



City of Rocklin

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March 20, 2002

To: INTERESTED PERSONS AND AGENCIES

**Subject: NORTH WEST ROCKLIN ANNEXATION (SUNSET RANCHOS)
NOTICE OF FINAL EIR AVAILABILITY (SCH #99102012) AND PUBLIC HEARING**

**GENERAL PLAN AMENDMENT, GPA-99-04
GENERAL DEVELOPMENT PLAN, PDG-99-02
PREZONE, PZ-99-03
ANNEXATION, AN-98-03
DEVELOPMENT AGREEMENT, DA-2002-01
DESIGN REVIEW, DR-2002-06
ENVIRONMENTAL IMPACT REPORT, EIR-2000-02**

The Rocklin Planning Department is forwarding the Final EIR for the project to persons and agencies who commented on the Draft EIR. Commentors should determine if the responses presented sufficiently address their comments.

The Notice of Availability of the Final EIR has also been distributed to all persons who own property within 600 feet of the site or have asked to be on the mailing list to receive project related information.

Project Description: The project request is for approval of a General Plan Amendment redesignating the site from "Planning Reserve" to Low, Medium, and High Density Residential, Retail Commercial, Business Professional, Light Industrial, Recreation/Conservation, and Public/Quasi Public. The General Plan Amendment will also involve minor technical revisions to the Rocklin Circulation Element to change the number of lanes anticipated on North Whitney Boulevard between the SR 65 interchange and Sioux Street from 4 to 6 lanes, and amendment of Figure 10 to reflect changes to the bikeway system, specifically the inclusion of Class I facilities through the site. The proposed project also involves approval of a General Development Plan that will Prezone the site consistent with the proposed General Plan land uses. Other proposed entitlements include Design Guidelines for residential and non-residential projects, and a Development Agreement that identifies proposed developer and City obligations relative to items including, but not limited to infrastructure, financing, and reimbursement. The final component will be eventual annexation of the 1,871 +/- acre area to the City of Rocklin.

Project Location: The project site is located within the unincorporated portion of Placer County that is within the Sphere of Influence (SOI) of the City of Rocklin. The site is contiguous with the Twelve Bridges plan area in the City of Lincoln on the north, State Route 65 on the west, Sunset West and Stanford Ranch in the City of Rocklin to the south, and Whitney Oaks in the City of Rocklin to the east. (See attached Vicinity Map).

The Final EIR consists of: (1) Revised Summary Table, (2) Responses to comments received on the Draft EIR, and (3) A Mitigation Monitoring Program.

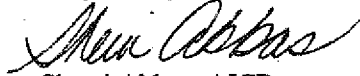
Notice of Public Hearing - The Rocklin Planning Commission will consider the Final EIR and the proposed North West Rocklin Annexation (Sunset Ranchos) project at a public hearing on **Tuesday, April 16, 2002 starting at 7:30 p.m.** in the second floor City Council Chambers at the Rocklin Administration Building, 3970 Rocklin Road, Rocklin, CA 95677.

Staff encourages any written comments on this Final EIR and/or the project to be submitted to the Planning Department no later than Friday, March 29, 2002 to be included in the materials sent to the Planning Commission in advance of the meeting.

A copy of the Final EIR has been forwarded for public review to the Rocklin Branch Library and the Sierra College Library. In addition, a copy may be reviewed at the Rocklin Planning Department.

Please contact Laura Webster or me at (916) 632-4020 if you have any questions regarding this matter.

Very truly yours,



Sherri Abbas, AICP
Planning Services Manager

Attachment

LW/gb

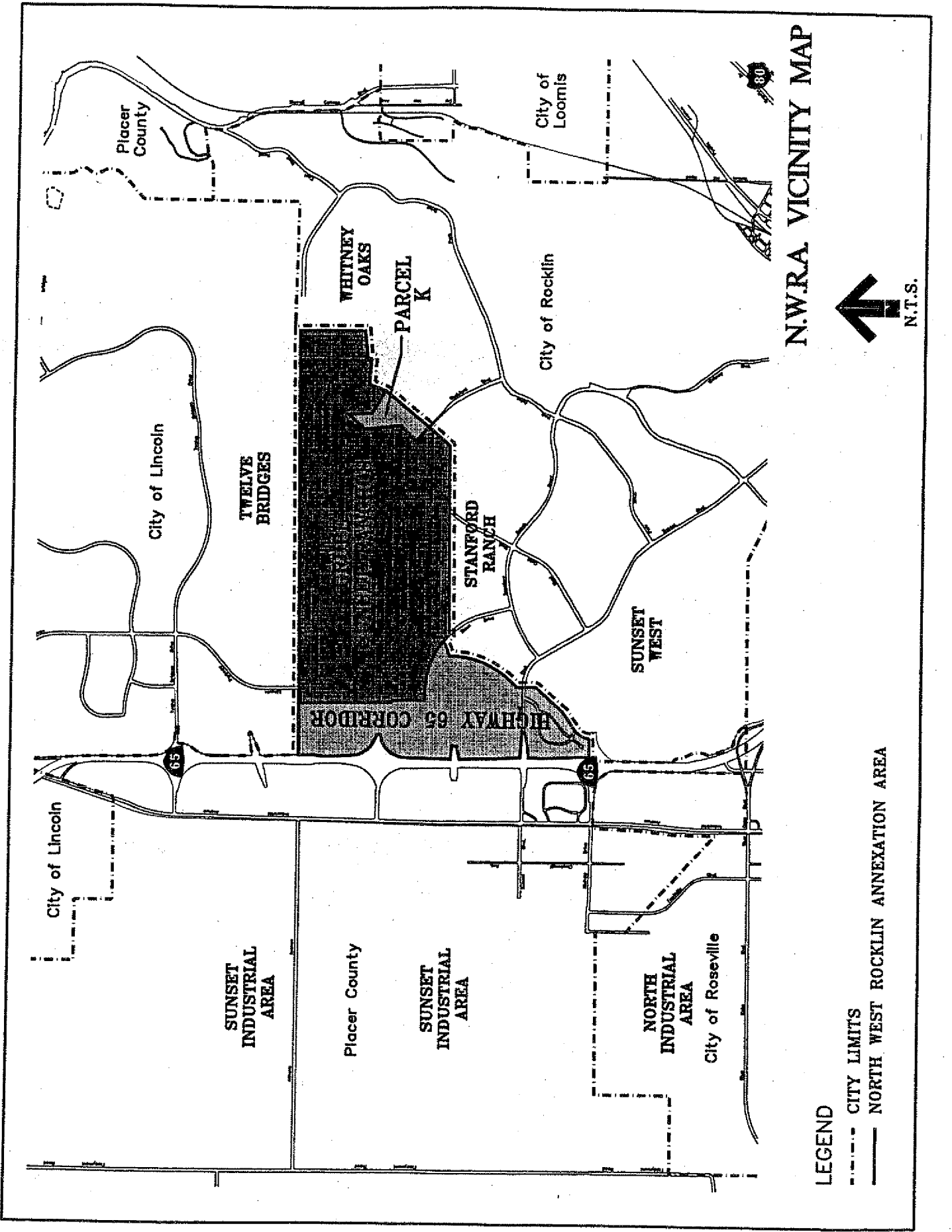
E:\planning\notice\2002\041602A3 NWRA Sunset Ranchos Final EIR Notice of Availability.doc

N.W.R.A. VICINITY MAP



LEGEND

- - - - - CITY LIMITS
- NORTH WEST ROCKLIN ANNEXATION AREA



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**Northwest Rocklin Annexation (Sunset Ranchos)
Final Environmental Impact Report**

SCH # 99102012

Prepared for:

The City of Rocklin

Prepared by:

EIP Associates
Sacramento, California

March 2002



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NORTHWEST ROCKLIN ANNEXATION**

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* The first two sections of the Comments and Responses portion of the FEIR are labeled B.2 and C.2 in order to differentiate them from the FEIR sections B., Project Description and C., Summary.

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A. INTRODUCTION

INTRODUCTION

This document contains all comments received during the public review period on the Draft Environmental Impact Report (EIR) for the Northwest Rocklin Annexation project. This document has been prepared by the City of Rocklin in accordance with the California Environmental Quality Act (CEQA). This document, the Draft EIR, and the technical appendices together constitute the Final EIR for the project.

This Final Environmental Impact Report (FEIR) consists of four major parts; Introduction (Section A), Project Description (Section B), Summary (Section C) with an updated summary table (Table C), and the Comments and Responses. The first two sections (Project Description and Summary) of the Comments and Responses portion of the FEIR are labeled B.2 and C.2 in order to differentiate them from the FEIR sections B., Revised Project Description, and C., Summary. This Final EIR includes responses to each comment received on the Draft EIR. The responses clarify, amplify, and correct text in the Draft EIR, as appropriate. Also included are text changes made in response to public and agency comments. Text changes made in response to comments are shown as indented text. Deleted text is indicated as strike-through; new text is underlined. Text changes also appear in Chapter B, Revised Project Description, shown as strike-through and underline text. These changes do not alter the conclusions of the Draft EIR. The comments and responses are presented in this Final EIR according to the subject matter of the comment. For example, all comments regarding the Draft EIR visual resources analysis appear in chapter M, Visual Resources, of the Comments and Responses portion of this Final EIR. The Comments and Responses chapters appear in the same order as the Draft EIR, beginning with Chapter B.2, Project Description. In addition, this Final EIR includes Chapter V, Miscellaneous Comments, for comments that do not address specific text from the DEIR.

Copies of the original letters in their entirety are provided in Appendix A. The Mitigation Monitoring Plan (MMP) is provided in Appendix B. The list of persons/agencies to whom this document is distributed is included as Appendix C, and the air quality model outputs are included as Appendix D.

LETTER/COMMENT NUMBERING

Comments were received during the 45-day public comment period from two sources: (1) written correspondence, and (2) verbal comments presented during the public hearing held on November 14, 2001. Comments are identified by a two-part system. The parts of the comment number are separated by a hyphen, i.e., 1-2. The number before the hyphen identifies the source (e.g., Comment Letter 1, Department of Toxic Substances Control) the number after the hyphen identifies the specific comment number within Letter 1.

As indicated below, each source (written or verbal) has been assigned a specific number. Written comment letters are identified by numbers 1-31. Verbal comments received at the public hearing are identified by numbers 32-35.

LIST OF PERSONS/AGENCIES COMMENTING ON THE DRAFT EIR

A list of those persons and agencies commenting on the Draft EIR and their specific letter numbers are as follows:

Written Comments

State Agencies

1. Department of Toxic Substances Control, October 17, 2001
2. Governor's Office of Planning and Research, October 18, 2001
3. Department of Toxic Substances Control, October 30, 2001
4. Department of Transportation, November 21, 2001
- 4a. Department of Fish and Game, November 26, 2001

Local Agencies

5. Sutter County Community Services Department, November 9, 2001
6. South Placer Municipal Utility District, November 15, 2001
7. Placer Mosquito Abatement District, November 19, 2001
8. Placer County Flood Control and Water Conservation District, November 21, 2001
9. Reclamation District 1001, November 21, 2001
10. Placer County Air Pollution Control District, November 26, 2001
11. Placer County Department of Public Works, William J. Moore, P.E., November 26, 2001
12. Placer County Department of Public Works, T.D. Hackworth, November 26, 2001
13. Placer County Water Agency, November 26, 2001
14. City of Lincoln Public Works, November 26, 2001
15. City of Roseville, Community Development, November 26, 2001
16. Town of Loomis, November 26, 2001
17. Placer County Planning Department, December 5, 2001
- 17a. Rocklin Unified School District, November 26, 2001

Organizations

18. Bradley Cutler, Citadel Equities Group, November 21, 2001
19. Ed Pandolfino, Ph.D., Sierra Foothills Audubon Society, November 22, 2002
20. Marilyn Jasper, Clover Valley Foundation, November 24, 2001
21. Sharon P. Cavallo, Placer Group Sierra Club, November 26, 2001
22. Peter M. Bridges, Whitney Oaks, November 26, 2001

Individuals

23. M. Battista, October 10, 2001

24. Brian M. Baie, Shawn C. Baie, October 24, 2001
25. Haven T. Bays, received October 26, 2001
26. Tony Rakocija, November 12, 2001
27. Erik and Hilary Vos, November 19, 2001
28. John Margowski, November 25, 2001
29. Denise Regnanni, November 26, 2001
30. Larry & Lori Hill, Craig & Joanna Larrew, November 26, 2001
31. John W. Wayne, November 26, 2001

Verbal Comments

Speakers

32. Council Member Hill
33. Tony Rakocija
34. Council Member Lund
35. Council Member Coleman

B. REVISED PROJECT DESCRIPTION

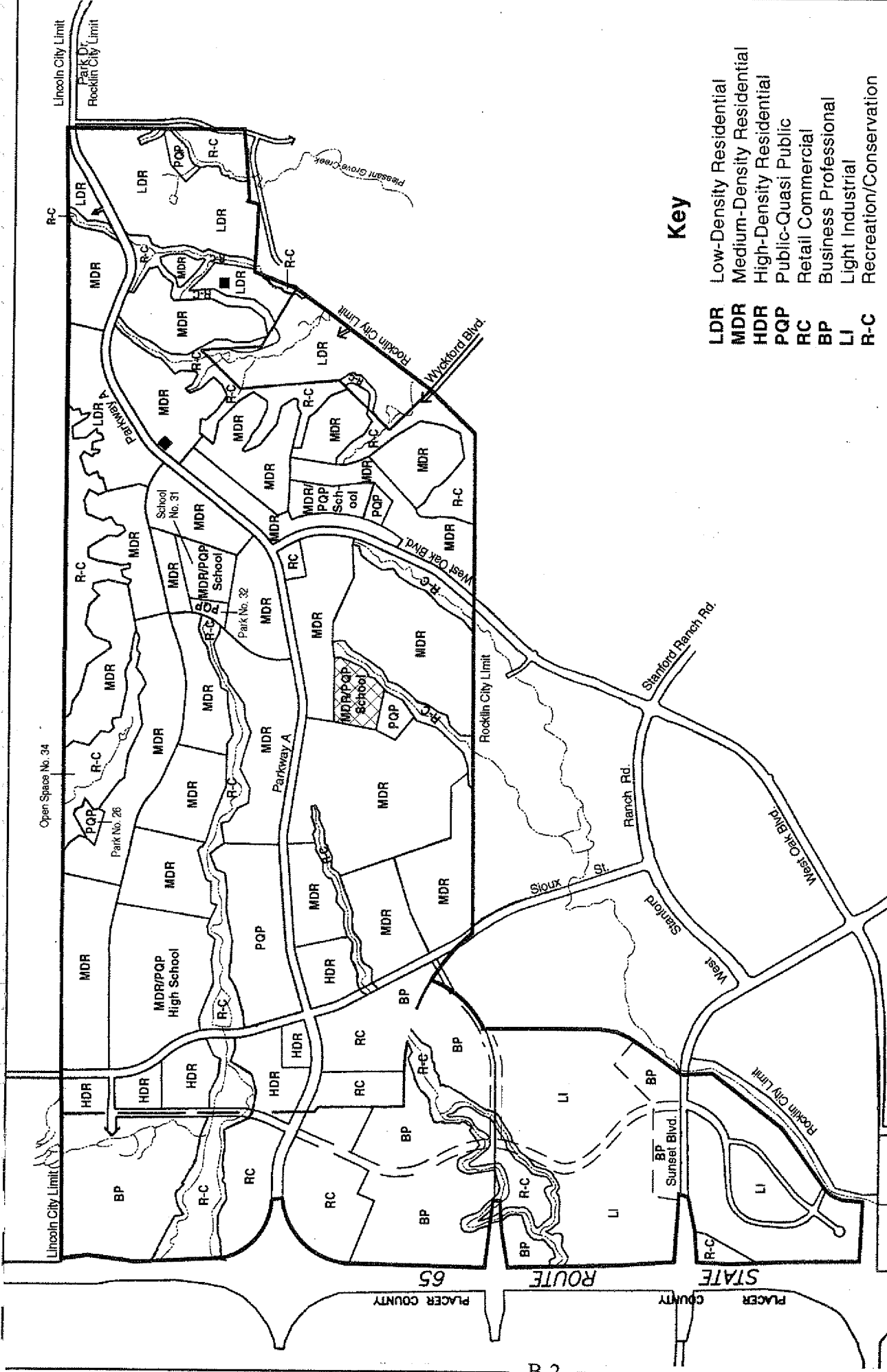
Since the DEIR was circulated, modifications to the Proposed Project have been made. The modifications result in a reduction in the total number of units and densities from the original General Development Plan. The modifications to the project are included in this chapter and are indicated with strikeout and double underline text. This chapter also includes Revised Figure B-2, Proposed General Plan Land Use Diagram. None of these changes would create any new or substantially more severe significant impacts, nor would they substantially alter the conclusions of the DEIR. Because these changes result in a reduction of residential units by 200 units, impacts related to the increased population, such as increased traffic trips, demand for public service, and demand for public utilities would be reduced in magnitude.

The Proposed Project has been modified as outlined below:

- The number of single-family residential units within the Sunset Ranchos portion of the project area has been reduced from 3,187 units to 3,009 units, a reduction of 178 units. This has been accomplished by redesignating all the PD-5 sites as PD-4B, by redesignating one parcel from PD-2 to open space and by redesignating one PD-4B parcel to PD-8. The number of residential units within the Parcel K portion of the project area has been reduced from 132 to 131 units. The total residential units in the annexation area has been reduced from 4,469 units to 4,290 units.
- The Neighborhood Park site identified in the proposed General Development Plan as No. 32 (see Revised Figure B-2 for locations) and Elementary School site No. 31 have been relocated to approximately 600 feet southeast of their previous locations. Additionally, Neighborhood Park site No. 26 has been relocated to be next to the westerly end of Open Space parcel No. 34.
- Because of changes to the total number of potential housing units, the total park acreage has been reduced from 60 acres to 55.6 acres to more accurately reflect the City's parkland dedication requirements.
- Open space acreage on the Sunset Ranchos portion of the project site has been increased from 193.2 acres to 194.2. Open space acreage on the Parcel K site has been increased from 2.9 to 3.2 acres.
- The alignment of Street B, between Parkway A and Sunset Boulevard, has been modified. The southerly segment has been relocated from east to west of the Herman Miller building.
- Twenty (20) acres of the Herman Miller site has been designated from PD-Light Industrial to PD-Business Professional/Commercial.
- The alignment of the most easterly segment of Parkway A has been shifted northerly to properly align with the approved alignment of Park Drive in the Whitney Oaks development.

In addition, the list of entitlements has been modified to include a development agreement. The development agreement is an evolving document which may be changed prior to adoption by the City Council and, if adopted, will stipulate respective obligations of the City and the developer in developing the Sunset Ranchos portion of the project. The agreement will not modify the General Plan or General Development Plan.

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Key

- LDR Low-Density Residential
- MDR Medium-Density Residential
- HDR High-Density Residential
- PQR Public-Quasi Public
- RC Retail Commercial
- BP Business Professional
- LI Light Industrial
- R-C Recreation/Conservation

Revised Figure B-2
Proposed
General Plan
Land Use Diagram

SOURCE: City of Rocklin, Terrance E. Lowell & Associates, Inc., North West Rocklin General Development Plan, March 5, 2002; EIP Associates, March 2002.



North Arrow
 No Scale
 10481-Site-Final-EIP

- Project Boundary
- Existing Residences
- Streamcourses

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The environmental effects of the changes described above would not differ substantially from those described in the DEIR. In general, potential impacts from the Proposed Project would be reduced because of the decreased density, including a decrease in the number of residential units and residents. The modifications to the Proposed Project would result in the construction of 4,290 homes (3,140 single family and 1,150 multiple family) and 11,154 residents, as described under "Project Description" below, and indicated in Revised Figure E-1, Proposed General Development Plan Zoning Diagram on the following page.

PROJECT LOCATION AND BOUNDARIES

The Northwest Rocklin Annexation Area (Proposed Project) is approximately 1,871± acres of undeveloped and developed land in an unincorporated portion of south Placer County. The project site is located within the Sphere of Influence of the City of Rocklin and is bounded on the west by State Route 65 (SR 65), on the north by the Twelve Bridges Specific Plan area in the City of Lincoln, on the east by the Whitney Oaks master-planned community in the City of Rocklin, and on the south by the master-planned communities of Sunset West and Stanford Ranch, both within the City of Rocklin. The Sunset Industrial Area in Placer County is located to the west side of SR 65. The described regional area is shown on Figure B-1.

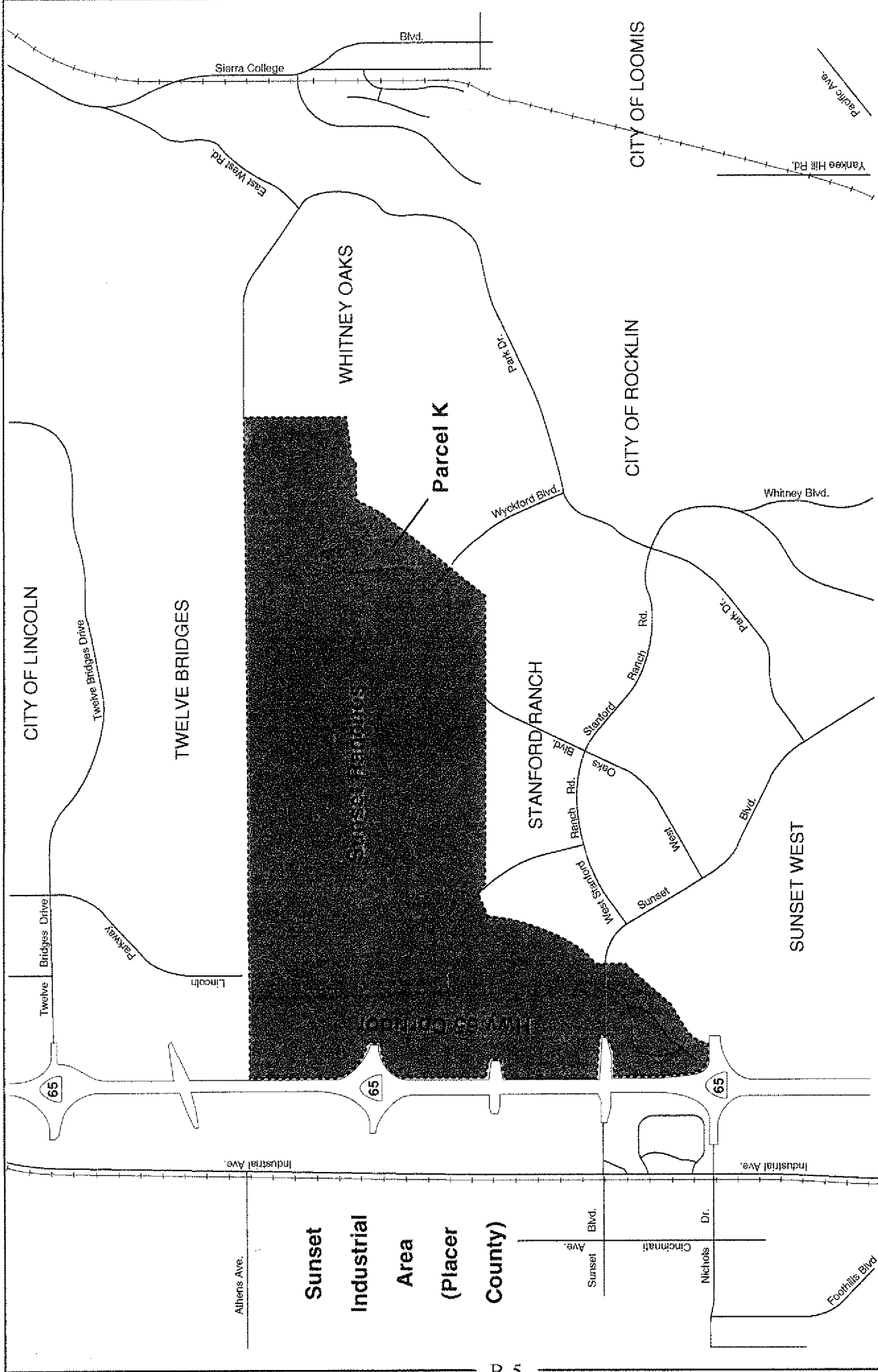
PROJECT SETTING

The project site lies in the transitional zone between the flat, open terrain of the Central Valley and the foothills of the Sierra Nevada. Visual features of the site include open rangeland, oak and riparian woodlands, granite-type rocks, rocky soils from the volcanic Mehrten Formation, several drainages and human-made features such as roads, buildings, and water detention ponds. The site is surrounded on the north, east and south by suburban development with SR 65 denoting the western boundary.

Nearly 70 percent of the topography of the site consists of flat areas mixed with gentle rolling hills and slopes ranging from 0 to 8 percent. The remaining 30 percent of the site has steeper slopes, generally along the ridgelines, that extend eastward at upwards of 30 percent gradients. The site topography ranges from a mean sea level (MSL) of approximately 140 feet in the west to approximately 385 feet in the east-northeast. The largest portion of the project site, the Sunset Ranchos portion, is relatively flat in the southwest quadrant then begins to become moderately steep in the northeast corner of the site. The area around SR 65 is relatively flat, averaging approximately 150 feet in elevation. The smallest area of the project, Parcel K, has more topographic relief and includes a small box canyon that extends out from the developed portions of Stanford Ranch. Elevation difference between the base of the canyon and surrounding ridgeline of the site varies from seventy to ninety feet. There are two existing homes and one cell tower located on the Sunset Ranchos portion of the project site (see Revised Figure B-2). The southern portion of the SR 65 corridor is developed with uses, including the Herman Miller manufacturing facility and the Atherton Tech Center.

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Revised Figure B-1
Proposed Project Site

SOURCE:
 EIP Associates,
 February 2002.



No
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10481-Base



Proposed Project Site



PROJECT BACKGROUND

In 1969, Placer County approved the Sunset Ranchos subdivision that comprises a large portion of the area proposed for annexation by the City of Rocklin. This approval allowed 119 residential lots and one roadway parcel. Roadway easements were also dedicated to the County and were delineated on early County maps. However, over the years, the area has remained undeveloped except for two lots that each currently have a single-family residential dwelling. Multiple ownership of separate parcels and the lack of municipal infrastructure, such as paved roads, water and sewer services have hindered development of the Sunset Ranchos area.

In 1998, the City of Rocklin received an application from the Grupe Company, a majority landowner, for the approval of an Annexation, General Plan amendment, and General Development Plan [zoning] for the 1,296-acre Sunset Ranchos area of the Proposed Project site. In response to the Sunset Ranchos application, the City of Rocklin determined that two separate but adjacent properties should also be considered for annexation at the same time that the Sunset Ranchos request was being processed. The two additional properties include the SR 65 industrial area and Parcel K, both within the City of Rocklin's Sphere of Influence (SOI). The Annexation area, General Plan Amendment and General Development Plan were expanded to include all three areas for a total annexation request of approximately 1,871 acres.

PROJECT DESCRIPTION

The Northwest Rocklin Annexation is a program that provides for the orderly and systematic development of lands around the City of Rocklin and provides the necessary public services to support the proposed suburban land uses. The project proposes to annex approximately 1,871.874 acres of land located within the City of Rocklin's SOI from Placer County. Implementation of the Proposed Project would result in 3,319 3,140 single-family dwelling units, 1,150 multi-family dwelling units, 32.3 32.5 acres of business professional uses, 144.6 164.4 acres of business professional/commercial uses, 96.6 acres of commercial uses, 210.4 187.9 acres of light industrial uses, 263.63 acres of open space, 60 55.6 acres of parks, and the designation of one high school and three elementary school sites. The annexed land would be developed and managed in accordance with a General Development Plan (GDP) which is comprised of three geographic areas (Sunset Ranchos master community plan, SR 65 Corridor Plan Area, and Parcel K) (see Revised Figure B-1). These three areas are described below.

The Sunset Ranchos community would consist of residential development with parks, school sites, open space, and commercial areas. The Sunset Ranchos site encompasses approximately 1,296 acres and is proposed for 3,187 3,009 single-family dwelling units, 1,150 multi-family units, one 50-acre high school site, three 10-acre elementary schools, 60 55.6 acres of parks, 193.2 194.2 acres of open space, 33.9 acres of commercial sites and 9.6 acres of business professional uses. The SR 65 Corridor Plan Area would consist of business professional, commercial, light industrial and open space uses. Development of Parcel K would consist of low and medium density residential housing, and open space. The project would amend the City's General Plan to apply specific land use designations to the project area, pre-zone the area as "Planned Development", and create a General Development Plan (GDP) that would provide specific detail regarding implementation of the Planned Development consistent with the

General Plan land use designations. The elements of the annexation General Plan Amendment, Pre-Zoning, and GDP are the subject of this Draft Environmental Impact Report, and are shown on Table B-1.

