These events may include a Christmas season sale (Christmas trees, etc.), spring sale, Memorial Day sale, 4th of July sale, and Labor Day sale, and other sales events. Approximately 3 to 5 times a year, special events may also be held, such as tool and NASCAR promotions. For these seasonal and special vendor sales, tents and awnings may be erected when appropriate to the sale and conditions.
- ▶ **Pro Will Call and Building Materials Storage (Staging):** This area, located to the rear northeast corner of the store, would be used to service professional contractors where pre-ordered items would be staged for customer pick-up.
- ▶ **Tool Rental Center Storage and Washdown Area:** The tool rental center storage and washdown area would be located at the northwestern corner of the store. This area is used to clean and store the tool rental center's larger equipment.
- ▶ **Sidewalk Display/Sales Areas:** Merchandise for display and sale would be located outside at various areas along the front of the store.
- ▶ **Utility Shed Display:** Utility sheds would be displayed near the southern boundary road.

- ▶ **Load and Go area:** Trucks are available for customers to rent to take home large items. Two trucks would typically be parked in designated stalls in front of the store near the pick-up canopy.
- ▶ **Emergency Generator and Pallet/Propane Storage:** The emergency generator and pallet/propane storage enclosure would be located in the rear/southeast corner of the store. This area also serves as a temporary holding area for pallets.
- ▶ **Customer Pick-Up Canopy:** The customer pick-up canopy is a covered, drive-up area that would be located in front of the lumber vestibule for bulk material loading by store associates for both regular customers and professional contractors.
- ▶ **Lumber Off-Loading:** The Lumber Off-Loading area is a temporary staging area for the delivery of long and large lumber products and supplies. It would be located behind the store near the Will Call area.

### **Additional Services/Activities**

Educational workshops may be held at designated outdoor areas to teach do-it-yourself skills and tool safety.

### **Propane Exchange**

Customers may bring their empty propane cylinders to the store and exchange them for full cylinders. This service occurs at the propane exchange area outside near the front of the store.

### **Delivery Schedule**

Truck deliveries and off-loading would occur throughout the day and night. Loading of delivery trucks and restocking the additional sales and storage areas would occur 24 hours a day. These deliveries and off-loading areas include the main loading area, the lumber off-loading area, the pro will call area, the garden center, and the pick-up canopy area.

### **BUILDINGS FOR REMAINING TENANTS**

The identity of the remaining tenants, as well as the location and size of the remaining tenant buildings has not yet been determined. The total size of the remaining tenants, combined with the Wal-Mart Supercenter and Home Depot, would not, in any event, exceed 543,500 square feet. It is currently anticipated that the remaining tenants would be primarily located directly north of the proposed Wal-Mart Supercenter, although a single building may be located between the Supercenter and the proposed Home Depot building. Some of the remaining tenant buildings may have separate loading docks located in the rear of the buildings.

## **3.5.2 RETAIL VILLAGE CLUSTERS DISTRICT**

The Retail Village Clusters District includes the building areas immediately adjacent to Interstate 80 and Sierra College Boulevard. Three separate Village Clusters are located within this district. The total size of the three villages, combined with the Wal-Mart Supercenter and Home Depot, would not, in any event, exceed 543,500 square feet. The number of buildings within each village is subject to change, but the total square footage cap of 543,500 square feet for the entire site would remain constant. The buildings would be contained within designated building envelopes, as identified in Exhibit 3-3. Village 1 is currently anticipated to consist of five buildings located within the southwestern corner of the project site. Access to this village would be provided by







way of a right turn directly off of the main entry road and from the southern boundary road. Village 2 is currently anticipated to consist of five buildings located directly north of the main entry road along the western site boundary. To access this village, vehicles would generally be required to travel through the traffic circle of the main entrance. Four separate driveways provide access to this village along its eastern boundary and an additional driveway provides right turn in and out only access from the main entrance road. Village 3 is currently anticipated to consist of four buildings located within the northern portion of the project site. Access to this village would be provided either from the main entrance road or from the access points along the site's southern boundary via an on-site driveway.

### **3.5.3 PROJECT SCHEDULE**

Market conditions may impact the schedule of construction of the site. Currently, the first phase would include the mass grading of the entire site and completion of major site work (including, but not limited to, the eastern perimeter wall, the offsite detention basin and other necessary offsite infrastructure improvements) and would likely include construction of the major anchor tenant facilities, additional buildings, and the majority of the parking field and access aisles. That entire phase is likely to conclude within two years of initiation. The remaining construction schedule would consist of building the remaining retail building square footage available within the Retail Promenade District, as well as remaining unconstructed pad buildings adjacent to the freeway.

