6.0 ALTERNATIVES

6.1 INTRODUCTION

California Environmental Quality Act (CEQA) Guidelines Section 15126.6(a) states that an environmental impact report (EIR) shall describe and analyze a range of reasonable alternatives to a project. These alternatives should feasibly attain most of the basic objectives of the project, while avoiding or substantially lessening one or more of the significant environmental impacts of the project. An EIR need not consider every conceivable alternative to a project, nor is it required to consider alternatives that are infeasible. The discussion of alternatives shall focus on those which are capable of avoiding or substantially lessening any significant effects of the project, even if they impede the attainment of the project objectives to some degree or would be more costly (CEQA Guidelines Section 15126.6[b]).

According to the CEQA Guidelines, an EIR need only examine in detail those alternatives that could feasibly meet most of the basic objectives of the project. When addressing feasibility, CEQA Guidelines Section 15126.6 states that "among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, jurisdictional boundaries, and whether the applicant can reasonably acquire, control or otherwise have access to alternative sites." The CEQA Guidelines also specify that the alternatives discussion should not be remote or speculative; however, they need not be presented in the same level of detail as the assessment of the proposed project.

The CEQA Guidelines indicate that several factors need to be considered in determining the range of alternatives to be analyzed in an EIR and the level of analytical detail that should be provided for each alternative. These factors include (1) the nature of the significant impacts of the proposed project; (2) the ability of alternatives to avoid or lessen the significant impacts associated with the project; (3) the ability of the alternatives to meet the objectives of the project; and (4) the feasibility of the alternatives. These factors would be unique for each project.

The significant environmental impacts of the project that the alternatives will seek to eliminate or reduce were determined and based upon the findings contained within each technical section evaluated in Sections 4.1 through 4.15 of this DEIR.

6.2 FACTORS CONSIDERED IN IDENTIFYING PROJECT ALTERNATIVES

As described in Section 3.0, Project Description, the project is the adoption of an updated General Plan to replace the existing 1991 General Plan. In determining an appropriate range of feasible alternatives that would avoid or substantially lessen environmental effects of the proposed General Plan Update, the following project factors were considered.

ABILITY TO ATTAIN MOST OF THE BASIC PROJECT OBJECTIVES

Pursuant to CEQA Guidelines Section 15126.6(a), alternatives evaluated in an EIR are those that "...would feasibly attain most of the basic objectives of the project." The following project objectives were considered in the evaluation process:

- Promote orderly and well-planned development to enhance the city.
- Retain the amount and location of designated land uses in the city provided in the 1991 General Plan that have been refined through land use entitlements since 1991.

- Create unique areas that integrate employment, shopping, housing, and social and cultural activities.
- Fulfill the legal requirements for General Plan consistency.
- Create a balanced and coordinated transportation and circulation system that serves the land use patterns established in the General Plan.
- Designate, protect, and conserve open space land to protect natural resources.
- Conserve and protect unique geologic, historic, and culturally significant features in the community.
- Protect residents from the harmful and annoying effects of exposure to excessive noise.
- Minimize danger from hazards and protect residents and visitors from earthquake, fire, flood, other natural disasters, and human-created hazards.
- Provide quality public facilities and a full range of public services to all areas and residents of the city.
- Ensure that new development does not cause the inefficient use of public facilities and services.
- Provide a well-designed plan that is consistent with the Sacramento Area Council of Governments (SACOG) preferred blueprint scenario for 2050 and the associated Growth Principles.
- Adopt and implement a climate action plan, consistent with the target reductions of Assembly Bill (AB) 32 and the AB 32 Scoping Plan, to reduce emissions from activities over which the City has jurisdictional and operational control.

CURRENT APPROVED DEVELOPMENT PATTERN OF THE CITY

As identified in Section 3.0, Project Description, an important factor associated with the limitations of considering land use designation or pattern modifications as an alternative of the General Plan Update is that while there are large vacant land areas, the majority of the city's land area has approved land use development entitlements (and in several cases they are subject to executed development agreements). For example, the Northwest Rocklin and Clover Valley areas contain large areas of vacant undeveloped land, but both have approved land use entitlements for residential, commercial, office, and recreation development. Thus, the land use pattern and associated environmental impacts for the majority of the city are already anticipated regardless of the adoption of the proposed General Plan Update.

Given these factors, no alternatives involving substantial changes to the City's General Plan land use designations were considered, as they would not be determined feasible under CEQA Guidelines Section 15126.6(a). Given the nature of the project (adoption of a General Plan Update for the City of Rocklin), it would not be pertinent to address another area outside of the city boundaries. Further, such an alternative would not meet the basic project objectives identified in Section 3.0, Project Description. For these reasons, an off-site alternative is considered infeasible pursuant to CEQA Guidelines 15126.6(c).

6.3 ALTERNATIVES UNDER CONSIDERATION

Five alternatives were identified for examination and analysis in this DEIR:

- Alternative 1 – Existing General Plan Alternative (No Project Alternative)
- Alternative 2 – Elimination of Mixed Use Designation Alternative
- Alternative 3 – Rocklin Road and Argonaut Avenue Extensions Alternative
- Alternative 4 – Rocklin Road Extension Alternative
- Alternative 5 – Argonaut Avenue Extension Alternative

These alternatives constitute an adequate range of reasonable alternatives as required under CEQA Guidelines Section 15126.6.

It should be noted that the three circulation alternatives (Alternatives 3, 4, and 5) are all based on the same land use assumptions, consistent with the proposed General Plan Update.

6.4 ALTERNATIVE 1 – EXISTING GENERAL PLAN ALTERNATIVE (NO PROJECT ALTERNATIVE)

DESCRIPTION OF ALTERNATIVE

Under this alternative, the proposed City of Rocklin General Plan Update would not be adopted and the current General Plan policy document, Land Use Diagram, and Circulation System would remain in effect and be applied into the future (see **Figure 6.0-1**). The proposed update to the General Plan carries over and refines many of the policies of the current General Plan, and as a result, the land uses allowed and policies adopted under the current General Plan are similar to those in the proposed update to the General Plan. Major areas of difference between the current General Plan and the proposed update to the General Plan are described in Section 3.0, Project Description, and are summarized below:

- **Modifications to various land use designations**. A small number of land use modifications were conceptually supported by City staff as a part of the planning process for the proposed General Plan Update. The proposed General Plan Update also includes incorporation of a Mixed Use land use category and a specific overlay for the Downtown Plan Area. The density and intensity of development anticipated within the Mixed Use Downtown Overlay is up to 1,688,275 square feet of non-residential land use (i.e., retail and office uses) and up to 2,000 housing units (these increases are not in addition to the previous development potential allocated within the existing General Plan, but rather supersede them).

- **Change in the proposed Circulation System and features**. Proposed changes to the circulation diagram from the current General Plan are fairly limited and include the removal of two roadway extensions that are included in the current General Plan. The extensions to be removed in the proposed General Plan Update include the extension of Rocklin Road from Fifth Street to Whitney Boulevard and the extension of Argonaut Avenue from its current terminus to Del Mar Avenue. Two other circulation diagram changes included in the proposed General Plan Update are a new extension of Railroad Avenue from Rocklin Road to Farron Street and a grade-separated crossing of the railroad tracks at Midas Avenue (currently an at-grade crossing).

- **Change in traffic level of service (LOS) policy**. The current General Plan LOS policy includes a LOS C standard for traffic patterns within the city, except that LOS D could be

permitted within a half-mile of a freeway. While it is still City policy to maintain LOS C, the proposed General Plan Update includes redefined exceptions to that policy.

ENVIRONMENTAL ANALYSIS

The following analysis is based on the significant environmental impacts identified in Sections 4.1 through 4.15 of this DEIR.

Land Use

The proposed General Plan Update would result in less than significant environmental effects of its land uses in combination with regional growth. Alternative 1 (No Project) would result in similar land use impacts as the proposed General Plan Update given that the land use development patterns would remain generally the same with the exception of development intensification within the Downtown Plan Area.

Air Quality

The following significant air quality impacts were identified for the proposed General Plan Update:

- Increase in criteria pollutants: operational air pollutants (significant and unavoidable)
- Increase in criteria pollutants: exposure to toxic air contaminants (significant and unavoidable)
- Odors (significant and unavoidable)
- Cumulative contribution to regional air quality impacts (cumulatively considerable and significant and unavoidable)

Development under the proposed General Plan Update would result in significant and unavoidable impacts associated with increases in criteria air pollutants under project and cumulative conditions, exposure to toxic air contaminants, and exposure to odors. Alternative 1 (No Project) would have less development compared to the proposed General Plan Update. Specifically, Alternative 1 (No Project) would result in fewer dwelling units and fewer square feet of non-residential development than the proposed General Plan Update. These reductions are attributed to the elimination of the development intensification within the Downtown Plan Area that is part of the proposed General Plan Update; such development intensification anticipated up to 1,688,275 square feet of non-residential land uses and up to 2,000 housing units. Reduced development potential under Alternative 1 (No Project) would result in a corresponding decrease in the potential for mobile and stationary source air quality impacts. However, under Alternative 1 (No Project), proposed General Plan Update policy provisions and their associated action steps intended to reduce the magnitude of the stationary and mobile air quality impacts generated by subsequent land use activities would not be implemented. Similarly, while exposure to toxic air contaminants and odors would be reduced under Alternative 1 (No Project), they would not be completely avoided or offset. Overall, air quality impacts under Alternative 1 (No Project) would be similar to those of the proposed General Plan Update.

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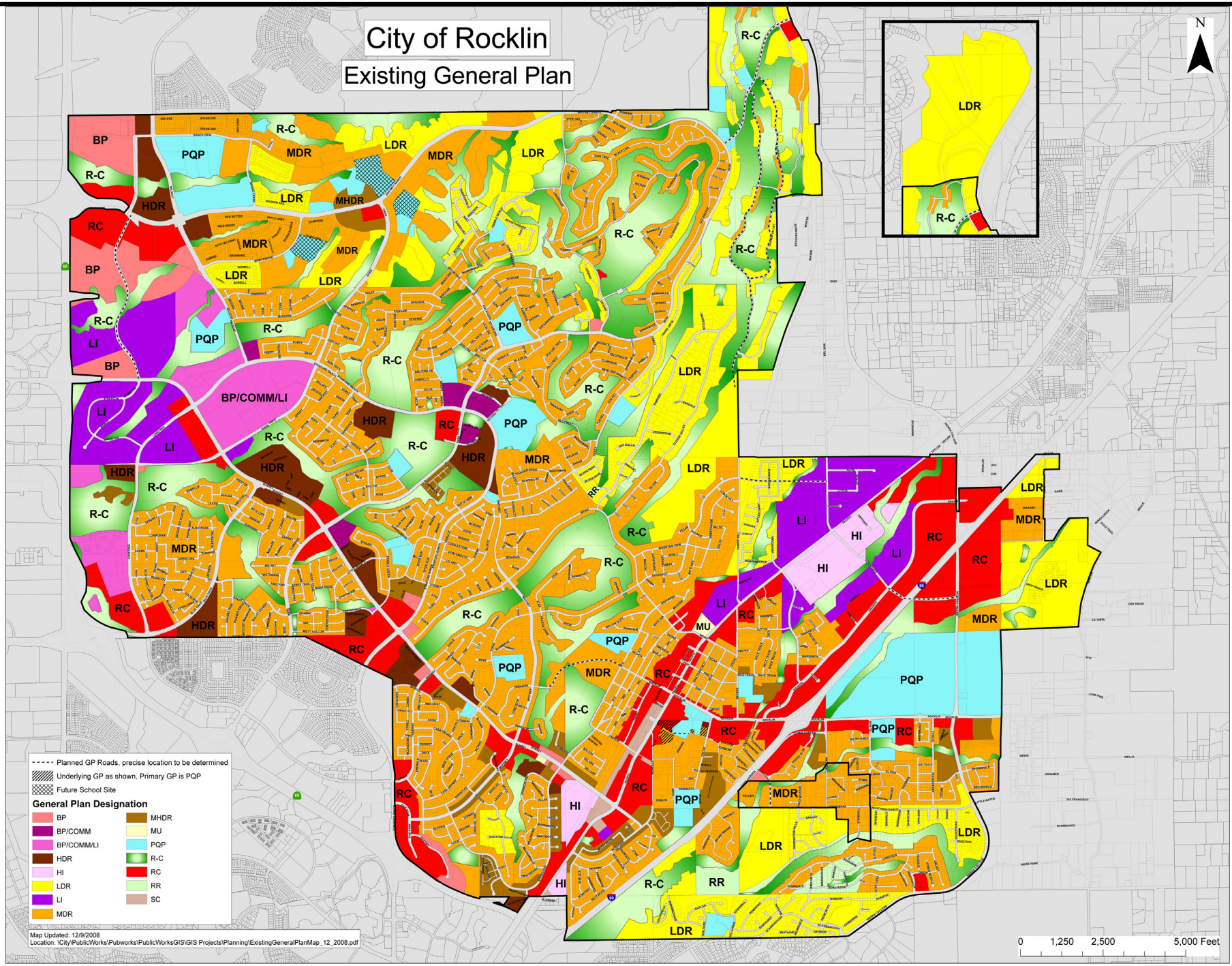

Source: City of Rocklin, Updated 12/9/2008

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Figure 6.0-1

Existing General Plan Alternative (No Project Alternative)

Aesthetics/Light and Glare

The following significant aesthetics/light and glare impacts were identified for the proposed General Plan Update:

- Substantially degrade the existing visual character (significant and unavoidable)
- Create new source of substantial light or glare (significant and unavoidable)
- Cumulative impacts to scenic vista, scenic resources, existing visual character, and creation of light and glare (cumulatively considerable and significant and unavoidable)

The proposed General Plan Update would result in significant and unavoidable impacts from the alteration of the visual character resulting from urban development under project and cumulative conditions. Alternative 1 (No Project) would result in similar impacts as the proposed General Plan Update given that the land use development patterns would generally be the same with the exception of development intensification within the Downtown Plan Area. Therefore, aesthetics/light and glare impacts for Alternative 1 (No Project) would be similar to those of the proposed General Plan Update.

Transportation and Circulation

The following significant traffic impacts were identified for the proposed General Plan Update:

- Impacts to signalized intersections (buildout): City of Rocklin (significant but mitigable)
- Impacts to state/interstate highway segments (significant and unavoidable)
- Impacts to state/interstate highway ramp intersections (significant and unavoidable)

While Alternative 1 (No Project) would avoid a significant LOS impact at the Granite Drive/Rocklin Road intersection and Sierra College Boulevard/Dominguez Road intersection, it would result in a total of 17 LOS impacts (refer to **Table 4.4-27** in Section 4.4, Transportation and Circulation). This would include significant impacts to the Sunset Boulevard/Blue Oaks Boulevard, West Stanford Ranch/Wildcat Boulevard, Wildcat Boulevard/Ranch View Drive, and Whitney Boulevard/Crest Drive intersections that are avoided under the proposed General Plan Update. This difference in LOS impact determinations is as a result of improved use of traffic operation methodologies (use of modified Circular 212 capacities; refer to Section 4.4, Transportation and Circulation). In addition, Alternative 1 (No Project) maintains the City's existing LOS C standard for city intersections and LOS D for city intersections within a half-mile of freeway ramps. Alternative 1 (No Project) also retains the planned extension of Rocklin Road to Whitney Boulevard and Argonaut to Delmar Avenue. Alternative 1 (No Project) would result in similar impacts to state/interstate highway segments, and state/interstate highway ramp intersections as the proposed General Plan Update. Overall, Alternative 1 (No Project) would result in greater impacts to traffic and circulation than the proposed General Plan Update.