TABLE B-1			
SUMMARY OF PROPOSED USES BY PLANNING AREA			
Area	Acreage	Existing Use	Proposed Use
Sunset Ranchos	1,296.3	Vacant (except for 2 single-family (SF) dwelling units and one <u>two</u> cell towers)	Planned Development
			- 3,187.3,009 SF dwelling units
			- 1,150 multi-family dwelling (MF) units
			- 33.9 ac. (369.1 thousand square feet (ksf)) Commercial
			- 9.6 ac. (125.4 ksf) Business Professional
			- 3 Elementary Schools (30 ac.)
			- 1 High School (50 ac.)
			- 60-55.6 ac. Park sites
			- 193.2-194.2 ac. Open Space
Subtotal (ac)	1296.3 ac.		
Hwy. 65 Corridor			Planned Development (PD)
Atherton Tech	86.8 ac.	Light Industrial, Open Space	- PD/Light Industrial (81.8 ac.) ¹
			- Open Space (5 ac.) ¹
Herman Miller	458.3 155.8 ac.	Manufacturing	- PD/Light Industrial (128.6-106.1 ac.)
			- PD – Business Professional/Commercial (BP/COMM) (40.4-30.1 ac.)
			- Open Space (19.6 ac.)
Placer Ranch	147.3 ac.	Vacant	PD-BP/Comm (68.02 ac.)
			- PD/COMM (38.4 ac.)
			- PD/BP (22.97 acres)
			- Open Space (18.0 ac.)
JBC Investments	114.2 ac.	Vacant	PD-BP/Comm (66.3 ac.)
			- PD-COMM (24.3 ac.)
			- Open Space (23.6 ac.)
Core Roadways	24.8-23.7 ac.		
Subtotal (ac)	531.4 527.8 ac.		
Parcel K	47 ac.	Vacant	Planned Development (PD)
			- 132131 SF Dwelling Units (44.143.8 ac.)
			- Open Space (2.93.2 ac.)
Total acres	1875 1871.1 ac.		

Source: North West Rocklin General Development Plan, June 18, 2001-March 5, 2002.

1. Existing development. No additional development or modification proposed under this plan. Atherton Tech Center is approximately 90-percent built out.

Elements of the Project

General Plan Amendment

The General Plan Land Use diagram will be revised to apply specific land use designations to the project area (see Figure B-2). The existing General Plan policies themselves will not be amended, but rather applied to the annexed land to ensure that the proposed developments are implemented in a manner consistent with policies and practices exercised throughout the City. The Circulation Element of the General Plan will also be amended to reflect two additional travel lanes anticipated on the segment of North Whitney Boulevard (Parkway A) between the interchange and Sioux Street. The size of that roadway will change from four to six lanes. Figure 10 of the Circulation Element will be amended to reflect changes to the bicycle system, including the incorporation of several Class I bike paths through the project area. The following General Plan policies will be applied to the three plan areas. It is important to note that, while the Proposed Project would be generally consistent with the entire General Plan, policies not listed here are not directly applicable to this annexation.

RESIDENTIAL LAND USE POLICY 6

To provide a variety of residential land use designations that will meet the future needs of the City.

RESIDENTIAL LAND USE POLICY 7

To require that new development in or near existing residential area is compatible with those existing neighborhoods.

RESIDENTIAL LAND USE POLICY 9

To promote flexibility and innovation in residential land use through the use of planned unit developments, developer agreements, specific plans, mixed-use projects, and other innovative development and planning techniques.

RESIDENTIAL LAND USE POLICY 14

To encourage medium-high and high-density residential areas near major arterial and collector streets.

COMMERCIAL LAND USE POLICY 18

To approve designation of sufficient commercial land to meet the future needs of the City.

COMMERCIAL LAND USE POLICY 23

To promote flexibility and innovation in commercial land use through the use of planned unit developments, developer agreements, specific plans and other innovative development and planning techniques.

INDUSTRIAL LAND USE POLICY 33

To designate land for industrial uses sufficient to meet future City needs, but limited to uses that will not negatively impact existing or future neighborhoods.

INDUSTRIAL LAND USE POLICY 34

To promote flexibility and innovation in industrial land use through the use of planned unit developments, developer agreements, specific plans and other innovative development and planning techniques.

OPEN SPACE, CONSERVATION AND RECREATION POLICY 8

To require dedication of parkland as a condition in the early stages of the development process, including approval of rezoning, where it is necessary to ensure consistency with or implementation of the goals and policies contained in the General Plan.

OPEN SPACE, CONSERVATION AND RECREATION POLICY 15

To provide adequate yard areas and building setbacks from creeks, riparian habitat, hilltops, and other natural resources.

CIRCULATION POLICY 2

To ensure that streets and highways will be available to serve new development by requiring detailed traffic studies as part of all major development proposals.

CIRCULATION POLICY 6

To promote pedestrian convenience through development conditions requiring sidewalks, walking paths, or hiking trails that connect residential areas with commercial, shopping and employment centers.

CIRCULATION POLICY 21

To encourage the design of streets that connect neighborhoods for vehicular and pedestrian use and for the efficient movement of service and emergency vehicles.

COMMUNITY SAFETY POLICY 7

To prohibit development along stream channels that would adversely reduce the stream capacity, increase erosion, or cause deterioration of the channel.

COMMUNITY SAFETY POLICY 11

To limit development in areas with severe slopes.

HOUSING POLICY 3

To ensure that existing and new neighborhoods receive an adequate level of public services, public facilities, and public protection.

Zoning Amendments

To encourage a more creative and flexible approach to the use of land in the planning area, the area will be pre-zoned Planned Development.

The Northwest Rocklin General Development Plan will use the following specific zoning categories:

- | | |
|------------------------|--|
| <u>PD-2</u> | Residential – Two (2) dwelling units to the gross acre. |
| <u>Purpose:</u> | To provide for low density, single family-detached residential units, with minimum lot size of 15,000 square feet. |
| <u>PD-3A</u> | Residential – Three (3) dwelling units to the gross acre. |
| <u>Purpose:</u> | To provide for low density, single family-detached residential units, with minimum lot size of 11,000 square feet. |

PD-3BA Residential – Three (3) dwelling units to the gross acre.

Purpose: This designation shall apply to the Parcel K area next to Stanford Ranch. It will provide for low density, single family-detached residential units, with minimum lot size of 7,500 square feet and an average lot size of 11,000 square feet.

PD-3.5 Residential – Three-and-one half (3.5) dwelling units to the gross acre.

Purpose: To provide for medium density, single family-detached residential units, with minimum lot size of 9,000 square feet.

PD-4A Residential – Four (4) dwelling units to the gross acre.

Purpose: To provide for medium density, single family-detached residential units, with minimum lot size of 7,500 square feet. See note (1).

PD-4B5 Residential – ~~Five (5)~~Four (4) dwelling units to the gross acre.

Purpose: To provide for medium density, single family detached and attached residential units, with minimum lot size of 6,000 square feet.

PD-8 Residential – Eight (8) dwelling units to the gross acre.

Purpose: To provide for medium density, single family detached or attached residential units, with the opportunity to utilize both traditional and non-traditional lot designs. A minimum lot size of 4,000 square feet will apply to traditional single family lots.

PD-20 Residential – Twenty (20) dwelling units to the gross acre. Sixteen (16) dwelling units per acre minimum.

Purpose: To provide for high density, multi-family attached residential units, apartments, townhouses, condominiums, or cluster design. Minimum lot size of 2 acres for multi-family.

PD-BP Business Professional

Purpose: To provide opportunities for developing and operating professional and administrative offices.

PD-Comm Commercial

Purpose: To provide a large concentration and mix of retail and services to meet the needs of local residents and employees of the plan area. Note that office uses will be limited to no more than 30 percent of the total building square footage.

PD-NC Neighborhood Commercial

Purpose: To provide a mix of retail and services to meet the needs of local residents. Due to limited parcel size and proximity to single-family residential uses, uses in this district will be limited in types, intensity, and design compared to the community commercial district.

PD-BP/Comm Business Professional/Commercial

Purpose: To provide opportunities for developing and operating professional and administrative offices while allowing limited amount (maximum of 30% of site) retail commercial uses that are compatible with office uses.

PD-LI **Light Industrial**

Purpose: This district is intended primarily for light industrial uses such as manufacturing, assembly, research and development as well as limited office uses that are compatible with industrial uses and light Industrial land uses in a campus-like setting.

School **School Facilities**

Purpose: To reserve land for the construction of future school facilities. These parcels will be reserved for purchase by the Rocklin Unified School District (RUSD). See note (1).

Park **Park Facilities**

Purpose: To provide areas for passive and active recreational opportunities. These parcels will be dedicated to the City for improvements and annexed into the City of Rocklin Parks CFD. The Community park site will provide for more intense active recreation such as athletic complexes, swimming pools and lighted ball fields. The park will attract users from throughout the City. Neighborhood parks will serve the immediate neighborhood and will have less intensive recreation uses like play equipment and turf area.

OS **Open Space**

Purpose: To preserve hillsides, streams, and other natural resources and buffer them from adjacent land uses. Storm water conveyance and detention will also utilize open space area. The open space corridors will preserve natural drainage ways, link public facilities via adjacent pedestrian trail, and create a unifying element to the plan.

Note (1): All proposed elementary school parcels have been designated with an underlying designation of ~~PD-4~~PD-4A or PD-4B and the high school PD-4B~~5~~. This would allow residential development to occur in the event the Rocklin Unified School District elects not to use any of the sites for future school facilities.

The permitted and conditionally permitted uses within all zones are shown in the GDP.

Land Ownership

The plan area is held in multiple ownerships including the Grupe Properties, Placer 115, Placer Ranch, Inc., Rocklin LLC, Herman Miller, The Rocklin Project LP, and numerous other private landowners. Land ownership for the plan area is shown in Table B-2 and presented as Figure B-3.

Annexation from Placer County

The Placer County Local Agency Formation Commission (LAFCO) seeks to assist with the orderly formation of local governments so planned growth can occur in concert with the abilities

TABLE B-2		
PARCEL OWNERSHIP BY PLANNING AREA		
Plan Area	Assessor's Parcel #s	Owners
Sunset Ranchos	017-170-001 through 070; 017-180-001 through 050	Multiple ownership (Grupe Properties, proponent of annexation, currently owns and/or controls 100 of the 119 existing parcels and are continuing to acquire additional property in the annexation area.)
SR 65 Corridor	<ul style="list-style-type: none"> • 017-081-005 & 006 • 017-081-010 through 013; 017-270-012; 017-027-013. • 017-027-002 • 017-027-007 • 017-280-008 & 009; 017-280-011 through 014; 017-280-018 through 020; 017-280-022 & 023; 017-280-036 through 039; 017-280-042; 017-280-047 through 049; 017-280-059; and 017-280-063 through 071 	<ul style="list-style-type: none"> • JBC Investment Co., Inc. • John Reynen • Rocklin LLC • Herman Miller • Multiple ownership (Atherton Tech Center)
Parcel K	<ul style="list-style-type: none"> • 017-180-056 	<ul style="list-style-type: none"> • The Rocklin Project LP Chesbury Pty Limited

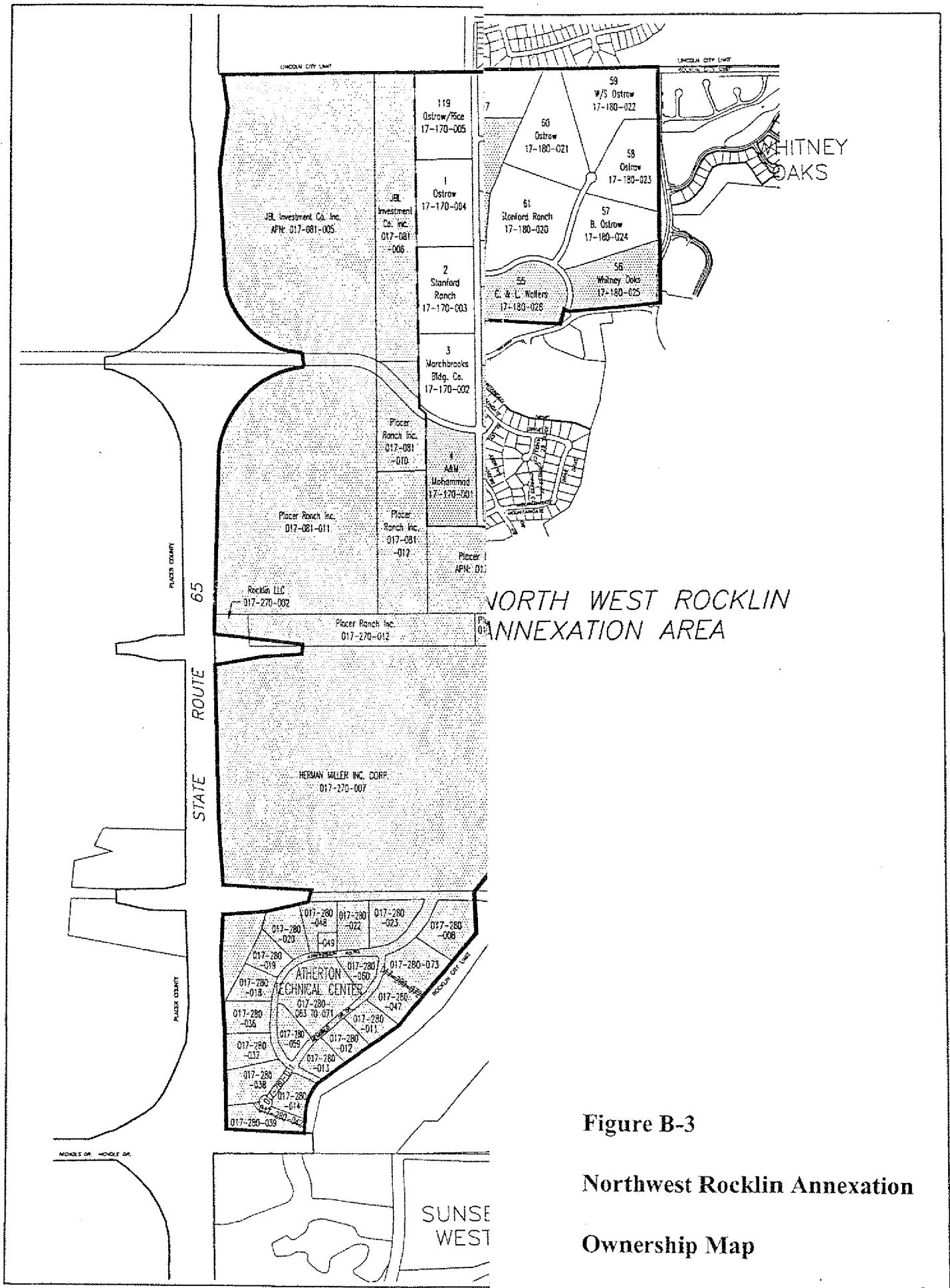
Source: North West Rocklin General Development Plan, June 18, 2001; March 5, 2002.

of local governments to serve these new areas. As part of the Proposed Project, the City would apply to LAFCO to annex this portion of existing sphere of influence into City boundaries. LAFCO will use this EIR in their decision making process as they evaluate the potential impacts of the annexation. The LAFCO process is summarized in Chapter D, Planning Considerations.

Sunset Ranchos Master Plan Community

The proposed land uses for Sunset Ranchos consist of a mix of planned residential and non-residential uses, schools, parks, and open space amenities to serve this master planned community. The residential component of Sunset Ranchos includes low to medium density single-family to high-density multi-family residential uses. A total number of ~~4,337~~ 4,159 dwelling units are proposed with ~~3,187~~ 3,009 (approximately ~~73~~ 72%) intended as low and medium density single-family residential dwellings. The remainder, 1,150 dwellings (approximately ~~27~~ 28%) are proposed to be high-density multi-family dwellings. Two commercial and one neighborhood commercial site are proposed, totaling approximately 33.9 acres. Two of the commercial sites are located in the western portion of the plan area on Parkway A, and the neighborhood commercial site is located at the intersection of Parkway A and the proposed extension of West Oaks Boulevard, and would provide convenient commercial uses for future residents. One business professional site is located on the proposed extension of Sioux Street.





NORTH WEST ROCKLIN ANNEXATION AREA

**Figure B-3
Northwest Rocklin Annexation
Ownership Map**



Three 10-acre sites have been designated for elementary schools, within easy access to the residential neighborhoods. The school sites are for future K-6 facilities within the Rocklin Unified School District. One 50-acre site has been designated for a high school, adjacent to a proposed 40-acre community park.

A total of approximately ~~60~~55.6 acres have been designated as six public parks. The park sites consist of a 40-acre Community Park, ~~three~~four ~~53.0~~53.0-acre Neighborhood Parks, and one ~~one~~ ~~33.6~~33.6-acre Neighborhood Park, ~~and one 2-acre Neighborhood Park~~. The locations of these parks are distributed throughout the plan area to be in close proximity to the residential neighborhoods and elementary school sites.

Several open space areas are proposed and consist of ~~193.2~~ 194.2 acres or 14.9 percent of this portion of the project area. Open space areas are typically designated or defined by slope areas greater than 25% and the plan areas natural drainageways. All natural drainageways would be preserved within open space areas. Open space areas would be delineated at a minimum of 50 feet from the top of bank of the drainageway or from the edge of the riparian area, whichever is greater. Additional open space is proposed along the plan's northern boundary with the City of Lincoln in order to provide an open space buffer between the two cities. A summary of the land uses in this planning area is provided below in Tables B-3 and B-4.

State Route 65 Corridor Plan Area

The SR 65 Corridor is proposed for several non-residential designations. These include: Business Professional, Retail, Commercial, and Light Industrial. The SR 65 Corridor would also include open space and roadways. The specific uses permitted and development standards would be defined within the General Development Plan. A summary of the land uses in this planning area is provided below in Tables B-5 and B-6.

TABLE B-3			
SUMMARY OF PROPOSED USES BY PLANNING AREA SUNSET RANCHOS (SR)			
Current Area	Acreage	Existing Use	Proposed Use
SR	1,296	Vacant/ 2SF Dwellings	Planned Development (PD) -3,1873,009 SF Dwelling Units -1,150 MF Dwelling Units -33.9 ac. (369 ksf) Commercial -9.6 ac. (125 ksf) Business Professional -3 Elementary Schools -1 High School -60 <u>55.6</u> ac. Park Sites -193.2 <u>194.2</u> ac. Open Space
Source: North West Rocklin General Development Plan, June 18, 2001 March 5, 2002.			

TABLE B-4					
SUNSET RANCHOS PROPOSED ZONING DESIGNATIONS BY ACRES					
Project	Proposed Use	Acres	% Total	# of Units	KSF
SR	Single-family residential (PD-2 through PD-8)	788.8 792.1	60.9 61.1	3,187 3,009	--
	Multi-family residential (PD-20)	57.5	4.4	1,150	na
	Parks	60 55.6	4.6 4.3	na	na
	Trail	1.0 1.1	.01	na	na
	Schools	80	6.2	na	na
	Open Space	193.2 194.2	14.9 15.0	na	na
	Commercial	33.9 30.9	2.4	na	369.1
	Business Professional	9.6	0.1 0.7	na	125.4
	Neighborhood Commercial	3.0	0.2	na	na
	Core Roadways	72.3	6.8 5.6	na	na
	Subtotal	1,295.3 1,296.3	100.0	4,337 4,159	494.5

Source: North West Rocklin General Development Plan, June 18, 2001 March 5, 2002.

TABLE B-5			
SUMMARY OF PROPOSED USES BY PLANNING AREA SR 65 CORRIDOR			
Current Area	Acreage	Existing Use	Proposed Use
Atherton Tech. ¹	86.8	Light Industrial	Light Industrial and open space
Herman Miller	158.3 155.8	Light Industrial	Open Space Business Professional/Commercial Light Industrial
Placer Ranch	147.3	Vacant	Business Professional/Commercial Open Space Commercial Business Professional
JBC Investments	114.2	Vacant	Business Professional/Commercial Open Space Commercial
Core Roadways	24.8 23.7	Vacant	Core Roadways
Total	531.4 527.8		

Notes: 1 Existing development. No additional development or modification proposed under this plan. Atherton Tech Center is approximately 90-percent built out.

Source: North West Rocklin General Development Plan, June 18, 2001 March 5, 2002.

Project	Zoning Designation	Acres	% Total	# of Units	Thousand Square Feet		
					BP*	C*	LI*
Atherton Tech	PD/LI	81.8	15.3 15.5	na	na	na	na
	Open Space	5.0	.09	na	na	na	na
Herman Miller	PD-LI	128.6 106.1	24.2 20.1	na	0	0	1,817 958
	PD-BP/COMM	40.1 30.1	1.9 5.7	na	100 300	43 129	0
Placer Ranch	Open Space	19.6	3.7	na	na	na	na
	PD-BP/COMM	68.2 68.0	12.8 12.9	na	451	193	na
	PD-COMM	38.4	7.2 7.3	na	254	109	0
	PD-BP	22.7 22.9	4.3	na	215	0	0
JBC Investment	Open Space	18.0	3.4	na	na	na	na
	PD-BP/COMM	66.3	12.5 12.6	na	447	192	0
	PD-COMM	24.3	4.6	na	70	164	0
	Open Space	23.6	4.4 4.5	na	na	na	na
	Core Roadways	24.8 23.7	4.7 4.5	na	na	na	na
	Total	531.4 527.8	100.0	na	1,537 1,737	701 787	1,817 958

* Actual square footage permitted is tied to vehicle trips and will depend on the mix of uses that is proposed.
Source: North West Rocklin General Development Plan, June 18, 2001/March 5, 2002.

Parcel K Plan Area

The Parcel K portion of the Proposed Project site would be developed as a planned development residential subdivision with low-and medium-density residential uses. A total of 132 single-family residential lots are proposed. The plan would also include open space, circulation and other residential amenities. A summary of the land uses in this planning area is provided below in Tables B-7 and B-8.

Current Area	Acreage	Existing Use	Proposed Use
Parcel K	47	Vacant	Planned Development 132 131 SF dwelling units Open Space (2.93.2 ac.)

Source: North West Rocklin General Development Plan, June 18, 2001/March 5, 2002.

Roadways and Circulation

The project site would be served by an internal road system that provides for circulation of vehicles, pedestrians, bicycles, and access to State Route 65, Stanford Ranch Road, West Oak Boulevard and Sunset Boulevard, with a new north/south roadway proposed through the Herman Miller site. The Sunset Ranchos portion of the project site currently has a number of dedicated road easements (60-foot rights-of-way) pursuant to Placer County requirements. These unimproved roads currently provide access to the residential lots within the property. In order to implement the Proposed Project, some of the existing right-of-ways and easements may have to be abandoned and reissued.

A future interchange is also planned at SR 65 and Parkway A (North Whitney Blvd.). This project would amend the General Plan to provide for North Whitney to be modified from a four to six lanes facility in the area from SR 65 to the future extension of Sioux Street. Recognizing that a new interchange at SR 65 and North Whitney is likely to occur in the foreseeable future, right-of-way for this improvement has been provided for in the project's GDP.

Placer County has been considering for a number of years a new regional east/west highway/arterial roadway from SR 65 to SR 99 currently known as Placer Parkway. At this time, Placer Parkway is too speculative to be considered part of this project in any detail, and therefore, is not considered nor anticipated in this EIR. This EIR also recognizes that SR 65 is a Caltrans facility outside City control.

TABLE B-8					
PARCEL K PROPOSED ZONING DESIGNATIONS BY ACRES					
Project	GP Designation	Acres	% Total	# of Units	Thousand Square Feet
Parcel K	R-C (open space)	2.9 3.2	6.40 6.8	na	na
	PD-3B A	43.1 42.8	91.7 91.1	129 128	na
	PD-3.5	1	2 2.1	3	na
	Subtotal	47	100.0	132 131	

Source: North West Rocklin General Development Plan, June-18, 2001 March 5, 2002.

Water

The project area is within Placer County Water Agency's (PCWA's) service area for domestic water supply. Water supply facilities would be constructed to PCWA standards and would be operated and maintained by PCWA. The delivery of potable water would be provided to the project site in a manner consistent with the obligations accepted by PCWA pursuant to the Water Forum Agreement (WFA). The WFA outlines a cooperative program whereby increased water deliveries are planned in the greater Sacramento area through the year 2030. The findings of the WFA EIR are incorporated by reference in this EIR with a summary of the water delivery program presented later in the Public Utilities chapter of this document.

Sanitary Sewer

The majority of the Proposed Project site is within the service area of the South Placer Municipal Utility District (SPMUD) with the Atherton Tech Center and Herman Miller parcels located in the North Roseville-Rocklin Sewer Assessment District (District). Project area sewage would connect to existing SPMUD sewer lines on the east side of SR 65. The Project would generate an approximate average of ~~2.62~~ 2.37 million gallons per day of wastewater, excluding Atherton Tech and the developed Herman Miller site.

The Project's major sewer lines would consist, in general, of six-inch through 27-inch lines onsite and eight-inch to 27-inch lines offsite depending on location. Once constructed, SPMUD would own and maintain all the onsite and offsite sewer collection and transmission system improvement facilities.

Flood Control

The Proposed Project would construct a flood control system in accordance with City of Rocklin, Placer County Storm Water Management Manual, and where applicable, Master Plans that have been prepared for overall drainage including the "South Lincoln Master Drainage Plan: Auburn Ravine, Ingram Slough, and Orchard Creek" and the Placer County Flood Control District's "Auburn Ravine (including Orchard Creek), Coon, and Pleasant Grove Creeks Flood Mitigation."

Peak Flows

Drainage sheds that are required, per the above plans, would have detention facilities built to reduce post-project peak flows to pre-project peak flows or less.

Drainage sheds that are not required to reduce post-project peak flows per the above Master Plans, would have drainage facilities designed to convey post-project flows through the area.

The Proposed Project would generate approximately 260 acre-feet of additional (over existing conditions) stormwater runoff from an 8-day, 100-year storm event. This volume would result in an increase of approximately 0.005 feet to 0.01 feet, which would not substantially increase flooding conditions downstream for the 100-year and lesser storm events.

Schools

The Proposed Project provides for a 50-acre high school site, and three 10-acre elementary school sites. The sites are located in areas with proposed designations for residential development. Schools are an allowable use within residential areas. The proposed General Plan designation of all the school sites is Public - Quasi Public, with an underlying designation of Medium Density Residential. The high school site and one elementary school site would be zoned PD-~~54B~~ (Planned Development Residential – ~~five-four~~ units per acre), and the two other elementary school sites would be zoned PD-~~4A~~ (Planned Development Residential – four units per acre). Single-family residential units are proposed for both of the Planned Development

Residential designations. The school sites would be reserved for purchase and development by the Rocklin Unified School District in accordance with State law. This zoning would allow residential development to occur in the event the Rocklin Unified School District chooses not to develop a school on the designated school sites and would give notice that residential development could occur.

Off-Site Infrastructure

A portion of West Oaks Boulevard adjacent to the project site currently only consists of two lanes, but is planned in the General Plan and Capital Improvement Program to be a four-lane facility. These improvements would occur in conjunction with the project.

The project also includes off-site improvements to connect the proposed new water and sewer lines to existing water and sewer lines located near the project site. Specific off-site sewer improvements would also be required at various locations to accommodate project demands. These facilities would be constructed within existing utility easements.

Specifically, offsite improvements would be required in three different areas to accommodate project demands. The areas, and in general, the improvements required in each area are as follows:

1. Near the east end of the project site, east of West Oaks Boulevard, the existing sewer pipes would be enlarged by replacing the existing pipe or placing a new pipe parallel to the existing sewer lines between manholes at three locations for a total distance of approximately 643 feet.
2. East of Sioux Street near the south side of the project site, sewer pipes would be enlarged by replacement or by adding a new pipe parallel to existing sewer lines between manholes at seven locations for a total distance of approximately 2,049 feet.
3. In existing sewer easements along the north side of Sunset Boulevard, east of Atherton Tech to the SPMUD crossing pipe on the east side of SR 65, enlarge the existing pipe by replacement or paralleling existing sewer lines with an additional pipe between manholes at fourteen locations for a total distance of approximately 4,313 feet.

These infrastructure extensions and improvements are described in Chapter J, Public Utilities.

Population of Proposed Project with Residential Development of the School Sites

There is the potential for a maximum of 380 dwelling units to be constructed on the four sites if none of the schools are constructed. Using the City's population rate of 2.6 persons per dwelling unit, the resultant population from the four sites would be approximately 988 persons. However, based on the need for schools to serve the student population generated by the Proposed Project, it is likely that at least one of the school sites would be developed. For the purposes of this EIR, it is assumed that at least two elementary school sites would be developed as elementary schools. To be conservative, the effects of the remaining two sites, one elementary and the high school, developing to their maximum potential under the proposed residential zoning classification is

also evaluated. This would result in the construction of an additional 290 dwelling units and 754 residents.

OBJECTIVES OF THE PROPOSED PROJECT

The Proposed Project is a result of an application submitted by the Grupe Company. The applicant (Grupe), the City of Rocklin and LAFCO have individual interests in the Proposed Project. Each party has its own "objectives" with regard to the Proposed Project. Therefore, the objectives of each party involved with the Proposed Project are listed below.

LAFCO

- Encourage the annexation of unincorporated areas within the existing City boundaries prior to the expansion of the sphere of influence (Policy 3c[2]);
- Recognizing prior sphere of influence determinations, implement annexation proposals consistent with the statutes of the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 and consistent with the policies of the Placer County LAFCO;
- Ensure the efficient provision of government services (Government Code, Section 56301);
- Favor the logical formation and determination of local boundaries (Government Code, Section 56301);
- Discourage urban sprawl and encourage in-fill development (Government Code, Sections 56001, and 56301 and Policy 3c[2]);
- Require the adequate and timely provision of services (particularly water) (Government Code, Section 56668[k]) to annexing areas;
- Discourage the premature conversion of prime agricultural land and open space (Government Code, Section 56301);
- Consider and mitigate, if necessary, the fiscal consequences of annexation (Government Code, Section 56886);
- Prohibit the creation of unincorporated islands except under unique and specified circumstances (Government Code, Section 56744); and
- Consider the extent to which the fair share housing needs are met (Government Code, Sections 56668[1] and 56001).