### **3.5.4 FREEWAY SYSTEM IMPROVEMENTS AND SITE ACCESS**

The interchange of Interstate 80 and Sierra College Boulevard provides the primary access for the project site to the regional roadway network. Adjacent to the project site, the freeway has six lanes, three lanes in each direction. The interchange type is the simplest cloverleaf configuration according to the California Department of Transportation (Caltrans) Design Manual, with eastbound ramps in the southwest quadrant and westbound ramps in the northeast quadrant. The two intersections of the Interstate 80 ramps with Sierra College Boulevard have fully actuated traffic signals.

Sierra College Boulevard is a north-south arterial that begins at Interstate 50 to the south, where it is named Hazel Avenue. It extends 14 miles north to Interstate 80 and then an additional six miles to State Route 193. In the vicinity of the site, this arterial has two lanes and paved shoulders with additional lanes at intersections.

Substantial improvements to the Sierra College Boulevard/Interstate 80 interchange have been approved and are currently under construction. Although this interchange reconstruction project is not part of the proposed project description, this project will significantly improve access to the project site. The Sierra College Boulevard/Interstate 80 interchange project will widen the bridge over Interstate 80, reconstruct the on- and off-ramps, and include full widening of Sierra College Boulevard across the westerly portion of the project's frontage. The main access into the project will be constructed as part of the Sierra College Boulevard over-crossing project and dedicated as a City right-of-way.

Three access locations to the project site are proposed to be provided from Sierra College Boulevard. The northernmost project access would form the east leg of the Interstate 80 eastbound/Sierra College Boulevard ramp currently under construction. This access would provide the main entrance to the project site. The middle access would provide right turns into and out of the project only from the southern boundary road. The southernmost access point would align with the future extension of Dominguez Road over Interstate 80. This southernmost road is being constructed as an access roadway for the approved Croftwood Subdivision development located southeast of the project site and west of Barton Road. The proposed project would connect to this access roadway, which is to be constructed as part of the Croftwood Subdivision project improvements. This access roadway is planned to be completed prior to project implementation.

The project includes four on-site access locations and one emergency vehicle/pedestrian access road. These include the main entrance roadway between Village 1 and Village 2, a secondary access roadway directly east of

Village 1 along the southern boundary road, and two driveways along the southern boundary road. The eastern-most driveway access is intended for service vehicles/delivery trucks accessing the rear of the larger commercial buildings. The emergency vehicle/pedestrian access would be located on the eastern site boundary near the northern terminus of the large commercial buildings.

### **3.5.5 INFRASTRUCTURE PLANS**

The project's water supply would be provided from the 20-inch pipeline in Taylor Road via the 20-inch pipeline in Sierra College Boulevard and the 16-inch pipeline in the Croftwood Access Road. The Taylor Road pipeline currently has a large demand placed upon it from existing development and the water demands of the proposed project and other zoned and planned development cannot be served solely from this pipeline under Placer County Water Agency (PCWA) pressure and velocity criteria. To provide adequate water conveyance to the project site, some or all of the following off-site conveyance facilities within existing roadway rights-of-ways may need to be constructed or partially funded by the project (subject to reimbursement):

- ▶ Installation of a 16-inch water main in Barton Road that would begin its connection from the existing 16-inch water main near La Vista Road and travel south to connect with the existing 12-inch water main in Barton Road at Rutherford Canyon Road;
- ▶ Installation of a 12-inch water main in Wells Avenue that would begin its connection from the existing 12-inch water main in Barton Road and travel east to connect with the existing 12-inch water main in Wells Avenue at Rickety-Rack Road;
- ▶ Installation of a parallel 12-inch water main in Rutherford Canyon Road that would begin its connection from the proposed 16-inch water main in Barton Road and travel east to connect with the proposed parallel 12-inch water main in Laird Road;
- ▶ Installation of a parallel 12-inch water main in Laird Road that would begin its connection from the proposed parallel 12-inch water main in Rutherford Canyon Road and travel south to connect with the proposed parallel 12-inch water main in Wells Avenue;
- ▶ Installation of a parallel 12-inch water main in Wells Avenue that would begin its connection from the existing 12-inch water main in Wells Avenue from Morgan Place and travel east to connect with the proposed 12-inch water main at Laird Road;
- ▶ Installation of a parallel 12-inch water main in Wells Avenue that would begin its connection from the proposed parallel 12-inch water main in Laird Road and travel east to connect with the proposed parallel 18-inch water main in Val Verde Road;
- ▶ Installation of a parallel 18-inch water main in Val Verde Road that would begin its connection from the proposed parallel 12-inch water main in Wells Avenue and travel north to connect to a proposed pressure reducing station in Val Verde and then connect to the existing 24-inch water main in Val Verde Road at Dick Cook Road; or
- ▶ Installation of other improvements intended to accomplish the same purpose (supplying water with adequate pressure to the project site).