Noise

The proposed General Plan Update would result in the following significant noise impacts:

- Noise impacts associated with development and operation of land uses of proposed General Plan Update (significant and unavoidable)
- Exposure to construction noise (significant but mitigable)

- Exposure to surface transportation noise (significant and unavoidable)
- Exposure to stationary noise (significant and unavoidable)
- Cumulative transportation noise impacts within the Planning Area (cumulatively considerable and significant and unavoidable)

Alternative 1 (No Project) would have less development compared to the proposed General Plan Update. Specifically, Alternative 1 (No Project) would result in fewer dwelling units and fewer square feet of non-residential development than the proposed General Plan Update. These reductions are attributed to the elimination of the development intensification within the Downtown Plan Area that is part of the proposed General Plan Update; such development intensification anticipated up to 1,688,275 square feet of non-residential land uses and up to 2,000 housing units. Therefore, Alternative 1 (No Project) would result in fewer impacts related to construction, transportation, and stationary noise than the proposed General Plan Update. In addition, Alternative 1 (No Project) would minimize railroad noise and stationary source noise exposure to sensitive receptors by not providing the proposed Mixed Use designation in the Downtown Rocklin Plan Area. However, while Alternative 1 (No Project) is subject to noise standards, these noise policy standards are not as extensive as the policies of the proposed General Plan Update for stationary and transportation noise. Overall, noise impacts under Alternative 1 (No Project) would be fewer compared to the proposed General Plan Update.

Geology and Soils

The proposed General Plan Update would not result in any significant geologic or seismic impacts. Alternative 1 (No Project) would have less development compared to the proposed General Plan Update. Specifically, Alternative 1 (No Project) would result in fewer dwelling units and fewer square feet of non-residential development than the proposed General Plan Update. These reductions are attributed to the elimination of the development intensification within the Downtown Plan Area that is part of the proposed General Plan Update; such development intensification anticipated up to 1,688,275 square feet of non-residential land uses and up to 2,000 housing units. Although there would be less overall development under Alternative 1 (No Project) when compared to the proposed General Plan Update, the "footprint," or area that would be covered by development, is similar between the two. Therefore, Alternative 1 (No Project) would result in similar geologic and seismic impacts when compared to the proposed General Plan Update.

Human Health/Hazards

The proposed General Plan Update would not result in any significant hazard impacts. Alternative 1 (No Project) would result in similar less than significant hazard impacts. However, Alternative 1 (No Project) does not include policies regarding hazardous materials and contamination that are as extensive as the proposed General Plan Update. Therefore, impacts associated with human health/hazards would be greater in association with Alternative 1 (No Project) compared to the proposed General Plan Update.

Cultural and Paleontological Resources

The proposed General Plan Update would result in the following significant impact to cultural and paleontological resources:

- Cumulative impacts to historic character (cumulatively considerable and significant and unavoidable)

Alternative 1 (No Project) would result in similar cultural and paleontological resource impacts as the proposed General Plan Update. However, the 1991 General Plan has fewer policies compared to the proposed General Plan Update regarding the design of infill development to complement existing historic resources in the Downtown Rocklin Plan Area. Therefore, overall impacts on historic resources would be greater in association with Alternative 1 (No Project) compared to the proposed General Plan Update.

Hydrology and Water Quality

The proposed General Plan Update would not result in any significant impacts to hydrology and water quality. Alternative 1 (No Project) would result in similar impacts as the proposed General Plan Update. However, Alternative 1 (No Project) includes less mitigation than the proposed General Plan Update. Because Alternative 1 (No Project) provides fewer policies addressing water quality or flooding compared to the proposed General Plan Update, it would result in greater impacts compared to the proposed General Plan Update.

Biological Resources

The proposed General Plan Update would result in the following significant impacts:

- Impacts to special-status species (significant but mitigable)
- Impacts to species of concern and other non-listed special-status species (significant but mitigable)
- Impacts to sensitive biological communities (significant and unavoidable)
- Loss of native oak and heritage trees (significant and unavoidable)
- Loss of oak woodland habitat (significant and unavoidable)
- Cumulative impacts to biological resources (cumulatively considerable and significant and unavoidable)

The proposed General Plan Update would result in significant impacts to special-status plant and wildlife species as well as sensitive habitat under project and cumulative conditions. Although Alternative 1 (No Project) would result in fewer dwelling units and fewer square feet of non-residential development than the proposed General Plan Update, the reduced development potential under Alternative 1 (No Project) is the result of decreased intensity in already urbanized areas. These reductions are attributed to the elimination of the development intensification within the Downtown Plan Area that is part of the proposed General Plan Update; such development intensification anticipated up to 1,688,275 square feet of non-residential land uses and up to 2,000 housing units. Because Alternative 1 (No Project) provides fewer policies addressing biological resources compared to the proposed General Plan Update, it would result in greater impacts compared to the proposed General Plan Update

Population and Housing

The proposed General Plan Update would not result in any significant population or housing impacts. Alternative 1 (No Project) would result in similar less than significant impacts but would result in reduced residential growth as compared to the proposed General Plan Update. Therefore, solely from the perspective of the provision of housing units, impacts to housing would be greater in association with Alternative 1 (No Project) because there would be fewer housing units compared to the proposed General Plan Update.

Public Services

The proposed General Plan Update would not result in any significant public service impacts. Alternative 1 (No Project) would result in similar less than significant public service impacts and would result in a reduced demand for services (given the reduced growth potential of the city due to the elimination of the development intensification within the Downtown Plan Area that is part of the proposed General Plan Update) as compared to the proposed General Plan Update. Although Alternative 1 (No Project) would provide fewer policies addressing fire protection, law enforcement services, and park facilities than the proposed General Plan Update, based on the level of reduced demand, Alternative 1 (No Project) would result in fewer impacts to public services than the proposed General Plan Update.

Utilities and Service Systems

The proposed General Plan Update would not result in any significant utility service impacts. Alternative 1 (No Project) would result in similar utility impacts and would result in a reduced demand for services (reduced wastewater generation and reduced solid waste generation given the reduced growth potential of the city due to the elimination of the development intensification within the Downtown Plan Area that is part of the proposed General Plan Update) as compared to the proposed General Plan Update. Therefore, impacts to utilities and service systems would be fewer in association with Alternative 1 (No Project) compared to the proposed General Plan Update.

Water Resources

The proposed General Plan Update would not result in any significant water supply service impacts. Alternative 1 (No Project) would result in similar less than significant water supply service impacts and would result in a reduced demand for water (given the reduced growth potential of the city due to the elimination of the development intensification within the Downtown Plan Area that is part of the proposed General Plan Update) as compared to the proposed General Plan Update. Therefore, overall impacts to water resources would be fewer in association with Alternative 1 (No Project) compared to the proposed General Plan Update.

Climate Change

The proposed General Plan Update would result in less than cumulatively considerable impacts associated with consistency with greenhouse gas reduction measures after implementation of the City's Climate Action Plan greenhouse gas reduction strategies, but would still result in significant and unavoidable cumulative increases in greenhouse gas (GHG) emissions. Alternative 1 (No Project) would result in less overall development compared to the proposed General Plan Update, which would also result in a corresponding decrease in GHG emissions generated by energy, transportation, and waste from subsequent development. Therefore,

overall impacts to climate change would be similar in association with Alternative 1 (No Project) compared to the proposed General Plan Update.

6.5 ALTERNATIVE 2 – ELIMINATION OF MIXED USE DESIGNATION ALTERNATIVE

DESCRIPTION OF ALTERNATIVE

Under this alternative, the proposed Mixed Use land use designation for the Downtown Rocklin Plan Area would not be implemented and land uses in this area would retain their current land use designations under the existing General Plan. The density and intensity of development anticipated within the Mixed Use land use designation is up to 1,688,275 square feet of non-residential land use (i.e., retail and office uses) and up to 2,000 housing units (these increases are not in addition to the previous development potential allocated within the existing General Plan, but rather supersede them). All other aspects of the proposed General Plan Update (updated policy document and other changes to the Land Use Diagram and Circulation System) would remain in place under this alternative.

ENVIRONMENTAL ANALYSIS

The following analysis is based on the significant environmental impacts identified in Sections 4.1 through 4.15 of this DEIR.

Land Use

The proposed General Plan Update would result in less than significant environmental effects of its land uses in combination with regional growth. Alternative 2 (Elimination of Mixed Use Designation) would result in similar impacts as the proposed General Plan Update given that the land use development patterns are generally the same.

Air Quality

The following significant air quality impacts were identified for the proposed General Plan Update:

- Increase in criteria pollutants: operational air pollutants (significant and unavoidable)
- Increase in criteria pollutants: exposure to toxic air contaminants (significant and unavoidable)
- Odors (significant and unavoidable)
- Cumulative contribution to regional air quality impacts (cumulatively considerable and significant and unavoidable)

Development under the proposed General Plan Update would result in significant and unavoidable impacts associated with increases in criteria air pollutants under project and cumulative conditions and exposure to toxic air contaminants. Alternative 2 (Elimination of Mixed Use Designation) would have reduced development as compared to the proposed General Plan Update. Specifically, Alternative 2 (Elimination of Mixed Use Designation) would result in fewer dwelling units and fewer square feet of non-residential development than the proposed General Plan Update. These reductions are attributed to the elimination of the development intensification within the Downtown Plan Area that is part of the proposed General

Plan Update; such development intensification anticipated up to 1,688,275 square feet of non-residential land uses and up to 2,000 housing units. Reduced development potential under Alternative 2 (Elimination of Mixed Use Designation) would have a corresponding decrease in the potential for mobile and stationary source air quality impacts; however, impacts would not be completely avoided or offset. Therefore, air quality impacts under Alternative 2 (Elimination of Mixed Use Designation) would be fewer than those of the proposed General Plan Update.

Aesthetics/Light and Glare

The following significant aesthetics/light and glare impacts were identified for the proposed General Plan Update:

- Substantially degrade the existing visual character (significant and unavoidable)
- Create new source of substantial light or glare (significant and unavoidable)
- Cumulative impacts to scenic vista, scenic resources, existing visual character, and creation of light and glare (cumulatively considerable and significant and unavoidable)

The proposed General Plan Update would result in significant and unavoidable impacts from the alteration of the visual character under project and cumulative conditions from urban development. Alternative 2 (Elimination of Mixed Use Designation) would result in similar aesthetics/light and glare impacts as the proposed General Plan Update given that the land use development patterns are generally the same.

Transportation and Circulation

The following significant traffic impacts were identified for the proposed General Plan Update:

- Impacts to signalized intersections (buildout): City of Rocklin (significant but mitigable)
- Impacts to state/interstate highway segments (significant and unavoidable)
- Impacts to state/interstate highway ramp intersections (significant and unavoidable)

Alternative 2 (Elimination of Mixed Use Designation) would generally result in similar LOS impacts as the proposed General Plan Update, but would have a decrease in traffic along Pacific Street and other local roadways in the Downtown Rocklin Plan Area. Alternative 2 (Elimination of Mixed Use Designation) would result in similar impacts to state/interstate highway segments and state/interstate highway ramp intersections as the proposed General Plan Update. Thus, overall impacts would be less for Alternative 2 (Elimination of Mixed Use Designation) when compared to the proposed General Plan Update.

Noise

The proposed General Plan Update would result in the following significant noise impacts:

- Noise impacts associated with development and operation of land uses of proposed General Plan Update (significant and unavoidable)
- Exposure to construction noise (significant but mitigable)
- Exposure to surface transportation noise (significant and unavoidable)

- Exposure to stationary noise (significant and unavoidable)
- Cumulative transportation noise impacts within the Planning Area (cumulatively considerable and significant and unavoidable)

Alternative 2 (Elimination of Mixed Use Designation) would have less development compared to the proposed General Plan Update. Specifically, Alternative 2 (Elimination of Mixed Use Designation) would result in fewer dwelling units and fewer square feet of non-residential development than the proposed General Plan Update. These reductions are attributed to the elimination of the development intensification within the Downtown Plan Area that is part of the proposed General Plan Update; such development intensification anticipated up to 1,688,275 square feet of non-residential land uses and up to 2,000 housing units. Therefore, Alternative 2 (Elimination of Mixed Use Designation) would result in fewer impacts related to construction, transportation, and stationary noise than the proposed General Plan Update. In addition, Alternative 2 (Elimination of Mixed Use Designation) would minimize railroad noise and stationary source noise exposure to sensitive receptors by not providing the proposed Mixed Use Designation in the Downtown Rocklin Plan Area. Thus, overall exposure to railroad noise and stationary source noise impacts would be less in association with Alternative 2 (Elimination of Mixed Use Designation) when compared to the proposed General Plan Update.

Geology and Soils

The proposed General Plan Update would not result in any significant geologic or seismic impacts. Alternative 2 (Elimination of Mixed Use Designation) would have less development compared to the proposed General Plan Update. Specifically, Alternative 2 (Elimination of Mixed Use Designation)) would result in fewer dwelling units and fewer square feet of non-residential development than the proposed General Plan Update. Although there would be less overall development under Alternative 2 (Elimination of Mixed Use Designation) when compared to the proposed General Plan Update, the footprint, or area that would be covered by development, is similar between the two. Therefore, Alternative 2 (Elimination of Mixed Use Designation) would result in similar geologic and seismic impacts when compared to the proposed General Plan Update.

Human Health/Hazards

The proposed General Plan Update would not result in any significant hazard impacts. Alternative 2 (Elimination of Mixed Use Designation) would result in less than significant hazard impacts similar to the proposed General Plan Update.

Cultural and Paleontological Resources

The proposed General Plan Update would result in the following significant impact to cultural and paleontological resources:

- Cumulative impacts to historic character (cumulatively considerable and significant and unavoidable)

Alternative 2 (Elimination of Mixed Use Designation) would result in cultural and paleontological resource impacts similar to the proposed General Plan Update.

Hydrology and Water Quality

The proposed General Plan Update would not result in any significant impacts to hydrology and water quality. Alternative 2 (Elimination of Mixed Use Designation) would result in hydrology and water quality impacts similar to the proposed General Plan Update.

Biological Resources

The proposed General Plan Update would result in the following significant impacts to biological resources:

- Impacts to special-status species (significant but mitigable)
- Impacts to species of concern and other non-listed special-status species (significant but mitigable)
- Impacts to sensitive biological communities (significant and unavoidable)
- Loss of native oak and heritage trees (significant and unavoidable)
- Loss of oak woodland habitat (significant and unavoidable)
- Cumulative Impacts to biological resources (cumulatively considerable and significant and unavoidable)

The proposed General Plan Update would result in significant impacts to special-status plant and wildlife species as well as sensitive habitat under project and cumulative conditions. Alternative 2 (Elimination of Mixed Use Designation) would result in impacts to biological resources similar to the proposed General Plan Update.