City

- Promote the orderly, systematic and comprehensive planning of land within the City of Rocklin's Sphere of Influence;
- Promote a sense of entry into the City of Rocklin from SR 65 as well as from North Whitney Boulevard (also known as Parkway A);
- Provide a variety of residential land use designations that will meet the future needs of the City and possibly the surrounding area (General Plan Residential Land Use Policy #6);
- Designate sufficient commercial land to meet the future needs of the City (General Plan Commercial Land Use Goal);

- Promote land uses that will provide employment opportunities for residents of the Annexation area, the City of Rocklin and surrounding communities;
- Strive to create a jobs/housing balance both within the Annexation area and adjacent neighborhoods within the City of Rocklin as well as possibly other surrounding communities;
- Provide retail/commercial, education and recreational land uses in the Annexation area for residents and adjacent neighborhoods in the City of Rocklin so that these residents reduce the need to travel outside of the Annexation area for many routine daily needs;
- Designate land for industrial uses sufficient to meet future City needs, but limited to uses that will not negatively impact existing or future neighborhoods (General Plan Industrial Land Use Policy #33);
- Participate in regional traffic improvements such as SR 65 Interchange and other streets identified as having regional significance (General Plan Circulation Policy #23);
- Promote a connection from SR 65/Whitney Boulevard through the Sunset Ranchos property generally along the Whitney Boulevard alignment and through the northern portion of Whitney Oaks property and through Clover Valley Lakes to intersect with Sierra College Boulevard (North Rocklin Circulation Element Improvement 9, Resolution No. 94-269);
- Provide public services to meet the needs of the development within the Annexation area; and
- Provide land uses that are economically beneficial to the City of Rocklin and generate property and sales tax revenues.

Grupe

- Provide a variety of housing types to help meet the housing needs of the region and to help the City of Rocklin satisfy the goals of its Housing Element. In particular, the residential component of the project area will make housing available to executives and employees working in the 8,000-acres planned for industrial, office and commercial uses both within the project area and the Sunset Industrial Area, located immediately to the west of the project site. The provision of this housing should help to reduce the need to travel outside the area, thereby reducing long-term traffic congestion and air pollution.
- Preserve and incorporate existing natural resources and open space on the site into the overall development scheme. The Sunset Ranchos portion of the project proposes to permanently preserve approximately ~~193~~ 194 acres of open space.
- Provide a 50-acre site for a second high school in Rocklin to meet increased enrollments.
- Provide recreational opportunities for future residents of the project area by incorporating approximately ~~250~~ 263 acres of parks and open space.
- Develop an economically viable project that provides a reasonable rate of return on investment for the landowner, is consistent with the City's General Plan policies, and can generate funds sufficient to provide infrastructure improvements as required by the City of Rocklin.

- Help implement the City's long-range circulation plan by providing key roadway components, including North Whitney Boulevard, Sioux Street extension, West Oaks extension and other links to the regional roadway system.
- Maintain consistency with the goals and objectives of the Water Forum Agreement for the provision of potable water to the Sphere of Influence annexation area.
- Provide alternative modes of transportation by providing bicycle paths/lanes and pedestrian trails in Sunset Ranchos to assist with the reduction of automobile use and improve air quality.
- Construct on- and off-site traffic improvements in sequence with Sunset Ranchos buildout demands.
- Construct off-site water and sewer lines necessary to support Sunset Ranchos.
- Construct flood control facilities in a manner consistent with City and County objectives.

Parcel K Applicant's Objectives

- Provide single-family homes to meet the housing needs of the region and to help the City of Rocklin satisfy the goals of its Housing Element.
- Develop the property in a manner that is compatible with surrounding developments.
- To the extent possible, preserve and incorporate existing natural resources and open space on the site into the overall development scheme.
- Develop an economically viable project that provides a reasonable rate of return on investment for the landowner, is consistent with the City's General Plan policies, and can generate funds sufficient to provide infrastructures improvements desirable to the City of Rocklin.

PROJECT SCHEDULE

~~A phasing plan has not been prepared at this time but could be prepared at a later date concurrent with the submittals of Tentative Maps. At this time, a~~ phasing plan is included as an appendix to the GDP. The first phase would include approximately 500 units and would be located immediately west of Whitney Oaks and immediately north of Stanford Ranch, Phase IV (Sioux Street extension). It is anticipated that construction could begin as early as ~~2002~~ 2003, and that the project would be built out over an approximately ten-year time period, based on market demand.

MITIGATION MONITORING

~~A Mitigation Monitoring Plan Program Plan (MMP) shall be prepared~~ is included as part of the this Final EIR to reflect the measures required to mitigate significant impacts of the project to less-than-significant levels (see Appendix B).

LEAD AND RESPONSIBLE AGENCIES

In conformance with sections 15050 and 15367 of the State CEQA Guidelines, the City of Rocklin has been designated the “lead agency,” which is defined as the “public agency which has the principal responsibility for carrying out or disapproving a project.”

Lead Agency

City of Rocklin
3970 Rocklin Road
Rocklin, CA 95677

Contact: Ms. Sherri Abbas, Planning Services Manager, or
Ms. Laura Webster, Senior Planner
(916) 632-4020

Responsible/Trustee Agencies

A responsible agency is a public agency with discretionary approval over one or more actions involved with the development of a Proposed Project. The Responsible Agencies for the Proposed Project include the following:

- California Department of Fish and Game,
- California Regional Water Quality Control Board,
- State Historic Preservation Officer,
- Native American Coordination,
- Caltrans (Encroachment Permit),
- Placer County,
- Placer County LAFCO,
- Placer County Water Agency,
- Placer County Transit, and
- South Placer Municipal Utility District.

Interested Parties

The following are federal agencies that have jurisdiction, by law, over resources affected by the project.

- United States Army Corp of Engineers
- United States Fish and Wildlife Service

Discretionary Actions

The City of Rocklin and other responsible agencies would likely need to follow through with discretionary actions for project approval. The actions that would likely be necessary for project approval include, but are not limited to, the following:

- Certification that the EIR adequately identifies the significant environmental effects of the Proposed Project, pursuant to CEQA, the State CEQA Guidelines, and the City of Rocklin CEQA Guidelines.
- Placer County Grading Permit (required to vest the 404 permit from the US Army Corps of Engineers prior to processing the annexation).
- Amendment of the Rocklin General Plan for Sunset Ranchos, Placer 115, and Placer Ranch from Planning Reserve to Low Density Residential, Medium Density Residential, High Density Residential, Public Quasi Public, Recreation/Conservation, Retail Commercial, Business Professional, Light Industrial, and rights-of-way.
- Amendment of the Rocklin Circulation Element to change the number of lanes anticipated on North Whitney Boulevard between the SR 65 interchange and Sioux Street from 4 to 6 lanes. Amendment of Figure 10 of the Circulation Element to reflect changes to the bikeway system, specifically the inclusion of Class I facilities through the site.
- Rezoning, General Development Plan (zoning) for Sunset Ranchos, SR 65 Corridor, and Parcel K plan areas.
- Annexation of approximately 1,874 acres of unincorporated Placer County from Rocklin's SOI into the corporate boundaries of the City.
- 404 permit from the United States Army Corps of Engineers.
- 1603 Streambed Alteration Agreement from the California Department of Fish and Game.
- Storm Drain Discharge permit.
- Regional Water Quality Control Board permit.
- USFWS Section 7 or 10 permit.
- Development Agreement with Sunset Ranchos (optional).

C. SUMMARY

SIGNIFICANT IMPACTS

Section 15091 of the CEQA Guidelines requires public agencies to make written findings for each significant environmental effect that has been identified in an EIR. In addition to making written findings for each significant effect, section 15093 of the Guidelines requires the lead agency to "balance, as applicable, the economic, legal, social, technological or other benefits of a proposed project against its unavoidable environmental risks...if the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable." If there is no way for the lead agency to either avoid or substantially lessen a significant effect, even after mitigation, the lead agency is required to prepare a Statement of Overriding Considerations to support its action to approve a project.

Significant Project-Specific Impacts

Significant project-specific impacts occur in the following chapters of the EIR: **Transportation and Circulation; Air Quality; Noise; Visual Resources; and Biological Resources.**

Transportation and Circulation. Development of the Proposed Project would increase traffic on some City of Roseville intersections and roadways in the vicinity of the project site. Suitable mitigation exists to reduce these impacts to acceptable levels; however, the City of Rocklin cannot impose nor enforce mitigation programs outside of their jurisdiction. Whereas the City will coordinate with Roseville to the extent practicable to reduce these impacts, this EIR assumes that these impacts will remain significant and unavoidable due to lack of implementation authority (F-2).

Air Quality. Project-related construction emissions cannot be completely reduced to Placer County Air Pollution Control District (APCD) thresholds. Even though the project would be required to conform to standard construction emission reduction measures outlined by Placer County APCD, the short-term air quality impacts during this period cannot be completely reduced to below APCD thresholds (G-1).

The Proposed Project would generate vehicle and area source emissions that cannot be completely reduced below Placer County APCD thresholds. Even though the project would be developed using emission reducing guidelines set forth by the Placer County APCD, emissions of reactive organic gases, nitrogen oxides, particulate matter of less than 10 microns and carbon monoxide cannot be completely reduced to below Placer County APCD thresholds (G-2).

Noise. The operation of proposed athletic fields and recreation areas associated with the high school and community park could result in noise levels adversely affecting adjacent residents (H-5).

Visual Resources. The Proposed Project, as well as other projects developed in the City on similar property, would replace the open character of the project site with an urban setting. This

permanent change in land character cannot be completely mitigated and would remain significant (M-1).

New sources of light and glare from the project site, and other similar developments in the City, could substantially alter the nighttime lighting character of the area. This impact would remain significant even after mitigation. Even though light standards on commercial properties and stadiums or ball fields will be required to avoid direct illumination on residential areas, ambient light from these sources, as well as street lights and other safety lighting would be a new source of area illumination (M-3).

Biological Resources. The project would result in the loss of native oak trees. Although these trees would be mitigated according to the City's Tree Ordinance, the impact would be significant in the short-term until the replacement trees sufficiently mature (Q-2).

Significant Cumulative Impacts

Significant and unavoidable cumulative impacts occur in the following chapters of the EIR: **Transportation and Circulation; Air Quality; Visual Resources; Cultural Resources; Hydrology, Water Quality and Flooding; and Biological Resources.**

Transportation and Circulation. Under cumulative conditions, the Proposed Project would increase traffic on City of Rocklin roadways and at roadway intersections in the vicinity of the project. Suitable mitigation exists to reduce these impacts to acceptable levels; however, the City of Rocklin cannot impose nor enforce mitigation programs outside of their jurisdiction. Whereas the City will coordinate with Roseville to the extent practicable to reduce these impacts, this EIR assumes that these impacts will remain significant and unavoidable due to lack of implementation authority (F-7).

Under cumulative conditions, development of the Proposed Project would increase traffic on some City of Roseville intersections and roadways in the vicinity of the project site. Suitable mitigation exists to reduce these impacts to acceptable levels; however, the City of Rocklin cannot impose nor enforce mitigation programs outside of their jurisdiction. Whereas the City will coordinate with Roseville to the extent practicable to reduce these impacts, this EIR assumes that these impacts will remain significant and unavoidable due to lack of implementation authority (F-9).

Air Quality. The combination of the Proposed Project and other area projects would hinder the Placer County APCD's ability to bring the region into attainment for ozone (O₃) and particulate matter of less than 10 microns (PM₁₀). Even without the project, western Placer County is currently designated by the U.S. Environmental Protection Agency as a severe non-attainment area for O₃ and non-attainment for PM₁₀. Consequently, any previously unmitigated source of these emissions would be unmitigable at this time (G-5).

Visual Resources. The Proposed Project, as well as other projects developed in the City on similar property, would replace the open character of existing undeveloped sites with an urban setting. This permanent change in land character cannot be completely mitigated and would remain significant (M-4).

New sources of light and glare from the project site, and other similar developments in the City, could substantially alter the nighttime lighting character of the area. This impact would remain significant even after mitigation. Even though light standards for commercial properties and stadiums or ball fields will be required to avoid direct illumination on residential areas, ambient light from these sources, as well as street lights and other safety lighting would be a new source of area illumination (M-5).

Cultural Resources. Development within the City, and outside the project boundaries could impact previously unidentified historic and/or prehistoric resources. Until there these areas are reexamined, this document assumes that this undetermined impact will remain significant (N-4).

Hydrology, Water Quality, and Flooding. Cumulative increases in stormwater runoff could contain significant volumes of stormwater runoff and significant quantities of urban contaminants that could degrade water quality (P-7 and P-9). Participation in a regional retention program would reduce the magnitude of this impact, in the long term. It would remain potentially significant and unavoidable on a short-term basis.

Biological Resources. The cumulative loss of wetlands and habitat for plants and wildlife cannot be completely offset by mitigation. Even though onsite impacts can be reduced to acceptable levels, the regional loss of these resources would remain significant (Q-9).

EFFECTS FOUND TO BE LESS THAN SIGNIFICANT

Based on a thorough review of the project description and site characteristics, prior environmental analysis and studies, and responses received on the Notice of Preparation, the following specific impacts were found to be less than significant impacts and were not evaluated in this EIR:

- Physical division of an established community;
- Hazards from design features or incompatible uses;
- Parking capacity and transit conflicts;
- Odors;
- Groundborne vibration or noise;
- Airport noise;
- Displacement of substantial numbers of people or existing housing;
- Hazardous wastes or emissions within one-quarter mile of school property;
- Airport safety hazards;
- Emergency response plan or evacuation route plan interference;
- Paleontological resources;
- Human remains;
- Groundwater recharge;
- Flooding due to dam or levee failure; and
- Inundation by seiche, tsunami, or mudflow.

Please see Summary Table C-1 for a complete list of all the impacts.

POTENTIAL AREAS OF CONCERN OR UNRESOLVED ISSUES

Section 15123 of the State CEQA Guidelines requires the summary section of an EIR to include areas of potential controversy known to the Lead Agency. Issues identified through the environmental evaluation process resulting primarily from comments received on the Notice of Preparation are as follows:

- Traffic congestion at select intersections (Chapter F);
- Flooding and runoff from an increase in impervious surfaces (Chapter P);
- Availability of potable water to the site (Chapter J); and
- Development of ridge tops and conversion of open land (Chapter M).

IMPACTS AND MITIGATION MEASURES

The level of significance for each impact analyzed in this EIR was determined by considering the predicted magnitude of the impact against a specific threshold. This EIR was focused from the Initial Study.

Therefore, this EIR identifies several impacts that are less than significant and require no mitigation. Thresholds were developed using information from the State CEQA Guidelines, and/or local/regional plans and ordinances. Thresholds are identified in each chapter under the title Significance Criteria. The levels of impact significance are listed below:

Significant and Unavoidable [SU] Impact - are significant impacts, that after implementation of all feasible mitigation measures, continue to exceed the defined Significance Criteria.

Significant [S] Impact - are impacts that exceed the defined Significance Criteria.

Less-than-Significant [LS] Impact - are impacts that do not exceed the defined Significance Criteria.

In some instances, the classification “potentially significant” is used. For the purposes of this EIR, a potentially significant impact is an impact that is considered, but cannot be determined for certain to be significant at this time. A finding of “potentially significant” usually includes mitigation to reduce the impact to a less-than-significant level.

SUMMARY TABLE

Table C-2, Summary of Impacts and Mitigation Measures, from the DEIR is reprinted in this chapter as Table C-1. The Revised Summary Table includes any text changes to impacts and mitigation measures identified in this Final EIR. The summary table is arranged in four columns:

- 1) Environmental impacts (“Impact”),
- 2) Level of significance prior to mitigation,
- 3) Mitigation Measures,

- 4) The level of significance after implementation of mitigation measures (“Level of Significance after Mitigation”).

A series of mitigation measures are noted where more than one mitigation measure may be required to reduce the impact to a less-than-significant level. The Summary Table includes only the impact statement for each impact. For a full discussion of the project impact, please refer to the appropriate chapter in the DEIR. The Summary Table lists the mitigation measures identified in the EIR for the Proposed Northwest Rocklin Annexation. The table also includes measures that have been identified in each chapter as mitigation that the project developer would be expected to comply with under applicable ordinances, rules, or regulation (REQ-MM).

**REVISED TABLE C-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
E. Land Use			
E-1 The Proposed Project would convert agricultural/grazing land to non-agricultural uses	LS	No mitigation measures are recommended or required for this impact.	N/A
E-2 The Proposed Project would allow development of land uses that could be incompatible with existing or planned surrounding land uses.	LS	No mitigation measures are recommended or required for this impact.	N/A
E-3 The Proposed Project could allow development of land uses that could be internally incompatible.	PS	EMM-3 Implement Mitigation Measures FMM-5, HMM-4, HMM-5 and MMM-3. These mitigation measures shall be implemented at the time of approval of the subsequent development entitlements (i.e., use permits, tentative maps, and/or design review).	LS
E-4 The Proposed Project could be inconsistent with the City's General Plan or other City plans, policies, or ordinances.	LS	No mitigation measures are recommended or required for this impact.	N/A
E-5 The Proposed Project could be inconsistent with Placer County LAFCO guidelines and policies.	LS	No mitigation measures are recommended or required for this impact.	N/A

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REVISED TABLE C-1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
<p>E-6 The Proposed Project could restrict the amount of right-of-way available for a State highway interchange at North Whitney Boulevard (Parkway A).</p>	<p>PS</p>	<p>EMM-6 If development applications are proposed in the vicinity of the future North Whitney Boulevard/State Route 65 interchange prior to construction of the interchange, development shall be limited to provide for sufficient right-of-way for the interchange, as determined by Caltrans in a Project Study Report for the interchange. The amount of land that would be needed is unknown at this time because the type and design of the interchange has not been determined. This mitigation measure shall be implemented at the time of approval of the tentative map, use permit, or design review applications.</p>	<p>LS</p>

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**REVISED TABLE C-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
F. Transportation/Circulation			
F-1 Development of the Proposed Project would increase traffic on intersections in the vicinity of the project.	S	<p><i>SR 65/Sunset Boulevard Intersection</i></p> <p>FMM-1(a) Participate in a funding mechanism to construct an interchange at SR 65 and Sunset Boulevard.</p> <p><u>Prior to recordation the approval of the first tentative final map (except for Parcel K), an infrastructure phasing and financing plan shall be completed and approved by the City Council. The plan shall specify the level of development that can occur before construction of the SR 65/Sunset Boulevard interchange, and provide for advance funding of the interchange, if needed. The plan shall ensure that development of the project area is phased in a manner, and at a pace, that will not cause violations of City level of service standards as set forth in the General Plan. The financing plan shall also provide a mechanism to reimburse property owners who dedicate a disproportionate amount of land for roadway purposes.</u></p>	LS

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
<p>F-1 Development of the Proposed Project would increase traffic on intersections in the vicinity of the project.</p>	S	<p><i>Sunset Boulevard/Atherton Road Intersection</i></p> <p>FMM-1(b) Modify the southbound Atherton Road approach to include a left-turn lane, a through lane, and two right-turn lanes.</p> <p>REQ-MM The project developer shall pay traffic impact fees, for the City of Rocklin Capital Improvement Program, as established by City Council Resolution.</p>	LS
<p>F-2 Development of the Proposed Project would increase traffic on roadway segments in the vicinity of the project.</p>	S	<p><i>Stanford Ranch Road between SR 65 and Five Star Boulevard</i></p> <p>FMM-2(a) Widen the west side of Stanford Ranch Road to include a fourth southbound travel lane from Five Star Boulevard to SR 65.</p> <p><i>SR 65 between Stanford Ranch Road and Interstate 80</i></p> <p>FMM-2(b) Widen this segment from four to six lanes.</p>	SU
<p>F-3 Development of the Proposed Project could create demand for bicycle and pedestrian facilities.</p>	LS	<p>No mitigation measures are required for this impact.</p>	N/A
<p>F-4 The Proposed Project would create a demand for transit services.</p>	PS	<p>FMM-4 The City shall ensure that, as future entitlements are planned in the annexation area, the City shall coordinate with Placer County Transit (PCT) to ensure that transit services are in place as needed to serve demand from new development.</p>	LS

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
<p>F-5 The omission of school sites from the annexation area could result in traffic congestion in portions of the project site.</p>	<p>S</p>	<p>FMM-5 At such time when tentative maps are proposed for sites designated with a school overlay, the City shall ensure that the developer provide revised traffic studies to ensure that the change to residential will not violate City service level policies. The study shall indicate any necessary traffic mitigation measures in future development plans to reduce impacts to less-than-significant levels.</p>	<p>LS</p>
<p>F-6 Development of school sites could result in on-street parking and parking in residential neighborhoods.</p>	<p>S</p>	<p>FMM-6 School parking plans shall provide adequate parking for students, staff, faculty, and visitors to reduce on street parking and parking in residential neighborhoods to the maximum extent practicable.</p>	<p>LS</p>
<p>F-7 Development of the Proposed Project would increase traffic on City of Rocklin roadways and at roadway intersections in the vicinity of the project under cumulative conditions.</p>	<p>S</p>	<p><i>Sunset Boulevard/Blue Oaks Boulevard intersection</i> FMM-7(a) Construct a second left-turn lane on the northbound Sunset Boulevard approach.</p>	<p>SU</p>

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
<p>F-7 Development of the Proposed Project would increase traffic on City of Rocklin roadways and at roadway intersections in the vicinity of the project under cumulative conditions.</p>	<p>S</p>	<p><i>Sunset Boulevard/Pacific Street intersection.</i></p> <p>FMM-7(b) Construct a "free" right-turn lane on the southbound Pacific Street approach to westbound Sunset Boulevard. This would necessitate widening the bridge over the railroad tracks.</p> <p><i>Sunset Boulevard/West Oaks Boulevard intersection.</i></p> <p>FMM-7(c) Dedicate the inside through lane on the southbound West Oaks Boulevard approach as a shared left/through lane and rephasing traffic signal.</p> <p><i>Sunset Boulevard/Atherton Drive intersection.</i></p> <p>FMM-7(d) Construct the following turn lanes at this intersection:</p> <ul style="list-style-type: none"> • Two left-turn lanes, one through lane, and two right-turn lanes on the southbound approach. • Two left-turn lanes, one through lane, and one right-turn lane on the northbound approach. • An exclusive right-turn lane on the westbound approach. 	<p>SU</p>

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SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
<p>F-7 Development of the Proposed Project would increase traffic on City of Rocklin roadways and at roadway intersections in the vicinity of the project under cumulative conditions.</p>	S	<p><i>Stanford Ranch Road/Five Star Boulevard intersection.</i></p> <p>FMM-7(e) Construct a "free" right-turn lane on the eastbound Five Star Boulevard to southbound Stanford Ranch Road.</p> <p>REQ-MM The project developer shall pay traffic impact fees for the City of Rocklin Capital Improvement Program, as established by City Council Resolution.</p>	SU
<p>F-8 Under cumulative conditions, development of the Proposed Project would create a demand for transit services as phased development occurs.</p>	PS	<p>FMM-8 Implement Mitigation Measure FMM-4.</p>	LS
<p>F-9 Development of the Proposed Project would increase traffic on City of Roseville intersections and roadways and State highways in the vicinity of the project under cumulative conditions.</p>	S	<p><i>Foothills Boulevard/Junction Boulevard intersection</i></p> <p>FMM-9(a) Construct a third left-turn lane on the northbound Foothills Boulevard approach.</p> <p><i>Washington Boulevard/Roseville Parkway intersection</i></p> <p>FMM-9(b) Convert the planned second left-turn lane on the eastbound Roseville Parkway approach to a through lane and convert the planned second left-turn lane on the westbound Roseville Parkway approach to an eastbound receiving lane.</p>	SU

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

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<p>F-9 Development of the Proposed Project would increase traffic on City of Roseville intersections and roadways and State highways in the vicinity of the project under cumulative conditions.</p>	<p>S</p>	<p>Roseville Parkway/Pleasant Grove Boulevard intersection FMM-9(c) Construct an exclusive right-turn lane on the southbound Roseville Parkway approach. Grant Street/Vernon Street intersection None available SR 65 between Stanford Ranch Road and Interstate 80 None Available SR 65 between Pleasant Grove Boulevard and Stanford Ranch Road None Available Pleasant Grove Boulevard between SR 65 and Fairway Drive None Available REQ-MM The project developer shall pay traffic impact fees for the City of Rocklin Capital Improvement Program, as established by City Council Resolution.</p>	<p>SU</p>

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SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
G. Air Quality			
<p>G-1 Construction activities associated with the Proposed Project could generate criteria air pollutants that would exceed Placer County APCD thresholds.</p>	S	<p>GMM-1(a) Prior to commencement of grading, the project applicant shall submit a Construction Emission/dust control plan for approval by the City engineer and the Placer County Air Pollution Control District. This plan shall specify measures to reduce dust pollution during all phases of construction. These measures may include the following:</p> <ul style="list-style-type: none"> (i) Traffic speeds on all unpaved road surfaces shall be posted at 25 m.p.h. or less. (ii) All grading operations shall be suspended when wind speeds exceed 25 m.p.h. (iii) All trucks leaving the site shall be washed off to eliminate dust and debris. (iv) All construction equipment shall be maintained in clean condition. (v) All exposed surfaces shall be revegetated as quickly as feasible. (vi) If fill dirt is brought to the construction site, tarps or soil stabilizers shall be placed on the dirt piles to minimize dust problems. (vii) Water or dust palliatives shall be applied on all exposed earth surfaces as necessary to control dust. Construction contracts shall include dust control treatment as frequently as necessary to minimize dust. (viii) No open burning of any kind. 	STSU

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Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
<p>G-1 Construction activities associated with the Proposed Project could generate criteria air pollutants that would exceed Placer County APCD thresholds.</p>	<p>S</p>	<p>GMM-1(b) The contractor shall reduce NO_x and ROG emissions by complying with the construction vehicle air pollutant control strategies developed by the Placer County APCD. The contractor shall include in <u>Improvement Plans</u> and construction contracts the following requirements or measures shown to be equally effective:</p> <ul style="list-style-type: none"> (i) Contractors' construction equipment shall be properly maintained and tuned during construction activity. (ii) Contractors shall use low emission mobile construction equipment where possible. (iii) Construction equipment exhaust emissions shall not exceed District Rule 202 <u>Visible Emission limitations</u>. (iv) The prime contractor shall submit to the District a comprehensive inventory (i.e., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used an aggregate of 40 or more hours for the construction project. District personnel, with assistance from the California Air Resources Board, will conduct initial Visible Emission Evaluations of all heavy-duty equipment on the inventory list. 	<p>STSU</p>

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Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
<p>G-1 Construction activities associated with the Proposed Project could generate criteria air pollutants that would exceed Placer County APCD thresholds.</p>	<p>S</p>	<p>(v) Construction contracts shall stipulate that at least 20% of the heavy-duty off-road equipment included in the inventory be powered by CARB-certified off-road engines, as follows:</p> <p>175 hp 750 hp 1996 and newer engines 100 hp 174 hp 1997 and newer engines 50 hp 99 hp 1998 and newer engines</p> <p>In lieu of or in addition to this requirement, an applicant can use other measures to reduce particulate matter and nitrogen oxide emissions from their project through the use of emulsified diesel fuel and/or particulate matter traps. The District shall be contacted to discuss this measure.</p> <p>REQ-MM The project applicant shall comply with all of Placer County Air Pollution Control District's rules and regulations.</p> <p>REQ-MM The project applicant shall comply with all requirements in the Uniform Building Code.</p> <p>REQ-MM The project applicant shall comply with all requirements in the California Code of Regulations, Title 24.</p>	<p>STSU</p>

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
<p>G-2 Operation of the Proposed Project could result in the generation of both vehicle and area source air pollutants, increasing total air pollutant emissions.</p>	<p>S</p>	<p>GMM-2(a) The City shall not approve building permits for fireplaces in homes that do not have a primary heating source other than a fireplace. All fireplaces shall be plumbed for natural gas (if available).</p> <p>GMM-2(b) Tree planting programs shall include planting at least one tree per lot, for shade.</p> <p>GMM-2(c) In commercial buildings, the energy loss associated with buildings shall be improved by encouraging that the amount of energy used be reduced with automated time clocks or occupant sensors.</p> <p>GMM-2(d) The subdivider and/or developer shall make available educational material to new residents in the project area to educate them about air pollution problems and solutions. Issues identified include transportation control measures (TCM), open burning practices, and use of wood burning fireplaces and stoves.</p> <p>GMM-2(e) To reduce emissions associated with landscape management the project applicant shall landscape with native drought-resistant species, where appropriate, to reduce water consumption, emissions from lawn equipment, and to provide passive solar benefits.</p> <p>GMM-2(f) Low NO_x hot water heaters shall be installed per Air District Rule.</p>	<p>SU</p>

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SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
<p>G-2 Operation of the Proposed Project could result in the generation of both vehicle and area source air pollutants, increasing total air pollutant emissions.</p>	<p>S</p>	<p>GMM-2(g) The project applicant shall install an electrical outlet at the front and back of the residences for the use of electric landscape maintenance equipment.</p> <p>GMM-2(h) Office, commercial and retail land uses shall include bicycle racks.</p> <p>GMM-2(i) The project developer shall install natural gas lines at the rear of each single-family residential structure to encourage the use of natural-gas barbecues.</p> <p>REQ-MM The project applicant shall comply with all of Placer County Air Pollution Control District's rules and regulations.</p> <p>REQ-MM Only U.S. EPA certified woodstoves shall be installed.</p> <p>REQ-MM The project applicant shall comply with all Environmental Protection Agency regulations to wood burning stoves.</p> <p>REQ-MM The project applicant shall comply with all requirements in the Uniform Building Code.</p> <p>REQ-MM The project applicant shall comply with all requirements in the California Code of Regulations, Title 24, and all federal EPA mandated requirements.</p>	<p>SU</p>
<p>G-3 The Proposed Project could increase CO concentrations at some intersections.</p>	<p>LS</p>	<p>No mitigation measures are recommended or required for this impact.</p>	<p>N/A</p>