The project's wastewater conveyance system would connect to the wastewater trunk lines being constructed south of the project site for the Croftwood Subdivision (The Planning Center 1991 and South Placer Municipal Utility District 2005). Wastewater generated by the project would be treated at the Dry Creek Wastewater Treatment Plant.

The project's storm water drainage system would be designed consistent with the requirements of the City's Stormwater Management Program. The site's drainage system would convey collected storm water to an off-site detention basin that would be constructed within the proposed Rocklin 60 residential development to the east (Exhibit 3-2). The detention basin would be located on a 5.6-acre area directly adjacent to the southeast corner of the proposed project. The detention basin would be constructed whether or not the Rocklin 60 project is developed.

All storm water flows from the project's commercial development and the proposed residential development within the Rocklin 60 residential development would be routed to the detention basin, which would be sized to reduce post-project peak flows to pre-project levels. The estimated detention volume of the basin is approximately 4.8 acre-feet. The detention basin would be designed to completely drain after storm events. The detention basin would discharge into a 60-inch diameter culvert that would flow into an existing swale connected to Secret Ravine Creek.

In the project area, Pacific Gas & Electric (PG&E) has existing 12-kilovolt overhead power lines that would provide the project's electrical service. No new off-site electrical lines would be required for development of the proposed project. In addition, PG&E would provide natural gas and associated infrastructure to the project site from nearby existing service lines.

Telecommunications infrastructure is currently located in the vicinity of the project site. Telephone service would be provided by SBC through an existing underground telephone cable on the east side of Sierra College Boulevard. Cable service for the proposed project would be provided by Wave Broadband Services from an underground conduit that runs parallel to Interstate 80.

### **3.5.6 GENERAL PLAN AMENDMENT AND ZONE CHANGE**

The project would require the amendment of the City's existing general plan land use designations on approximately 1.23 acres of the project site from Medium Density Residential (MDR) to Retail Commercial (RC). The project also includes a zone change to Planned Development - Commercial (PD-C) for those areas of the site currently zoned Unclassified (UN) and Retail Business (C-2).

The project includes the adoption of a General Development Plan, which would guide development of the project; a Tentative Parcel Map, which would subdivide the project into 18 parcels; a Development Agreement; a Conditional Use Permit; and an Oak Tree Preservation Plan Permit. The project would also be subject to design review approval for the site design concepts including the site improvements, architecture, landscaping, lighting plans and signage.

### **3.5.7 GENERAL DEVELOPMENT PLAN**

The General Development Plan identifies the Development Guidelines that would establish and control the design character for the entire project. The Development Guidelines address site planning, landscaping, architecture, exterior lighting and signage. All development at the site would be required to comply with the guidelines.

The objective of the site plan is to establish the functional and organizational character of all of the site buildings, the circulation corridors, and the parking and service areas. The objective of the landscape plan is to create an urban environment that complements the site plan and building architecture, enhances building frontages, softens parking areas, screens service areas and maintains street continuity at points of ingress and egress to the project. The architectural design is intended to create distinctive buildings while maintaining a consistent overall character. The objective of the exterior lighting design is to provide a safe environment during nighttime hours while limiting light spillage onto adjacent land uses. The objective of the exterior signage design is to communicate tenant identity while limiting visual blight.

### 3.5.8 SITE PLANNING

The site planning component of the Development Guidelines identifies the principal permitted uses for the project site. These uses are identified in Table 3-1.