Population and Housing

The proposed General Plan Update would not result in any significant population or housing impacts. Alternative 2 (Elimination of Mixed Use Designation) would result in similar less than significant impacts, since there would be reduced residential growth as compared to the proposed General Plan Update. Therefore, solely from the perspective of the provision of housing units, impacts to housing would be greater in association with Alternative 2 (Elimination of Mixed Use Designation) because there would be fewer housing units compared to the proposed General Plan Update.

Public Services

The proposed General Plan Update would not result in any significant public service impacts. Alternative 2 (Elimination of Mixed Use Designation) would result in similar less than significant public service impacts and would result in a reduced demand for services (given the reduced growth potential of the city) as compared to the proposed General Plan Update. Therefore, based on the level of reduced demand, public services impacts would be fewer in association with implementation of Alternative 2 (Elimination of Mixed Use Designation) compared to the proposed General Plan Update.

Utilities and Service Systems

The proposed General Plan Update would not result in any significant utility service impacts. Alternative 2 (Elimination of Mixed Use Designation) would result in similar utility impacts and would result in a reduced demand for services (reduced wastewater generation and reduced solid waste generation given the reduced growth potential of the city) as compared to the proposed General Plan Update. Thus, overall impacts to utilities and service systems would be fewer for Alternative 2 (Elimination of Mixed Use Designation) compared to the proposed General Plan Update.

Water Resources

The proposed General Plan Update would not result in any significant water supply service impacts. Alternative 2 (Elimination of Mixed Use Designation) would result in similar less than significant water supply service impacts and would result in a reduced demand (given the reduced growth potential of the city) as compared to the proposed General Plan Update. Thus, overall impacts to water resources would be fewer for Alternative 2 compared to the proposed General Plan Update.

Climate Change

The proposed General Plan Update would result in less than cumulatively considerable impacts associated with consistency with greenhouse gas reduction measures after implementation of the City's Climate Action Plan greenhouse gas reduction strategies, but would still result in significant and unavoidable cumulative increases in greenhouse gas emissions. Alternative 2 (Elimination of Mixed Use Designation) would result in less overall development compared to the proposed General Plan Update, which would also result in a corresponding decrease in GHG emissions generated by energy, transportation, and waste from subsequent development. Therefore, overall impacts to climate change would be fewer in association with Alternative 2 (Elimination of Mixed Use Designation) compared to the proposed General Plan Update.

6.6 ALTERNATIVE 3 – ROCKLIN ROAD AND ARGONAUT AVENUE EXTENSIONS ALTERNATIVE

DESCRIPTION OF ALTERNATIVE

Under this alternative, the proposed General Plan Update and associated Land Use Diagram would be the same as the proposed project with a modified roadway network. Two roadway extensions would be included: extending Rocklin Road from its current terminus to Whitney Boulevard, and extending Argonaut Avenue from its current terminus to Del Mar Avenue.

ENVIRONMENTAL ANALYSIS

The following analysis is based on the significant environmental impacts identified in Sections 4.1 through 4.15 of this DEIR.

Land Use

The proposed General Plan Update would result in less than significant environmental effects of its land uses in combination with regional growth. Alternative 3 (Rocklin Road and Argonaut Avenue Extensions) would result in impacts similar to the proposed General Plan Update given that the land use development patterns are the same for both.

Air Quality

The following significant air quality impacts were identified for the proposed General Plan Update:

- Increase in criteria pollutants: operational air pollutants (significant and unavoidable)
- Increase in criteria pollutants: exposure to toxic air contaminants (significant and unavoidable)
- Odors (significant and unavoidable)
- Cumulative contribution to regional air quality impacts (cumulatively considerable and significant and unavoidable)

Development under the proposed General Plan Update would result in significant and unavoidable impacts associated with increases in criteria air pollutants under project and cumulative conditions, exposure to odors, and exposure to toxic air contaminants. Alternative 3 (Rocklin Road and Argonaut Avenue Extensions) would result in significant and unavoidable air quality impacts similar to the proposed General Plan Update. Although the Land Use Diagram would remain the same for both Alternative 3 (Rocklin Road and Argonaut Avenue Extensions) and the proposed General Plan Update and they would both have the same level of development, Alternative 3 (Rocklin Road and Argonaut Avenue Extensions) would result in the net decrease of traffic efficiency in Rocklin and in Loomis, as elaborated upon in the climate change discussion below. Therefore, Alternative 3 (Rocklin Road and Argonaut Avenue Extensions) would be anticipated to result in a greater extent of emissions, and therefore greater air quality impacts, when compared to the proposed General Plan Update.

Aesthetics/Light and Glare

The following significant aesthetics/light and glare impacts were identified for the proposed General Plan Update:

- Substantially degrade the existing visual character (significant and unavoidable)
- Create new source of substantial light or glare (significant and unavoidable)
- Cumulative impacts to scenic vista, scenic resources, existing visual character, and creation of light and glare (cumulatively considerable and significant and unavoidable)

The proposed General Plan Update would result in significant and unavoidable impacts from alteration of the visual character under project and cumulative conditions from urban development. Alternative 3 (Rocklin Road and Argonaut Avenue Extensions) would result in similar aesthetics/light and glare impacts as the proposed General Plan Update given that the land use development patterns are the same.

Transportation and Circulation

The following significant traffic impacts were identified for the proposed General Plan Update:

- Impacts to signalized intersections (buildout): City of Rocklin (significant but mitigable)

- Impacts to state/interstate highway segments (significant and unavoidable)
- Impacts to state/interstate highway ramp intersections (significant and unavoidable)

Under Alternative 3 (Rocklin Road and Argonaut Avenue Extensions), the proposed General Plan Update land use assumptions are included, as well as a roadway network that includes two roadway extensions (Rocklin Road and Argonaut Avenue) that are proposed to be removed from the City's General Plan Circulation Diagram.

Intersection levels of service at City of Rocklin intersections are shown in **Table 6.0-3** for Alternative 3 (Rocklin Road and Argonaut Avenue Extensions).

TABLE 6.0-3
P.M. PEAK HOUR LEVEL OF SERVICE – CITY OF ROCKLIN SIGNALIZED INTERSECTIONS
CUMULATIVE PLUS PROJECT CIRCULATION – ALTERNATIVE 3

		Cumulative Conditions with Buildout of Proposed General Plan		Alternative 3 (with Rocklin and Argonaut Extensions)	
	Intersection[1]	V/C	LOS	V/C	LOS
Existing Signalized Intersections					
1	Granite Drive & Rocklin Road	0.859	D	0.859	D
2	Granite Drive & Sierra College Boulevard	0.655	B	0.656	B
3	Granite Drive & Sierra Meadows	0.608	B	0.584	A
4	Pacific Street & Delmar/Dominguez	0.957	E	0.873	D
5	Pacific Street & Farron Street	1.12	F	1.101	F
6	Pacific Street & Midas Avenue	0.753	C	0.678	B
7	Pacific Street & Rocklin Road	0.832	D	0.849	D
8	Pacific Street & Sierra Meadows	0.722	C	0.681	B
9	Pacific Street & Woodside Drive	0.64	B	0.642	B
10	Rocklin Road & Aguilar Road	0.662	B	0.662	B
11	Rocklin Road & El Don Drive	0.711	C	0.723	C
12	Rocklin Road & Fire Station No 1	0.442	A	0.466	A
13	Rocklin Road & Havenhurst Circle	0.674	B	0.678	B
14	Rocklin Road & Sierra College Boulevard	0.935	E	0.934	E
15	Rocklin Road & South Grove Street	0.684	B	0.71	C
16	Sierra College Boulevard & El Don Drive	0.659	B	0.656	B
17	Sierra College Boulevard & Nightwatch Drive	0.550	A	0.548	A
18	Sierra College Boulevard & Scarborough	0.551	A	0.549	A
19	Sierra College Boulevard & Southside Ranch	0.547	A	0.54	A
20	Sunset Boulevard & Pacific Street	0.848	D	0.821	D
21	Sunset Boulevard & Springview Drive	1.138	F	1.059	F
22	Sunset Boulevard & Topaz Avenue	0.652	B	0.685	B
23	Sunset Boulevard & Whitney Boulevard	1.156	F	1.103	F

	Intersection[1]	Cumulative Conditions with Buildout of Proposed General Plan		Alternative 3 (with Rocklin and Argonaut Extensions)	
		V/C	LOS	V/C	LOS
101	Blue Oaks Boulevard & Lonetree	0.914	E	0.911	E
102	Blue Oaks Boulevard & Market Place	0.298	A	0.298	A
103	Blue Oaks Boulevard & Van Buren Way	0.347	A	0.347	A
104	Five Star & Destiny Drive	0.193	A	0.193	A
105	Lonetree Boulevard & Adams Drive	0.606	B	0.606	B
106	Lonetree Boulevard & Atherton Road	0.449	A	0.447	A
107	Lonetree Boulevard & Grand Canyon Drive	0.767	C	0.767	C
108	Lonetree Boulevard & Redwood Drive	0.737	C	0.737	C
109	Lonetree Boulevard & West Oaks Boulevard	0.552	A	0.552	A
110	Park Drive & Blaydon Road	0.262	A	0.261	A
111	Park Drive & Quarry Way	0.507	A	0.504	A
112	Park Drive & Farrier Road	0.457	A	0.456	A
113	Park Drive & King Pine Drive	0.489	A	0.487	A
114	Park Drive & Shelton	0.324	A	0.323	A
115	Park Drive & Victory Lane	0.387	A	0.386	A
116	Park Drive & Wyckford Boulevard	0.395	A	0.395	A
117	Park Drive & Twin Oaks/Boardwalk	0.384	A	0.381	A
118	Park Drive & Safeway	0.676	B	0.674	B
119	South Whitney & Five Star Boulevard	0.583	A	0.586	A
120	Spring Creek Drive & Broken Rail Lane	0.049	A	0.05	A
121	Stanford Ranch Road & Cobblestone Drive	0.318	A	0.309	A
122	Stanford Ranch Road & Darby Road	0.582	A	0.589	A
123	Stanford Ranch Road & Park Drive	0.675	B	0.675	B
124	Stanford Ranch Road & Plaza	0.561	A	0.563	A
125	Stanford Ranch Road & Stoney Drive	0.393	A	0.383	A
126	Stanford Ranch Road & Victory Lane	0.317	A	0.326	A
127	Stanford Ranch Road & West Oaks Boulevard	0.647	B	0.652	B
128	Sunset Boulevard & Atherton	0.910	E	0.911	E
129	Sunset Boulevard & Blue Oaks Boulevard	0.791	C	0.796	C
130	Sunset Boulevard & Fairway Drive	0.743	C	0.749	C
131	Sunset Boulevard & Little Rock	0.583	A	0.58	A
132	Sunset Boulevard & Park Drive	0.821	D	0.823	D
133	Sunset Boulevard & Pebble Creek	0.678	B	0.676	B
134	Sunset Boulevard & Stanford Ranch Road	0.699	B	0.712	C
135	Sunset Boulevard & West Oaks Boulevard	1.051	F	1.055	F
136	W Stanford Ranch Road & Sunset Boulevard	1.164	F	1.171	F
137	W Stanford Ranch Road & Wildcat Boulevard	0.796	C	**0.805**	**D**

	Intersection[1]	Cumulative Conditions with Buildout of Proposed General Plan		Alternative 3 (with Rocklin and Argonaut Extensions)	
		V/C	LOS	V/C	LOS
138	Whitney Ranch Parkway & Bridlewood Drive	0.334	A	0.338	A
139	Whitney Ranch Parkway & Painted Pony Lane	0.299	A	0.299	A
140	Whitney Ranch Parkway & Spring Creek Drive	0.294	A	0.294	A
141	Wildcat Boulevard & Bridlewood Drive	0.586	A	0.585	A
142	Wildcat Boulevard & Whitney Ranch Parkway	0.671	B	0.676	B
143	Wildcat Boulevard & S High School Entrance	0.485	A	0.484	A
144	Wildcat Boulevard & N High School Entrance	0.411	A	0.411	A
145	Wildcat Boulevard & Ranch View Drive	0.786	C	0.787	C
	Existing Intersections to Be Signalized in the Future				
152	Stanford Ranch Road & Crest Drive	0.920	E	0.972	E
153	Whitney Boulevard & Crest Drive	0.742	C	**0.801**	**D**
154	Park Drive & Crest Drive	0.253	A	0.25	A
161	Granite Drive & Dominguez Road	0.769	C	0.768	C
	Future Intersections to Be Signalized				
162	Sierra College Boulevard & Dominguez Road	0.808	D	0.813	D
163	Park Drive & Valley View Parkway	0.570	A	0.569	A
164	Nature Trail Way & Valley View Parkway	0.717	C	0.712	C
165	Sierra College Boulevard & Valley View Parkway	0.611	B	0.613	B
166	University Avenue & Whitney Ranch Parkway	0.644	B	0.640	B
167	West Oaks Boulevard & Whitney Ranch Parkway	0.641	B	0.642	B
168	West Oaks Boulevard & Painted Pony Lane	0.291	A	0.293	A
169	Laredo Drive & Whitney Ranch Parkway	0.462	A	0.463	A
170	Rocklin Road & Civic Center Drive	0.676	B	0.701	C
171	Pacific Street & Civic Center Drive	0.615	B	0.603	B

Source: DKS Associates, 2011

Notes: Shaded intersections do not meet LOS standard.

***Bold** intersections represent significant LOS changes.*

[1] See Figure 4.4-1 in Section 4.4, Transportation and Circulation, for locations of intersections by number.

Table 6.0-4 shows levels of service at intersections in the City of Rocklin, but is limited to intersections that are projected to operate at LOS D or worse under Alternative 3 (Rocklin Road and Argonaut Avenue Extensions).

TABLE 6.0-4
INTERSECTIONS OPERATING AT LOS D OR WORSE – CITY OF ROCKLIN SIGNALIZED INTERSECTIONS
CUMULATIVE PLUS PROJECT CIRCULATION – ALTERNATIVE 3

Intersection[1]		Cumulative Conditions with Buildout of Proposed General Plan		Alternative 3 (with Rocklin and Argonaut Extensions)	
		V/C	LOS	V/C	LOS
Existing Signalized Intersections					
1	Granite Drive & Rocklin Road	0.859	D	0.859	D
4	Pacific Street & Delmar/Dominguez	0.957	E	0.873	D
5	Pacific Street & Farron Street	1.120	F	1.101	F
7	Pacific Street & Rocklin Road	0.832	D	0.849	D
14	Rocklin Road & Sierra College Boulevard	0.935	E	0.934	E
20	Sunset Boulevard & Pacific Street	0.848	D	0.821	D
21	Sunset Boulevard & Springview Drive	1.138	F	1.059	F
23	Sunset Boulevard & Whitney Boulevard	1.156	F	1.103	F
101	Blue Oaks Boulevard & Lonetree	0.914	E	0.911	E
128	Sunset Boulevard & Atherton	0.910	E	0.911	E
132	Sunset Boulevard & Park Drive	0.821	D	0.823	D
135	Sunset Boulevard & West Oaks Boulevard	1.051	F	1.055	F
136	W Stanford Ranch Road & Sunset Boulevard	1.164	F	1.171	F
137	W Stanford Ranch Road & Wildcat Boulevard	0.796	C	**0.805**	**D**
Existing Intersections to Be Signalized in the Future					
152	Stanford Ranch Road & Crest Drive	0.920	E	0.972	E
153	Whitney Boulevard & Crest Drive	0.742	C	**0.801**	**D**
Future Intersections to Be Signalized					
162	Sierra College Boulevard & Dominguez Road	0.808	D	0.813	D
Number of Intersections at LOS D or Worse		**15**		**17**	

Source: DKS Associates 2011
Notes: Shaded intersections do not meet LOS standard.
Bold *intersections represent significant LOS changes.*
[1] *See Figure 4.4-1 in Section 4.4, Transportation and Circulation, for locations of intersections by number.*

Table 6.0-5 shows intersections with significant LOS changes within the City of Rocklin resulting from Alternative 3 (Rocklin Road and Argonaut Avenue Extensions).