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SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
<p>G-4 Implementation of the Proposed Project could expose sensitive receptors to stationary source pollutants and toxic air contaminants.</p>	<p>LS</p>	<p>REQ-MM The project applicant shall comply with all of Placer County Air Pollution Control District's rules and regulations.</p> <p>REQ-MM The project applicant shall comply with all Environmental Protection Agency regulations applied to wood burning stoves.</p> <p>REQ-MM The project applicant shall comply with all requirements in the Uniform Building Code.</p> <p>REQ-MM The project applicant shall comply with all requirements in the California Code of Regulations, Title 24.</p>	<p>N/A</p>
<p>G-5 The Proposed Project, in combination with other cumulative development, could hinder the PCAPCD's ability to bring the region into attainment for O₃ and PM₁₀.</p>	<p>S</p>	<p>GMM-5 Implement Mitigation Measures GMM-1, and GMM-2, and GMM-4.</p>	<p>SU</p>
<p>G-6 - The Proposed Project, in combination with other cumulative development, could result in increases of CO concentrations at some intersections.</p>	<p>LS</p>	<p>No mitigation measures are recommended or required for this impact</p>	<p>N/A</p>
H. Noise			
<p>H-1 Construction of the Proposed Project could temporarily increase noise levels at existing noise sensitive land uses.</p>	<p>PSST</p>	<p>HMM-1(a) All heavy construction equipment and all stationary noise sources (such as diesel generators) shall have manufacturer installed mufflers.</p>	<p>LS</p>

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<p>H-1 Construction of the Proposed Project could temporarily increase noise levels at existing noise sensitive land uses.</p>		<p>HMM-1(b) Equipment warm up areas, water tanks, and equipment storage areas shall be located in an area as far away from existing residences as is feasible.</p> <p>REQ-MM The project applicant shall comply with the City of Rocklin Construction Noise Compatibility Guidelines, including restricting construction-related noise generation activities within or near residential areas shall be restricted to between 7:00 am and 7:00 pm on weekdays, and between 8:00 am and 7:00 pm on weekends, to the satisfaction of the <u>Public Works Director or Building Official</u>.</p>	LS
<p>H-2 The Proposed Project would result in residential development within close proximity to existing and proposed roadways. These new residential areas could be exposed to exterior traffic noise levels in excess of the City of Rocklin Noise Compatibility Guidelines.</p>	S	<p>HMM-2(a) For each tentative map with residential areas within the 60 dB contour, or greater the developer shall use setbacks, barriers, or other measures as necessary to ensure that exterior noise levels do not exceed 65 dB at first-floor outdoor activity areas, as demonstrated by a project-specific noise analysis.</p> <p>HMM-2(b) For each tentative map with residential areas within the 65 dB or greater contour, the developer shall use setbacks, building materials and systems (including heating and air conditioning) that will allow residents to keep their windows closed, and/or other construction techniques necessary to ensure interior noise levels do not exceed 45 dB.</p>	LS

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Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
<p>H-3 Project generated traffic is expected to result in changes in noise levels on the existing street system in the project vicinity ranging from -0.8 dB Ldn to +5.0 dB Ldn.</p>	<p>LS</p>	<p>No mitigation measures are recommended or required for this impact.</p>	<p>N/A</p>
<p>H-4 There are a variety of stationary noise sources associated with future development within the Plan Area that have the potential to create noise levels in excess of the City of Rocklin Noise Compatibility Guidelines or result in annoyance at existing and future noise-sensitive developments within the Plan Area. Such uses/noise sources include, but are not limited to, commercial loading docks associated with such uses as grocery stores, school playgrounds, and neighborhood parks.</p>	<p>PS</p>	<p>HMM-4 Commercial loading docks, schools, playgrounds, and parks shall be sited and designed to ensure that noise levels at nearby residential areas do not exceed stationary noise standards utilized by the City. An acoustical study may be required demonstrating compliance to the City prior to approval of the entitlements for each of these projects, as determined by the City.</p>	<p>LS</p>
<p>H-5 Operation of open athletic fields and recreation areas, including the assemblage of large crowds and the use of public address systems could result in noise levels that would adversely affect adjacent residents.</p>	<p>PS</p>	<p>HMM-5 Future development of athletic fields and recreation areas associated with the high school and community park sites shall utilize site design techniques to reduce impacts to surrounding residential development. Solid noise barriers shall be incorporated into residential improvement plans and be constructed at the interfaces of such recreation and residential areas. Prior to final design of high school and community park athletic fields and associated recreation areas, a noise analysis with recommendations shall be conducted to ensure that noise impacts from future operation of those facilities are reduced to the maximum extent feasible.</p>	<p>PSU</p>

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H-6 Project generated traffic, in conjunction with future development in the area, is expected to result in a change in noise levels on the existing street system in the project vicinity ranging from -2.5 dB Ldn to +0.5 dB Ldn.	LS	No mitigation measures are recommended or required for this impact.	N/A
I. Population, Employment, Housing			
I-1 The Proposed Project would increase the City's population over existing conditions.	LS	No mitigation measures are recommended or required for this impact.	N/A
I-2 The Proposed Project would increase demand for affordable housing.	LS	No mitigation measures are recommended or required for this impact.	N/A
I-3 The Proposed Project would change the Citywide jobs/housing ratio.	LS	No mitigation measures are recommended or required for this impact.	N/A
I-4 The Proposed Project could be inconsistent with the City of Rocklin General Plan policies.	LS	No mitigation measures are recommended or required for this impact.	N/A

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J. Public Utilities			
<p>J-1 The Proposed Project would result in increased demand for water supply.</p>	S	<p>JMM-1 The project proponent shall enter into an agreement with the Placer County Water Agency (PCWA) requiring the applicant to fund Phase 2 of PCWA's Raw Water System Monitoring Program, a component of PCWA's regional water use efficiency program. Such agreement shall run with the land and be binding on any and all successors in interest owning property within the Project area. PCWA's regional water efficiency program is designed to increase water availability through water conservation and increased water distribution efficiencies. Based on information supplied by PCWA during the planning process for the Northwest Rocklin Annexation, the City deems the applicant's agreement to fund Phase 2 of the Raw Water System Monitoring Program to be sufficient to offset, through increased conservation and distributional efficiencies, the amount of water that will be consumed in the Project area at buildout above and beyond what PCWA anticipated, and planned for, prior to Project approval. Required payments to PCWA may be phased to coincide with the pace of development.</p>	LS
<p>J-2 The Proposed Project would require additional water conveyance infrastructure.</p>	S	<p>JMM-2 The project applicant shall adhere to standard PCWA requirements and enter into a Pipeline Extension Agreement with PCWA and provide all pipelines and facilities necessary to supply adequate amounts of water for domestic and fire protection purposes. All system improvements shall be subject to PCWA approval.</p>	LS

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J-3 The Proposed Project would increase the demand for water treatment.	LS	No mitigation measures are recommended or required for this impact.	N/A
J-4 The Proposed Project, in combination with future development in the City and PCWA service area, would increase the demand for water supply.	S	No mitigation measures are available for this impact. Implement Mitigation Measure JMM-1.	SU LS
J-5 The Proposed Project, in combination with future development in the City and other PCWA Zone 1 service areas, would increase the demand for water conveyance facilities.	LS	No mitigation measures are recommended or required for this impact.	N/A
J-6 The Proposed Project, in combination with future development in the City and other PCWA Zone 1 service areas, would increase the demand for water treatment.	LS	No mitigation measures are recommended or required for this impact.	N/A
J-7 The Proposed Project would increase demand for wastewater conveyance.	S	JMM-7 The project applicant shall be obligated through project approval conditions at the time of tentative subdivision map, utility plans and design review approval, to fund and install infrastructure required to provide for the wastewater conveyance needs for each portion of the Proposed Project. Prior to construction of improvements outside the project boundaries, the developer shall submit to the City of Rocklin a construction plan that outlines the construction limits, construction schedule, traffic detours, noise and dust suppression, resident notification, and emergency service notification as requested by the City.	LS

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J-8 The Proposed Project would increase demand for wastewater treatment.	LS	No mitigation measures are recommended or required for this impact.	N/A
J-9 The Proposed Project, in combination with future development in the City and SPMUD service area, would increase the demand for wastewater conveyance.	S	JMM-9 Implement JMM-7.	LS
J-10 The Proposed Project, in combination with future development in the City and SPMUD service area, would increase the demand for wastewater treatment.	LS	No mitigation measures are recommended or required for this impact.	N/A
J-11 Implementation of the Proposed Project would generate approximately 62.9 tons of solid waste per day.	LS	No mitigation measures are recommended or required for this impact.	N/A
J-12 The Proposed Project would generate construction debris.	LS	No mitigation measures are recommended or required for this impact.	N/A
J-13 The Proposed Project, in combination with future development in the City, would increase the demand for solid waste collection and disposal.	LS	No mitigation measures are recommended or required for this impact.	N/A
J-14 The Proposed Project would increase demand for electrical and natural gas facilities and supply.	LS	No mitigation measures are recommended or required for this impact.	N/A
J-15 The Proposed Project, in combination with future development in the City, would increase the demand for electrical and gas services.	LS	No mitigation measures are recommended or required for this impact.	N/A

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K. Public Services			
<p>K-1 The Proposed Project would increase demand for law enforcement services and facilities in the City of Rocklin.</p>	<p>LS</p>	<p>REQ-MM The project applicant shall comply with the provisions of the City of Rocklin Construction Tax (Section 3.16 of the Rocklin Municipal Code), for the acquisition and development of parks, open space, bike trails, public buildings, and fire equipment needed as a result of increased development within the City. This mitigation measure to be implemented at the time of Building permit issuance.</p>	<p>N/A</p>
<p>K-2 The Proposed Project, in combination with future development in the City, would create demand for additional law enforcement services and facilities.</p>	<p>LS</p>	<p>REQ-MM The project applicant shall comply with the provisions of the City of Rocklin Construction Tax (Section 3.16 of the Rocklin Municipal Code), for the acquisition and development of parks, open space, bike trails, public buildings, and fire equipment needed as a result of increased development within the City. This mitigation measure to be implemented at the time of Building permit issuance.</p>	<p>N/A</p>
<p>K-3 The Proposed Project would increase demand for fire protection/suppression services and emergency services. The project would require approximately 12 additional fire personnel.</p>	<p>PS</p>	<p>KMM-3(a) The project applicant shall ensure that appropriate access into open spaces or undeveloped portions of the property shall be provided and maintained, per City of Rocklin Fire Department requirements.</p> <p>KMM-3(b) The City and project applicant shall analyze the cost of fire protection and emergency medical response associated with the project and develop a funding mechanism to offset any shortfall.</p>	<p>LS</p>

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<p>K-3 The Proposed Project would increase demand for fire protection/suppression services and emergency services. The project would require approximately 12 additional fire personnel.</p>	<p>PS</p>	<p>REQ-MM The project applicant shall comply with the provisions of the City of Rocklin Construction Tax (Section 3.16 of the Rocklin Municipal Code), for the acquisition and development of parks, open space, bike trails, public buildings, and fire equipment needed as a result of increased development within the City. This mitigation measure to be implemented at the time of Building permit issuance.</p>	<p>LS</p>
<p>K-4 The Proposed Project could result in the placement of residences farther than the two road mile service area of the closest fire station.</p>	<p>PS</p>	<p>REQ-MM The project applicant shall comply with the provisions of the Uniform Fire Code (adopted as Chapter 15.04 of the Rocklin Municipal Code). This mitigation measure to be implemented at the time of Building permit issuance.</p>	<p>LS</p>
<p>K-5 The Proposed Project could result in residential development upon terrain where slopes reduce acceptable fire access for suppression activities.</p>	<p>PS</p>	<p>KMM-4 Fire sprinkler systems shall be installed in structures farther than 2-road miles from an existing fire station. This mitigation measure shall be implemented at the time of approval of the Building Permits.</p> <p>KMM-5 Where residential dwellings are developed, all portions of the exterior first floor shall be within 150 feet of the public right-of-way. Structures not capable of meeting this requirement shall be considered a special hazard and fire sprinkler systems shall be installed. This mitigation measure shall be implemented at the time of approval of the Building Permits.</p>	<p>LS</p>

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<p>K-6 The Proposed Project could result in deficiencies within the City of Rocklin Fire Department current emergency Radio Communications System.</p>	<p>PS</p>	<p>KMM-6 The project applicant shall install Radio Repeater towers as needed within the project site. Specific sites will be determined by the Fire Department, in conjunction with design review approvals.</p>	<p>LS</p>
<p>K-7 The Proposed Project, in combination with future development in the City, would create demand for additional fire protection, and emergency services.</p>	<p>PS</p>	<p>KMM-7 Implement KMM-3(b). REQ-MM The project applicant shall comply with the provisions of the City of Rocklin Construction Tax (Section 3.16 of the Rocklin Municipal Code), for the acquisition and development of parks, open space, bike trails, public buildings, and fire equipment needed as a result of increased development within the City. This mitigation measure to be implemented at the time of Building permit issuance. REQ-MM The project applicant shall comply with the provisions of the Uniform Fire Code (adopted as Chapter 15.04 of the Rocklin Municipal Code). This mitigation measure to be implemented at the time of approval of building permit issuance.</p>	<p>LS</p>
<p>K-8 The Proposed Project would increase demand for school services in the Rocklin Unified School District.</p>	<p>PS</p>	<p>KMM-8 The General Development Plan shall designate at least three elementary school sites with a minimum size of 10 usable acres and one 50-acre high school site. This mitigation measure shall be implemented at the time of approval of the General Development Plan.</p>	<p>LS</p>

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<p>K-8 The Proposed Project would increase demand for school services in the Rocklin Unified School District.</p>	<p>PS</p>	<p>REQ-MM The project applicant shall pay Rocklin Unified School District fees under Education Code Section 17620 and Government Code 65995, to the satisfaction of the Rocklin Unified School District at the time of Building Permit issuance.</p> <p>The above requirement shall be waived by the City Council if the applicant and the District reach an agreement to mitigate the impacts on the school facilities caused by the proposed development and jointly request in writing that the condition be waived.</p>	<p>LS</p>
<p>K-9 The Proposed Project, in combination with future development in the RUSD, would increase demand for school services in the RUSD.</p>	<p>LS</p>	<p>No mitigation measures are recommended or required for this impact. <u>REQ-MM The project applicant shall pay Rocklin Unified School District fees under Education Code Section 17620 and Government Code 65995, to the satisfaction of the Rocklin Unified School District at the time of Building Permit issuance.</u></p> <p><u>The above requirement shall be waived by the City Council if the applicant and the District reach an agreement to mitigate the impacts on the school facilities caused by the proposed development and jointly request in writing that the condition be waived.</u></p>	<p>N/A</p>

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<p>K-10 The Proposed Project would increase the demand for park facilities.</p>	<p>LS</p>	<p>REQ-MM The project applicant shall comply with the provisions of the Park Development Fees (Chapters 16.28 and 17.71 of the Rocklin Municipal Code) with parkland dedication and/or payment of park development fees and turnkey park agreements. This mitigation measure to be implemented at the time of approval of the tentative subdivision maps.</p> <p>REQ-MM The project applicant shall comply with the provisions of the Community Park and Recreational Facilities Improvement Fee (Resolution No. 99-82). This mitigation measure to be implemented at the time of approval of building permit application.</p>	<p>N/A</p>
<p>K-11 The Proposed Project, in combination with other development in the City, would increase the demand for park facilities.</p>	<p>LS</p>	<p>REQ-MM The project applicant shall comply with the provisions of the Park Development Fees (Chapters 16.28 and 17.71 of the Rocklin Municipal Code) with parkland dedication and/or payment of park development fees and turnkey park agreements. This mitigation measure to be implemented at the time of approval of the tentative subdivision maps.</p> <p>REQ-MM The project applicant shall comply with the provisions of the Community Park and Recreational Facilities Improvement Fee (Resolution No. 99-82). This mitigation measure to be implemented at the time of approval of building permit application.</p>	<p>N/A</p>

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L. Public Safety and Hazards			
L-1 Development of the Proposed Project could result in the use, generation, storage, and disposal of hazardous materials within the project site.	LS	REQ-MM The project applicant shall comply, at a minimum, with the provisions of Titles 8 and 22 of the Code of California Regulations, the Uniform Fire Code, and Chapter 6.95 of the California Health and Safety Code, as well as any other applicable regulation.	N/A
L-2 Development of the project site could expose construction workers and the public to contaminated soil and/or groundwater.	PS	<p>LMM-2(a) Prior to future development on the SR 65 Corridor Parcel, a Phase I Environmental Site Assessment shall be performed to determine the potential for site contamination.</p> <p>LMM-2(b) If evidence of soil contamination, such as stained or odorous soils, or other evidence of hazardous materials is encountered during construction or development activities, work shall cease until an environmental professional, retained at the developer's expense, has evaluated the situation and identified necessary and appropriate follow-up actions. As part of this process, the City shall ensure that any necessary investigation and/or remediation activities conducted in the project area are coordinated with Placer County Division of Environmental Health, and, if needed, other appropriate State agencies.</p>	LS

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<p>L-2 Development of the project site could expose construction workers and the public to contaminated soil and/or groundwater.</p>	<p>PS</p>	<p>LMM-2(c) The City shall continue to update its records concerning contamination or hazards that may be present at facilities or sites adjacent to the project area, and take necessary action to ensure that the health and safety of the public is protected.</p> <p>LMM-2(d) If, during construction of the Proposed Project, groundwater is encountered and dewatering activities are required, the water shall be analyzed by an environmental professional, retained at the applicant's expense, to determine if the water contains unsafe levels of pesticides, herbicides, nitrates, or other contaminants. Work shall not continue until results of the water analyses have been reported and the Placer County Division of Environmental Health has been informed of the results and has provided guidance.</p>	<p>LS</p>

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<p>L-2 Development of the project site could expose construction workers and the public to contaminated soil and/or groundwater.</p>	<p>PS</p>	<p>LMM-2(e) The recommendations contained in the Phase I Environmental Site Assessments prepared for the three portions of the project site (Sunset Ranchos, Parcel K, and SR 65 Corridor) shall be implemented, at the expense of the site developer, to ensure that the potential environmental conditions associated with the properties do not present a health and safety hazard to the environment, the site workers, or the public. The recommendations include, but are not limited to, confirmation as to whether illegally applied pesticides, herbicides, or nitrates are present in soil and water on the property, investigation of potential heating oil tanks or hazardous building materials associated with on-site residences, and further investigation of trash pits at the project site. Additional site investigations shall be coordinated with the Placer County Division of Environmental Health and any required remediation shall be completed per LMM-2(b).</p>	<p>LS</p>

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<p>L-3 Implementation of the Proposed Project could increase the potential for wildland fires and create emergency ingress/egress problems.</p>	<p>PS</p>	<p>LMM-3(a) An open space management plan shall be prepared by the project applicant and approved by the City prior to recording of any final maps for the project. The Open Space Management Plan shall include a Fuels Modification Plan which addresses the following:</p> <ul style="list-style-type: none"> ▪ The removed brush and trees (under 6-inches diameter at breast height) within all fuel breaks should be chipped. ▪ All undeveloped lots shall be subject to the City's Weed Abatement Program and follow established guidelines for fuel modifications. ▪ Access points should be developed for open space areas, and the fuel break should have emergency vehicle access through the entire area. <p>Implementation of the Open Space Management Plan must be carried out by the Homeowner's Association within all open space parcels that are not dedicated to the City.</p>	<p>LS</p>

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<p>L-3 Implementation of the Proposed Project could increase the potential for wildland fires.</p>	<p>PS</p>	<p>LMM-3(b) The project should conform to all State Responsibility Area (SRA) requirements. After annexation and prior to development, the Proposed Project developer(s) shall enter into a contract/agreement with the California Department of Forestry & Fire Protection (CDF) to provide wildland fire suppression services. Terms, conditions, and limits of said contract shall be reviewed and accepted by the City of Rocklin Fire Department (RFD). It shall be at the discretion of the RFD Fire Chief when such contract/agreement should terminate. Funding for this contract/agreement shall be the sole responsibility of the Proposed Project.</p> <p>LMM-3(c) Implement Mitigation Measure KMM-5.</p> <p>REQ-MM The timing for fire station construction shall be determined by the Rocklin City Council and shall be adequate to maintain desired service levels/response time to the project site. It is recommended that Fire Station #4 be constructed and staffed prior to full buildout.</p>	<p>LS</p>

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<p>L-3 Implementation of the Proposed Project could increase the potential for wildland fires.</p>	<p>PS</p>	<p>REQ-MM Any residential units beyond two (2) road miles from existing or planned stations in the vicinity of the project, shall be designed with a fire suppression sprinkler system. The Fire Chief may require sprinklers in residential units located beyond two (2) road miles from a planned station for which a specific funding source for capital and operational expenditures has been identified.</p> <p>REQ-MM Fire Flow requirements shall be met.</p> <p>REQ-MM All roofs shall be fire resistive -- Class-A type.</p> <p>REQ-MM Existing regulations. Development of the site shall be carried out in accordance with RFD rules and regulations and the Uniform Fire & Building Code Regulations adopted by the City of Rocklin.</p>	<p>LS</p>
<p>L-4 Development of the Proposed Project, in combination with future buildout in the City of Rocklin, would increase the number of people who could be exposed to potential hazards associated with potentially contaminated soil and groundwater and an increase in the transport, storage, and use of hazardous materials.</p>	<p>LS</p>	<p>No mitigation measures are recommended or required for this impact.</p>	<p>N/A</p>

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REVISED TABLE C-1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
L-5 Implementation of the Proposed Project in combination with future buildout in the City of Rocklin could increase the number of people exposed to hazards associated with wildland fires.	PS	LMM-5 Implement Mitigation Measure LMM-3.	LS
M. Visual Resources			
M-1 The Proposed Project would replace the undeveloped character of the project site with an urban setting.	S	No mitigation measures are available.	SU
M-2 The Proposed Project could result in development that is considered visually incompatible with existing and planned residential uses.	LS	No mitigation measures are recommended or required for this impact.	N/A
M-3 Light and glare from the Proposed Project could substantially alter the nighttime lighting character of the area.	S	MMM-3(a) Light standards on commercial properties shall be placed to avoid light and glare on adjacent residential properties. MMM-3(b) High intensity light producing uses, such as stadiums and ball fields, within the project area shall be located and oriented to minimize visual impacts on adjacent residential areas. Lighting for stadiums and ball fields shall be shielded and designed to distribute light in the most effective and efficient manner, using the minimum amount of light to achieve the necessary illumination for the use.	SU

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M-3 Light and glare from the Proposed Project could substantially alter the nighttime lighting character of the area.	S	REQ-MM The project applicant shall ensure that roadway streetlights on the project site adhere to the City of Rocklin light standards.	SU
M-4 The Proposed Project would contribute to the cumulative change in visual character of the region from open grazing land to urban development.	S	No mitigation measures are available.	SU
M-5 The Proposed Project would contribute to cumulative light and glare, reducing views of the nighttime sky in the region.	S	REQ-MM The project applicant shall ensure that roadway streetlights on the project site adhere to the City of Rocklin light standards.	SU
N. Cultural Resources			
N-1 Implementation of the Proposed Project could damage or destroy previously unidentified historic and/or prehistoric resources.	PS	NMM-1(a) If, during construction, the project applicant, any successor in interest, or any agents or contractors of the applicant or successor discovers a cultural resource (such as CA-PLA-616) that could qualify as either an historical resource or a unique archaeological resource, work shall immediately stop within 100 feet of the find, and both the City of Rocklin and a representative of the Indian Community shall be immediately notified. Work within the area surrounding the find (i.e., an area created by a 100-foot radius emanating from the location of the find) shall remain suspended while a qualified archaeologist, retained at the applicant's expense, conducts an onsite evaluation, develops an opinion as to whether the	LS

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<p>N-1 Implementation of the Proposed Project could damage or destroy previously unidentified historic and/or prehistoric resources.</p>	<p>PS</p>	<p>resource qualifies as either an historical resource or a unique archaeological resource, and makes recommendations regarding the possible implementation of avoidance measures or other appropriate mitigation measures. Based on such recommendations, as well as any input obtained from the Indian Community within 72 hours (excluding weekends and State and federal holidays) of its receipt of notice regarding the find, the City shall determine what mitigation is appropriate. At a minimum, any Native American artifacts shall be respectfully treated and offered to the Indian Community for permanent storage or donation, at the Indian Community's discretion, and any Native American sites, such as grinding rocks, shall be respectfully treated and preserved intact. In considering whether to impose any more stringent mitigation measures, the City shall consider the potential cost to the applicant and any implications that additional mitigation may have for project design and feasibility. Where a discovered cultural resource is neither a Native American artifact, a Native American site, an historical resource, nor an unique archaeological resource, the City shall not require any additional mitigation, consistent with the policies set forth in Public Resources Code sections 21083.2 and 21084.1.</p>	<p>LS</p>

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<p>N-1 Implementation of the Proposed Project could damage or destroy previously unidentified historic and/or prehistoric resources.</p>	<p>PS</p>	<p>NMM-1(b) If, during construction, the project applicant, any successor in interest, or any agents or contractors of the project applicant or successor discovers any human remains, the following steps should be taken: (1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: (A) The project applicant or its successor in interest contacts the Placer County Coroner so that Coroner can determine whether any investigation of the cause of death is required, and (B) If the Coroner determines the remains to be Native American: 1. The Coroner shall contact the Native American Heritage Commission within 24 hours (excluding weekends and State and federal holidays). 2. After hearing from the Coroner, the project applicant or its successor in interest shall immediately notify the City of Rocklin and a representative from the Indian Community of the Coroner's determination, and shall provide the Indian Community the opportunity, within 72 hours thereafter,</p>	<p>LS</p>

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<p>N-1 Implementation of the Proposed Project could damage or destroy previously unidentified historic and/or prehistoric resources.</p>	<p>PS</p>	<p>(excluding weekends and State and federal holidays) to identify the most likely descendant.</p> <p>3. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.</p> <p>4. The most likely descendant, as identified by either the Native American Heritage Commission or the Indian Community, may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code section 5097.98, or</p> <p>(2) Subject to the terms of paragraph (3) below, where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.</p>	<p>LS</p>

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<p>N-1 Implementation of the Proposed Project could damage or destroy previously unidentified historic and/or prehistoric resources.</p>	<p>PS</p>	<p>(A) The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours (excluding weekends and State and federal holidays) after being notified by the Commission.</p> <p>(B) The Indian Community is unable to identify a most likely descendent, or the most likely descendent identified by the Indian Community failed to make a recommendation within 72 hours (excluding weekends and State and federal holidays) after the project applicant or its successor notified the Indian Community of the discovery of human remains; or</p> <p>(C) The landowner or its authorized representative rejects the recommendation of the descendant identified by the Commission, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.</p>	<p>LS</p>

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<p>N-1 Implementation of the Proposed Project could damage or destroy previously unidentified historic and/or prehistoric resources.</p>	<p>PS</p>	<p>(3) In the event that the Coroner determines that the remains are Native American in origin, and the Native American Heritage Commission and the Indian Community agree that the remains are of a person associated with the historic United Auburn Indian Community, the project applicant or its successor, if permitted by state law, shall provide the remains and any associated grave goods to the Indian Community with the understanding that the Indian Community will provide for burial with appropriate dignity at an appropriate location that will not be subject to future disturbance.</p>	<p>LS</p>
<p>N-2 Implementation of the Proposed Project could damage or destroy prehistoric resource PL-2.</p>	<p>S</p>	<p>NMM-2(a) Prior to grading, an open space area around the boulder of at least 100 feet in diameter shall be created to preserve the site, and provide public interpretation of the site through signage. Some measure of protection, such as fencing, must be afforded to the deposit if it is present.</p> <p>NMM-2(b) If in-place preservation is not possible, the project applicant shall consult with concerned Native Americans and move the boulder to another location where it can be preserved. If a deposit is present, data recovery excavations shall be conducted.</p>	<p>LS</p>
<p>N-3 Construction of offsite infrastructure could damage or destroy undiscovered archeological and/or historic resources.</p>	<p>S</p>	<p>NMM-3 In the event that cultural resources are uncovered during project construction (e.g., foundations, historic tools, refuse/trash piles, shell deposits, arrowheads, chip stone, objects that appear to be out of place are observed), implement Mitigation Measures NMM-1(a) through (b)).</p>	<p>LS</p>

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N-4 The Proposed Project, in combination with additional development in the City and County, could disturb previously identified or unidentified cultural resources.	S	NMM-4 Implement Mitigation Measure NMM-1.	SU
O. Geology, Soils, and Seismicity			
O-1 People and property could be subject to seismic groundshaking.	LS	REQ-MM Development of the Proposed Project shall be consistent with the California Building Code and Uniform Building Code.	NA
O-2 Site development would occur in areas underlain with Mehrten Formation, granitic materials, or in areas with shallow or expansive soils, which could present geotechnical hazards or require special construction methods.	PS	OMM-2(a) Consistent with the City's Community Safety Element Policy 1, as well as State and local requirements, the City shall require soils and/or geotechnical analysis of new development proposals in areas with possible soil instability, earthquake faults or other geologic hazards. Preliminary reports must be submitted during review of tentative map, use permit, or design review applications. Final reports are required to be submitted concurrent with improvement plans. The geotechnical investigation shall be prepared by a professional engineer or geologist registered in the State of California in accordance with State regulations and to the satisfaction of the City. The City shall ensure recommendations pertaining to site preparation, construction, and building and roadway design are identified in the geotechnical report and are incorporated into each project design through the plan check and inspection process.	LS