Table 3-1 Principal Permitted Uses				
Retail	Accessory Uses	Hotel/Motel	Food	Other
- Antique Shop	- Alcoholic Beverage		- Bakery	- Fuel Service
- Apparel Store	Sales for Off-premises		- Fast Food with Drive	Stations
- Appliance Sales & Repair	Consumption		Through	- Animal Hospital
- Art Supply Store	- Food Sales - Indoor and		- Convenience Food	
- Audio Visual Equipment	Outdoor		Store	
- Auto Supply Store	- Exterior Staging and		- Delicatessen	
- Banks & Financial Institutions	Temporary Storage of		- Grocery Store	
- Barber Shop	Materials		- Restaurant	
- Bicycle Sales & Repair Book & Stationary Store	- Outdoor Display Sales			
- Clothing and Costume	from Designated Display			
- Dry Cleaning	Areas only including			
- Electronic Appliances	Christmas Trees			
- Exterior Storage and Display of	- 24 Hour Convenience			
Materials in approved	Market			
designated areas only	- Office			
- Florist				
- Furniture Store				
- Garden Supply Store				
- General Merchandise				
- Hardware Store				
- Hobby, Stamps, and Coin				
- Home Improvement				
- Hunting/Fishing Supply				
- Interior Decorating Supply				
- Jewelry and Metal Craft				
- Leather Goods and Luggage				
- Lock and Key Shop				
- Lumber Yard				
- Mail Order Catalog Store				
- Medical/Dental Clinic				
- Medical Dental Appliances				
- Music Sales & Repair				
- Office Supply and Equipment				
- Pet Store and Supplies				
<p>Uses not otherwise specified herein may be approved or conditionally permitted at the discretion of the Community Development Director. The General Development Plan identifies Fuel/Service Stations and Hotels/Motels as permitted uses; however, these uses have since been removed from the proposed project application.                      Source: Donahue Schriber Realty Group L.P., Rocklin Crossings General Development Plan, May 25, 2007.</p>				

The site planning component of the Development Guidelines also identifies the parking design criteria for the site. The purpose of the parking design criteria is to provide a sufficient number of stalls to accommodate the demands of the shopping center and the allowable uses throughout the site. The parking design allows shared parking and cross access within the site. For single tenant retail commercial buildings with 60,000 square feet or greater, four parking spaces would be required for every 1,000 gross square feet of floor area. For office and multi-tenant retail commercial with 60,000 square feet or greater and retail commercial, restaurant, and office buildings with less

than 60,000 square feet, five parking spaces would be required for every 1,000 gross square feet of floor area. Uncovered sales areas are required to provide 10 parking spaces for the first 5,000 square feet of unconditioned sales area plus one additional space for each additional 1,000 square feet up to a maximum of 20 spaces. Compact parking would be restricted to 30% or less of the total required parking and handicap parking would be provided consistent with the City of Rocklin Building Codes and the Americans with Disabilities Act (ADA) requirements.

### **3.5.9 LANDSCAPING**

The objectives of the landscape plan include providing for human scale and visual organization in the proposed parking lots; screening loading areas, service yards and utility equipment; buffering proposed residential uses to the east; providing for hardscape shading; and reinforcing major vehicular/pedestrian systems within the project. The selection of shrubs, ground cover and tree species would be in accordance with the Development Guidelines. Shading in the parking area would be achieved by including one tree planting per every five parking stalls. The landscape guidelines have been developed to meet the following goals:

- ▶ Screening of parking areas, service zones, trash enclosures and/or mechanical equipment.
- ▶ Meeting parking lot shade requirements.
- ▶ Accenting main entry monuments or pole signage or walkways.
- ▶ Framing views of building entrance or signage.
- ▶ Re-routing traffic.
- ▶ Specifying plant material for erosion control.
- ▶ Specifying shrubs and perennials hardy enough to survive the pedestrian and vehicular traffic and to soften the geometric design of the parking lot.

Specific landscape zone concepts have been identified for individual zones within the project site. For the project frontage east of Sierra College Boulevard and south of Interstate 80, the purpose of the landscaping is to soften and create a visual transition between passing vehicle traffic and the project site. For the project frontage along Interstate 80, the landscaping is intended to create view corridors into the site from the freeway and Sierra College Boulevard. For the area directly adjacent to the eastern boundary, the landscaping is intended to provide a buffer from the proposed residential uses within the Rocklin 60 development. This zone is proposed to be densely planted with evergreen trees to provide a screen between the properties. The interior landscaping is intended to facilitate pedestrian and vehicle traffic patterns, provide a shade canopy, and enhance the visual character of the development.