TABLE 6.0-5
INTERSECTIONS WITH SIGNIFICANT LOS CHANGES – CITY OF ROCKLIN SIGNALIZED INTERSECTIONS/
CUMULATIVE PLUS PROJECT CIRCULATION – ALTERNATIVE 3

Intersection[1]		Cumulative Conditions with Buildout of Proposed General Plan		Alternative 3 (with Rocklin and Argonaut Extensions)	
		V/C	LOS	V/C	LOS
4	Pacific Street & Delmar/Dominguez	0.957	E	0.873	D
137	W Stanford Ranch Road & Wildcat Boulevard	0.796	C	**0.805**	**D**
153	Whitney Boulevard & Crest Drive	0.742	C	**0.801**	**D**

Source: DKS Associates 2011
Notes: Shaded intersections do not meet LOS standard.
***Bold** intersections represent significant LOS changes.*
[1] See Figure 4.4-1 in Section 4.4, Transportation and Circulation, for locations of intersections by number.

Table 6.0-6 summarizes p.m. peak hour levels of service for state highway ramp intersections for cumulative plus project circulation under Alternative 3 (Rocklin Road and Argonaut Avenue Extensions).

TABLE 6.0-6
P.M. PEAK HOUR LEVEL OF SERVICE – STATE HIGHWAY RAMP INTERSECTIONS
CUMULATIVE PLUS PROJECT CIRCULATION – ALTERNATIVE 3

Intersection[1]		Cumulative Conditions with Buildout of Proposed General Plan		Alternative 3 (with Rocklin and Argonaut Extensions)	
		Delay	LOS	Delay	LOS
201	Rocklin Road & I-80 EB	65.9	E	E	68.7
202	Rocklin Road & I-80 WB	71.4	E	E	71.0
203	Sierra College Boulevard & I-80 WB	32.9	C	C	32.8
204	Sierra College Boulevard & I-80 EB	28.4	C	C	28.3
206	Sunset & SR 65 SB	12.3	B	B	12.3
207	Sunset & SR 65 NB	14.5	B	B	14.5
208	Whitney Ranch Parkway & SR 65 SB	32.5	C	C	32.3
209	Whitney Ranch Parkway & SR 65 NB	16.2	B	B	16.0
210	Blue Oaks Boulevard & SR 65 SB	27.0	C	C	27.0
211	Blue Oaks Boulevard & SR 65 NB Off	41.3	D	D	41.1
212	Pleasant Grove Boulevard & SR 65 NB	19.3	B	B	19.2
213	Pleasant Grove Boulevard & SR 65 SB	9.8	A	A	9.9
214	Stanford Ranch Road & SR 65 NB	14.3	B	B	14.4
215	Stanford Ranch Road & SR 65 SB	10.1	B	B	10.2
216	Sierra College Boulevard & SR 193	34.9	C	C	34.5

Source: DKS Associates 2011
Notes: Shaded intersections do not meet LOS standard.
[1] See Figure 4.4-1 in Section 4.4, Transportation and Circulation, for locations of intersections by number.

Table 6.0-7 summarizes p.m. peak hour levels of service for intersections in the Town of Loomis for cumulative plus project conditions under Alternative 3 (Rocklin Road and Argonaut Avenue Extensions).

TABLE 6.0-7
P.M. PEAK HOUR LEVEL OF SERVICE – TOWN OF LOOMIS INTERSECTIONS
CUMULATIVE PLUS PROJECT – ALTERNATIVE 3

			Cumulative Conditions with Buildout of Proposed General Plan		Alternative 3 (with Rocklin and Argonaut Extensions)	
			Delay	LOS	Delay	LOS
Signalized Intersections						
301	Sierra College Boulevard & Brace Road		37.0	D	38.0	D
302	Sierra College Boulevard & Taylor Road		56.0	E	57.1	E
304	Sierra College Boulevard & King Road		34.6	C	**35.5**	**D**
305	Taylor Road & King Road		30.3	C	30.3	C
306	Taylor Road & Horseshoe Bar Road		81.9	F	81.5	F
309	Horseshoe Bar Road & I-80 W/B Ramps		26.4	C	26.6	C
Stop-Controlled Intersection						
307	Rocklin Road & Barton Road	Average intersection	22.5	C	23.3	C
		Worst movement	29.7	C	29.2	C
308	Barton Road & Brace Road	Average intersection	65.7	F	65.1	F
		Worst movement	271.3	F	276.8	F
310	Horseshoe Bar Road & I-80 E/B	Average intersection	31.6	D	30.0	D
		Worst movement	107.3	F	102.2	F

Source: DKS Associates 2011
Notes: Shaded intersections do not meet LOS standard.
***Bold** intersections represent significant LOS changes.*
[1] See Figure 4.4-1 in Section 4.4, Transportation and Circulation, for locations of intersections by number.

Alternative 3 (Rocklin Road and Argonaut Avenue Extensions) would result in two additional level of service impacts at city intersections. This would increase the number of intersections operating at LOS D or worse citywide from 15 to 17. **Table 6.0-3** shows that the intersections of West Stanford Ranch Road/Wildcat Boulevard and Whitney Boulevard/Crest Drive would decline to LOS D under Alternative 3 (Rocklin Road and Argonaut Avenue Extensions) compared to LOS C under the proposed project. One intersection, Pacific Street/Del Mar Avenue/Dominguez Road, would improve in association with Alternative 3 (Rocklin Road and Argonaut Avenue Extensions) from LOS E under the proposed project to LOS D.

Table 6.0-4 shows signalized intersections operating at LOS D or worse in the City of Rocklin under cumulative plus project conditions for Alternative 3 (Rocklin Road and Argonaut Avenue Extensions). As shown, only two intersections would experience declines in level of service from C to D (West Stanford Ranch Road/Wildcat Boulevard and Whitney Boulevard/Crest Drive) for Alternative 3 (Rocklin Road and Argonaut Avenue Extensions) compared to the proposed

project. With the exception of these two intersections, the remaining intersections would continue to operate at LOS D or worse under Alternative 3 (Rocklin Road and Argonaut Avenue Extensions). Thus, Alternative 3 (Rocklin Road and Argonaut Avenue Extensions) would result in greater impacts to signalized intersection in the City of Rocklin than the proposed project.

Table 6.0-5 identifies signalized intersections in the City of Rocklin that had significant changes in LOS under cumulative plus project conditions. As shown, conditions at the intersection of Pacific Street and Del Mar Avenue/Dominguez Road would improve (from LOS E to LOS D) under Alternative 3 (Rocklin Road and Argonaut Avenue Extensions), while conditions at West Stanford Ranch Road/Wildcat Boulevard and Whitney Boulevard/Crest Drive would decline (from LOS C to LOS D) in association with Alternative 3 (Rocklin Road and Argonaut Avenue Extensions) compared to the proposed project.

A potential mitigation measure has been identified at the intersection of West Stanford Ranch Road/Wildcat Boulevard. Providing an overlap phase for the westbound right turn movement from West Stanford Ranch Road to Wildcat Boulevard would improve the level of service at this intersection to LOS B, thus mitigating the impact to less than significant. The right turn overlap here would provide for a green right turn arrow on westbound West Stanford Ranch Road during the green left turn arrow on southbound Wildcat Boulevard. This signal phasing would be feasible if U-turns are prohibited on southbound Wildcat Boulevard, which is likely given limited right-of-way. If U-turns are to be permitted on southbound Wildcat Boulevard, then the overlap phase would not work and a "free" westbound right turn lane would be required with a separate receiving lane on northbound Wildcat Boulevard.

A potential mitigation measure has been identified at the intersection of Whitney Boulevard/ Crest Drive. Providing an overlap phase for the eastbound right turn movement from eastbound Crest Drive to southbound Whitney Boulevard would improve the level of service at this intersection to LOS B, thus mitigating the impact to less than significant. The right turn overlap here would provide for a green right turn arrow on eastbound Crest Drive during the green left turn arrow on northbound Whitney Boulevard. This signal phasing would be feasible because there is not enough right-of-way on Whitney Boulevard to accommodate northbound U-turns.

Table 6.0-6 shows the p.m. peak hour level of service for state highway ramp intersections under cumulative plus project conditions. While several intersections would have the same level of service for Alternative 3 (Rocklin Road and Argonaut Avenue Extensions) as would occur under the proposed project, only one intersection (Sierra College Boulevard and King Road) would operate at a lower level of service under Alternative 3 (Rocklin Road and Argonaut Avenue Extensions) than would occur under the proposed project.

Alternative 3 (Rocklin Road and Argonaut Avenue Extensions) would not result in any additional impacts to state highway facilities or transit. It would also not result in an impact to railway conflicts, as the extension of Argonaut Avenue to Delmar Avenue would be constructed as a grade-separated railway crossing. Alternative 3 (Rocklin Road and Argonaut Avenue Extensions) also would not result in additional impacts to Roseville, Lincoln, or Placer County, as the roadway extensions included in this scenario are distant from those jurisdictions.

Table 6.0-7 shows p.m. peak hour level of service for intersections in the Town of Loomis under cumulative plus project conditions. Alternative 3 (Rocklin Road and Argonaut Avenue Extensions) would result in one additional impact at the intersection of Sierra College Boulevard/ King Road in the Town of Loomis. This intersection would degrade from LOS C to LOS D. A potential mitigation measure at this intersection would be to provide a second southbound left turn lane from Sierra College Boulevard to King Road. The Town of Loomis would have to

determine if King Road east of Sierra College Boulevard could accommodate a second southbound left turn lane. In order to implement this measure, the City of Rocklin will attempt, in good faith, to enter into an agreement with the Town of Loomis by which the City of Rocklin will be responsible for either constructing the improvements at issue or providing to the Town of Loomis funding in an amount equal to the agreed-upon estimated cost of the improvements. With the implementation of the identified mitigation measure, the project's direct incremental impact would be mitigated to LOS B and this impact would be considered **less than significant.**

Because the Town of Loomis controls what occurs at the intersection, however, the City of Rocklin conservatively concludes that, at the time of action by its City Council, the impact would be treated as significant and unavoidable, given that the City has no control over Loomis and thus cannot take for granted that the improvements contemplated by the mitigation will be constructed. Furthermore, although the mitigation measure above requires the City of Rocklin to try to enter into an agreement with Loomis by which the City of Rocklin will be responsible for the improvements, the City has no way to ensure that Loomis will cooperate with the City of Rocklin pursuant to that measure. An agreement requires two cooperating parties, and the City of Rocklin cannot force the Town of Loomis to cooperate if it chooses not to do so. For these reasons, consistent with CEQA Guidelines Section 15091, subdivision (a)(2), the City of Rocklin concludes that Loomis can and should cooperate with the City of Rocklin in implementing the mitigation. With such action by the Town of Loomis, the impact of the project would be rendered less than significant, though at present, as noted above, the City of Rocklin considers the impact **significant and unavoidable.**

Overall, impacts to traffic and circulation would be greater in association with Alternative 3 (Rocklin Road and Argonaut Avenue Extensions) compared to the proposed General Plan Update.

Noise

The proposed General Plan Update would result in the following significant noise impacts:

- Noise impacts associated with development and operation of land uses of proposed General Plan Update (significant and unavoidable)
- Exposure to construction noise (significant but mitigable)
- Exposure to surface transportation noise (significant and unavoidable)
- Exposure to stationary noise (significant and unavoidable)
- Cumulative transportation noise impacts within the Planning Area (cumulatively considerable and significant and unavoidable)

Alternative 3 (Rocklin Road and Argonaut Avenue Extensions) would result in similar construction, transportation, and stationary noise impacts as the proposed General Plan Update since the Land Use Diagram would remain the same for both. The dispersion of traffic noise would differ slightly because of the modified roadway network that would extend Rocklin Road from its current terminus to Whitney Boulevard and Argonaut Avenue from its current terminus to Delmar Avenue. However, overall noise impacts would be similar for both Alternative 3 (Rocklin Road and Argonaut Avenue Extensions) and the proposed General Plan Update.

Geology and Soils

The proposed General Plan Update would not result in any significant geologic or seismic impacts. Alternative 3 (Rocklin Road and Argonaut Avenue Extensions) would result in similar less than significant geologic and seismic impacts as the proposed General Plan Update.

Human Health/Hazards

The proposed General Plan Update would not result in any significant hazard impacts. Alternative 3 (Rocklin Road and Argonaut Avenue Extensions) would result in similar less than significant hazard impacts as the proposed General Plan Update.

Cultural and Paleontological Resources

The proposed General Plan Update would result in the following significant impact to cultural and paleontological resources:

- Cumulative impacts to historic character (cumulatively considerable and significant and unavoidable)

Alternative 3 (Rocklin Road and Argonaut Avenue Extensions) would result in impacts to cultural and paleontological resources similar to the proposed General Plan Update.

Hydrology and Water Quality

The proposed General Plan Update would not result in any significant impacts to hydrology and water quality. Alternative 3 (Rocklin Road and Argonaut Avenue Extensions) would result in hydrology and water quality impacts similar to those of the proposed General Plan Update since the Land Use Diagram would be the same for both.

Biological Resources

The proposed General Plan Update would result in the following significant impacts:

- Impacts to special-status species (significant but mitigable)
- Impacts to species of concern and other non-listed special-status species (significant but mitigable)
- Impacts to sensitive biological communities (significant and unavoidable)
- Loss of native oak and heritage trees (significant and unavoidable)
- Loss of oak woodland habitat (significant and unavoidable)
- Cumulative Impacts to biological resources (cumulatively considerable and significant and unavoidable)

The proposed General Plan Update would result in significant impacts to special-status plant and wildlife species as well as sensitive habitat under project and cumulative conditions. Alternative 3 (Rocklin Road and Argonaut Avenue Extensions) would result in similar impacts as the proposed General Plan Update since the Land Use Diagram would be the same for both.

Population and Housing

The proposed General Plan Update would not result in any significant population or housing impacts. Alternative 3 (Rocklin Road and Argonaut Avenue Extensions) would result in similar less than significant population and housing impacts as the proposed General Plan Update since the land use and housing units would be the same for both.

Public Services

The proposed General Plan Update would not result in any significant public service impacts. Alternative 3 (Rocklin Road and Argonaut Avenue Extensions) would result in similar less than significant public service impacts as compared to the proposed General Plan Update since the Land Use Diagram would be the same for both.