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<p>O-2 Site development would occur in areas underlain with Mehrten Formation, granitic materials, or in areas with shallow or expansive soils, which could present geotechnical hazards or require special construction methods.</p>	<p>PS</p>	<p>OMM-2(b) If blasting activities are to occur in conjunction with site development, the contractor shall conduct the blasting activities in compliance with State and local regulations. The contractor shall obtain a blasting permit from the City of Rocklin prior to commencing any blasting activities. Information submitted in order to obtain a blasting permit includes a description of the work to be accomplished and a statement of necessity for blasting as opposed to other methods considered, including avoidance of hard rock areas, safety measures to be implemented, such as blast blankets, and traffic groundshaking impacts. The contractor shall coordinate any blasting activities with police and fire departments to ensure proper site access control, traffic control, and public notification including the media, affected residents, and businesses, as appropriate. Blasting specifications and plans shall include a schedule that outlines the time frame that blasting will occur to limit noise and traffic inconveniences.</p>	<p>LS</p>
<p>O-3 Site development could result in topographic alteration and soil disturbance, which could lead to increased erosion potential.</p>	<p>LS</p>	<p>REQ-MM The project applicant shall comply with the proposed General Development Plan Grading Guidelines (See Appendix B of the North West Rocklin GDP).</p>	<p>NA</p>

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<p>O-4 The Proposed Project, in combination with buildout under the General Plan, could expose a greater number of people and property to seismic hazards such as seismic groundshaking, hazards associated with geologic or soils conditions, and potential effects of erosion.</p>	<p>LS</p>	<p>REQ-MM Development of the Proposed Project shall be consistent with the California Building Code (CBC) and Uniform Building Code (UBC).</p>	<p>N/A</p>
<p>P. Hydrology, Water Quality, and Flooding</p>			
<p>P-1 The Proposed Project could expose persons and structures to hazards associated with a 100-year flood.</p>	<p>PS</p>	<p>PMM-1 Prior to approval of tentative maps, design review, or use permits, a hydraulic study shall be prepared to estimate potential changes in water surface elevations at locations where bridge footings or related structures at roadway crossings are proposed within the 100-year floodplains of the Orchard Creek and Pleasant Grove Creek tributaries. Should the results of the study indicate water surface elevations will be increased at any location upstream or downstream of the proposed crossing, such that developed locations adjacent to floodplain boundaries would be subject to new or exacerbated 100-year flood hazards, the location and/or design of the bridge crossings shall be modified, as appropriate, to reduce the potential for increased water surface elevations.</p>	<p>LS</p>

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<p>P-2 The Proposed Project would increase the rate of stormwater runoff from newly created impervious surfaces, which could contribute to localized or downstream flooding.</p>	<p>PS</p>	<p>PMM-2(a) On-site detention shall be provided to meet Placer County Flood Control and Water Conservation District (PCFCWCD) criteria set forth in Section VII of PCFCWCD's Stormwater Management Manual (SWM). The SWMM requires, if on-site detention basins are to be used to mitigate downstream flooding effects due to project related increased peak flows, that the objective flow shall be taken as the estimated pre-development peak flow rate less 10 percent of the difference between the estimated pre-development and post-development peak flow rates from the site. This standard shall be used for storm frequencies of 2-year, 10-year, and 100-year storm events. In no case shall the objective flow be less than the flows indicated in Figure 7-1 of the SWMM. However, in the event the results of stormwater runoff modeling indicate that on-site detention would exacerbate downstream flooding conditions when applying PCFCWCD numerical criteria, the City shall coordinate with the PCFCWCD to identify appropriate use, location, and sizing of project detention facilities and implement a solution that will ensure conformance with PCFCWCD standards.</p>	<p>LS</p>

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<p>P-2 The Proposed Project would increase the rate of stormwater runoff from newly created impervious surfaces, which could contribute to localized or downstream flooding.</p>	<p>PS</p>	<p>PMM-2(b) Installation and design of detention basins shall be in accordance with PCFCWCD's SWMM and in conformance with all applicable existing Master Plans, should such plans be adopted during project development. The results of hydrologic modeling shall be used to confirm that the capacity of the on-site detention facilities is adequate to detain the stormwater runoff anticipated following development of the Proposed Project. In concert with the Proposed Project's stormwater system design, the capacity of off-site culverts or existing and/or planned regional detention facilities shall be evaluated to determine whether oversizing is necessary to accommodate the project's incremental contribution.</p>	<p>LS</p>
		<p>PMM-2 (c) Prior to approval of tentative maps, design review, or use permits, supplemental drainage studies shall be prepared for the SR 65 Corridor portion of the project site to comply with Policy 3 of the Community Safety element of the Rocklin General Plan. The supplemental studies shall use the information developed in TLA's drainage reports pertaining to Sunset Ranchos and Parcel K, and other relevant information as appropriate. Conformance with section VII of PCFCWCD's Stormwater Management Manual (SWMM) shall be incorporated into project designs.</p>	

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<p>P-3 The Proposed Project could increase the volume of stormwater runoff, which could increase water surface elevations that would contribute to localized or downstream flooding.</p>	<p>PS</p>	<p>PMM-3 Implement Mitigation Measures PMM-2(a), PMM-2(b), and PMM-2(c).</p>	<p>LS</p>
<p>P-4 Grading, excavation, and construction activities associated with the Proposed Project could degrade water quality through the increased generation of sediment.</p>	<p>LS</p>	<p>REQ-MM Comply with the provisions of the State General Construction Activity Permit, which requires the preparation of a SWPPP and the implementation of BMPs/BATs to control construction site runoff.</p> <p>Typical BMPs/BATs that could be used during construction of the Proposed Project include, but are not limited to, the following:</p> <ul style="list-style-type: none"> Temporary facilities such as wattles, sandbags, and hay bales may be used during construction. Temporary facilities are designed to help control dust and will capture a majority of the siltation resulting from construction activities prior to discharging into existing natural channels. In addition, they will trap possible fuel and oil spills from construction equipment to prohibit contamination of surface flows or groundwater. The construction contractor would be required to monitor and maintain all BMPs/BATs during construction to ensure they function properly. 	<p>N/A</p>

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<p>P-5 Stormwater runoff from the Proposed Project could contain urban contaminants that could degrade water quality.</p>	<p>PS</p>	<p>PMM-5 Project Conditions of Approval shall specify that appropriate BMPs and Best Available Technologies (BATs) be incorporated into project design to reduce urban pollutants in runoff, consistent with goals and standards established under federal and State non-point source discharge regulations (NPDES permit) and Basin Plan water quality objectives. Stormwater runoff BMPs selected from the Storm Water Quality Task Force (<i>California Storm Water Best Management Practices Handbook, 1993</i>), the Bay Area Stormwater Management Agencies Association <i>Start at the Source Design Guidance Manual</i>, or equally effective measures shall be identified prior to final design approval. To maximize effectiveness, the selected BMPs/BATs shall be based on finalized site-specific hydrologic conditions, with consideration for the types and locations of development. Mechanisms to maintain the BMPs/BATs shall be identified in the Conditions of Approval.</p> <p>Typical BMPs and BATs that could be used at the Proposed Project include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Application of appropriate signage to all storm drain inlets indicating that they outlet to the natural drainageways; 	<p>LS</p>

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<p>P-5 Stormwater runoff from the Proposed Project could contain urban contaminants that could degrade water quality.</p>	<p>PS</p>	<ul style="list-style-type: none"> • Application of a street sweeping program to remove potential contaminants from street and roadway surfaces before they reach drainages; • Installation of oil and grit separators in all drop inlets to capture potential contaminants which enter the storm drain system; • Minimize sources of concentrated flow by maximizing use of natural drainages to decelerate flows, collect pollutants and suspended sediment; • Establish vegetation in stormwater drainages to achieve optimal balance of conveyance and water quality protection characteristics; • Placement of velocity dissipaters, rip-rap, and/or other appropriate measures to slow runoff, promote deposition of waterborne particles, and reduce the erosive potential of storm flows; • Prompt application of soil protection and slope stabilization practices to all disturbed areas; • Use sedimentation basins to collect and temporarily detain storm water runoff to provide ample settling time before runoff is discharged; 	<p>LS</p>

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<p>P-5 Stormwater runoff from the Proposed Project could contain urban contaminants that could degrade water quality.</p>	<p>PS</p>	<ul style="list-style-type: none"> • Creation of storage basins consisting of depressed areas, usually lined, that are sized to hold storm runoff and settle out material (the facility usually has a type of outlet device that is above the bottom of the basin or a small rip rapped berm over which the treated water can flow); • Creation of a below-ground storage basin consisting of vertical or horizontal corrugated metal or HDPE pipes sized to allow the volume of water required to be treated to percolate into the ground; • Use of fossil filters consisting of small filters that are placed like troughs around the inside top drain inlets or at ditch outlets. • Creation of underground stormwater interceptors, which are underground tanks, similar to septic tanks, that are designed to allow material to settle out and also can have a grease trap to separate oil and petroleum products, prior to discharge; and • Use of rock-lined ditches, which are surface ditches that are lined with rock, with or without filter material, with the rock lining material designed to allow water to filter into the ground. 	<p>LS</p>

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<p>P-5 Stormwater runoff from the Proposed Project could contain urban contaminants that could degrade water quality.</p>	<p>PS</p>	<p>Provisions for the maintenance and periodic inspection of permanent facilities outside of the public right-of-way will be provided for in the CC&Rs. These provisions would include periodic inspection, cleaning, and the replacement of filter materials, as necessary to retain the integrity of the BMP/BAT.</p>	<p>LS</p>
<p>P-6 Construction activity associated with the Proposed Project, in combination with other development that could occur within the Orchard Creek and Pleasant Grove Creek watersheds, could affect downstream water quality.</p>	<p>LS</p>	<p>REQ-MM Comply with the provisions of the State General Construction Activity Permit, which requires the preparation of a SWPPP and the implementation of BMPs/BATs.</p> <p>Typical BMPs/BATs that could be used during construction of the Proposed Project include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Temporary facilities such as wattles, sandbags, and hay bales may be used during construction. Temporary facilities are designed to help control dust and will capture a majority of the siltation resulting from construction activities prior to discharging into existing natural channels. In addition, they will trap possible fuel and oil spills from construction equipment to prohibit contamination of surface flows or groundwater. The construction contractor would be required to monitor and maintain all BMPs/BATs during construction to ensure they function properly. 	<p>N/A</p>

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<p>P-7 Increased impervious surfaces and urbanization associated with development of the Proposed Project, in combination with other development in the City of Rocklin and the Orchard Creek and Pleasant Grove Creek watersheds, could cumulatively increase urban contaminant loading adversely affecting water quality.</p>	PS	<p>PMM-7 Implement Mitigation Measure PMM-5.</p> <p>REQ-MM: The project developer should comply with the following mitigation from the 1990 City of Rocklin General Plan Update EIR to prevent the degradation of water quality.</p> <p>The project developer should incorporate techniques such as, but not limited to, the prohibition of grading, placement of fill or trash, or alteration to vegetation within designated setback buffer areas, and the installation of feasible measures of minimizing pollutants and sediment from water originating from surfaced areas.</p>	PSU
<p>P-8 The Proposed Project, in combination with future development that could occur within the City of Rocklin and the Orchard Creek and Pleasant Grove Creek Watersheds, could increase the rate of stormwater runoff from newly created impervious surfaces.</p>	PS	<p>PMM-8 Implement Mitigation Measure PMM-2.</p>	LS
<p>P-9 The Proposed Project, in combination with future development that could occur within the City of Rocklin and the Orchard Creek and Pleasant Grove Creek Watersheds could increase the volume of stormwater runoff from newly created impervious surfaces.</p>	PS	<p>PMM-9 Provide fair-share funding through participation in a regional retention program toward incorporation of project stormwater volume in the design and construction of a retention basin that can accommodate the increase in stormwater volume resulting from the proposed project with the intention that development of the project area will result in no net increase in volume of stormwater flows compared with undeveloped conditions.</p>	STPSU

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Q. Biological Resources			
<p>Q-1 Implementation of the Proposed Project could result in the loss of rare plant populations.</p>	S	<p>QMM-1(a) Prior to approval of tentative maps, design review, or use permits for all parcels other than the Sunset Ranchos portion, special-status plant surveys shall be conducted during the appropriate blooming period for species expected to occur in the area.</p> <p>QMM-1(b) Disturbed special-status plant populations shall be transplanted to an approved mitigation site and/or mitigation credits shall be purchased in an approved mitigation bank to ensure no net loss of rare plant populations.</p> <p>QMM-1 (c) Transplanted populations will be monitored by a qualified biologist/botanist for a period of 5 years. If there is greater than 80 percent survival of transplanted individuals the mitigation will be considered a success. Additional plants will be required if the 80 percent survival goal is not met.</p>	LS
<p>Q-2 Implementation of the Proposed Project would result in the loss of native oak trees.</p>	STS, LTLS	<p>REQ-MM The project applicant shall comply with the provisions of the City of Rocklin Tree Ordinance (Chapter 17.77 of the Rocklin Municipal Code (Ordinance 676)), including payment of fees and/or replacement of trees.</p>	STSU, LTLS

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
<p>Q-3 The Proposed Project will result in the loss of wetlands that are subject to U. S. Army Corps of Engineers jurisdiction under Section 404 of the Clean Water Act.</p>	<p>S</p>	<p>QMM-3(a) Wetland delineations shall be conducted on vacant land in the SR 65 Corridor prior to approval of tentative maps, design review, or use permits.</p> <p>QMM-3(b) City shall require the Project Applicant and/or any developers filing tentative maps to mitigate impacts to ensure the avoidance of any net loss of seasonal wetlands and jurisdictional waters of the United States, or the bed, channel, or bank of any stream. Such avoidance may be achieved by implementing and complying with the provisions of the Clean Water Act, as administered by the U.S. Army Corps of Engineers, under Section 404 of the Clean Water Act, and under Sections 1600-1607 of the California Fish and Game Code, as administered by the California Department of Fish and Game (CDFG), which includes obtaining all required permits from the U.S. Army Corps of Engineers and entering into a Streambed Alteration Agreement with CDFG and complying with all terms and conditions of those permits and agreements.</p>	<p>LS</p>
<p>Q-4 The Proposed Project will result in impacts to stream channels in the project area.</p>	<p>S</p>	<p>QMM-4 Implement Mitigation Measure QMM-3(b).</p>	<p>LS</p>

LS = Less Than Significant S = Significant SU = Significant and Unavoidable N/A = Not Applicable
 ST = Short Term LT = Long Term NI = No Impact PS = Potentially Significant

REVISED TABLE C-1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
<p>Q-5 The Proposed Project would result in the loss of individual Valley elderberry longhorn beetles and their habitat.</p>	<p>LS</p>	<p>REQ-MM Measures to protect VELB are already outlined in the Biological Opinion for the Sunset Rancho's project dated July 21, 2000 and amended on October 13, 2000 (Service File 1-1-00-F-0044, Corps File 199800668) as part of General Condition 11 of the Nationwide Permit No. 26 wetlands fill permit for that project. These measures may include the following: All contractors and construction crews shall be briefed on the status of VELB (federally listed as threatened) and need to protect its host plant, requirements to avoid damaging elderberry plants, and possible penalties for not complying with identified mitigation and monitoring measures. All elderberry stems of at least 1.0 inch diameter at ground level that cannot be avoided during construction activities shall be transplanted to a USFWS-approved mitigation area. All transplanting of elderberry plants shall occur during the plants' dormant season (November to mid-February) and follow the standards set forth in the USFWS <i>Conservation Guidelines for the Valley Elderberry Longhorn Beetle (July 9, 1999)</i>. As elderberry shrubs do not occur on the remainder of the project site, no further mitigation is required.</p>	<p>N/A</p>

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**REVISED TABLE C-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
<p>Q-6 The Proposed Project would result in the disturbance of nesting raptors and/or loss of their nesting habitat.</p>	<p>S</p>	<p>QMM-6(a) The project applicant, in consultation with the City of Rocklin and CDFG, shall conduct a pre-construction breeding-season survey (approximately February 15 through August 1) of the project site during the same calendar year that construction is planned to begin. The survey shall be conducted by a qualified raptor biologist to determine if any birds-of-prey are nesting on or directly adjacent to the Proposed Project site. No surveys would be needed if construction activities occur outside of the dates shown.</p> <p>If phased construction procedures are planned for the Proposed Project, the results of the above survey shall be valid only for the season when it is conducted. A new survey shall be conducted for construction occurring in subsequent seasons.</p> <p>A report shall be submitted to the City of Rocklin, following the completion of the raptor nesting survey that includes, at a minimum, the following information:</p> <p>A description of methodology including dates of field visits, the names of survey personnel with resumes, and a list of references cited and persons contacted. A map showing the location(s) of any raptor nests observed on the project site.</p>	<p>LS</p>

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REVISED TABLE C-1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
<p>Q-6 The Proposed Project would result in the disturbance of nesting raptors and/or loss of their nesting habitat.</p>	<p>S</p>	<p>If the above survey does not identify any nesting raptor species on the project site, no further mitigation shall be required. However, should any raptor species be found nesting on the project site, the following mitigation measure (QMM-6(b)) shall be implemented. The project applicant, in consultation with the City of Rocklin and CDFG, shall avoid all birds-of-prey nest sites located in the project site during the breeding season while the nest is occupied with adults and/or young. The occupied nest shall be monitored by a qualified raptor biologist to determine when the nest is no longer used. Avoidance shall include the establishment of a nondisturbance buffer zone around the nest site. The size of the buffer zone will be determined in consultation with the City and CDFG. Highly visible temporary construction fencing shall delineate the buffer zone. QMM-6(c) If a legally-protected species nest is located in a tree designated for removal, the removal shall be deferred until after August 30th, or until the adults and young are no longer dependent on the nest site as determined by a qualified biologist.</p>	<p>LS</p>
<p>Q-7 The Proposed Project would result in the loss of federally listed vernal pool crustaceans and their habitat.</p>	<p>S</p>	<p>QMM-7(a) Prior to development, surveys for federally listed vernal pool crustaceans shall be completed on vacant lands within the SR 65 Corridor, or alternatively, the applicant may assume presence of these species on the project site and mitigate accordingly.</p>	<p>LS</p>

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REVISED TABLE C-1

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
<p>Q-7 The Proposed Project would result in the loss of federally listed vernal pool crustaceans and their habitat.</p>	<p>S</p>	<p>QMM-7(b) The project will ensure no net loss of vernal pool crustaceans and their habitat. This may be achieved through the Section 404/Section 7 Consultation permit process, in accordance with typical standards used by the U.S. Fish and Wildlife Service. This requirement shall be implemented prior to approval of improvement plans or a use permit.</p> <p>The applicant has three options for mitigation of project-related impacts to vernal pool crustacean habitat.</p> <p>Option 1: The applicant shall establish a USFWS-approved mitigation bank. The applicant shall reconstruct vernal pool crustacean habitat at a replacement ratio of 1:1 for vernal pool crustacean habitat creation AND 2:1 for vernal pool crustacean habitat preservation for each acre of vernal pool crustacean habitat impacted.</p> <p>The applicant shall permanently protect the agreed-upon acreage of vernal pool crustacean habitat within the mitigation bank via a USFWS-approved conservation easement, to be held by a USFWS-approved entity.</p> <p>Option 2: The applicant shall pay into the USFWS vernal pool crustacean mitigation fund. The replacement ratio would be 1:1 for vernal pool crustacean habitat creation AND 2:1 for vernal pool crustacean habitat preservation for each acre of vernal pool crustacean habitat impacted.</p>	<p>LS</p>

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**REVISED TABLE C-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact(s)	Level of Significance Prior to Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
Q-7 The Proposed Project would result in the loss of federally listed vernal pool crustaceans and their habitat.	S	Option 3: The applicant shall purchase vernal pool crustacean mitigation credits from an existing mitigation bank. The replacement ratio would be 1:1 for vernal pool crustaceans habitat creation AND 2:1 for vernal pool crustacean habitat preservation for each acre of vernal pool crustacean habitat impacted.	LS
Q-8 The proposed project could conflict with an applicable habitat conservation plan or natural community conservation plan.	LS	No mitigation measures are recommended or required for this impact.	N/A
Q-9 The Proposed Project, in combination with other development projects occurring in Western Placer County, would contribute to a regional loss of wetlands and habitat for plants and wildlife.	S	Implement Mitigation Measures QMM-1, and QMM-3 through QMM-7.	SU

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B.2 PROJECT DESCRIPTION

Comment B-1: We just receive the draft EIR for North West Rocklin annexation/Sunset Ranchos (SCH#99102012).

I'm not sure but I think there's a little mistake on Figure 1 map (N.W.R.A. Proposed General Plan Land Use) village no. 23 is label MDR but the proposed land use legend on the right side of the map shows its a school. The Figure 6 map shows that village no. 23 is a school. (M. Battista, via e-mail, 23-1)

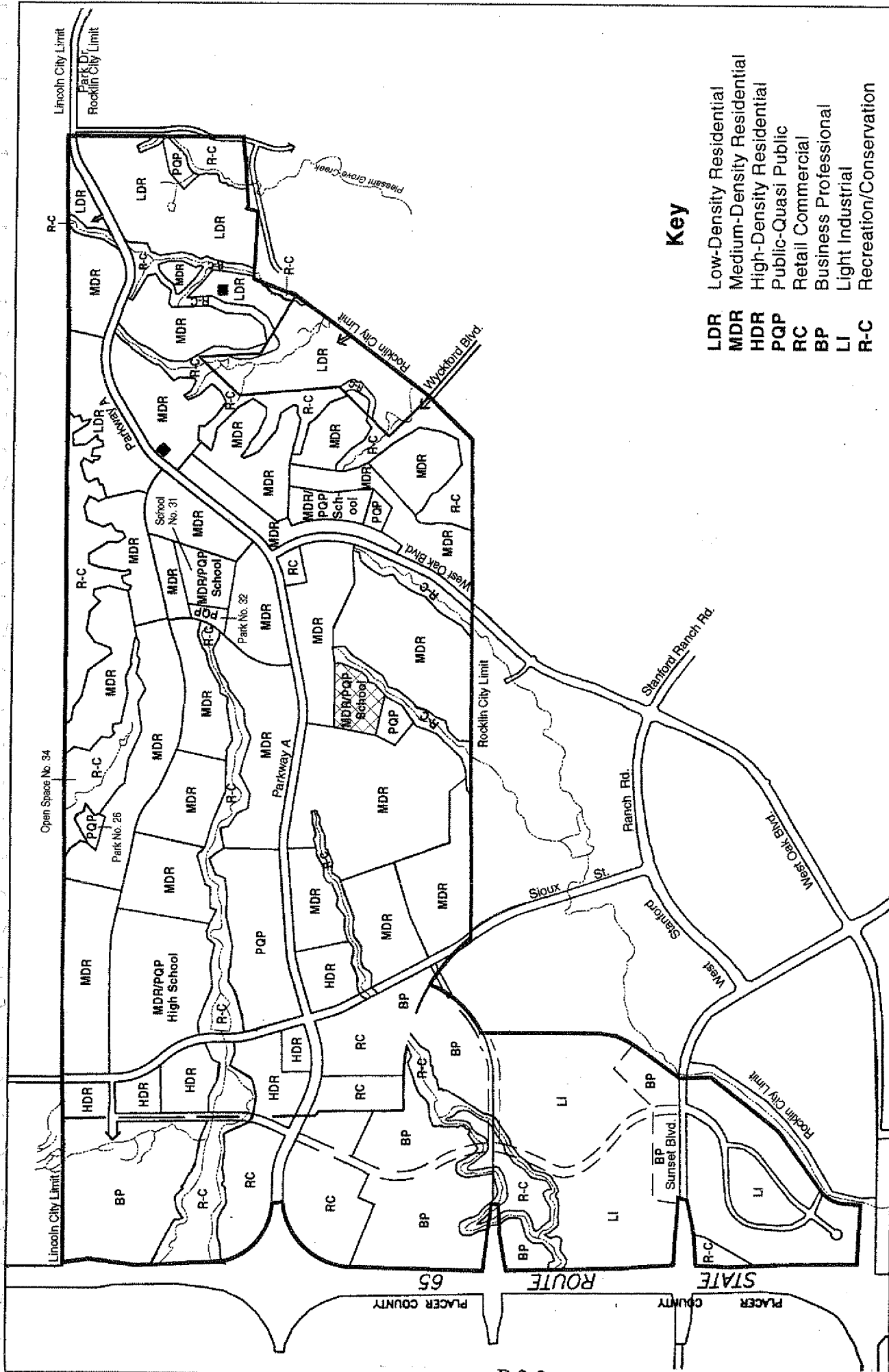
Response: The proposed land use diagram submitted by the applicant notes the area indicated by the comment as Medium-Density Residential/Public-Quasi Public to accommodate a future school site. Figure B-2 is hereby revised to add a "school" notation for clarification as shown in cross-hatch on the parcel south of Parkway A on the following page (Revised Figure B-2).

Comment B-2: The proposed realignment of Sioux Street is not acceptable. This realignment would require that 1.5 acres of our parcel (017-170-064) be dedicated to the new roadway. Additionally, the roadway will split our parcel into two properties. Based on the proposal, one side of our parcel would be residential and the other side would be commercial. Since we are happy with the existing easement for Sioux Street, we recommend that the plans be modified to follow that easement or choose another pathway for this roadway. (Haven T. Bays, 25-2)

Response: When the Rocklin City Council directed that the proposed annexation should include the entire 1871-acre annexation area, it meant that the entire area had to be planned together in order to meet LAFCO's requirement to prezone property prior to annexation. The planning effort required that certain pre-existing boundaries be compromised and redrawn. The Sioux Street alignment, as currently proposed, is the only manner in which the road can be aligned to comply with the City's roadway design standards, provide sufficient roadway capacity and minimize impacts to sensitive habitats. The following paragraphs further explain the justification for the proposed alignment:

1. The existing alignment and 60-foot right of way was created and intended to serve residential development with a 10 acre minimum lot size (i.e. the current Sunset Ranchos lotting plan). As currently defined within Sunset Ranchos, the existing right-of-way extends from the terminus of Sioux Street at the northern City of Rocklin boundary. From that location it turns easterly, following the Sunset Ranchos south east boundary to the south east corner of Sunset Ranchos Lot 4 (APN 17-170-001). At that location it makes a 90 degree turn to the north along the east boundary of Lot 4, projecting north to the Lincoln Parkway connection. This alignment was deemed by Placer County to be appropriate for a ten-acre, residential subdivision. However, the existing alignment does not meet any City of Rocklin design standards for a four lane divided arterial road as needed to serve the proposed land uses.

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Key

- LDR Low-Density Residential
- MDR Medium-Density Residential
- HDR High-Density Residential
- PQP Public-Quasi Public
- RC Retail Commercial
- BP Business Professional
- LI Light Industrial
- R-C Recreation/Conservation

SOURCE: City of Rocklin, Terrance E. Lowell & Associates, Inc., North West Rocklin General Development Plan, March 5, 2002; EIP Associates, March 2002.

**Revised Figure B-2
Proposed
General Plan
Land Use Diagram**



North Arrow
No Scale
10481-Street-Final EIP

- Project Boundary
- Existing Residences
- Streamcourses



2. The existing right-of-way and geometric alignment at the current improved terminus of Sioux Street within the City of Rocklin dictates the proposed alignment as it enters the plan area along the southern boundary. The centerline of the existing roadway must be projected into the site before any horizontal turning radius can be used to redirect its alignment. The City of Rocklin's minimum horizontal turning radius for an arterial road is 1000 feet. This standard causes the proposed roadway to shift easterly, away from the existing Sioux Street alignment.

For improved circulation along the Highway 65 corridor and to meet the Caltrans requirement for a parallel frontage street to the freeway, it was deemed necessary to connect Sioux Street to Lincoln Parkway along the plan's northern boundary. The location and alignment of Lincoln Parkway represents a fixed control point for the northerly projection of Sioux Street.

3. Sioux Street crosses Orchard Creek north of the proposed intersection with Parkway A. The proposed design alignment of Sioux Street crosses Orchard Creek between development parcels 7 and 16. Both of these parcels are proposed as Open Space and encompass Orchard Creek and an existing lake.

The proposed alignment has been shifted toward the lake in an effort to avoid the most significant wetland mitigation area within the plan. The western portion of development parcel 7 (shown on Revised Figure B-2 as the Recreation/Conservation area immediately west of Sioux Street) is the most favorable location for mitigation of seasonal wetland resources and is identified as such in the approved 404 Permit issued by the U.S. Army Corps of Engineers. Any easterly shift in the road will potentially impact the approved mitigation area.

4. The proposed land use intensity associated with the proposed commercial corridor along SR 65 and the existing/proposed residential areas within the north Rocklin area will require two parallel north-south arterials in close proximity in order to meet the City's traffic standards for level of service. Without both roads, the traffic model projects that several intersections will operate below a Level of Service "D." To accommodate the two roads and also maintain acceptable spacing between them, the existing Sioux Street alignment had to be modified.

As noted in Mitigation Measure FMM-1(a), inequitable loss of property to roadway dedication will be addressed through the financing plan. That plan will spread land dedication cost equitably across the plan area, and there will be reimbursements to properties that provide disproportionate share of land for roadways. Please also see Response to Comment F-1.

Comment B-3: Pages B-17, 18, and 19 states the goals of LAFCO, City of Rocklin, and Grupe, but not the Parcel K portion of the project. We respectfully request that the Parcel K goals be included in the final EIR. (Larry & Lori Hill, Craig & Joanna Larrew, 30-6)

Response: Development of Parcel K would be subject to the goals and policies of the City's General Plan, LAFCO (for annexation), and the General Development Plan for the Proposed Project.