### **3.5.10 ARCHITECTURE**

The primary architectural influence for the project's building designs is intended to draw from Craftsman and Prairie Style influences. These design styles tend to use natural looking materials, low-pitched and gable roof elements, battered pilasters of natural or manufactured stone, and a strong horizontal compositional emphasis. Individual buildings are proposed to be grouped into one of two distinct design districts. The Retail Promenade District would be located adjacent to the eastern property line and would contain the largest retail spaces and components of the project. The architecture of buildings within this District would accommodate a hierarchy of retailers with the largest tenants commanding the largest presence in terms of wall height, sign height, aggregate sign area and size of the entry statement. Smaller tenants would have reduced architectural massing and presence when compared to the primary tenants. The Retail Village Cluster District would include the areas immediately adjacent to the freeway and/or at the primary entrance into the project. The architecture of the buildings within this district is proposed to reflect the characteristics of the building's primary components (specialty retail and food) while adhering to the overall themes of the site architecture. All colors and materials used in the site's architecture would be selected from an approved material legend. Exhibits 3-4 and 3-5 identify conceptual elevations for the Retail Promenade buildings.





Retail Promenade - Partial West Elevation North - Building A-C



Retail Promenade - Partial West Elevation South - Building A-C



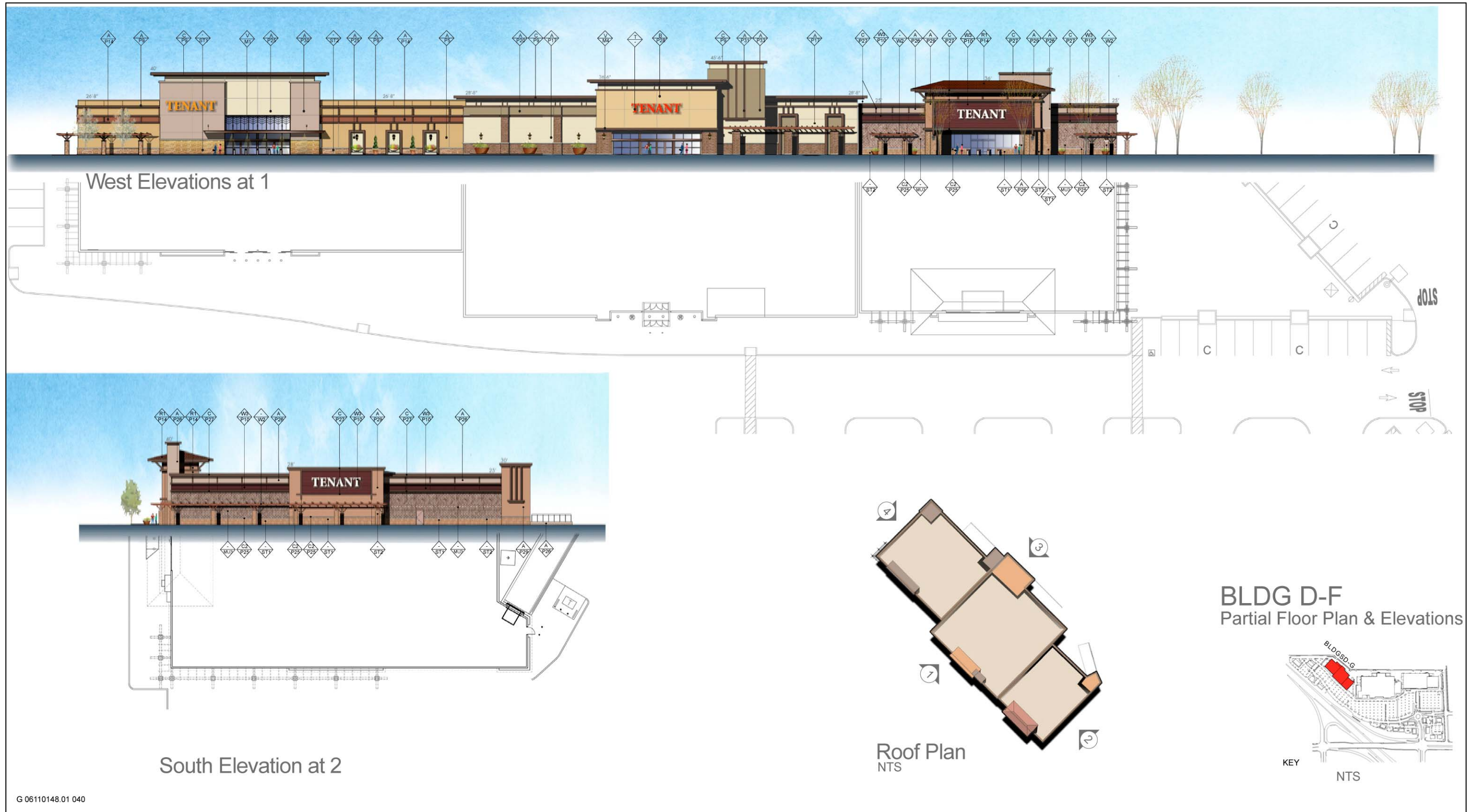
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Source: Donahue Schriber, Perkowitz + Ruth Architects 2007