Utilities and Service Systems

The proposed General Plan Update would not result in any significant utility service impacts. Alternative 3 (Rocklin Road and Argonaut Avenue Extensions) would result in similar utility impacts as compared to the proposed General Plan Update as the Land Use Diagram would be the same for both.

Water Resources

The proposed General Plan Update would not result in any significant water supply service impacts. Alternative 3 (Rocklin Road and Argonaut Avenue Extensions) would result in less than significant water supply service impacts similar to the proposed General Plan Update as the Land Use Diagram would be the same for both.

Climate Change

The proposed General Plan Update would result in less than cumulatively considerable impacts associated with consistency with greenhouse gas reduction measures after implementation of the City's Climate Action Plan greenhouse gas reduction strategies, but would still result in significant and unavoidable cumulative increases in greenhouse gas emissions. While Alternative 3 (Rocklin Road and Argonaut Avenue Extensions) would result in the same amount of development, it would affect the level of service determinations of several intersections in the city. While Alternative 3 (Rocklin Road and Argonaut Avenue Extensions) would result in the improvement of LOS in the case of four city intersections, it would also result in the reduction of LOS at five intersections in Rocklin and one intersection in Loomis. Furthermore, two of these negatively affected intersections in Rocklin would suffer a reduction of service from LOS C to LOS D, as would the negatively affected Loomis intersection. Generally, improvements to a road system and infrastructure in a way that increases efficiency would result in reduced greenhouse gas emissions (e.g., Government Code Sections 65050, 65400, 65584.01–04, 65587, and 65588 and Public Resources Code Section 21155 were amended in January 2009 when Senate Bill (SB) 375 became law, requiring coordinated planning between regional land use and transportation plans in order to increase efficiency and reduce greenhouse gas emissions). As Alternative 3 (Rocklin Road and Argonaut Avenue Extensions) would result in the net decrease of traffic efficiency in Rocklin and in Loomis, this alternative would be anticipated to result in a greater extent of greenhouse gas emissions, and therefore greater impacts, when compared with the proposed General Plan Update.

ALTERNATIVE 4 – ROCKLIN ROAD EXTENSION ALTERNATIVE

Under this alternative, the proposed General Plan Update and associated Land Use Diagram would be the same as the proposed project. The roadway network would be modified to extend Rocklin Road from its current terminus to Whitney Boulevard.

ENVIRONMENTAL ANALYSIS

The following analysis is based on the significant environmental impacts identified in Sections 4.1 through 4.15 of this DEIR.

Land Use

The proposed General Plan Update would result in less than significant environmental effects of its land uses in combination with regional growth. Alternative 4 (Rocklin Road Extension) would result in similar impacts as the proposed General Plan Update because the Land Use Diagram would be the same for both.

Air Quality

The following significant air quality impacts were identified for the proposed General Plan Update:

- Increase in criteria pollutants: operational air pollutants (significant and unavoidable)
- Increase in criteria pollutants: exposure to toxic air contaminants (significant and unavoidable)
- Odors (significant and unavoidable)
- Cumulative contribution to regional air quality impacts (cumulatively considerable and significant and unavoidable)

Development under the proposed General Plan Update would result in significant and unavoidable impacts associated with increases in criteria air pollutants under project and cumulative conditions, exposure to odors and exposure to toxic air contaminants. Alternative 4 (Rocklin Road Extension) would result in significant and unavoidable air quality impacts similar to the proposed General Plan Update. Although the Land Use Diagram would remain the same for both Alternative 4 (Rocklin Road Extension) and the proposed General Plan Update and they would both have the same amount of development, Alternative 4 (Rocklin Road Extension) would result in the net decrease of traffic efficiency in Rocklin, as elaborated upon in the climate change discussion below. Therefore, Alternative 4 (Rocklin Road Extension) would be anticipated to result in a greater extent of emissions, and therefore greater air quality impacts, when compared to the proposed General Plan Update.

Aesthetics/Light and Glare

The following significant aesthetics/light and glare impacts were identified for the proposed General Plan Update:

- Substantially degrade the existing visual character (significant and unavoidable)

- Create new source of substantial light or glare (significant and unavoidable)

- Cumulative impacts to scenic vista, scenic resources, existing visual character, and creation of light and glare (cumulatively considerable and significant and unavoidable)

The proposed General Plan Update would result in significant and unavoidable impacts from the alteration of the visual character under project and cumulative conditions from urban development. Alternative 4 (Rocklin Road Extension) would result in similar aesthetics/light and glare impacts as the proposed General Plan Update given that the Land Use Diagram would be the same for both.

Transportation and Circulation

The following significant traffic impacts were identified for the proposed General Plan Update:

- Impacts to signalized intersections (buildout): City of Rocklin (significant but mitigable)
- Impacts to state/interstate highway segments (significant and unavoidable)
- Impacts to state/interstate highway ramp intersections (significant and unavoidable)

Intersection levels of service at City of Rocklin intersections are shown in **Table 6.0-13** for Alternative 4 (Rocklin Road Extension).

TABLE 6.0-13
P.M. PEAK HOUR LEVEL OF SERVICE – CITY OF ROCKLIN SIGNALIZED INTERSECTIONS
CUMULATIVE PLUS PROJECT CIRCULATION – ALTERNATIVE 4

	Intersection[1]	Cumulative Conditions with Buildout of Proposed General Plan		Alternative 4 (with Rocklin Extension Only)	
		V/C	LOS	V/C	LOS
Existing Signalized Intersections					
1	Granite Drive & Rocklin Road	0.859	D	0.868	D
2	Granite Drive & Sierra College Boulevard	0.655	B	0.651	B
3	Granite Drive & Sierra Meadows	0.608	B	0.596	A
4	Pacific Street & Delmar/Dominguez	0.957	E	0.962	E
5	Pacific Street & Farron Street	1.12	F	1.106	F
6	Pacific Street & Midas Avenue	0.753	C	0.747	C
7	Pacific Street & Rocklin Road	0.832	D	0.852	D
8	Pacific Street & Sierra Meadows	0.722	C	0.727	C
9	Pacific Street & Woodside Drive	0.64	B	0.642	B
10	Rocklin Road & Aguilar Road	0.662	B	0.663	B
11	Rocklin Road & El Don Drive	0.711	C	0.717	C
12	Rocklin Road & Fire Station No 1	0.442	A	0.468	A
13	Rocklin Road & Havenhurst Circulation	0.674	B	0.675	B

	Intersection[1]	Cumulative Conditions with Buildout of Proposed General Plan		Alternative 4 (with Rocklin Extension Only)	
		V/C	LOS	V/C	LOS
14	Rocklin Road & Sierra College Boulevard	0.935	E	0.936	E
15	Rocklin Road & South Grove Street	0.684	B	0.713	C
16	Sierra College Boulevard & El Don Drive	0.659	B	0.658	B
17	Sierra College Boulevard & Nightwatch Drive	0.550	A	0.549	A
18	Sierra College Boulevard & Scarborough	0.551	A	0.55	A
19	Sierra College Boulevard & Southside Ranch	0.547	A	0.546	A
20	Sunset Boulevard & Pacific Street	0.848	D	0.836	D
21	Sunset Boulevard & Springview Drive	1.138	F	1.061	F
22	Sunset Boulevard & Topaz Avenue	0.652	B	0.649	B
23	Sunset Boulevard & Whitney Boulevard	1.156	F	1.112	F
101	Blue Oaks Boulevard & Lonetree	0.914	E	0.913	E
102	Blue Oaks Boulevard & Market Place	0.298	A	0.298	A
103	Blue Oaks Boulevard & Van Buren Way	0.347	A	0.346	A
104	Five Star & Destiny Drive	0.193	A	0.193	A
105	Lonetree Boulevard & Adams Drive	0.606	B	0.605	B
106	Lonetree Boulevard & Atherton Road	0.449	A	0.448	A
107	Lonetree Boulevard & Grand Canyon Drive	0.767	C	0.767	C
108	Lonetree Boulevard & Redwood Drive	0.737	C	0.737	C
109	Lonetree Boulevard & West Oaks Boulevard	0.552	A	0.552	A
110	Park Drive & Blaydon Road	0.262	A	0.262	A
111	Park Drive & Quarry Way	0.507	A	0.507	A
112	Park Drive & Farrier Road	0.457	A	0.456	A
113	Park Drive & King Pine Drive	0.489	A	0.49	A
114	Park Drive & Shelton	0.324	A	0.324	A
115	Park Drive & Victory Lane	0.387	A	0.387	A
116	Park Drive & Wyckford Boulevard	0.395	A	0.395	A
117	Park Drive & Twin Oaks/Boardwalk	0.384	A	0.383	A
118	Park Drive & Safeway	0.676	B	0.677	B
119	South Whitney & Five Star Boulevard	0.583	A	0.588	A
120	Spring Creek Drive & Broken Rail Lane	0.049	A	0.05	A
121	Stanford Ranch Road & Cobblestone Drive	0.318	A	0.309	A
122	Stanford Ranch Road & Darby Road	0.582	A	0.589	A

Intersection[1]		Cumulative Conditions with Buildout of Proposed General Plan		Alternative 4 (with Rocklin Extension Only)	
		V/C	LOS	V/C	LOS
123	Stanford Ranch Road & Park Drive	0.675	B	0.676	B
124	Stanford Ranch Road & Plaza	0.561	A	0.561	A
125	Stanford Ranch Road & Stoney Drive	0.393	A	0.384	A
126	Stanford Ranch Road & Victory Lane	0.317	A	0.321	A
127	Stanford Ranch Road & West Oaks Boulevard	0.647	B	0.648	B
128	Sunset Boulevard & Atherton	0.910	E	0.909	E
129	Sunset Boulevard & Blue Oaks Boulevard	0.791	C	0.794	C
130	Sunset Boulevard & Fairway Drive	0.743	C	0.746	C
131	Sunset Boulevard & Little Rock	0.583	A	0.581	A
132	Sunset Boulevard & Park Drive	0.821	D	0.822	D
133	Sunset Boulevard & Pebble Creek	0.678	B	0.677	B
134	Sunset Boulevard & Stanford Ranch Road	0.699	B	0.7	C
135	Sunset Boulevard & West Oaks Boulevard	1.051	F	1.054	F
136	W Stanford Ranch Road & Sunset Boulevard	1.164	F	1.164	F
137	W Stanford Ranch Road & Wildcat Boulevard	0.796	C	**0.805**	**D**
138	Whitney Ranch Parkway & Bridlewood Drive	0.334	A	0.336	A
139	Whitney Ranch Parkway & Painted Pony Lane	0.299	A	0.299	A
140	Whitney Ranch Parkway & Spring Creek Drive	0.294	A	0.294	A
141	Wildcat Boulevard & Bridlewood Drive	0.586	A	0.585	A
142	Wildcat Boulevard & Whitney Ranch Parkway	0.671	B	0.678	B
143	Wildcat Boulevard & S High School Entrance	0.485	A	0.484	A
144	Wildcat Boulevard & N High School Entrance	0.411	A	0.41	A
145	Wildcat Boulevard & Ranch View Drive	0.786	C	0.786	C
Existing Intersections to Be Signalized in the Future					
152	Stanford Ranch Road & Crest Drive	0.920	E	0.957	E
153	Whitney Boulevard & Crest Drive	0.742	C	**0.787**	C
154	Park Drive & Crest Drive	0.253	A	0.253	A
161	Granite Drive & Dominguez Road	0.769	C	0.765	C
Future Intersections to Be Signalized					
162	Sierra College Boulevard & Dominguez Road	0.808	D	0.813	D
163	Park Drive & Valley View Parkway	0.570	A	0.568	A
164	Nature Trail Way & Valley View Parkway	0.717	C	0.716	C

	Intersection[1]	Cumulative Conditions with Buildout of Proposed General Plan		Alternative 4 (with Rocklin Extension Only)	
		V/C	LOS	V/C	LOS
165	Sierra College Boulevard & Valley View Parkway	0.611	B	0.612	B
166	University Avenue & Whitney Ranch Parkway	0.644	B	0.639	B
167	West Oaks Boulevard & Whitney Ranch Parkway	0.641	B	0.64	B
168	West Oaks Boulevard & Painted Pony Lane	0.291	A	0.292	A
169	Laredo Drive & Whitney Ranch Parkway	0.462	A	0.462	A
170	Rocklin Road & Civic Center Drive	0.676	B	0.704	C
171	Pacific Street & Civic Center Drive	0.615	B	0.604	B

Source: DKS Associates 2011
Notes: Shaded intersections do not meet LOS standard.
***Bold** intersections represent significant LOS changes.*
[1] See Figure 4.4-1 in Section 4.4, Transportation and Circulation, for locations of intersections by number.

Table 6.0-14 shows intersection levels of service at City of Rocklin, but is limited to intersections that are projected to operate at LOS D or worse under Alternative 4 (Rocklin Road Extension). As shown, compared to the proposed project, Alternative 4 (Rocklin Road Extension) would result in the worsening of level of service (from LOS C to LOS D) at two city intersections (West Stanford Ranch Road/Wildcat Boulevard and Whitney Boulevard/Crest Drive). This would increase the number of intersections operating at LOS D or worse citywide from 15 under the proposed project to 17 under Alternative 4 (Rocklin Road Extension).

TABLE 6.0-14
INTERSECTIONS OPERATING AT LOS D OR WORSE – CITY OF ROCKLIN SIGNALIZED INTERSECTIONS
CUMULATIVE PLUS PROJECT CIRCULATION – ALTERNATIVE 4

Intersection[1]		Cumulative Conditions with Buildout of Proposed General Plan		Alternative 4 (with Rocklin Extension Only)	
		V/C	LOS	V/C	LOS
Existing Signalized Intersections					
1	Granite Drive & Rocklin Road	0.859	D	0.868	D
4	Pacific Street & Delmar/Dominguez	0.957	E	0.962	E
5	Pacific Street & Farron Street	1.120	F	1.106	F
7	Pacific Street & Rocklin Road	0.832	D	0.852	D
14	Rocklin Road & Sierra College Boulevard	0.935	E	0.936	E
20	Sunset Boulevard & Pacific Street	0.848	D	0.836	D
21	Sunset Boulevard & Springview Drive	1.138	F	1.061	F
23	Sunset Boulevard & Whitney Boulevard	1.156	F	1.112	F
101	Blue Oaks Boulevard & Lonetree	0.914	E	0.913	E
128	Sunset Boulevard & Atherton	0.910	E	0.909	E
132	Sunset Boulevard & Park Drive	0.821	D	0.822	D
135	Sunset Boulevard & West Oaks Boulevard	1.051	F	1.054	F
136	W Stanford Ranch Road & Sunset Boulevard	1.164	F	1.164	F
137	W Stanford Ranch Road & Wildcat Boulevard	0.796	C	**0.805**	**D**
Existing Intersections to Be Signalized in the Future					
152	Stanford Ranch Road & Crest Drive	0.920	E	0.957	E
153	Whitney Boulevard & Crest Drive	0.742	C	**0.787**	C
Future Intersections to Be Signalized					
162	Sierra College Boulevard & Dominguez Road	0.808	D	0.813	D
Number of Intersections at LOS D or Worse		**15**		**17**	

Source: DKS Associates 2011
Notes: Shaded intersections do not meet LOS standard.
Bold *intersections represent significant LOS changes.*
[1] *See Figure 4.4-1 in Section 4.4, Transportation and Circulation, for locations of intersections by number.*

Table 6.0-15 shows intersections with significant LOS changes resulting from Alternative 4 (Rocklin Road Extension).