Identification of project objectives is not a requirement of CEQA. However, the applicant has elected to forward the following list of objectives for the Parcel K site. The text in the Project Description on page B-19 of the Draft EIR is hereby revised to read as follows:

- Help implement the City's long-range circulation plan by providing key roadway components, including North Whitney Boulevard, Sioux Street extension, West Oaks extension and other links to the regional roadway system.
- Maintain consistency with the goals and objectives of the Water Forum Agreement for the provision of potable water to the Sphere of Influence annexation area.
- Provide alternative modes of transportation by providing bicycle paths/lanes and pedestrian trails in Sunset Ranchos to assist with the reduction of automobile use and improve air quality.
- Construct on- and off-site traffic improvements in sequence with Sunset Ranchos buildout demands.
- Construct off-site water and sewer lines necessary to support Sunset Ranchos.
- Construct flood control facilities in a manner consistent with City and County objectives.

Parcel K Applicant's Objectives

- Provide single-family homes to meet the housing needs of the region and to help the City of Rocklin satisfy the goals of its Housing Element.
- Develop the property in a manner that is compatible with surrounding developments.
- To the extent possible, preserve and incorporate existing natural resources and open space on the site into the overall development scheme.
- Develop an economically viable project that provides a reasonable rate of return on investment for the landowner, is consistent with the City's General Plan policies, and can generate funds sufficient to provide infrastructures improvements desirable to the City of Rocklin.

PROJECT SCHEDULE

D. PLANNING CONSIDERATIONS

Comment D-1: The Draft Environmental Impact Report (DEIR) for this project should address and provide appropriate mitigations for the following impacts:

1. LAFCO ISSUES:

- The Sunset Industrial Area (SIA), including the Herman Miller and Atherton Tech Center as well as vacant lands to the north serve as a buffer between Rocklin, Lincoln and other properties in the SIA. This annexation would erode that buffer and distinction between communities. This appears to conflict with the LAFCO policy that favors the logical formation and determination of local boundaries (Government Code, Section 56301) and definitely conflicts with the County General Plan. The DEIR does not sufficiently evaluate this impact nor does it include adequate mitigation measures to reduce the impact to a less than significant level. (Paul Thompson, Placer County Planning Department, 17-1)

Response: The extent to which the SR 65 Corridor land uses (e.g., Herman Miller, Atherton Tech Center and other industrial/commercial uses) would provide a buffer between the cities of Lincoln and Rocklin would be unaffected by whether the area is in the County of the City, because the governing jurisdiction would not change the physical character or the uses. With respect to the need for a buffer between the City of Lincoln and proposed residential uses, please see Response to Comment E-9.

The comment does not indicate why the proposed project would conflict with the logical formation and determination of local boundaries. As discussed on page E-20 of the DEIR, the project area is adjacent to developed residential areas within the City of Rocklin and is within the City's existing Sphere of Influence, so it would represent a logical extension of existing City boundaries. The project area is also adjacent to new development in the City of Lincoln. As stated on page 19 of the DEIR, LAFCO will ultimately consider the annexation of the project to the City of Rocklin, including its consistency with LAFCO policies.

As discussed in Response to Comment E-9, consistency with the County General Plan is not evaluated in this EIR, because if the project is approved and annexed to the City of Rocklin, it would not be subject to the County's General Plan.

Comment D-2:

- The DEIR needs to include, in a broader context of the area, an analysis on the service studies required by recent LAFCO legislation. (Paul Thompson, Placer County Planning Department, 17-2)

Response: The comment does not specify what additional analysis is needed in the DEIR. The DEIR provides a complete analysis of public utilities and services demand and impacts in Chapters J and K of the DEIR. These chapters satisfy the information needs specified in Government Code Section 56653 regarding extension of services for reorganizations (e.g., annexation). The annexation application to LAFCO will include all information required by

State law and the Placer County LAFCO, including information that is not under the purview of CEQA.

Comment D-3:

- In order to maintain a buffer between Twelve Bridges and Sunset Ranchos and conform to the LAFCO policy as noted above relating to maintaining a distinction between communities, greater buffer areas within the plan need to be evaluated in the DEIR and ultimately provided along the northern boundary of the Proposed Project. (Paul Thompson, Placer County Planning Department, 17-3)

Response: Please see Response to Comment E-9.

Comment D-4: Among the stated objectives of the Placer County Local Agency Formation Commission are those to preserve agricultural land and open space resources and to discourage urban sprawl. Not only does this proposed annexation fail to preserve ag land and open space resources, it also violates LAFCO's policy #3 under the heading "Discourage Urban Sprawl," which states: *The commission discourages urban level development in unincorporated areas adjacent to city boundaries.* (Sharon P. Cavallo, Placer Group Sierra Club, 21-2)

Response: Consistency with LAFCO policies is addressed in Impact E-5 on pages E-19 through 21 of the DEIR. As stated on page E-20, LAFCO Agricultural and Open Space Policies are intended to protect open space and agricultural land from premature conversion. The Proposed Project would result in the loss of approximately 1,345 acres grazing land, but this loss is not considered significant because the productivity of the site for other agricultural uses is limited, as stated on page E-16 of the DEIR. With respect to open space, the Proposed Project, as revised, includes 55.6 acres of parks and 263.6 acres of open space areas, generally located in slope areas greater than 25 percent and in the project area's natural drainages. All natural drainages would be preserved within open space areas. Open space areas would be delineated at a minimum of 50 feet from the top bank of the drainages.

LAFCO Policy 3 is also evaluated on pages E-20 and E-21 of the DEIR. As stated on page E-20, Policy 3a(1), vacant or underdeveloped land within the City should be considered prior to annexing additional land. As stated on page E-20, residential land in the City would be built out in just over four years if rates of production between 1996 and 2000 continue, so there would not be sufficient land within the City to accommodate the residential component of the Proposed Project.

LAFCO Policy 3a(2) includes factors that LAFCO will consider in determining logical growth patterns when considering annexation to a city. As stated on pages B-1 and E-2 of the DEIR, the project area is located within the Sphere of Influence of the City of Rocklin, adjacent to developing areas within the City of Rocklin. Policy 3a(3) specifically discourages urban level development in unincorporated areas adjacent to City boundaries. Because the non-residential areas on the western portion of the site are already designated for development under the Sunset Area Industrial Plan, the Proposed Project would not increase the amount of land designated for these types of uses. Further, incorporating the non-residential area within the City's existing

Sphere of Influence would reduce the amount of development in unincorporated areas of the County, consistent with Policy 3a(3).

For the above reasons, the Proposed Project was found to be in conformance with LAFCO policies. However, it should be noted that LAFCO would be responsible for making the determination of consistency when it considers annexation of the project site to the City of Rocklin.

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E. LAND USE

Comment E-1: The proposed development is to be commended for its favorable balance of land uses, including low-, medium-, high-density residential, public lands, commercial, light industrial, and business. Further, these land uses seem to be separated by suitable "buffers" even though they will be in close proximity to one another.

The plan is to be commended for placing schools and parks within easy access of residential areas.

The plan is to be further commended for extensions of bicycle and pedestrian travel networks through streets and open space, as well as its commitment to coordinate with Placer County Transit to provide needed transit services.

The planned land use in the annexation area fits in relatively well with surrounding mixed land uses. (Jeffrey Pulverman, Caltrans, 4-1)

Response: The comments supporting the balance of project land uses, placement of schools and parks, extensions of bicycle and pedestrian travel networks, and fit with surrounding existing uses are noted.

Comment E-2: Development in the area of the Whitney Blvd interchange with Hwy 65 needs to take into consideration the full development of the interchange with land use planning. (John D. Pedri, P.E., City of Lincoln Public Works, 14-2)

Response: Mitigation Measure EMM-6 requires that development applications in the vicinity of the North Whitney Boulevard/SR 65 interchange prior to the construction of the interchange provide for sufficient right-of-way for the interchange, as determined by Caltrans in a project study report (see page E-21 of the DEIR).

Comment E-3: The DEIR needs to provide an analysis for the following environmental impacts relating to economic development: Opportunities for development of higher valued land uses by the County (i.e., non-residential) would be diminished. (Paul Thompson, Placer County Planning Department, 17-6)

Response: CEQA does not require the evaluation of economic impacts. Section 15064(e) of the CEQA Guidelines states that "[e]conomic and social changes resulting from a project shall not be treated as significant effects on the environment." While the County would not have jurisdiction over the land uses within the Northwest Rocklin area, the City and County would enter into a revenue neutrality agreement prior to annexation, as required by State law.

Comment E-4: There are very few locations in Placer County for campus sized industrial development sites. Land to develop campus-type office/industrial development in the unincorporated area would be eliminated. (Paul Thompson, Placer County Planning Department, 17-7)

Response: The 527-acre Highway 65 corridor portion of the annexation is currently located in Placer County's Sunset Industrial Area Plan and is zoned Business Park (BP), Industrial Park (INP) and Open Space (OS). These zoning designations allow a variety of uses including office, manufacturing, services and retail. With the annexation, the 527 acres will be designated Planned Development but the allowed uses will be essentially the same as what is allowed under the County's zoning designations. Consequently, the annexation would not alter the amount of land available for industrial uses within South Placer County.

Within the context of the Sunset Industrial Plan (which covers 8,899 acres) the 527 acres represents less than 6-percent of the land area.

Comment E-5: Development of other types of districts such as business improvement districts would be diminished due to having fewer lots over which to spread costs (Paul Thompson, Placer County Planning Department, 17-8).

Response: Please see Response to Comment E-3.

Comment E-6: LAFCO is required to assess potential annexations in light of consistency with the County General Plan and has a statutory role to discourage urban sprawl. Annexation of this area and development as proposed will obliterate any possible buffer between the cities of Rocklin and Lincoln and produce a classic example of urban sprawl where each city merges into the next with no sense of distinct communities. The 1994 Placer County General Plan clearly requires that growth be directed mainly to the cities and that there be buffers of natural open space, agricultural or rural residential land between cities to prevent the continuous sprawl of each city into its neighbor. This development would directly thwart that key intent of the General Plan. (Ed Pandolfino, Ph.D., Sierra Foothills Audubon Society, 19-2)

Response: Please see Responses to Comments D-1, D-4, and E-9.

Comment E-7: Under current Placer County plans, the [Sunset Ranchos] subdivision is allowed 119 residential lots. Under this proposed project, a total of 4,337 residential units (plus commercial and educational sites) will be created. This is not a minor land use change by any definition. A more strict adherence to CEQA provisions might result in a lower density for this project. (Marilyn Jasper, Clover Valley Foundation, 20-4)

Response: The DEIR does not characterize the Proposed Project as a "minor land use change." To the contrary, the DEIR fully analyzes the environmental effects of the proposed land uses changes in every environmental issue area (see Chapters C through Q of the DEIR). In addition, the DEIR evaluates several lower-density alternatives in Chapter R. The City Council will ultimately decide whether to approve the Proposed Project or select an alternative.

Comment E-8: It was discouraging to read through yet another Draft EIR that proposes the same outdated planning scenarios that are the heart of urban sprawl: auto-dependent, urban communities spread out over large, rural parcels of undeveloped land without existing infrastructure or services. This is the kind of development that contributes to environmental and ecological deterioration through air pollution, traffic gridlock, strained and polluted water

supplies, storm runoff and downstream flooding, loss of open space and wildlife habitat, and increased energy consumption.

According to the EPA's publication, *Our Built and Natural Environments*, some of the key elements of land use planning that minimize environmental harm and promote "Smart Growth" are compact development, reducing impervious surfaces and improving water retention, safeguarding environmentally sensitive areas, mixing land uses, providing transit accessibility, and supporting pedestrian and bicycling activity. With the exception of supporting trails, the Draft EIR appears to make only a token effort to incorporate some of these planning strategies. Further analysis of this issue will be addressed separately under appropriate subject headings. (Sharon P. Cavallo, Placer Group Sierra Club, 21-1)

Response: The environmental impacts cited in the comment are fully addressed in Chapters G, Air Quality; F, Transportation/Circulation; P, Hydrology, Water Quality and Flooding; E, Land Use; Q, Biological Resources; and J, Public Utilities of the DEIR. Please also see Responses to Comments D-4, E-9, E-10, E-11, Q-17, Q-18, Q-19, G-7, J-12, P-12, and R-6 which address the remainder of this comment letter.

The comment also refers to a publication of the U.S. Environmental Protection Agency entitled *Our Built and Natural Environments*. The DEIR has been prepared pursuant to the California Environmental Quality Act (CEQA) to inform the public and decision-makers of the effects of the Proposed Project. CEQA does not require the evaluation of projects for consistency with federal policies, laws or regulations, although the EIR does indicate where federal approvals or permits would be required to proceed with some portion of the project. In any case, federal actions that could apply to the project (e.g., 404 permits) are not required to comply with the referenced document.

Even though CEQA does not require evaluation of a project's consistency (or lack thereof) with so-called "smart growth" principles (which may mean different things to different people), it is worth noting that, in the views of City staff and consultants, the project is consistent with "smart growth" principles as shown below:

1. Open space and critical environmental areas of the project site are designated as open space and will be preserved. 263.6 acres will be preserved as open space, 55.6 acres will be used as parks, and landscape buffers will be provided along all major street corridors and in front yard setbacks of all developed properties.
2. The project incorporates approximately 7 miles of designated bicycle and walking trails consisting of Class 1 and 2 types trails. The trails connect the commercial sites, schools, parks, open space and the adjacent Whitney Oaks and Stanford Ranch communities. This comprehensive trail system, coupled with the extensive road network, will provide a multi-modal transportation approach to the project and other surrounding developments.
3. The project provides for an integration of mixed land uses. Retail, office, multi-family and single-family uses are provided in close proximity to one another to provide a population base to support businesses, encourage alternatives to driving, and make for a vibrant community where there is interaction between people.
4. The project incorporates a variety of housing choices ranging from high-density (20 dwelling units per acre) to low density, estate-type houses (2 dwelling units per acre).

Within the single-family districts, there are at least 7 types of lot size that will attract corresponding housing types from small-lot (4,000 square feet) to half-acre lots. Providing quality housing for all income levels will ensure a better jobs-housing balance and generate a foundation of support for commercial centers and other services.

Although present-day conditions and realities make some significant level of automobile usage inevitable in any newly developing area, the project has been designed to provide residents with options to walk and bike to a variety of destinations, and to provide future residents with the chance to work within easy walking or biking distances of their residences. The City therefore considers the project to be consistent with "smart growth" principles.

Comment E-9: Furthermore, this proposed project does not comply with the Placer County General Plan, which requires open space buffers between city boundaries. Development of Sunset Ranchos would eliminate the only remaining significant greenbelt between the cities of Lincoln and Rocklin, in clear violation of the County's General Plan. The minimal "open space" zoning along Orchard creek on part of the northern border of the Sunset Ranchos site does not provide an adequate land buffer between the two cities. (Sharon P. Cavallo, Placer Group Sierra Club, 21-3)

Response: As stated on page E-2 of the DEIR, the Proposed Project site is currently under County jurisdiction. However, annexation to the City of Rocklin is required before the project can proceed. Once annexation occurs, the project site would be subject to the City's General Plan, not the County's General Plan.

With respect to buffers, the compatibility of proposed uses with surrounding areas, including the City of Lincoln, is evaluated in Impact E-2 on pages E-16 and E-17 of the DEIR. As stated on page E-16, the Proposed Project includes residential and open spaces along its northern boundary, which would be similar to the uses proposed under the Twelve Bridges Specific Plan in the City of Lincoln. There is also a topographic terrain change which creates some visual and physical separation between the two areas. Therefore, the uses would not be incompatible, and no additional buffers would be required.

Comment E-10: It does not appear that the City of Rocklin General Plan Policy 12, "To encourage the use of the 'village concept' in new projects of 500 acres or more in size, in order to encourage higher density core areas and encourage alternatives to the use of the automobile for short trips" is being upheld, despite the inclusion of commercial and professional office zoning along with residential in the project. All of the commercial and business professional zoning in Sunset Ranchos, with the exception of one small neighborhood commercial parcel, is located along the Highway 65 corridor or to the west of Sioux Street. This is not a high-density, "pedestrian village" type of planned community as advocated by Smart Growth proponents. True "village" communities have a core business/commercial center or mixed-use center around which housing types are clustered, leaving the majority of the site in open space. Residents can walk to work and shopping, or easily access rapid transit if employment is located outside the village. (Sharon P. Cavallo, Placer Group Sierra Club, 21-4)

Response: The Proposed Project complies with the village concept by providing the following:

1. A 30.9-acre core commercial center at the intersection of Sioux Street and Parkway A;
2. A 3-acre neighborhood commercial site at the intersection of Parkway A and West Oaks Boulevard;
3. An elementary school and neighborhood park in each of the three planning areas (north of Parkway A, east of West Oaks Boulevard and south of Parkway A, and south of Parkway A and east of Sioux Street). The school and park will form the core of each neighborhood.
4. A 14-foot-wide pedestrian and bicycle trail that connects the entire plan area with the parks, schools and commercial core. The approximately 6-mile trail within the project will provide alternative forms of transportation for short distances - walking, jogging, and bicycling.

The Proposed Project also complies with the City's goal of providing 25-percent of its housing units as multi-family. The multi-family units have been located adjacent to the retail sites and Community Park and will encourage walking and bicycling to work.

Projected population within the project would not support additional neighborhood retail as advocated by the comment. A viable neighborhood shopping center, anchored by a supermarket, requires a population of approximately 10,000 people. The projected population from the project is approximately 11,154 residents. With the number of supermarkets existing or planned for the neighboring Stanford Ranch, Sunset West and Twelve Bridges area, empirical evidence suggests that the number of shopping centers proposed within the project is adequate. The easterly portion of the project area would be about half a mile from existing and planned retail shopping at the intersection of Park Drive and Stanford Ranch Road.

Other elements of the "village concept", including pedestrian access to and within commercial sites, provision of "public commons" area, and the visual appearance of the project will be addressed during Design Review level approval. Please also see Response to Comment E-8.

Comment E-11: Of the 1,296 acres in Sunset Ranchos, over 1,000 acres are zoned for residential use. Less than 20% is dedicated to open space and parks, as would be required in a Placer County Planned Development. The majority of the natural open space being preserved is along creeks, which can't be developed anyway due to floodplain concerns. Riparian corridors need much greater than a 50 foot buffer from development if they are to provide habitat value, particularly when these creeks back up to medium density housing. Domestic pets and intrusion by the public into riparian areas take a severe toll on wildlife and native vegetation. (Sharon P. Cavallo, Placer Group Sierra Club, 21-5)

Response: As discussed in Response to Comment E-9, the Proposed Project would not be subject to the County's General Plan, so the provisions cited in the comment would not be applicable. The loss of open space and habitat is thoroughly evaluated in Chapters E, Land Use, and Q, Biological Resources, of the DEIR. As stated on page B-11 of the DEIR, open space areas will be delineated with a *minimum* of 50 feet from top of bank. Natural lands on the site, including oak woodlands, riparian woodlands and annual grasslands will be preserved in the open space corridors that traverse the site. These corridors were designed to be contiguous with

offsite areas of similar natural habitats in order to maintain regional wildlife movement corridors. The comment does not include details on why a greater-than 50-foot buffer is necessary to provide habitat value. However, the DEIR does identify the cumulative loss of wetlands and habitat for plants and wildlife as a significant and unavoidable impact (see Impact Q-9 on page Q-33 of the DEIR).

Comment E-12: We believe our property is currently zoned appropriately for our future plans. (Haven T. Bays, 25-1)

Response: The comment's support for the current zoning of the commentor's property is hereby forwarded to the decision-makers.

Comment E-13: My concerns address the comprehensive planning of Parcel K with consideration given to the following:

- 1) The development of Parcel K will negatively impact the existing neighborhoods and their respective property values
- 2) The proposed land use of Parcel K will reduce existing property values and subsequently reduce city property tax revenues. (Denise Regnani, 29-1)

Response: The compatibility of the Proposed Project, including the Parcel K portion, with existing or planned surrounding land uses is discussed under Impact E-2 on page E-16 of the DEIR. As stated on page E-17 of the DEIR, the project site is located immediately adjacent to residential developments in the City of Rocklin to the south and northeast. The Proposed Project includes single-family residential uses adjacent to these developments, which would be considered compatible. It should also be noted that the areas adjacent to the Parcel K portion of the project site are zoned PD [Planned Development]-6 and PD-4, which are higher densities than the proposed PD-3B and PD-3.5 zoning for Parcel K. Please also see Response to Comment E-3 regarding the CEQA Guidelines text that addresses economic and social changes.

Comment E-14: Table B-6 delineates zoning designations in acres for the SR65 Corridor; as do Tables B7 and B-8 for Parcel K. In Table B-6 the total acres zoned for open space represents approximately 12 % of the total acreage. However, with regard to Parcel K only an approximate 6% is proposed as open space. How do these percentages compare to recent developments in Rocklin such as Stanford Ranch? Our guess is that 12% is on the low side. With this in mind, we respectfully request more open space zoned for parcel K. A larger zoning of open space will help to mitigate some of the visual impacts that will be realized. (Larry & Lori Hill, Craig & Joanna Larrew, 30-3)

Response: At this time, no site-specific development plans have been submitted for the Parcel K portion of the Proposed Project. As stated on page B-13, the Parcel K portion would include open space, circulation, and other residential amenities. The request for additional open space on Parcel K is hereby forwarded to the decision-makers. While additional open space would partially lessen the visual impacts, the conversion of over 1,300 acres of open space to urban uses would remain a significant and unavoidable impact.

Comment E-15: Figure E-1 (page E-6) has open space designations for the Proposed Project but no designations are shown for Parcel K. We respectfully request that a large open space be zoned on Parcel K in the southeast portion of the property that would preserve the existing wetland and surrounding areas as well as mitigate some of the visual impact to the adjacent neighborhood. (Larry & Lori Hill, Craig & Joanna Larrew, 30-4)

Response: Figure E-1 represents the General Development Plan (GDP) land use plan for the Proposed Project. Chapter 3.6.2 of the GDP stipulates that all lands within 50 feet from the edge of the bank of all perennial and intermittent streams and creeks will be designated as open space. A tributary of Pleasant Grove Creek clips the southeasterly corner of the Parcel K property but no open space has been designated within 50 feet of the creek bank. The land use plan has been revised to designate all lands within 50 feet of the creek bank as open space.

Wetlands on the Parcel K site were delineated by Gibson and Skordal, wetland consultants, in 1999. This delineation was independently verified by the U.S. Army Corps of Engineers (Corps) in January 2000. The project applicant retained ECORPS Consulting, Inc, environmental consultants, to independently delineate wetlands in the southeast portion of Parcel K, immediately adjacent to the Mansion Oaks subdivision. ECORP concluded that the location and dimensions of wetlands were consistent with those previously mapped by Gibson and Skordal. Although ECORPS did not conduct an independent delineation of the entire site (the Corps verifications serves as the independent verification), it should be noted that the presence of water at a given location does not qualify it as a wetland. For a site to be considered a wetland within the criteria employed by the Corps, it must meet all three criteria of hydrology, vegetation and soils characteristics.

The request for additional open space on Parcel K is hereby forwarded to the decision-makers. While additional open space would partially lessen the visual impacts, the conversion of over 1,300 acres of open space to urban uses would remain a significant and unavoidable impact.

Comment E-16: The report references the City of Rocklin General Plan Policy for New Residential Land Use, specifically Policy 12 regarding the "village concept." This policy is to apply to projects of 500 acres or more. Please explain how this concept is addressed by the applicant.

The project is more than 3 times the minimum size to consider this policy. Yet the proposed zoning does not address any core village and only encourages multiple daily automobile trips from the vast residential area in the east to the Highway 65 commercial corridor in the west. (John Wayne, 31-1)

Response: Please see Response to Comment E-10.

F. TRANSPORTATION

Comment F-1: Collecting fees for the future construction of SR65/Sunset Blvd. Interchange may not be sufficient to mitigate for the significant traffic impacts of the proposed project at the SR65/Sunset Blvd intersection. The intersection is currently operating at Level of Service F. The City should consider phasing development commensurate with maintaining an acceptable level of service at the SR65/Sunset Blvd. intersection, until the SR65/Sunset Blvd. Interchange is built. (Jeffrey Pulverman, Caltrans, 4-2)

Response: As stated on Page F-11 in the DEIR, the SR 65/Sunset Boulevard intersection currently operates at LOS C during the weekday evening peak hour (not LOS F as indicated in the comment). Nonetheless, if the entire Proposed Project were constructed under existing conditions operations at this intersection would degrade to LOS F. This analysis likely overstates the impact, because the project will take years to buildout, and other planned roadway improvements will occur during this period (see pages F-20 through F-23 of the DEIR) These roadway improvements will add capacity to the City's and region's circulation system. One of the planned improvements is an interchange at SR 65/Sunset Boulevard. With this improvement, traffic conditions at this interchange would be acceptable (LOS D or better) with or without the project.

As stated on page F-34, the SR 65 Joint Powers Authority (JPA) collects traffic impact fees from new development to fund improvements on SR 65, including the SR 65/Sunset Boulevard interchange. The JPA has authority to assess and collect the traffic impact fees, and to plan for and construct improvements on SR 65 through Roseville and Rocklin. Traffic impact fees are based on the benefit a project would receive from the planned improvements. The fees are revised to reflect new development as they are approved by local jurisdictions. The proposed project will be required to pay the fee to fund its fair share of improvements along SR 65, based on an assessment of the project's proportional effect on the highway and its intersections/interchanges.

Using only JPA funding, the interchange could be constructed in 8 years. If another source of funding (e.g., State or federal monies) is secured, the interchange could be constructed in less than 8 years.

As stated on page B-19 of the DEIR, project construction is expected to take approximately 10 years. Therefore, the interchange would be constructed before the full project is completed, even if only JPA funds are used. However, a substantial portion of project construction could be expected to occur in fewer than 8 years, and this development would increase congestion at the SR 65/Sunset intersection, which could result in the intersection operating at LOS E or worse until the interchange is built. In order to ensure that development is phased to maintain an adequate level of service at this intersection, the following text is added to Mitigation Measure FMM-1(a) on page F-34 of the DEIR:

Prior to recordation of the first final subdivision map (except for Parcel K), an infrastructure phasing and financing plan shall be completed and approved by the City Council. The plan shall specify the level of development that can occur

before construction of the SR 65/Sunset Boulevard interchange, and provide for advance funding of the interchange, if needed. The plan shall ensure that development of the project area is phased in a manner, and at a pace, that will not cause violations of City level of service standards as set forth in the General Plan. The financing plan shall also provide a mechanism to reimburse property owners who dedicate a disproportionate amount of land for roadway purposes.

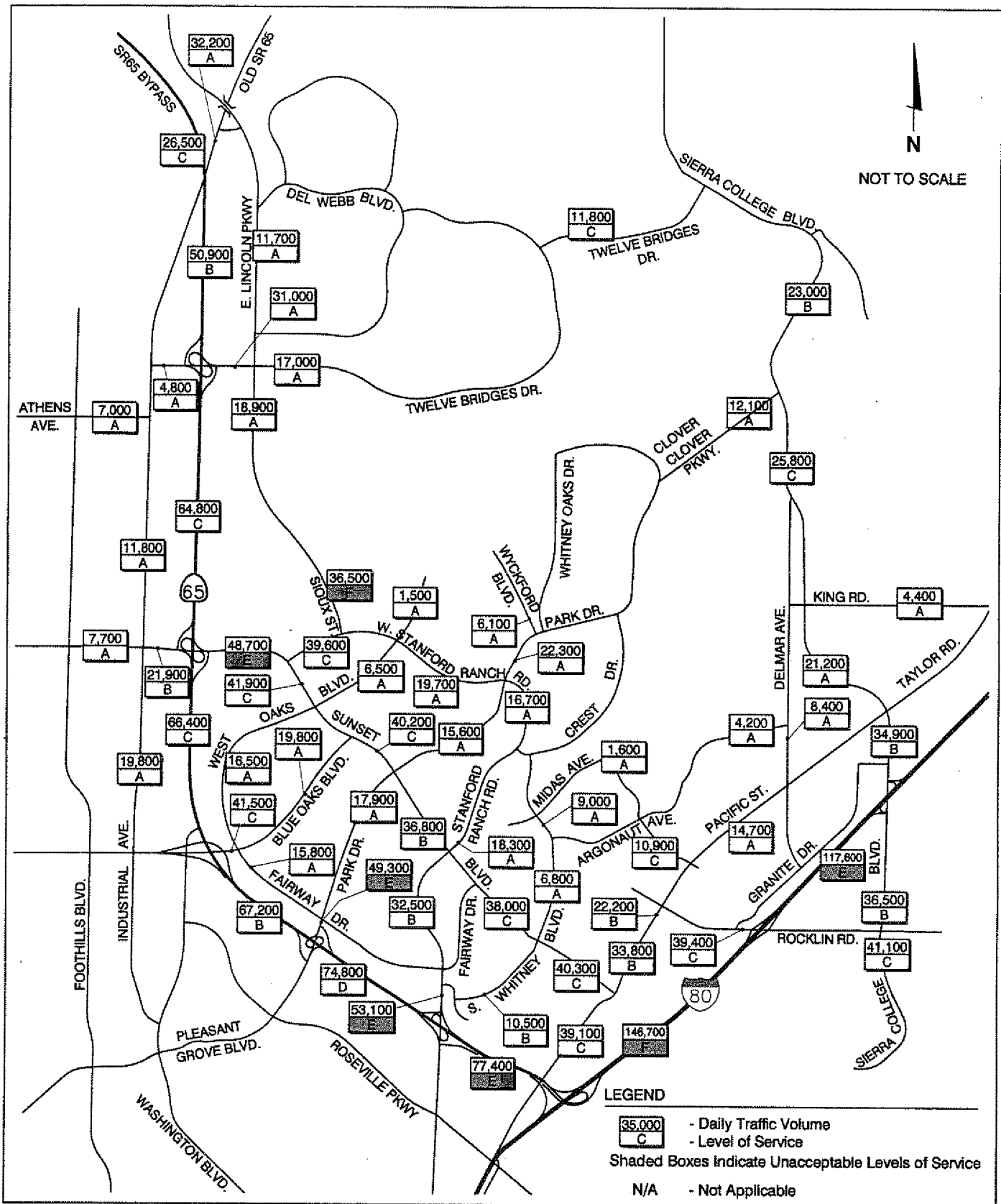
An infrastructure phasing plan is currently being prepared by the applicant to tie the level of on-site development to the need for off-site roadway improvements to ensure that acceptable operations are maintained on City of Rocklin streets and the state highway system. Consistent with the above mitigation language, the infrastructure phasing plan will address the timing of the SR 65/Sunset interchange, and the amount of development that could occur before the interchange was needed. If necessary, the project could advance funding for the interchange in order to accelerate its construction, and then be reimbursed by the JPA as funds for the interchange are collected. This approach would ensure that development was phased commensurate with the construction of the interchange so that the City could maintain LOS D or better at the SR 65/Sunset Boulevard interchange.