### Retail Promenade Elevations

Exhibit 3-4





Source: Donahue Schriber, Perkowitz + Ruth Architects 2007

**Buildings D through G Elevations**

**Exhibit 3-5**



### **3.5.11 SITE LIGHTING**

The exterior lighting concept is intended to provide sufficient lighting to ensure the safe operation of the facility while minimizing offsite glare. The parking lot lighting is proposed to include 27.5-foot light poles throughout with decorative fixtures. Along the property line, lighting would have a 20-foot mounting height with shoe box cutoff fixtures with 250-watt metal halide lamps. Ornamental wall washing light fixtures may be used to highlight feature wall areas. All exterior lighting would be shielded to prevent offsite glare.

### **3.5.12 EASTERN PERIMETER WALL**

A 9-foot high masonry block or pre-cast concrete wall, measured from the pad elevation of the nearest commercial building, is proposed to be constructed along the length of the site's eastern boundary in order to provide a visual screen and also to reduce noise impacts from the loading dock activities of the larger commercial buildings on the adjacent property to the east. A break in the wall is proposed to provide an emergency vehicle/pedestrian access to the property to the east. The emergency vehicle/pedestrian access would be located near the northern terminus of the large commercial buildings.

## **3.6 REQUIRED DISCRETIONARY ACTIONS/PROCESS**

Project approval requires the lead agency (and responsible agencies) to approve the project or project components, issue required permits, or affirm compliance with agency requirements. The City of Rocklin is the lead agency for the Rocklin Crossings project. A lead agency, as defined in Section 15367 of the State CEQA Guidelines, is "the public agency that has the principal responsibility for carrying out or approving a project." Described below is the environmental review process for the project and the discretionary actions sought by the project applicant for the Rocklin Crossings project that the City will consider during its review.

- ▶ The DEIR will be circulated for public review and comment, as described in Chapter 1, "Introduction."
- ▶ The City may hold a public hearing during the public review period at which time individuals and public agencies may comment on the adequacy of the DEIR.
- ▶ After the close of the public review period for the DEIR, the Final EIR, consisting of all comments received on the DEIR together with responses to those comments and necessary changes to the EIR text will be prepared.
- ▶ The City's Planning Commission will hold a public hearing at which it will consider the adequacy of the Final EIR, the project's Mitigation Monitoring and Reporting Program, and the merits of the project. Individuals and representatives of public agencies and other organizations will have the chance to offer testimony on any and all of these items.
- ▶ If, after closing the public hearing, the Planning Commission is satisfied that the Final EIR is legally adequate and complete, it will recommend that the City Council certify the Final EIR as being adequate according to CEQA requirements.
- ▶ The Planning Commission will then consider the merits of the project and determine whether to recommend that the City Council approve, conditionally approve, or deny the project applications.

- ▶ Entitlement actions under consideration by the Planning Commission during its review of the project merits will include whether to:
  - recommend approval of a General Plan Amendment to amend the City’s existing general plan land use designation of Medium Density Residential (MDR) applicable to approximately 1.23 acres on the site to Retail Commercial (RC) (GPA-2005-01);<sup>1</sup>
  - recommend approval of a change in the site’s zoning from Unclassified (UN), Retail Business (C-2), and Planned Development - Commercial (PD-C) to PD-C (Z-2005-01);
  - recommend approval of the project’s General Development Plan (PDG-2005-03);
  - recommend approval of the project’s Tentative Parcel Map (DL-2005-06);
  - recommend approval of the project’s Development Agreement;
  - recommend approval of the project’s Design Review (DR-2005-19);
  - recommend approval of the project’s Conditional Use Permit (U-2005-01);
  - recommend approval of the project’s Oak Tree Preservation Plan Permit (TRE-2005-27);
- ▶ After the Planning Commission completes its process, the City Council would then hold a public hearing at which time it will hear testimony from individuals and representatives of public agencies and other organizations regarding whether the Council should certify the Final EIR, adopt the project’s Mitigation Monitoring and Reporting Program, CEQA Findings and a Statement of Overriding Considerations, and approve, conditionally approve, or deny the project.
- ▶ After closing the public hearing, the Council will determine whether to certify the Final EIR, to adopt the Mitigation Monitoring and Reporting Program, CEQA Findings, and a Statement of Overriding Considerations, and to approve, conditionally approve, or deny the Rocklin Crossings project.