TABLE 6.0-15
INTERSECTIONS WITH SIGNIFICANT LOS CHANGES – CITY OF ROCKLIN SIGNALIZED INTERSECTIONS
CUMULATIVE PLUS PROJECT CIRCULATION – ALTERNATIVE 4

Intersection[1]		Cumulative Conditions with Buildout of Proposed General Plan		Alternative 4 (with Rocklin Extension Only)	
		V/C	LOS	V/C	LOS
4	Pacific Street & Delmar/Dominguez	0.957	E	0.962	E
137	W Stanford Ranch Road & Wildcat Boulevard	0.796	C	**0.805**	**D**
153	Whitney Boulevard & Crest Drive	0.742	C	**0.787**	C

Source: DKS Associates 2011
Notes: Shaded intersections do not meet LOS standard.
***Bold** intersections represent significant LOS changes.*
[1] See Figure 4.4-1 in Section 4.4, Transportation and Circulation, for locations of intersections by number.

A potential mitigation measure has been identified at the intersection of West Stanford Ranch Road/Wildcat Boulevard. Providing an overlap phase for the westbound right turn movement would improve the level of service at this intersection to LOS B, thus mitigating the impact to less than significant. The right turn overlap here would provide for a green right turn arrow on westbound West Stanford Ranch Road during the green left turn arrow on southbound Wildcat Boulevard. This signal phasing would be feasible if U-turns are prohibited on southbound Wildcat Boulevard, which is likely given limited right-of-way. If U-turns are to be permitted on southbound Wildcat Boulevard, then the overlap phase would not work and a "free" westbound right turn lane would be required with a separate receiving lane on northbound Wildcat Boulevard.

A potential mitigation measure has also been identified at the intersection of Whitney Boulevard/Crest Drive. Providing an overlap phase for the eastbound right turn movement from eastbound Crest Drive to southbound Whitney Boulevard would improve the level of service at this intersection to LOS B, thus mitigating the impact to less than significant. The right turn overlap here would provide for a green right turn arrow on eastbound Crest Drive during the green left turn arrow on northbound Whitney Boulevard. This signal phasing would be feasible because there is not enough right-of-way on Whitney Boulevard to accommodate northbound U-turns.

Table 6.0-16 summarizes levels of service for state highway ramp intersections under Alternative 4 (Rocklin Road Extension).

TABLE 6.0-16
P.M. PEAK HOUR LEVEL OF SERVICE – STATE HIGHWAY RAMP INTERSECTIONS
CUMULATIVE PLUS PROJECT CIRCULATION – ALTERNATIVE 4

Intersection[1]		Cumulative Conditions with Buildout of Proposed General Plan		Alternative 4 (with Rocklin Extension Only)	
		Delay	LOS	V/C	LOS
201	Rocklin Road & I-80 EB	65.9	E	68.7	E
202	Rocklin Road & I-80 WB	71.4	E	72.8	E
203	Sierra College Boulevard & I-80 WB	32.9	C	32.8	C
204	Sierra College Boulevard & I-80 EB	28.4	C	28.4	C
206	Sunset & SR 65 SB	12.3	B	12.3	B
207	Sunset & SR 65 NB	14.5	B	14.5	B
208	Whitney Ranch Parkway & SR 65 SB	32.5	C	32.1	C
209	Whitney Ranch Parkway & SR 65 NB	16.2	B	16.2	B
210	Blue Oaks Boulevard & SR 65 SB	27.0	C	27.0	C
211	Blue Oaks Boulevard & SR 65 NB Off	41.3	D	41.3	D
212	Pleasant Grove Boulevard & SR 65 NB	19.3	B	19.2	B
213	Pleasant Grove Boulevard & SR 65 SB	9.8	A	9.8	A
214	Stanford Ranch Road & SR 65 NB	14.3	B	14.3	B
215	Stanford Ranch Road & SR 65 SB	10.1	B	10.1	B
216	Sierra College Boulevard & SR 193	34.9	C	34.6	C

Source: DKS Associates 2011
Notes: Shaded intersections do not meet LOS standard.
[1] See Figure 4.4-1 in Section 4.4, Transportation and Circulation, for locations of intersections by number.

Table 6.0-17 summarizes levels of service for Loomis intersections under Alternative 4 (Rocklin Road Extension).

TABLE 6.0-17
P.M. PEAK HOUR LEVEL OF SERVICE – TOWN OF LOOMIS INTERSECTIONS
CUMULATIVE PLUS PROJECT CIRCULATION – ALTERNATIVE 4

Intersection[1]			Cumulative Conditions with Buildout of Proposed General Plan		Alternative 4 (with Rocklin Extension Only)	
			Delay	LOS	Delay	LOS
Signalized Intersections						
301	Sierra College Boulevard & Brace Road		37.0	D	37.3	D
302	Sierra College Boulevard & Taylor Road		56.0	E	56.1	E
304	Sierra College Boulevard & King Road		34.6	C	34.8	C
305	Taylor Road & King Road		30.3	C	30.3	C
306	Taylor Road & Horseshoe Bar Road		81.9	F	81.6	F
Stop-Controlled Intersection						
309	Horseshoe Bar Road & I-80 W/B Ramps		26.4	C	26.5	C
307	Rocklin Road & Barton Road	Average intersection	22.5	C	23.3	C
		Worst movement	29.7	C	29.6	C
308	Barton Road & Brace Road	Average intersection	65.7	F	63.6	F
		Worst movement	271.3	F	269.2	F
310	Horseshoe Bar Road & I-80 E/B	Average intersection	31.6	D	30.8	D
		Worst movement	107.3	F	104.7	F

Source: DKS Associates 2011
Notes: Shaded intersections do not meet LOS standard.
***Bold** intersections represent significant LOS changes.*
[1] See Figure 4.4-1 in Section 4.4, Transportation and Circulation, for locations of intersections by number.

Alternative 4 (Rocklin Road Extension) would not result in any intersection impacts in the Town of Loomis. Alternative 4 (Rocklin Road Extension) would not result in any additional impacts to state highway facilities or transit. Alternative 4 (Rocklin Road Extension) also would not result in additional impacts to Roseville, Lincoln, or Placer County, as the roadway extension included in this scenario is distant from those jurisdictions.

Overall, transportation and circulation impacts would be greater in association with Alternative 4 (Rocklin Road Extension) compared to the proposed General Plan Update.

Noise

The proposed General Plan Update would result in the following significant noise impacts:

- Noise impacts associated with development and operation of land uses of proposed General Plan Update (significant and unavoidable)
- Exposure to construction noise (significant but mitigable)

- Exposure to surface transportation noise (significant and unavoidable)
- Exposure to stationary noise (significant and unavoidable)
- Cumulative transportation noise impacts within the Planning Area (cumulatively considerable and significant and unavoidable

Alternative 4 (Rocklin Road Extension) would result in similar construction, transportation, and stationary noise impacts as the proposed General Plan Update because the proposed Land Use Diagram would be the same for both. The dispersion of traffic noise would differ slightly because of the modified roadway network that would extend Rocklin Road from its current terminus to Whitney Boulevard. However, overall noise impacts would be similar for both Alternative 4 (Rocklin Road Extension) and the proposed General Plan Update.

Geology and Soils

The proposed General Plan Update would not result in any significant geologic or seismic impacts. Alternative 4 (Rocklin Road Extension) would result in less than significant geologic and seismic impacts similar to those of the proposed General Plan Update.

Human Health/Hazards

The proposed General Plan Update would not result in any significant hazard impacts. Alternative 4 (Rocklin Road Extension) would result in less than significant hazard impacts similar to the proposed General Plan Update.

Cultural and Paleontological Resources

The proposed General Plan Update would result in the following significant impact to cultural and paleontological resources:

- Cumulative impacts to historic character (cumulatively considerable and significant and unavoidable)

Alternative 4 (Rocklin Road Extension) would result in cultural and paleontological resource impacts similar to the proposed General Plan Update.

Hydrology and Water Quality

The proposed General Plan Update would not result in any significant impacts to hydrology and water quality. Alternative 4 (Rocklin Road Extension) would result in flooding impacts similar to the proposed General Plan Update.

Biological Resources

The proposed General Plan Update would result in the following significant impacts:

- Impacts to special-status species (significant but mitigable)
- Impacts to species of concern and other non-listed special-status species (significant but mitigable)

- Impacts to sensitive biological communities (significant and unavoidable)
- Loss of native oak and heritage trees (significant and unavoidable)
- Loss of oak woodland habitat (significant and unavoidable)
- Cumulative Impacts to biological resources (cumulatively considerable and significant and unavoidable)

The proposed General Plan Update would result in significant impacts to special-status plant and wildlife species as well as sensitive habitat under project and cumulative conditions. Alternative 4 (Rocklin Road Extension) would result in impacts to biological resources similar to the proposed General Plan Update.

Population and Housing

The proposed General Plan Update would not result in any significant population or housing impacts. Alternative 4 (Rocklin Road Extension) would result in less than significant impacts similar to the proposed General Plan Update since the Land Use Diagram and housing units would be the same for both.

Public Services

The proposed General Plan Update would not result in any significant impacts to public services. Alternative 4 (Rocklin Road Extension) would result in similar less than significant public service impacts as compared to the proposed General Plan Update since the Land Use Diagram would be the same for both.

Utilities and Service Systems

The proposed General Plan Update would not result in any significant utility service impacts. Alternative 4 (Rocklin Road Extension) would result in similar utility impacts as the proposed General Plan Update since the Land Use Diagram would be the same for both.

Water Resources

The proposed General Plan Update would not result in any significant water supply service impacts. Alternative 4 (Rocklin Road Extension) would result in similar less than significant water supply service impacts as the proposed General Plan Update since the Land Use Diagram would be the same for both.

Climate Change

The proposed General Plan Update would result in less than cumulatively considerable impacts associated with consistency with greenhouse gas reduction measures after implementation of the City's Climate Action Plan greenhouse gas reduction strategies, but would still result in significant and unavoidable cumulative increases in greenhouse gas emissions. While Alternative 4 (Rocklin Road Extension) would result in the same amount of development, it would affect the LOS determinations of several intersections in the city. Alternative 4 (Rocklin Road Extension) would result in the improvement of level of service in the case of one city intersection, yet it would also result in the reduction of LOS at four intersections in Rocklin. Furthermore, one of these negatively affected intersections in Rocklin would suffer a reduction of service from LOS C to

LOS D. Generally, improvements to a road system and infrastructure in a way that increases efficiency would result in reduced greenhouse gas emissions (e.g., Government Code Sections 65050, 65400, 65584.01–04, 65587, and 65588 and Public Resources Code Section 21155 were amended in January 2009 when Senate Bill (SB) 375 became law, requiring coordinated planning between regional land use and transportation plans in order to increase efficiency and reduce greenhouse gas emissions). As Alternative 4 (Rocklin Road Extension) would result in the net decrease of traffic efficiency in Rocklin, this alternative would be anticipated to result in a greater extent of greenhouse gas emissions, and thus greater impacts, when compared with the proposed General Plan Update.

6.8 ALTERNATIVE 5 – ARGONAUT AVENUE EXTENSION ALTERNATIVE

DESCRIPTION OF ALTERNATIVE

Under this alternative, the proposed General Plan Update and associated Land Use Diagram would be the same as the proposed project, with a modified roadway network that would extend Argonaut Avenue from its current terminus to Del Mar Avenue.

ENVIRONMENTAL ANALYSIS

The following analysis is based on the significant environmental impacts identified in Sections 4.1 through 4.15 of this DEIR.

Land Use

The proposed General Plan Update would result in less than significant environmental effects of its land uses in combination with regional growth. Alternative 5 (Argonaut Avenue Extension) would result in impacts similar to the proposed General Plan Update given that the Land Use Diagram would be the same for both.

Air Quality

The following significant air quality impacts were identified for the proposed General Plan Update:

- Increase in criteria pollutants: operational air pollutants (significant and unavoidable)
- Increase in criteria pollutants: exposure to toxic air contaminants (significant and unavoidable)
- Odors (significant and unavoidable)
- Cumulative contribution to regional air quality impacts (cumulatively considerable and significant and unavoidable)

Development under the proposed General Plan Update would result in significant and unavoidable impacts associated with increases in criteria air pollutants under project and cumulative conditions, exposure to odors and exposure to toxic air contaminants. Alternative 5 (Argonaut Avenue Extension) would result in significant and unavoidable air impacts similar to the proposed General Plan Update. Although the Land Use Diagram would remain the same for both Alternative 5 (Argonaut Avenue Extension) and the proposed General Plan Update and they would both have the same amount of development, Alternative 5 (Argonaut Avenue

Extension) would result in the net decrease of traffic efficiency in Rocklin and Loomis, as elaborated upon in the climate change discussion below. Therefore, Alternative 5 (Argonaut Avenue Extension) would be anticipated to result in a greater extent of emissions, and therefore greater air quality impacts, when compared to the proposed General Plan Update.

Aesthetics/Light and Glare

The following significant aesthetics/light and glare impacts were identified for the proposed General Plan Update:

- Substantially degrade the existing visual character (significant and unavoidable)
- Create new source of substantial light or glare (significant and unavoidable)
- Cumulative impacts to scenic vista, scenic resources, existing visual character, and creation of light and glare (cumulatively considerable and significant and unavoidable)

The proposed General Plan Update would result in significant and unavoidable impacts from alteration of the visual character under project and cumulative conditions from urban development. Alternative 5 (Argonaut Avenue Extension) would result in similar impacts as the proposed General Plan Update given that the Land Use Diagram would be the same for both.

Transportation and Circulation

The following significant traffic impacts were identified for the proposed General Plan Update:

- Impacts to signalized intersections (buildout): City of Rocklin (significant but mitigable)
- Impacts to state/interstate highway segments (significant and unavoidable)
- Impacts to state/interstate highway ramp intersections (significant and unavoidable)

Intersection levels of service at City of Rocklin intersections for Alternative 5 (Argonaut Avenue Extension) are shown in **Table 6.0-18**.