Comment F-2: Figure F-12 (Intersection 13) and the analysis of SR65/Sunset Blvd Intersection, shows a dual left lane and a single right lane. The traffic volumes at this Intersection require a dual right and single left for the NB SR 65/Sunset Blvd. Intersection. (Jeffrey Pulverman, Caltrans, 4-3)

Response: This comment is presumably referring to the required lane configuration on the northbound diagonal off-ramp from SR 65. Figure F-12 in the DEIR shows two left-turn lanes and one right-turn lane. The comment indicates that two right-turn lanes and one left-turn lane are required based on the projected traffic volumes. Final funding and design would have to be finalized prior to construction of this intersection. This design would be under Caltrans' jurisdiction and would be determined as part of a Project Study Report. If these lane configurations were provided, the SR 65 NB Ramps/Sunset Boulevard intersection would continue to operate acceptably under cumulative conditions with buildout of the annexation area. Therefore, the suggested modification to the northbound off-ramp lane configuration would not cause any new project impacts or require additional mitigations.

Comment F-3: Figure F-12 (A, B) corresponds to Alternative 2 (Scenario 1 in Appendix D), yet the level of Service Table F-9 shows LOS for Alternative 2 (Scenario 3 in Appendix D). Traffic volumes and lane configurations for all conditions should be provided. (Jeffrey Pulverman, Caltrans, 4-5)

Response: Figure F-12 (A and B) and the second column of Table F-9 correspond to Scenario 3 in Appendix D, which is cumulative conditions with the Proposed Project. Alternative 2 corresponds to Scenario 2 in Appendix D, not to Scenario 1. Alternative 2 assumes that the Proposed Project site is built out under existing County designations. The correct volumes for the cumulative no project condition include development of the project area under its current zoning (see page F-23 of the DEIR). However, Figures F-9 and F-10 incorrectly show



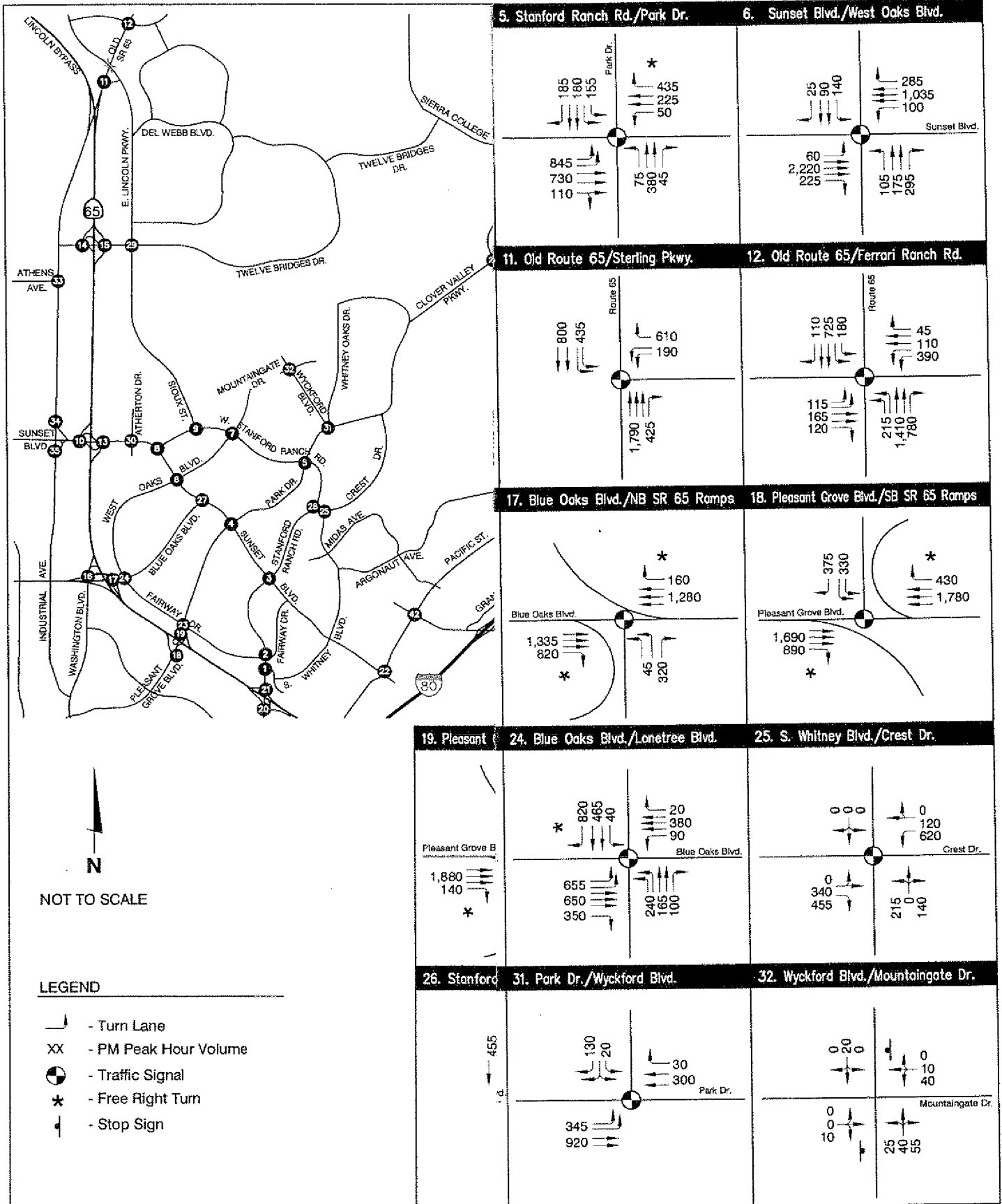
**CUMULATIVE TRAFFIC VOLUMES
AND LEVELS OF SERVICE - WITHOUT PROJECT
(BUILDOUT OF ANNEXATION AREA
UNDER EXISTING ZONING)**

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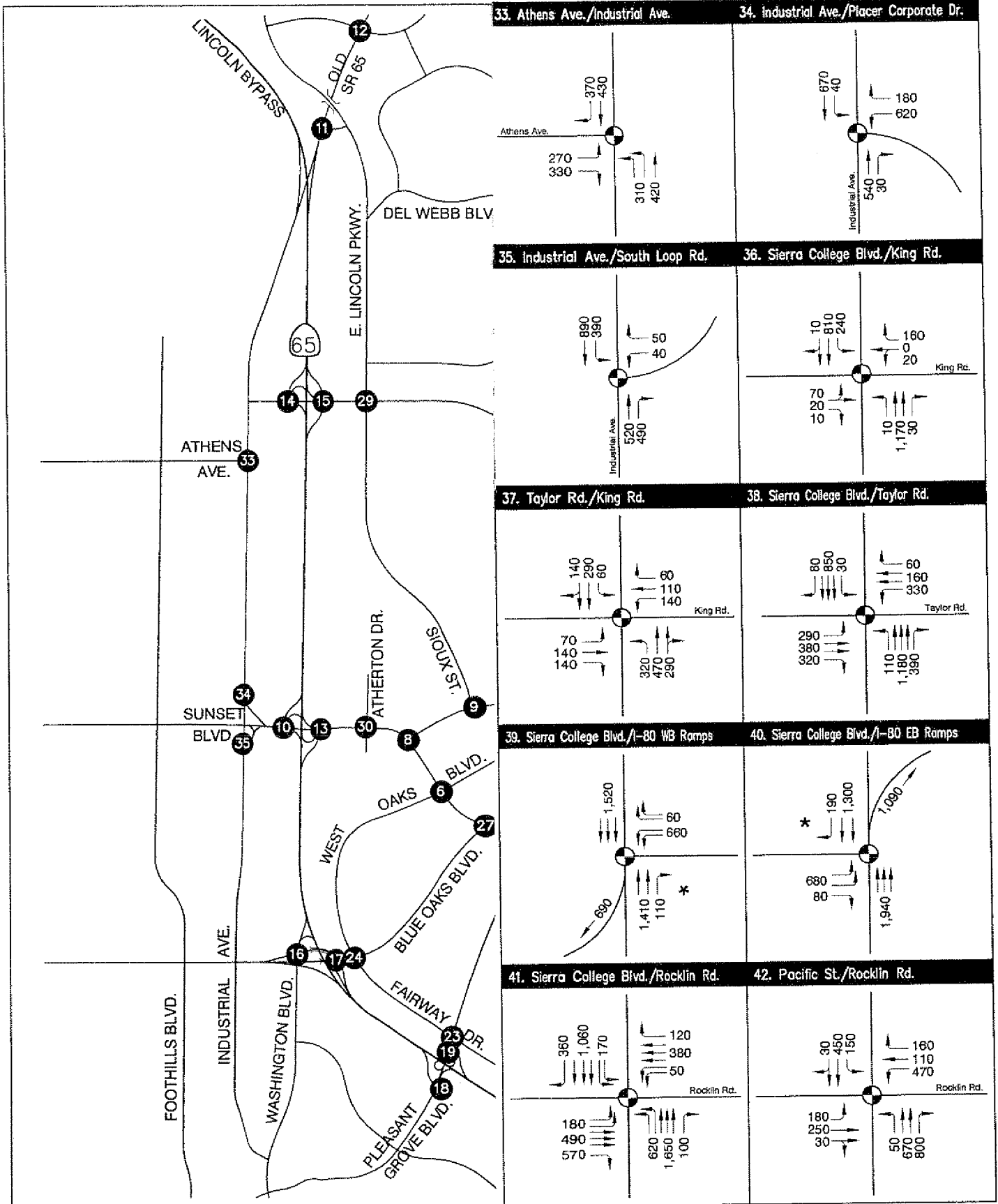
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REVISED FIGURE F-9

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the volumes for the No Project cumulative conditions. Figures F-9 and F-10 are hereby revised as shown within this Final EIR.

Comment F-4: A Caltrans Encroachment Permit will be required for any work conducted within State right-of-way. Please contact Mr. Bruce Capaul, Caltrans, District 3 Office of Permits, at (530) 741-4408, for an application and assistance. (Jeffrey Pulverman, Caltrans, 4-9)

Response: Comment noted. A Caltrans Encroachment Permit will be secured for any activities occurring within the State right-of-way.

Comment F-5: The DEIR indicates that the project will participate in funding of the Sunset Interchange through the Highway 65 Joint Powers Authority (JPA). While we believe this is appropriate, it should be noted that it is likely that the technical analysis will need to be updated to reflect the proposed project land uses. The project applicant should be responsible for funding any additional technical studies needed to update the JPA structure. (William J. Moore, P.E., Placer County Department of Public Works, 11-1)

Response: The City of Rocklin has entered into a contract with DKS Associates to conduct the technical studies needed to update the JPA structure. The first draft of the study has been completed and reviewed by the City. The next step is to discuss the results of the studies with the rest of the JPA. Please also see Response to Comment F-1.

Comment F-6: The DEIR relies on the construction of both the Sunset Boulevard and Whitney Boulevard interchanges, under cumulative conditions. While, not specifically identified in the DEIR, it is our understanding that the project is examining development thresholds that could occur before these interchanges are needed. Future site-specific approvals need to be based on the level of development that could occur prior to exceeding the level of service policy thresholds. (William J. Moore, P.E., Placer County Department of Public Works, 11-2)

Response: Please see Response to Comment F-1.

Comment F-7: The reported Level of Service and volume-to-capacity ratios in Table F-9 do not appear to be correct for the Industrial Avenue/Placer Corporate Center Drive intersection and the Industrial Avenue/South Loop Drive intersection. The table indicates substantially worse levels of service when comparing "no project" to "with project" conditions. The corresponding volumes in figures F-10B and F-12B do not appear to be correct. For example, the increase in traffic volumes on the southbound approach at the Industrial Avenue/South Loop Road intersection is not consistent with the increase in traffic at the Industrial Avenue/Placer Corporate Drive intersection. Please review and correct as appropriate. (William J. Moore, P.E., Placer County Department of Public Works, 11-3)

Response: The Industrial Avenue/Placer Corporate Center and Industrial Avenue/South Loop Road intersections were analyzed under cumulative conditions. The p.m. peak hour traffic forecasts shown in Table F-9 and Figure F-12 are correct. However, Figures F-9 and F-10 were incorrectly reported. The corrected volumes are shown on the revised Figures F-9 and F-10 (please also see Response to Comment F-3). The cumulative impact analysis

(Impact F-7) that is based on Table F-9 is correct, as reported on pages F-43 and F-44 of the DEIR. The revised figures do not change any of the conclusions in the EIR.

Comment F-8: Several comments are made concerning the Whitney Blvd interchange at Hwy 65. Probably the most significant being that an infrastructure phasing and financing plan is in the process of being prepared. It seems that the phasing and financing plan should be incorporated into this document prior to approval of the *project* EIR. Under the Existing Plus Project Conditions, Page F-16 and the Cumulative Plus Project Conditions, Page F-24, this improvement is considered in place with an L-9 configuration. The timing of this transportation improvement is extremely important to the Transportation and Circulation plan for this project. (John E. Pedri, P.E., City of Lincoln Public Works, 14-1)

Response: An infrastructure phasing plan is being prepared by the applicant that ties the level of on-site development to the need for off-site roadway improvements. The phasing plan will examine the timing of the Sunset Boulevard and Whitney Boulevard interchanges. The phasing plan is needed to ensure that adequate traffic operations and circulation are maintained on adjacent roadways as the annexation area develops, but is not necessary when evaluating project impacts under existing and cumulative conditions. Please also see Response to Comment F-1.

Comment F-9: The Sunset Blvd intersection at Hwy 65 is identified to operate at a Level Of Service (LOS) F during p.m. peak hour without the construction of this interchange and funds will not be available for construction for another 8 years. Can this project shorten the 8 year time line with some type of participation? (John E. Pedri, P.E., City of Lincoln Public Works, 14-3)

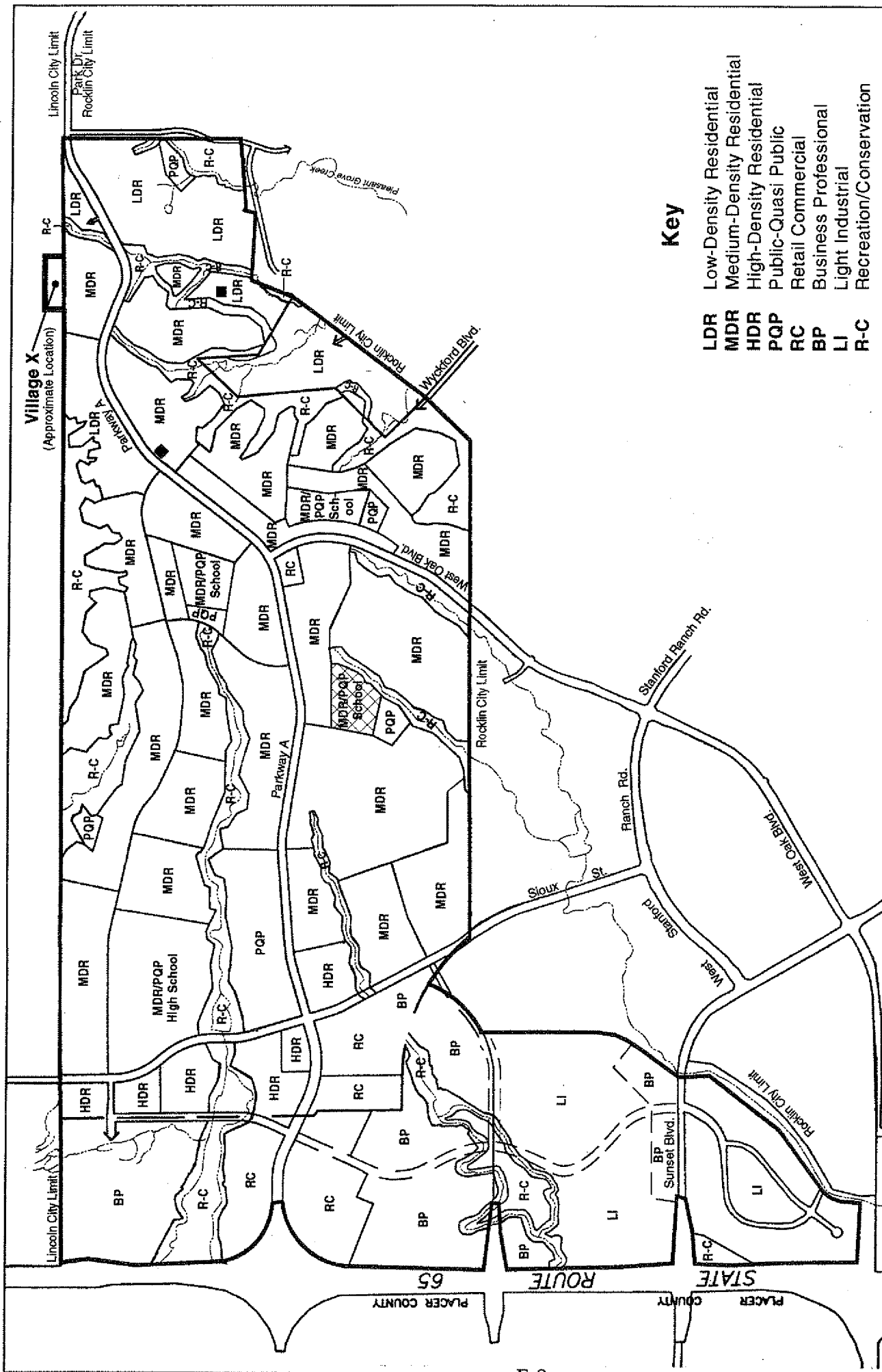
Response: Please see Response to Comment F-1.

Comment F-10: East Lincoln Parkway connects to Sioux Street at the southern boundary of the Twelve Bridges Project. This parallel street network to Hwy 65 is extremely important to both the City of Lincoln and the City of Rocklin and is identified as being constructed under Existing Plus Project Conditions. (John E. Pedri, P.E., City of Lincoln Public Works, 14-4)

Response: The comment is noted. The comment does not address the adequacy of the EIR and no further response is necessary.

Comment F-11: Another local connector to the project study area from the Twelve Bridges Specific Plan Area has been reserved with their Vesting Tentative Map. This local connector is being constructed in Village 10. This project needs to reserve a street corridor for this local connector. (John E. Pedri, P.E., City of Lincoln Public Works, 14-5)

Response: The local connector in Village 10 of the Twelve Bridges Specific Plan Area is a 47-foot wide local residential road (see attached map). The traffic analysis for the annexation area is focused more on regional and major (arterial and collector) roadways connections. For example, the plan shows a connection between Sioux Street in Rocklin and Lincoln Parkway in Lincoln. Location, width and connections of local streets will be analyzed at

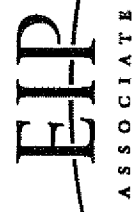


Key

- LDR Low-Density Residential
- MDR Medium-Density Residential
- HDR High-Density Residential
- PQP Public-Quasi Public
- RC Retail Commercial
- BP Business Professional
- LI Light Industrial
- R-C Recreation/Conservation

SOURCE: City of Rocklin, Terrance E. Lowell & Associates, Inc., North West Rocklin General Development Plan, March 5, 2002; EIP Associates, March 2002.

**Revised Figure F-15
Proposed
General Plan
Land Use Diagram**



North Arrow
No Scale
10481-Site-Final-EIP

- Project Boundary
- Existing Residences
- Streamcourses

the time of tentative subdivision maps. A decision on whether or not to connect to this Twelve Bridges roadway will be made at that time. Approval of the Annexation and related entitlements at this time does not preclude this road connection in the future.

Comment F-12: This project is not discussing the possibility for development of Placer Parkway. This regional fee program is entering the final stages of approval and should be discussed- Can the traffic models used for the regional fee development of Placer Parkway be used to augment the Transportation and Circulation portion of the EIR to at least include this roadway in the circulation plan? (John E. Pedri, P.E., City of Lincoln Public Works, 14-6)

Response: As discussed on Page F-20 of the DEIR, the cumulative roadway system included roadway improvements that are contained in local jurisdiction's Capital Improvement Programs (CIP) or the Sacramento Area Council of Government's Metropolitan Transportation Plan (MTP). Placer Parkway is not included in the MTP or the CIP of any local jurisdictions. Therefore, the design alignment and schedule would be speculative at this time. The South Placer Regional Transportation Planning Authority fee program is currently being finalized, which would include the allocation of money for future Placer Parkway work. If this fee is adopted, the Proposed Project would pay all applicable fees. In addition, detailed studies of the SR 65/Whitney Boulevard interchange, being conducted by Mark Thomas and Company with local jurisdictions, including Placer County, are considering an alternative interchange configuration that would accommodate traffic from Placer Parkway.

Comment F-13: The City of Roseville has reviewed the DEIR for the proposed Northwest Rocklin Annexation/Sunset Ranchos project, and has the following comments:

The DEIR identifies significant traffic impacts at the following intersections within the City of Roseville:

- Foothills Boulevard/Junction Boulevard
- Washington Boulevard/Roseville Parkway
- Roseville Parkway/Pleasant Grove Boulevard
- Grant Street/Vernon Street

The DEIR identifies mitigation measures for these intersections, however the proposed mitigation measures are infeasible at three of the four intersections due to existing physical constraints and lack of available road right-of-way. Additionally, no funding mechanism has been identified to construct the improvements to mitigate the traffic impacts at Roseville Parkway and Pleasant Grove. (Mark Morse, City of Roseville, 15-1)

Response: The comment reiterates the findings of the DEIR. Increased traffic congestion on roadways in other jurisdictions was identified as a significant and unavoidable impact in the DEIR. It should be noted that cumulative impacts related to transportation were also identified as a significant impact in the City of Roseville's April 2000 Capital Improvement Program EIR. The traffic impact analysis under cumulative conditions was based on the City of Roseville's 2020 Market/Specific Plan Buildout scenario. The land use assumptions for this scenario were based on the following:

- Full buildout of all residential and non-residential uses in the City of Roseville's eight specific plans, which are:
 - Northeast Roseville
 - Southeast Roseville
 - North Central Roseville
 - Northwest Roseville
 - North Roseville (Phases 1 and 2)
 - Del Webb
 - Highland Reserve North
 - Stoneridge
- 2020 market levels in the Infill and North Industrial areas of Roseville prepared by Hausrath Economic Group for the City of Roseville.
- 2020 market levels in the remainder of Placer County based on land use forecast compiled by the Placer County Transportation Planning Agency (PCTPA).
- 2020 market levels in the remainder of the Sacramento region based land use forecasts prepared by the Sacramento Area Council of Governments (SACOG).

Under this Specific Plan buildout scenario, which assumes development outside the City of Roseville, the Foothills Boulevard/Junction Boulevard intersection would operate at LOS F, the Washington Boulevard/Roseville Parkway would operate at LOS D, the Roseville Parkway/Pleasant Grove Boulevard intersection would operate at LOS E, and the Grant Street/Vernon Street intersection would operate at LOS F.¹

As stated in the comment, and on pages F-46 through F-48 of the DEIR, improvements at several of these intersections would mitigate the project contribution to the intersection impacts. However, the improvements would be under the City of Roseville's jurisdiction. Therefore, the impact is considered significant and unavoidable.

The City of Roseville is correct that, on pages F-45 through F-47, the Draft EIR recommended a series of proposed mitigation measures to address increases in traffic levels that would occur to specified intersections within Roseville under cumulative conditions, to which the project would contribute. The City of Rocklin has no means of deciding whether such measures are feasible, and will ultimately be carried out by the City of Roseville. The comment expresses the view of Roseville City Staff that such measures are infeasible. The City of Rocklin has no way, at present, of knowing whether the Roseville City Council, at some point in the future, will agree or disagree with that assessment. Out of an abundance of caution, Rocklin therefore considers the impacts at the specified intersections to be significant and unavoidable.

Notably, there is no regional funding mechanism in place by which the proponents of projects in Rocklin can pay fees to Rocklin that can be dedicated to the four Roseville intersections at issue. Thus, population growth in Rocklin may sometimes cause traffic effects in Roseville, and vice

¹ City of Roseville, *City of Roseville Capital Improvement Program Draft Environmental Impact Report*, April 2000, Table 5-2.

versa. With the intention of addressing common regional traffic problems, both Rocklin and Roseville participate in the SR 65 Joint Powers Authority, which provides funding for needed interchange improvement on SR 65. That mechanism, however, does not address the local roadways at issue here. Placer County, the cities of Roseville, Rocklin, and Lincoln and the Placer County Transportation and Planning Agency are all members of the recently formed South Placer Regional Transportation Authority (SPRTA). The formation of SPRTA and completion of the Implementation Plan currently being developed will facilitate the adoption of a fee program that will help fund regional traffic improvements, including Sierra College Boulevard, Placer Parkway, the Lincoln bypass, and the Douglas Boulevard/I-80 interchange improvements. Despite these regional cooperative efforts among various jurisdictions, there is still no mechanism in place to fully address project traffic impacts that crossover jurisdictional lines.

CEQA contemplates situations such as this one, in which a lead agency recommends mitigation measures that it lacks the authority to implement because the impacts at issue occur outside the lead agency's area of jurisdiction. Where an EIR has formulated mitigation measures outside the lead agency's control, the lead agency, in approving a project, can adopt a finding stating that such mitigation is "within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such [mitigation measures] . . . can and should be adopted by such other agency." (CEQA Guidelines, § 15091, subd. (a)(2); see also § 15040, subd. (b) ("CEQA does not grant an agency new powers independent of the powers granted to the agency by other laws"); *Kenneth Mebane Ranches v. Superior Court* (1992) 10 Cal.App.4th 276, 291-292 (nothing in CEQA or other relevant statutes gave a flood control district the authority to purchase land outside its boundaries in order to mitigate impacts on rare plants).) Should the City Council of Rocklin opt to approve this project, such a finding would be appropriate.

Comment F-14: Because there are no feasible mitigation measures for the intersections listed above, the EIR should include an analysis of other land use alternatives which would reduce traffic impacts on roadways within Roseville. (Mark Morse, City of Roseville, 15-2)

Response: Chapter R, Alternatives, evaluates several alternatives to reduce traffic congestion by substantially reducing the amount of development that would occur within the project area: Alternative 1 provides for no additional development; Alternative 2 provides for only 121 residential units plus development of the SR 65 corridor; and Alternatives 3 and 4 reduce the number of homes by 704 and 1,504 units, respectively, from the Proposed Project's original 4,469 units. Because these alternatives would reduce the amount of residential development, they would substantially reduce peak hour traffic on local roadways, including those within the City of Roseville. The Rocklin City Council will consider the feasibility of these other options during future public hearings.

Comment F-15: In the DEIR, it appears that the City of Rocklin has assumed significant infrastructure improvements which do not currently exist outside of the immediate area surrounding the project. Particularly, within Loomis, we note that the numbers of lanes on Sierra College Boulevard do not match the existing improvements nor is there a light at the King/Sierra College intersection. While these improvements are shown on our General Plan, they are not funded and the Town Council has rejected the proposal for Sierra College Boulevard submitted

by the Placer County Transportation Planning Agency. Therefore, it is inappropriate to include them in the traffic projections as completed to determine impacts.

Section 15125(a) of the California Environmental Quality Guidelines provide that, generally, jurisdictions are to examine the impacts of projects according to physical environmental conditions in the vicinity of the project that exist at the time of the Notice of Preparation- termed "baseline conditions". It appears that the DEIR has reviewed the project according to the SACOG 2020 projections of build-out infrastructure which are not guaranteed, and in this case, are not reasonable. Thus, the DEIR does not give true information to the public regarding the impacts that the proposed project will have on traffic, at least within the Town of Loomis. (Kathy Kerdus, Town of Loomis, 16-1)

Response: Consistent with CEQA Guidelines Section 15125, the DEIR provides a "baseline" of existing conditions in the setting section of each chapter. This baseline did not assume the existence of any improvements or facilities that were not actually in place at the time of EIR preparation, even if such facilities were funded or planned or programmed for future funding and construction. The impacts analysis then evaluates project impacts against the existing conditions baseline in order to determine, as a theoretical matter, how buildout of the project would affect those conditions even if no additional transportation improvements independent of the project were never constructed. This exercise is artificial in the sense that, as buildout actually occurs over a period of many years, numerous programmed improvements will almost certainly come on line, consistent with existing plans and programmed funds. Even so, the exercise is a useful "worst case" analysis intended to identify what are commonly-called "project-specific" effects. Next, the DEIR addresses "cumulative no project" and "cumulative plus project" conditions, in order to ascertain —and the project's contribution to cumulative impacts. In this context, CEQA permits a lead agency to assume that various improvements anticipated in adopted capital improvement programs, general plans, regional transportation plans are "probable future projects" that will be built during the period at issue in a cumulative impact analysis. (CEQA Guidelines, § 15130, subd. (b)(1)(B)(2).) Reviewing the potential project impacts against the SACOG 2020 projections is not the same thing as, and does not affect, the baseline conditions against which project impacts are analyzed.