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<sup>1</sup> This general plan amendment is sought in part in anticipation of the Rocklin 60 project, a proposed residential project on the adjacent property to the east. The conversion to RC-designated uses on the Rocklin Crossings site represents a swap of commercial and residential uses with the Rocklin 60 development, which would require a similar conversion of an equivalently-sized parcel from RC to MDR. At the time this Draft EIR was released for the Rocklin Crossings project, the City and its consultants were still working on the administrative draft EIR for the Rocklin 60 project. If the City Council were to approve that amendment, the effect of approving the general plan amendments sought by both Rocklin Crossings and Rocklin 60 would be to avoid any net increase in commercially designated property within the City compared with what exists today. For purposes of this analysis, the approval of the Rocklin 60 project by the City is assumed to occur. However, the outcome of the Rocklin 60 project is not guaranteed. Therefore, it is theoretically possible that implementation of the Rocklin Crossings project would result in a small net increase in commercially planned and zoned property within the City. Because RC-designated lands would tend to represent a more intensive use of property than MDR-designated land, the theoretical increase of 1.23 acres of commercial property within the City could increase associated environmental impacts. For example, for traffic, commercial development on approximately 1.23 acres would generate approximately 50 vehicles during the p.m. peak hour while residential development on the same property would generate approximately 10 vehicles during the same period. Commercial development would also potentially increase air pollutant emissions and localized noise levels when compared to commercial development. However, for traffic impacts, the roadway improvement measures required of the proposed Rocklin Crossings project would substantially improve traffic conditions at local intersections. Due to these improvements, the contribution of 40 (50 commercial trips minus 10 residential trips) additional p.m. peak hour trips would not be expected to adversely affect roadway conditions following their implementation. Also, for air quality, the increase in air emissions would be less than 3 percent of those generated by the proposed Rocklin Crossings project. Therefore, within the City of Rocklin, the theoretical conversion of 1.23 acres of residentially-zoned land to commercial uses would represent a relatively negligible change in City land uses and would not be expected to result in significant adverse environmental impacts. For this reason, the impact analyses in this document will assume that the Rocklin 60 amendment will be granted and will not specifically address a separate scenario in which it is denied. The differences in the environmental consequences under the two scenarios are too trivial to merit specific mention.

- ▶ If the City Council chooses to approve or conditionally approve the project or one of the alternatives addressed in this EIR, other responsible agencies would consider the project and associated entitlements when considering permitting or other related actions. Such other project approvals may include, but are not limited to:
  - a Section 401 Certification from the Regional Water Quality Control Board (RWQCB);
  - a construction activity stormwater permit from the RWQCB;
  - a National Pollutant Discharge Elimination System permit from the RWQCB;
  - approval from the Town of Loomis of an encroachment permit or similar approval to build various road improvements (see Chapter 4.2 - Traffic and Circulation);
  - approval from the Town of Loomis of an encroachment permit or similar approval as may be required for off-site water line extensions to be constructed;
  - approval from the South Placer Municipal Utility District for sewer facility extensions; and
  - approval from the Placer County Water Agency for water line extensions

Although this EIR takes account of and addresses the environmental consequences of the offsite water improvements that would serve the proposed project, which would be constructed, operated, and maintained by PCWA, these improvements will also receive independent environmental review conducted by PCWA.

The applicant has already obtained from the U.S. Army Corps of Engineers a Nationwide Permit allowing them to fill the small amount of wetlands found on site, subject to approval of a grading permit by the City of Rocklin and a Section 401 certification from the RWQCB.

If a use is proposed on the project site that is not identified in the General Development Plan, additional entitlements from the City of Rocklin may be required. No such use is currently being proposed.