TABLE 6.0-18
P.M. PEAK HOUR LEVEL OF SERVICE – CITY OF ROCKLIN SIGNALIZED INTERSECTIONS
CUMULATIVE PLUS PROJECT CIRCULATION – ALTERNATIVE 5

	Intersection[1]	Cumulative Conditions with Buildout of Proposed General Plan		Alternative 5 (with Argonaut Extension Only)	
		V/C	LOS	V/C	LOS
Existing Signalized Intersections					
1	Granite Drive & Rocklin Road	0.859	D	0.849	D
2	Granite Drive & Sierra College Boulevard	0.655	B	0.66	B
3	Granite Drive & Sierra Meadows	0.608	B	0.598	A
4	Pacific Street & Delmar/Dominguez	0.957	E	0.892	D

	Intersection[1]	Cumulative Conditions with Buildout of Proposed General Plan		Alternative 5 (with Argonaut Extension Only)	
		V/C	LOS	V/C	LOS
5	Pacific Street & Farron Street	1.12	F	1.123	F
6	Pacific Street & Midas Avenue	0.753	C	0.686	B
7	Pacific Street & Rocklin Road	0.832	D	0.834	D
8	Pacific Street & Sierra Meadows	0.722	C	0.672	B
9	Pacific Street & Woodside Drive	0.64	B	0.641	B
10	Rocklin Road & Aguilar Road	0.662	B	0.661	B
11	Rocklin Road & El Don Drive	0.711	C	0.713	C
12	Rocklin Road & Fire Station No 1	0.442	A	0.441	A
13	Rocklin Road & Havenhurst Circle	0.674	B	0.681	B
14	Rocklin Road & Sierra College Boulevard	0.935	E	0.935	E
15	Rocklin Road & South Grove Street	0.684	B	0.684	B
16	Sierra College Boulevard & El Don Drive	0.659	B	0.658	B
17	Sierra College Boulevard & Nightwatch Drive	0.550	A	0.549	A
18	Sierra College Boulevard & Scarborough	0.551	A	0.551	A
19	Sierra College Boulevard & Southside Ranch	0.547	A	0.546	A
20	Sunset Boulevard & Pacific Street	0.848	D	0.836	D
21	Sunset Boulevard & Springview Drive	1.138	F	1.137	F
22	Sunset Boulevard & Topaz Avenue	0.652	B	0.679	B
23	Sunset Boulevard & Whitney Boulevard	1.156	F	1.147	F
101	Blue Oaks Boulevard & Lonetree	0.914	E	0.912	E
102	Blue Oaks Boulevard & Market Place	0.298	A	0.299	A
103	Blue Oaks Boulevard & Van Buren Way	0.347	A	0.348	A
104	Five Star & Destiny Drive	0.193	A	0.193	A
105	Lonetree Boulevard & Adams Drive	0.606	B	0.607	B
106	Lonetree Boulevard & Atherton Road	0.449	A	0.45	A
107	Lonetree Boulevard & Grand Canyon Drive	0.767	C	0.768	C
108	Lonetree Boulevard & Redwood Drive	0.737	C	0.739	C
109	Lonetree Boulevard & West Oaks Boulevard	0.552	A	0.553	A
110	Park Drive & Blaydon Road	0.262	A	0.262	A
111	Park Drive & Quarry Way	0.507	A	0.506	A
112	Park Drive & Farrier Road	0.457	A	0.458	A
113	Park Drive & King Pine Drive	0.489	A	0.489	A

	Intersection[1]	Cumulative Conditions with Buildout of Proposed General Plan		Alternative 5 (with Argonaut Extension Only)	
		V/C	LOS	V/C	LOS
114	Park Drive & Shelton	0.324	A	0.324	A
115	Park Drive & Victory Lane	0.387	A	0.386	A
116	Park Drive & Wyckford Boulevard	0.395	A	0.395	A
117	Park Drive & Twin Oaks/Boardwalk	0.384	A	0.382	A
118	Park Drive & Safeway	0.676	B	0.676	B
119	South Whitney & Five Star Boulevard	0.583	A	0.582	A
120	Spring Creek Drive & Broken Rail Ln	0.049	A	0.049	A
121	Stanford Ranch Road & Cobblestone Drive	0.318	A	0.317	A
122	Stanford Ranch Road & Darby Road	0.582	A	0.583	A
123	Stanford Ranch Road & Park Drive	0.675	B	0.677	B
124	Stanford Ranch Road & Plaza	0.561	A	0.561	A
125	Stanford Ranch Road & Stoney Drive	0.393	A	0.392	A
126	Stanford Ranch Road & Victory Ln	0.317	A	0.323	A
127	Stanford Ranch Road & West Oaks Boulevard	0.647	B	0.650	B
128	Sunset Boulevard & Atherton	0.910	E	0.911	E
129	Sunset Boulevard & Blue Oaks Boulevard	0.791	C	0.797	C
130	Sunset Boulevard & Fairway Drive	0.743	C	0.748	C
131	Sunset Boulevard & Little Rock	0.583	A	0.581	A
132	Sunset Boulevard & Park Drive	0.821	D	0.823	D
133	Sunset Boulevard & Pebble Creek	0.678	B	0.676	B
134	Sunset Boulevard & Stanford Ranch Road	0.699	B	0.701	C
135	Sunset Boulevard & West Oaks Boulevard	1.051	F	1.053	F
136	W Stanford Ranch Road & Sunset Boulevard	1.164	F	1.170	F
137	W Stanford Ranch Road & Wildcat Boulevard	0.796	C	**0.800**	**D**
138	Whitney Ranch Parkway & Bridlewood Drive	0.334	A	0.335	A
139	Whitney Ranch Parkway & Painted Pony Ln	0.299	A	0.299	A
140	Whitney Ranch Parkway & Spring Creek Drive	0.294	A	0.294	A
141	Wildcat Boulevard & Bridlewood Drive	0.586	A	0.584	A
142	Wildcat Boulevard & Whitney Ranch Parkway	0.671	B	0.670	B
143	Wildcat Boulevard & S High School Entrance	0.485	A	0.484	A
144	Wildcat Boulevard & N High School Entrance	0.411	A	0.411	A
145	Wildcat Boulevard & Ranch View Drive	0.786	C	0.786	C

	Intersection[1]	Cumulative Conditions with Buildout of Proposed General Plan		Alternative 5 (with Argonaut Extension Only)	
		V/C	LOS	V/C	LOS
Existing Intersections to Be Signalized in the Future					
152	Stanford Ranch Road & Crest Drive	0.920	E	0.939	E
153	Whitney Boulevard & Crest Drive	0.742	C	0.762	C
154	Park Drive & Crest Drive	0.253	A	0.253	A
161	Granite Drive & Dominguez Road	0.769	C	0.771	C
Future Intersections to Be Signalized					
162	Sierra College Boulevard & Dominguez Road	0.808	D	0.810	D
163	Park Drive & Valley View Parkway	0.570	A	0.568	A
164	Nature Trail Way & Valley View Parkway	0.717	C	0.714	C
165	Sierra College Boulevard & Valley View Parkway	0.611	B	0.613	B
166	University Avenue & Whitney Ranch Parkway	0.644	B	0.641	B
167	West Oaks Boulevard & Whitney Ranch Parkway	0.641	B	0.641	B
168	West Oaks Boulevard & Painted Pony Ln	0.291	A	0.292	A
169	Laredo Drive & Whitney Ranch Parkway	0.462	A	0.463	A
170	Rocklin Road & Civic Center Drive	0.676	B	0.675	B
171	Pacific Street & Civic Center Drive	0.615	B	0.611	B

Source: DKS Associates 2011

Notes: Shaded intersections do not meet LOS standard.

***Bold** intersections represent significant LOS changes.*

[1] See Figure 4.4-1 in Section 4.4, Transportation and Circulation, for locations of intersections by number.

Table 6.0-19 shows levels of service at City of Rocklin intersections, but is limited to intersections that are projected to operate at LOS D or worse for Alternative 5 (Argonaut Avenue Extension). Alternative 5 (Argonaut Avenue Extension) would result in one additional level of service impact at city intersections increasing the number of intersection operation at LOS D or worse citywide from 15 to 16.

TABLE 6.0-19
INTERSECTIONS OPERATING AT LOS D OR WORSE – CITY OF ROCKLIN SIGNALIZED INTERSECTIONS
CUMULATIVE PLUS PROJECT CIRCULATION – ALTERNATIVE 5

Intersection[1]		Cumulative Conditions with Buildout of Proposed General Plan		Alternative 5 (with Argonaut Extension Only)	
		V/C	LOS	V/C	LOS
1	Granite Drive & Rocklin Road	0.859	D	0.849	D
4	Pacific Street & Delmar/Dominguez	0.957	E	0.892	D
5	Pacific Street & Farron Street	1.120	F	1.123	F
7	Pacific Street & Rocklin Road	0.832	D	0.834	D
14	Rocklin Road & Sierra College Boulevard	0.935	E	0.935	E
20	Sunset Boulevard & Pacific Street	0.848	D	0.836	D
21	Sunset Boulevard & Springview Drive	1.138	F	1.137	F
23	Sunset Boulevard & Whitney Boulevard	1.156	F	1.147	F
101	Blue Oaks Boulevard & Lonetree	0.914	E	0.912	E
128	Sunset Boulevard & Atherton	0.910	E	0.911	E
132	Sunset Boulevard & Park Drive	0.821	D	0.823	D
135	Sunset Boulevard & West Oaks Boulevard	1.051	F	1.053	F
136	W Stanford Ranch Road & Sunset Boulevard	1.164	F	1.170	F
137	W Stanford Ranch Road & Wildcat Boulevard	0.796	C	**0.800**	**D**
152	Stanford Ranch Road & Crest Drive	0.920	E	0.939	E
153	Whitney Boulevard & Crest Drive	0.742	C	0.762	C
162	Sierra College Boulevard & Dominguez Road	0.808	D	0.810	D
Number of Intersections at LOS D or Worse		**15**		**16**	

Source: DKS Associates 2011
Notes: Shaded intersections do not meet LOS standard.
***Bold** intersections represent significant LOS changes.*
[1] See Figure 4.4-1 in Section 4.4, Transportation and Circulation, for locations of intersections by number.

Table 6.0-20 shows intersections with significant LOS changes for Alternative 5 (Argonaut Avenue Extension). As shown, the intersection of West Stanford Ranch Road/Wildcat Boulevard would operate at LOS D, as opposed to LOS C with the proposed General Plan Update. One intersection, Pacific Street/Delmar Avenue/Dominguez Road, would improve from LOS E to LOS D.

TABLE 6.0-20
INTERSECTIONS WITH SIGNIFICANT LOS CHANGES – CITY OF ROCKLIN SIGNALIZED INTERSECTIONS
CUMULATIVE PLUS PROJECT CIRCULATION – ALTERNATIVE 5

Intersection[1]		Cumulative Conditions with Buildout of Proposed General Plan		Alternative 5 (with Argonaut Extension Only)	
		V/C	LOS	V/C	LOS
4	Pacific Street & Delmar/Dominguez	0.957	E	0.892	D
137	W Stanford Ranch Road & Wildcat Boulevard	0.796	C	**0.800**	**D**
153	Whitney Boulevard & Crest Drive	0.742	C	0.762	C

Source: DKS Associates 2011
Notes: Shaded intersections do not meet LOS standard.
***Bold** intersections represent significant LOS changes.*
[1] See Figure 4.4-1 in Section 4.4, Transportation and Circulation, for locations of intersections by number.

A potential mitigation measure has been identified at the intersection of West Stanford Ranch Road/Wildcat Boulevard. Providing an overlap phase for the westbound right turn movement would improve the level of service at this intersection to LOS B, thus mitigating the impact to less than significant. The right turn overlap here would provide for a green right turn arrow on westbound West Stanford Ranch Road during the green left turn arrow on southbound Wildcat Boulevard. This signal phasing would be feasible if U-turns are prohibited on southbound Wildcat Boulevard, which is likely given limited right-of-way. If U-turns are to be permitted on southbound Wildcat Boulevard, then the overlap phase would not work and a "free" westbound right turn lane would be required with a separate receiving lane on northbound Wildcat Boulevard.

Alternative 5 (Argonaut Avenue Extension) would result in one additional impact at the intersection of Sierra College Boulevard/King Road in Loomis. This intersection would degrade from LOS C to LOS D. The Town of Loomis would have to determine if King Road east of Sierra College Boulevard could accommodate a second southbound left turn lane. In order to implement this measure, the City of Rocklin shall attempt, in good faith, to enter into an agreement with the Town of Loomis by which the City of Rocklin shall be responsible for either constructing the improvements at issue or providing to the Town of Loomis funding in an amount equal to the agreed-upon estimated cost of the improvements. With the implementation of the identified mitigation measure, the project's direct incremental impact would be mitigated to LOS B and this impact would be considered less than significant. Because the Town of Loomis controls what occurs at the intersection, however, the City of Rocklin conservatively concludes that, at the time of action by its City Council, the impact would be treated as significant and unavoidable, given that the City has no control over Loomis and thus cannot take for granted that the improvements contemplated by the mitigation will be constructed. Furthermore, although the mitigation measure above requires the City of Rocklin to try to enter into an agreement with Loomis by which the City of Rocklin will be responsible for the improvements, the City has no way to ensure that Loomis will cooperate with the City of Rocklin pursuant to that measure. An agreement requires two cooperating parties, and the City of Rocklin cannot force the Town of Loomis to cooperate if it chooses not to do so. For these reasons, consistent with CEQA Guidelines Section 15091, subdivision (a)(2), the City of Rocklin concludes that Loomis can and should cooperate with the City of Rocklin in implementing the mitigation. With such action by the Town of Loomis, the impact of the project would be rendered less than significant, though

at present, as noted above, the City of Rocklin considers the impact **significant and unavoidable.**

Table 6.0-21 summarizes levels of service for state highway ramp intersections for Alternative 5 (Argonaut Avenue Extension).

TABLE 6.0-21
P.M. PEAK HOUR LEVEL OF SERVICE – STATE HIGHWAY RAMP INTERSECTIONS
CUMULATIVE PLUS PROJECT CIRCULATION – ALTERNATIVE 5

Intersection[1]		Cumulative Conditions with Buildout of Proposed General Plan		Alternative 5 (with Argonaut Extension Only)	
		Delay	LOS	Delay	LOS
201	Rocklin Road & I-80 EB	65.9	E	66.3	E
202	Rocklin Road & I-80 WB	71.4	E	70.3	E
203	Sierra College Boulevard & I-80 WB	32.9	C	32.8	C
204	Sierra College Boulevard & I-80 EB	28.4	C	28.4	C
206	Sunset & SR 65 SB	12.3	B	12.3	B
207	Sunset & SR 65 NB	14.5	B	14.5	B
208	Whitney Ranch Parkway & SR 65 SB	32.5	C	32.4	C
209	Whitney Ranch Parkway & SR 65 NB	16.2	B	16.2	B
210	Blue Oaks Boulevard & SR 65 SB	27.0	C	27.0	C
211	Blue Oaks Boulevard & SR 65 NB Off	41.3	D	41.3	D
212	Pleasant Grove Boulevard & SR 65 NB	19.3	B	19.2	B
213	Pleasant Grove Boulevard & SR 65 SB	9.8	A	9.8	A
214	Stanford Ranch Road & SR 65 NB	14.3	B	14.3	B
215	Stanford Ranch Road & SR 65 SB	10.1	B	10.1	B
216	Sierra College Boulevard & SR 193	34.9	C	34.7	C

Source: DKS Associates 2011
Notes: Shaded intersections do not meet LOS standard.
[1] See Figure 4.4-1 in Section 4.4, Transportation and Circulation, for locations of intersections by number.

Alternative 5 (Argonaut Avenue Extension) would not result in any additional impacts to state highway facilities or transit. It would also not result in an impact to railway conflicts, as the extension of Argonaut Avenue to Delmar Avenue would be constructed as a new grade-separated railway crossing.

Table 6.0-22 summarizes levels of service for Loomis intersections for Alternative 5 (Argonaut Avenue Extension).

TABLE 6.0-22
P.M. PEAK HOUR LEVEL OF SERVICE – TOWN OF LOOMIS INTERSECTIONS
CUMULATIVE PLUS PROJECT CIRCULATION – ALTERNATIVE 5

Intersection[1]			Cumulative Conditions with Buildout of Proposed General Plan		Alternative 5 (with Argonaut Extension Only)	
			Delay	LOS	Delay	LOS
Signalized Intersections						
301	Sierra College Boulevard & Brace Road		37.0	D	37.8	D
302	Sierra College Boulevard & Taylor Road		56.0	E	56.9	E
304	Sierra College Boulevard & King Road		34.6	C	**35.3**	**D**
305	Taylor Road & King Road		30.3	C	30.3	C
306	Taylor Road & Horseshoe Bar		81.9	F	81.8	F
309	Horseshoe Bar Road & I-80 W/B Ramps		26.4	C	26.5	C
Stop-Controlled Intersections						
307	Rocklin Road & Barton Road	Average intersection	22.5	C	22.5	C
		Worst movement	29.7	C	29.2	C
308	Barton Road & Brace Road	Average intersection	65.7	F	65.5	F
		Worst movement	271.3	F	275.2	F
310	Horseshoe Bar Road & I-80 E/B	Average intersection	31.6	D	30.9	D
		Worst movement	107.3	F	105.2	F

Source: DKS Associates 2011
Notes: Shaded intersections do not meet LOS standard.
***Bold** intersections represent significant LOS changes.*
[1] See Figure 4.4-1 in Section 4.4, Transportation and Circulation, for locations of intersections by number.

Alternative 5 (Argonaut Avenue Extension) also would not result in additional impacts to Roseville, Lincoln, or Placer County, as the roadway extensions included in this scenario are distant from those jurisdictions.

Overall, traffic impacts associated with Alternative 5 (Argonaut Avenue Extension) are greater than would occur in association with implementation of the proposed General Plan Update.

Noise

The proposed General Plan Update would result in the following significant noise impacts:

- Noise impacts associated with development and operation of land uses of proposed General Plan Update (significant and unavoidable)
- Exposure to construction noise (significant but mitigable)
- Exposure to surface transportation noise (significant and unavoidable)

- Exposure to stationary noise (significant and unavoidable)
- Cumulative transportation noise impacts within the Planning Area (cumulatively considerable and significant and unavoidable)

Alternative 5 (Argonaut Avenue Extension) would result in similar construction, transportation, and stationary noise impacts as the proposed General Plan Update as the Land Use Diagram would be the same for both. The dispersion of traffic noise would differ slightly because of the modified roadway network that would extend Argonaut Avenue from its current terminus to Delmar Avenue. However, overall noise impacts would be similar for Alternative 5 (Argonaut Avenue Extension) and the proposed General Plan Update.

Geology and Soils

The proposed General Plan Update would not result in any significant geologic or seismic impacts. Alternative 5 (Argonaut Avenue Extension) would result in similar less than significant geologic and seismic impacts as the proposed General Plan Update.

Human Health/Hazards

The proposed General Plan Update would not result in any significant hazard impacts. Alternative 5 (Argonaut Avenue Extension) would result in less than significant hazard impacts similar to the proposed General Plan Update.

Cultural and Paleontological Resources

The proposed General Plan Update would result in the following significant impact to cultural and paleontological resources:

- Cumulative impacts to historic character (cumulatively considerable and significant and unavoidable)

Alternative 5 (Argonaut Avenue Extension) would result in cultural and paleontological resource impacts similar to those of the proposed General Plan Update.

Hydrology and Water Quality

The proposed General Plan Update would not result in any significant impacts to hydrology and water quality. Alternative 5 (Argonaut Avenue Extension) would result in hydrology and water quality impacts similar to those of the proposed General Plan Update as the Land Use Diagram would be the same for both.

Biological Resources

The proposed General Plan Update would result in the following significant impacts:

- Impacts to special-status species (significant but mitigable)
- Impacts to species of concern and other non-listed special-status species (significant but mitigable)
- Impacts to sensitive biological communities (significant and unavoidable)

- Loss of native oak and heritage trees (significant and unavoidable)
- Loss of oak woodland habitat (significant and unavoidable)
- Cumulative Impacts to biological resources (cumulatively considerable and significant and unavoidable)

The proposed General Plan Update would result in significant impacts to special-status plant and wildlife species as well as sensitive habitat under project and cumulative conditions. Alternative 5 (Argonaut Avenue Extension) would result in similar impacts as the proposed General Plan Update because the Land Use Diagram would be the same for both.

Population and Housing

The proposed General Plan Update would not result in any significant population or housing impacts. Alternative 5 (Argonaut Avenue Extension) would result in similar less than significant population and housing impacts as the proposed General Plan Update as the Land Use Diagram and housing units would be the same for both.

Public Services

The proposed General Plan Update would not result in any significant public service impacts. Alternative 5 (Argonaut Avenue Extension) would result in similar less than significant public service impacts as compared to the proposed General Plan Update as the Land Use Diagram would be the same for both.

Utilities and Service Systems

The proposed General Plan Update would not result in any significant utility service impacts. Alternative 5 (Argonaut Avenue Extension) would result in utility impacts similar to the proposed General Plan Update as the Land Use Diagram would be the same for both.

Water Resources

The proposed General Plan Update would not result in any significant water supply service impacts. Alternative 5 (Argonaut Avenue Extension) would result in less than significant impacts to water supply service similar to the proposed General Plan Update as the Land Use Diagram would be the same for both.

Climate Change

The proposed General Plan Update would result in less than cumulatively considerable impacts associated with consistency with greenhouse gas reduction measures after implementation of the City's Climate Action Plan greenhouse gas reduction strategies, but would still result in significant and unavoidable cumulative increases in greenhouse gas emissions. While Alternative 5 (Argonaut Avenue Extension) would result in the same amount of development, it would affect the LOS determinations of several intersections in the city. Alternative 5 (Argonaut Avenue Extension) would result in the improvement of LOS in the case of four city intersections. However, it would also result in the reduction of level of service at two intersections in Rocklin and one intersection in Loomis. Furthermore, one of these negatively affected intersections in Rocklin would suffer a reduction of service from LOS C to LOS D, as would the negatively affected Loomis intersection. Generally, improvements to a road system and infrastructure in a way that

increases efficiency would result in reduced greenhouse gas emissions (e.g., Government Code Sections 65050, 65400, 65584.01–04, 65587, and 65588 and Public Resources Code Section 21155 were amended in January 2009 when Senate Bill (SB) 375 became law, requiring coordinated planning between regional land use and transportation plans in order to increase efficiency and reduce greenhouse gas emissions). As Alternative 5 (Argonaut Avenue Extension) would result in the net decrease of traffic efficiency from LOS C to LOS D at two intersections in Rocklin and one in Loomis, this alternative would be anticipated to result in a greater extent of greenhouse gas emissions, and thus greater impacts, when compared with the proposed General Plan Update.

6.9 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

An EIR is required to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated. CEQA Guidelines Section 15126(d)(2) states that if the environmentally superior alternative is the no project alternative, the EIR shall also identify an environmentally superior alternative from among the other alternatives.

Table 6.0-23 provides a summary of the potential impacts of the alternatives evaluated in this section, as compared with the potential impacts of the proposed General Plan Update. The impact significance is identified for each alternative as well as the ranking of the impact as compared to the proposed General Plan Update. A "-" ranking means that the alternative would either avoid or lessen the identified environmental impacts or the magnitude of such impacts of the proposed General Plan Update, while a "+" ranking means the alternative would result in a greater impact. The "=" ranking identifies where the alternative has a similar impact as the proposed General Plan Update.

As shown in **Table 6.0-23**, Alternative 1 (No Project) would result in worse conditions in eight categories and better conditions in seven categories, when compared to the proposed General Plan Update. Alternative 2 (Elimination of Mixed Use Designation) would result in worse conditions in one category and better conditions in twelve categories when compared to the proposed General Plan Update, and Alternative 3 (Rocklin Road and Argonaut Avenue Extensions), Alternative 4 (Rocklin Road Extension), and Alternative 5 (Argonaut Avenue Extension) would all result in worse conditions in five categories and better conditions in no categories, when compared to the proposed General Plan Update.

Based upon the evaluation described in this section, Alternative 2 (Elimination of Mixed Use Designation) would be the environmentally superior alternative because it would result in less severe impacts with regard to air quality, transportation and circulation, noise, public services, utilities and service systems, water resources, and climate change. The proposed Mixed Use land use designation for the Downtown Rocklin Plan Area would not be implemented under Alternative 2. Thus, existing lower-density land uses identified in the existing General Plan would remain in place and less intense development than envisioned under the Mixed Use designation would occur. The less severe impacts associated with Alternative 2 would occur because of the reduced growth potential of the city compared to the proposed General Plan Update. However, it should be noted that this alternative would not meet several Land Use Element policies calling for mixed-use and infill development in the Downtown Rocklin Plan Area.

Alternatives 3, 4, and 5 had the same Land Use Diagram as the proposed General Plan Update with different roadway configurations. No improvements in the severity of impacts were gained from changing the roadways compared to the alignments provided in the proposed General Plan Update. Instead, Alternatives 3, 4, and 5 all had slightly worse impacts in the categories of air quality, transportation and circulation, noise, and climate change.

TABLE 6.0-23
SUMMARY COMPARISON OF ALTERNATIVES

Environmental Impacts	Proposed General Plan Update	Alternative 1 (No Project)	Alternative 2 (Elimination of Mixed Use Designation)	Alternative 3 (Rocklin Road and Argonaut Avenue Extensions)	Alternative 4 (Rocklin Road Extension)	Alternative 5 (Argonaut Avenue Extension)
Land Use						
Land Use Incompatibilities and Plan Conflicts	Less Than Significant	Less Than Significant	Less Than Significant	Less Than Significant	Less Than Significant	Less Than Significant
Rank		=	=	=	=	=
Air Quality						
Conflicts with Air Quality Plan	Less Than Significant	Less Than Significant	Less Than Significant	Less Than Significant	Less Than Significant	Less Than Significant
Rank		=	=	=	=	=
Increases in Criteria Air Pollutants Under Project and Cumulative Conditions and Exposure to Toxic Air Contaminants	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
Rank		=	-	+	+	+
Odors	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
Rank		=	-	=	=	=
Aesthetics/Light and Glare						
Degradation of the Visual Character Under Project and Cumulative Conditions from Urban Development	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
Rank		=	=	=	=	=
New Sources of Substantial Light and Glare	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
Rank		=	=	=	=	=

Environmental Impacts	Proposed General Plan Update	Alternative 1 (No Project)	Alternative 2 (Elimination of Mixed Use Designation)	Alternative 3 (Rocklin Road and Argonaut Avenue Extensions)	Alternative 4 (Rocklin Road Extension)	Alternative 5 (Argonaut Avenue Extension)
Transportation and Circulation						
Level of Service (LOS) Impacts to City Intersections	Significant but Mitigable	Significant but Mitigable	Significant but Mitigable	Significant but Mitigable	Significant but Mitigable	Significant but Mitigable
Rank		+	-	+	+	+
Impacts to State/Interstate Highway Segments	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
Rank		=	=	=	=	=
Noise						
Noise Impacts from Development and Operation of Land Uses	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
Rank		-	-	=	=	=
Construction Noise Impacts	Significant but Mitigable	Significant but Mitigable	Significant but Mitigable	Significant but Mitigable	Significant but Mitigable	Significant but Mitigable
Rank		-	-	=	=	=
Project and Cumulative Transportation Noise impacts	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
Rank		-	-	+	+	+
Stationary Noise Impacts	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
Rank		-	-	=	=	=
Geology and Soils						
Geologic or Seismic impacts	Less Than Significant	Less Than Significant	Less Than Significant	Less Than Significant	Less Than Significant	Less Than Significant
Rank		=	=	=	=	=

Environmental Impacts	Proposed General Plan Update	Alternative 1 (No Project)	Alternative 2 (Elimination of Mixed Use Designation)	Alternative 3 (Rocklin Road and Argonaut Avenue Extensions)	Alternative 4 (Rocklin Road Extension)	Alternative 5 (Argonaut Avenue Extension)
Human Health/Hazards						
Hazard Impacts	Less Than Significant	Less Than Significant	Less Than Significant	Less Than Significant	Less Than Significant	Less Than Significant
Rank		+	=	=	=	=
Cultural and Paleontological Resources						
Project and Cumulative Historic Resource Impacts	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
Rank		+	=	=	=	=
Hydrology and Water Quality						
Hydrology and Water Quality Impacts Under Project and Cumulative Conditions	Less Than Significant	Less Than Significant	Less Than Significant	Less Than Significant	Less Than Significant	Less Than Significant
Rank		+	=	=	=	=
Biological Resources						
Impacts to Special-Status Plant and Wildlife Species Under Project and Cumulative Conditions	Significant but Mitigable	Significant but Mitigable	Significant but Mitigable	Significant but Mitigable	Significant but Mitigable	Significant but Mitigable
Rank		+	=	=	=	=
Impacts to Sensitive Biological Communities	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
Rank		+	=	=	=	=
Loss of Native Oak and Heritage Trees and Loss of Oak Woodland Habitat	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
Rank		+	=	=	=	=

Environmental Impacts	Proposed General Plan Update	Alternative 1 (No Project)	Alternative 2 (Elimination of Mixed Use Designation)	Alternative 3 (Rocklin Road and Argonaut Avenue Extensions)	Alternative 4 (Rocklin Road Extension)	Alternative 5 (Argonaut Avenue Extension)
Population and Housing						
Project and Cumulative Population or Housing Impacts	Less Than Significant	Less Than Significant	Less Than Significant	Less Than Significant	Less Than Significant	Less Than Significant
Rank		+	+	=	=	=
Public Services						
Project and Cumulative Public Service Impacts	Less Than Significant	Less Than Significant	Less Than Significant	Less Than Significant	Less Than Significant	Less Than Significant
Rank		-	-	=	=	=
Utilities and Service Systems						
Project and Cumulative Utility Impacts	Less Than Significant	Less Than Significant	Less Than Significant	Less Than Significant	Less Than Significant	Less Than Significant
Rank		-	-	=	=	=
Water Resources						
Project and Cumulative Water Supply Service Impacts	Less Than Significant	Less Than Significant	Less Than Significant	Less Than Significant	Less Than Significant	Less Than Significant
Rank		-	-	=	=	=
Climate Change						
Consistency with Greenhouse Gas Emission Reduction Efforts	Less Than Significant	Less Than Significant	Less Than Significant	Less Than Significant	Less Than Significant	Less Than Significant
Rank		=	-	+	+	+
Generation of Greenhouse Gas Emissions	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable	Significant and Unavoidable
		=	-	+	+	+

Notes:

\+ *Alternative would result in worse conditions than the proposed General Plan Update.*

= *Alternative would result in similar conditions as the proposed General Plan Update.*

\- *Alternative would result in better conditions than the proposed General Plan Update.*

REFERENCES

DKS Associates. 2009. *Traffic and Circulation for the Rocklin General Plan Update.*