The traffic analysis of project-specific roadway impacts, which assume only existing roadways are in place, is the basis for the identification of Impacts F-1 and F-2 on pages F-34 and F-35. These impact discussions do not assume improvements to Sierra College Boulevard. The cumulative analysis, which does assume programmed improvements are in place as planned for 2020, evaluates the project's contribution to cumulative traffic impacts, as reflected in the discussions of Impacts F-7 and F-9 on pages F-41 and F-45. The commenter states that the cumulative impact analysis should not have included certain improvements within the Town of Loomis that the Loomis Town Council has not yet agreed to fund, despite the fact that such improvements remain in the Loomis General Plan. This current absence of funding is not fatal to the EIR projections of future conditions in the year 2020. As long as Loomis retains its commitment to the improvements in its General Plan, the CEQA Guidelines permit the City of Rocklin, as lead agency for this EIR, to assume that the improvements will eventually be fully funded and constructed some time during the next 18 years. The fact that the current Town Council has rejected a proposal from the Placer County Transportation Planning Agency does

not represent a definitive decision to abandon long-standing plans to build those facilities as growth continues in Loomis and South Placer County generally.

Comment F-16: The DEIR also states that the Placer County Transportation Agency has been coordinating development of a program for Sierra College Boulevard improvements. This is an agreement that has not been resolved for many years and cannot be a specific mitigation at this time, or a fact, used to determine the project's impacts. Additionally, this program has not been fully defined, timeline and/or priorities, and cannot be assumed in this DEIR, at least within the Town of Loomis. (Kathy Kerdus, Town of Loomis, 16-2)

Response: The cumulative analysis assumed roadway improvements that are included in the Capital Improvement Programs of jurisdictions within the study area. Sierra College Boulevard was assumed to be widened from two to four lanes between State Route 193 and Interstate 80. This improvement is included in the recently established South Placer Regional Transportation Improvement Program (SPRTIP). The SPRTIP will be operated by a Joint Powers Authority (JPA) which will include the following areas: Lincoln, Rocklin, Roseville, Dry Creek, Granite Bay, Newcastle/Horseshoe Bar, Placer Central, Placer West, and Sunset. Under the SPRTIP, traffic impact fees will be collected from new developments in these areas to pay for the widening of Sierra College Boulevard and other regional improvements. At this time, the widening of Sierra College Boulevard is included as a future improvement in the Loomis General Plan. Therefore, the improvements included in the SPRTIP are not included in the EIR as mitigation measures for potential impacts.

Comment F-17: Also, please show the volumes and levels of service for Del Mar (closed or open), Sierra College, King and Taylor Roads through Loomis as we anticipate all of these roads to be impacted with future developments in adjacent communities. (Kathy Kerdus, Town of Loomis, 16-3)

Response: Figures F-9 and F-11 display average daily traffic volumes and levels of service on Sierra College Boulevard, King Road, and Del Mar Avenue under cumulative conditions, without and with the proposed project. Del Mar Avenue was assumed to be open for the purposes of this analysis. Although the potential closure of Del Mar Avenue is discussed in the Town's General Plan, the precise location of the closure was uncertain at the time of the analysis. According to Figures F-9 and F-11, the project would not increase the volume of traffic on Del Mar Avenue. It is the City's understanding that the Town of Loomis is currently undertaking a public process to determine if and where the road should be closed.

Comment F-18: The traffic from this project and any others on Sierra College Boulevard, should, at a minimum, be mitigated through a fair share development impact fee concept, including future maintenance costs. Under the fair share concept, a portion of Sierra College Boulevard impact fees, would be set aside for widening of the Boulevard with an appropriate street profile and installation of appropriate traffic signals, turn lanes, medians, etc. within the Loomis Town limits as well as Rocklin's.

Acceptable mitigation would include payment of a prorated share of the improvement costs to establish and maintain an acceptable Level of Service (LOS) along the Sierra College Boulevard corridor by the developer. This Sierra College Boulevard "impact fee" should be placed in a

special fund designated only for Sierra College Boulevard improvements to insure preservation for this purpose. (Kathy Kerdus, Town of Loomis, 16-4)

Response: The City of Rocklin is currently in discussions with other local jurisdictions to determine regional funding of capital improvements. Rocklin is a member agency to the South Placer Regional Transportation Authority, which was formed on January 24, 2002 for the purpose of collecting fees to construct certain transportation improvements in south Placer County. An implementation plan is being prepared which will determine improvement priorities. Necessary improvements to Sierra College Boulevard are part of the Authority's projects. With the planned multi-jurisdictional improvements, acceptable levels of service are anticipated throughout the Sierra College Boulevard corridor.

The project applicants will pay City of Rocklin traffic impact fees. At such time as additional traffic impact fees are levied for Sierra College Boulevard improvements, this development will be required to participate and contribute their fair share based upon the definition of the additional fees and timing of the imposition of the fees. The exact nature of such fees has not been established at this time. Any such system should be created in connection with the regional-scale planning and financing processes mentioned above rather than as part of the requirements for a single development.

Comment F-19: Traffic congestion is a part of the air quality issue, but is also a separate consideration. As anyone who has lived in Southern California or the Bay Area can attest, the impact on the quality of life of traffic congestion is substantial. This DEIR acknowledges the poor level of service that will result, even with all the mitigations described (e.g., Impacts F3, F7, F9). Further, some of the proposed mitigations are so vague as to be meaningless. For example, mitigation for impact F-1 (Sunset/ SR.65 intersection) does not state where the funds will come from or when they might be available. Given that this is intended to mitigate for a potential F Level of Service; we must demand a more clear and reliable funding scheme. (Ed Pandolfino, Ph.D., Sierra Foothills Audubon Society, 19-5)

Response: Traffic impacts are fully analyzed in Chapter F of the DEIR. Please see Response to Comment F-1 for a discussion of the SR 65/Sunset intersection.

Comment F-20: The mitigation for the expected increase in demand for transit services (Impact F-4) is described as, ". . .the City shall coordinate with Placer County Transit to ensure that transit services are in place as needed to serve demand from new development." It seems that, given the significant and unmitigated impacts of traffic of this project, we should demand a more aggressive approach to transit services than a vague promise to "coordinate" with PCT. At a minimum, the project should be designed from the outset to encourage and facilitate use of public transit options. (Ed Pandolfino, Ph.D., Sierra Foothills Audubon Society, 19-6)

Response: The City will require the incorporation of bus stops and turnouts, as appropriate. As indicated on page F-40, the purpose of Mitigation Measure FMM-4 will be to solicit input from the Placer County Transit regarding the appropriate location of bus stops, turnouts and park and ride lots as more detailed plans (including tentative maps) are developed for the proposed project.

Comment F-21: Other elements missing from mitigation plans that might reduce traffic impacts include, 1) designs that encourage pedestrian and bicycle use; 2) commercial options within the residential neighborhoods; 3) community centers (small parks/ playgrounds) centrally located and pedestrian accessible. We see nothing in these plans that looks any different from the usual California style of development that encourages maximum use of automobiles. (Ed Pandolfino, Ph.D., Sierra Foothills Audubon Society, 19-7)

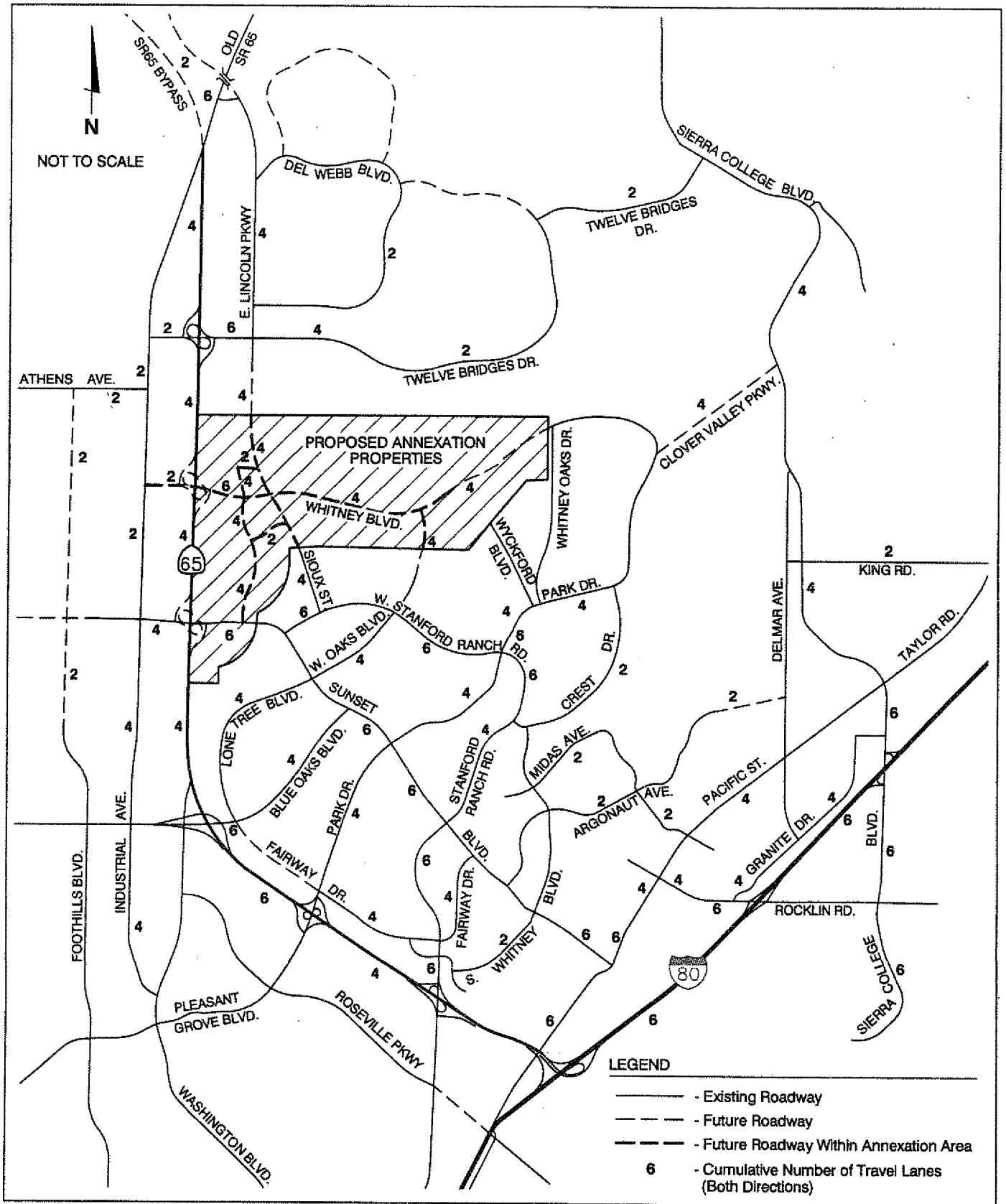
Response: As shown in Figure F-14 on page F-39 of the DEIR, the proposed project does include pedestrian and bike trails within open spaces and on major streets. In addition, as shown in Figure F-14, parks are located throughout the project area. The 34-acre community park site is intended to serve the population within a 2-mile radius. Neighborhood parks are intended to be focal points of neighborhoods, and to serve residents within $\frac{1}{4}$ to $\frac{1}{2}$ of the park sites.² Therefore, these parks will be accessible to pedestrians. The comment recommending commercial uses within residential neighborhoods would not substantially alter the conclusions of the DEIR, because the number of vehicle trips that would be affected would be relatively small. The trip generation rates (see Table F-6 of the DEIR) for commercial, business, professional, and light industrial uses are based on the estimated square footages of the proposed uses, not on the uses' location within the project area.

Comment F-22: Thank you for the opportunity to comment on the above mentioned Draft Environmental Report for Sunset Rancho (SR). I wish to limit my comments to three critical areas.

First; with an estimated 2.6 persons per household, the proposed SR project will jam more than 11,000 people into an area that has one major proposed thoroughfare (Whitney Blvd.). However, the proposed Whitney Blvd. will "T" into Park Drive. The maps drawn for this project present either a misleading or incorrect "traffic flow" pattern. East bound Whitney Blvd. traffic is shown as having an option of turning either south on Park Drive (to meander through the residential areas of Park Drive, Crest Drive and/or other Rocklin residential streets) or north on to another proposed route called "Clover Valley Parkway." This parkway itself is the subject of great community controversy and legitimate criticism (severe environmental impacts as well as unconscionable "dumping" of traffic onto Sierra College Blvd. into the town of Loomis, to mention just a couple). Neither route is acceptable as a thoroughfare, yet this is the impression given in the DEIR. (Marilyn Jasper, Clover Valley Foundation, 20-1)

Response: Clover Valley Parkway and North Whitney Boulevard are assumed to be constructed as four-lane arterials under "cumulative with project" conditions. Clover Valley Parkway is shown as an arterial in the City of Rocklin's General Plan. North Whitney Boulevard, which is also shown as an arterial in the City's General Plan, would serve as the main east/west travel route through the project site. Whitney Boulevard would not "T" into Park Drive, but rather connect directly with Park Drive as shown in the City's General Plan. Figure F-8 has been revised to more accurately reflect the circulation system in the vicinity of the Whitney Oaks and Clover Valley Lakes development.

2 General Development Plan, June 18, 2001, page 31.



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The traffic volume on Clover Valley Parkway would increase from 10,000 vehicles per day without the project to 16,300 vehicles per day with the project. This increase is attributable to both project trips using Clover Valley Parkway and non-project trips traveling between Sierra College Boulevard and State Route 65. Traffic operations on Clover Valley Parkway and at the Sierra College Boulevard/Clover Valley Parkway intersection will remain at acceptable levels with the addition of project traffic.

Comment F-23: Whitney Blvd. is not going to be a safe, efficient, gas- and time-saving thoroughfare. However, as the crow flies, it is the most direct route for the proposed SR residents to reach eastbound Interstate 80 (I-80). Assuming Park Drive and the contentious Clover Valley Parkway do become completed roadways, in addition to the more than 11,000 residents of the proposed SR project, traffic increases from a proposed Casino (Athens Drive) and the "Antonio Mountain Ranch" development may also use Whitney Blvd. to access I-80. This increased traffic, along with traffic from the developments of Twelve Bridges, Sun City, and Bickford Ranch will congest Sierra College Blvd. to unacceptable and unreasonable levels. The town of Loomis will bear the brunt of Rocklin's inadequate traffic planning. A lower density for this project would be prudent and appropriate. (Marilyn Jasper, Clover Valley Foundation, 20-2)

Response: North Whitney Boulevard will be designed and constructed to City of Rocklin street design standards, which will ensure that the roadway can safely accommodate motorists, bicyclists, and pedestrians. The cumulative conditions analysis considered traffic from the proposed Casino on Athens Avenue, Twelve Bridges, Sun City-Lincoln Hills, and Bickford Ranch. According to results from the City of Rocklin Traffic Model, Sierra College Boulevard will operate acceptably (assuming it is widened to four lanes) under "cumulative with project" conditions. As stated under the "Significance Criteria" on page F-13 of the DEIR, unacceptable service levels in the City of Rocklin are defined as: LOS D or worse within the City of Rocklin; when located more than ½ mile from a freeway; LOS E or worse within ½ mile of direct access to a freeway; LOS E or worse on a study freeway segment or interchange. Unacceptable levels of service in unincorporated Placer County are defined as: LOS D within unincorporated Placer County when located more than ½ mile from a freeway, LOS E or worse within ½ mile of direct access to a freeway; LOS E or worse on a study freeway segment or interchange.

Several reduced density alternatives are analyzed in Chapter R of the DEIR. Each of these alternatives would result in fewer vehicle trips than the proposed project. The commentor's preference for a lower-density project is hereby forwarded to the decision makers.

Comment F-24: As we understand the proposed project, the annexation and general plan amendment will include all the lands within the City of Rocklin's sphere of influence located south of the City of Lincoln, west of Whitney Oaks project and east of Highway 65. Figure 2 labeled as "Northwest Rocklin Area Vicinity Map" shows what we understand the project boundary to be.

Figure F1, Project Location, shows a slightly different boundary, one that does not include all of the Sunset Ranchos. This graphic suggests that there is a small portion of property adjacent to City of Rocklin and south of the City of Lincoln that is not included in the application.

We suspect that this was a graphics error. Based on our understanding of the project, the project location map would actually include all of the land within the Rocklin's sphere up to the existing boundary of the City of Rocklin, which is co-terminus with Whitney Oaks.

The project boundary shown on Figure F1 is then repeated at various locations throughout the document. Figure F5, Figure F8 are examples of other graphics that relied on this boundary. (Peter M. Bridges, Whitney Oaks, 22-2)

Response: The comment is noted. Figures F-1, F-5, and F-8 have been revised, as shown in this Final EIR.

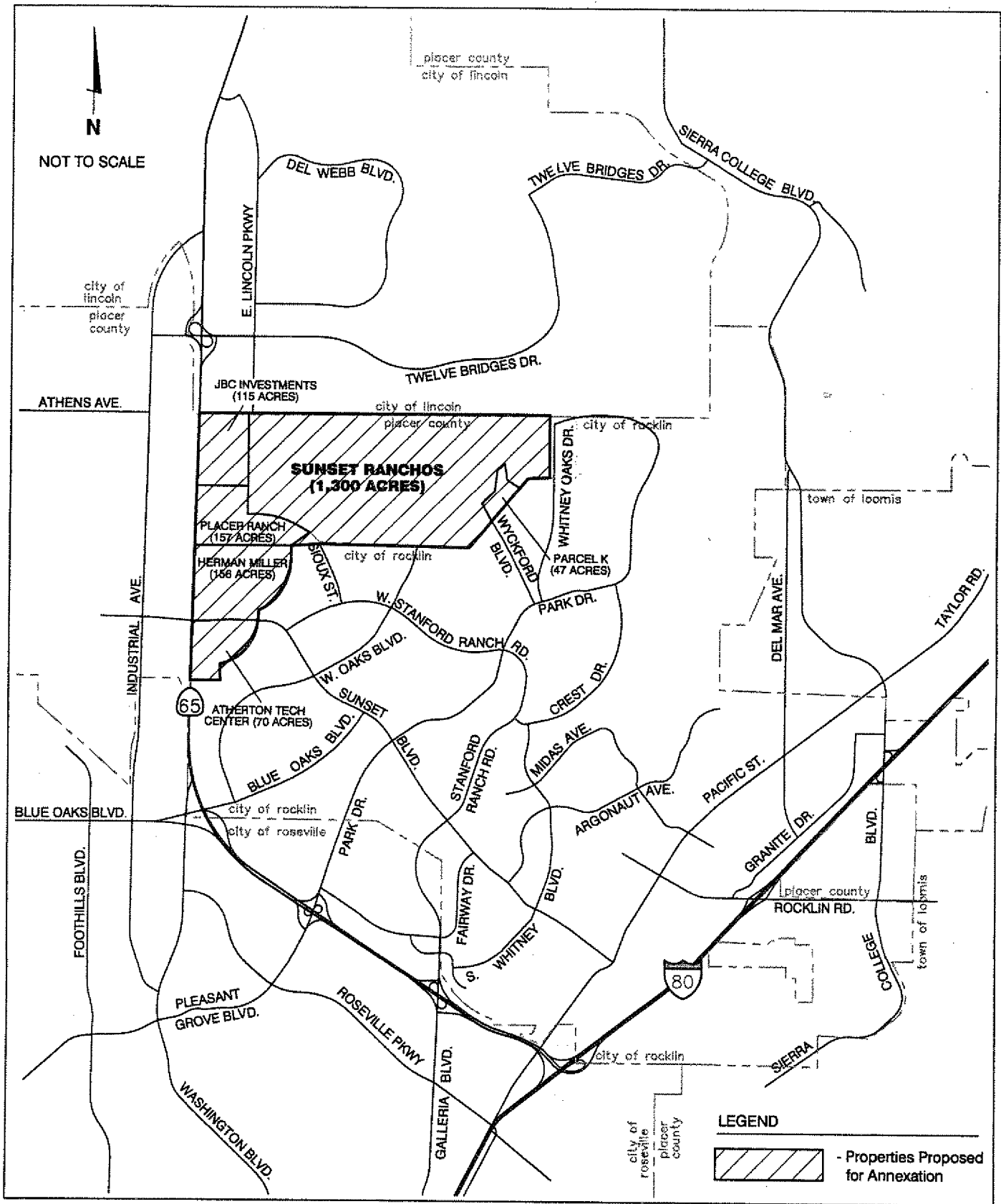
Comment F-25: Within the document, there are graphics that show the existing and proposed development patterns adjacent to the proposed project. Figure B3 shows the existing and proposed subdivision improvements within the City of Rocklin and the City of Lincoln, adjacent to the proposed project. This graphic accurately represents the approved development patterns and road alignments for Park Drive and Whitney Oaks Drive adjacent to the Northwest Rocklin Annexation.

Throughout the rest of the document, beginning with Figure 1, the graphics rely on road alignments of Park Drive and Whitney Oaks Drive that are contrary to what has been approved by the City of Rocklin and are currently under construction. While we understand that the graphics in the DEIR represent conceptual road alignments these alignments should terminate at approved points of connection on the margins of the proposed project and should reflect development patterns that are currently approved by the City of Rocklin. A list of the figures within the document that should be reviewed are as follows: 6, B2, E1, H1, J1, J2, K1, M1, N1, P4, Q1, Q2, and R2. (Peter M. Bridges, Whitney Oaks, 22-3)

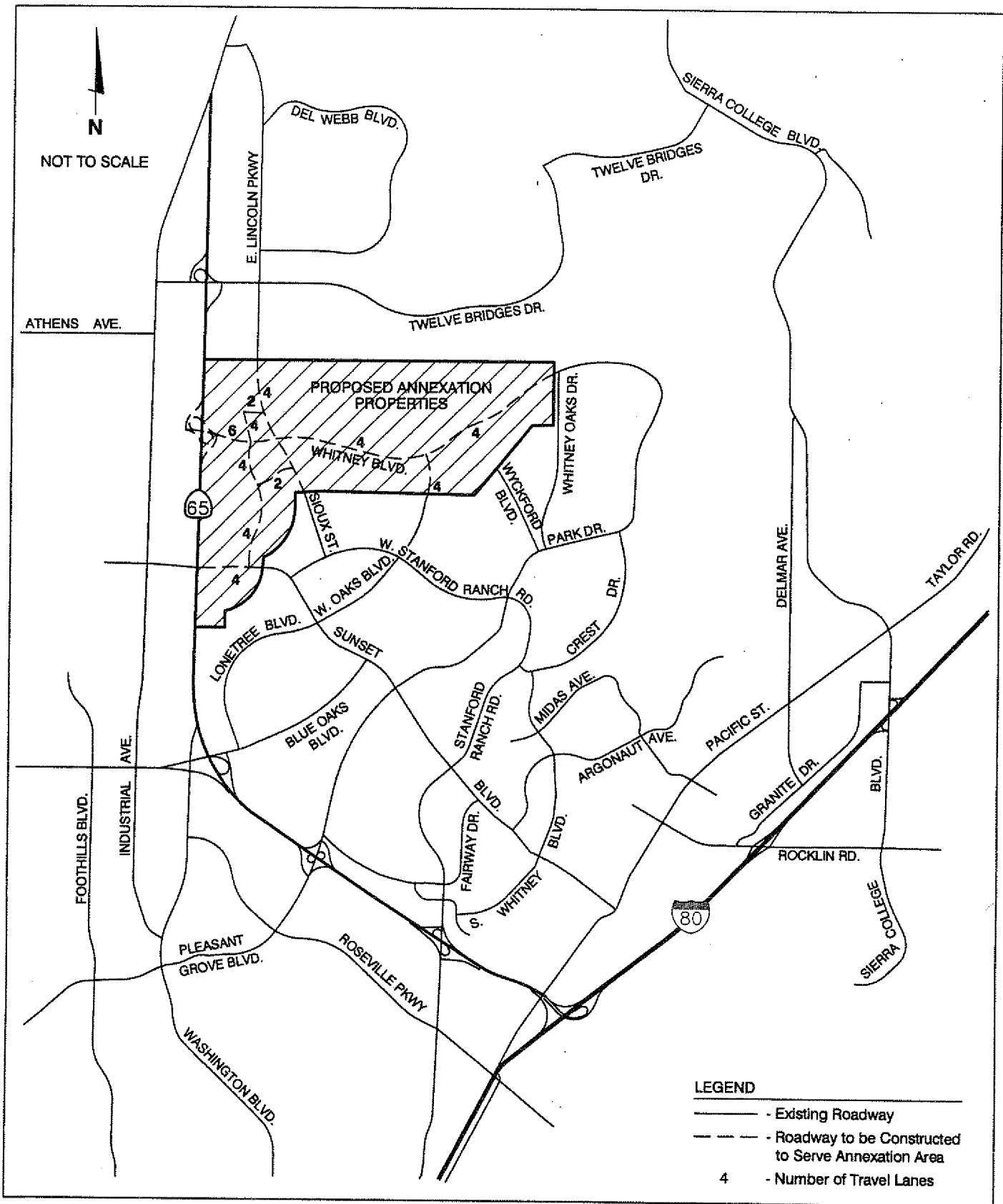
Response: Figure B-2 displays the Proposed Project land use diagram. Figures B-2 and E-1 have been revised, as shown in Chapter B, Revised Project Description, of this Final EIR. The Parkway A roadway has been modified from the eastern project boundary, west to the "R-C" open space area. Figures H-1, J-1, J-2, K-1, M-1, N-1, P-4, Q-1, Q-2, and R-2 are provided in the EIR to illustrate specific aspects of the Proposed Project (i.e., location of water lines) and are not meant to depict the specific location of roadway alignments. These figures have not been modified.

Comment F-26: Another graphics issue in the DEIR has to do with the proposed location of Whitney Boulevard (Road A) within the project boundary. For example, Figure F-5 and F-8 suggests that Whitney Boulevard would intersect with Park Drive somewhere south of Park Drive's current location. Figure B-3 accurately reflects the location of Park Drive within the City of Rocklin. The reality is that if the alignment of Whitney Boulevard as shown in Figure F-5 or F-8 were implemented it would actually intersect with Pebble Beach Road as shown on figures B-3, E-1 and P-4. (Peter M. Bridges, Whitney Oaks, 22-4)

Response: The comment is noted. Figures F-5 and F-8 have been revised as shown on the following pages.



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Comment F-27: While we understand these graphics, F-5 and F-8 are for diagrammatic purposes, we feel it is important to accurately reflect the proposed physical location of these roads for consistency within the DEIR and to get a clear picture of the relationship between circulation and land use.

It would appear that the circulation patterns shown on the various graphics in the DEIR should be reviewed and updated to be consistent with one another and to accurately reflect existing and approved road alignments outside the project boundary. (Peter M. Bridges, Whitney Oaks, 22-5)

Response: Please see Responses to Comments F-25 and F-26.

Comment F-28: Within the traffic analysis section, we did not see the intersection of Whitney Oaks Drive and Park Drive. We can only presume that the amount of traffic generated from the proposed project through Whitney Oaks using Whitney Oaks Drive is insignificant and therefore does not warrant the level of analysis that has been given to other intersections in the City of Rocklin. It would be helpful to know what assumptions were used for assigning traffic traveling through Whitney Oaks and what portion of that traffic was assumed to utilize Whitney Oaks Drive, if any. (Peter M. Bridges, Whitney Oaks, 22-6)

Response: According to the City of Rocklin 2020 Traffic Model, the volume of traffic on Whitney Oaks Drive is expected to remain unchanged with the addition of the project. Some non-Whitney Oaks trips would use this street, while some Whitney Oaks trips will now use Whitney Boulevard (i.e., Parkway A). As a result, the project would not impact the Park Drive/Whitney Oaks intersection, which is projected to operate acceptably under cumulative conditions.

Comment F-29: Besides the concerns we have mentioned above, we feel that this development is not in the best interest of the current community. Traffic alone off of Interstate 80 and Highway 65 is horrible, not to mention the traffic in the neighborhoods which is only getting worse. (Brian M. and Shawn C. Baie, 24-2)

Response: Traffic impacts are evaluated in Chapter F of the DEIR. As stated in Impacts F-1 (pages F-34 through F-36) and F-7 (pages F-41 through F-44), traffic would increase on local roadways, resulting in increased congestion. Under Existing plus Project conditions, identified mitigation would ensure that intersections within the City would operate at acceptable levels, as defined in Response to Comment F-23 and on page F-13 of the DEIR. However, improvements for Stanford Ranch Road between SR 65 and Five Star Boulevard and SR 65 between Stanford Ranch Road and Interstate 80 may not be feasible, so operations on these roadways could remain below City standards. Cumulative impacts could also be mitigated to acceptable levels at all roadways and intersections except the Stanford Ranch Road/Five Star Boulevard intersection (see pages F-43 and F-44). As noted in the DEIR, improvements needed to mitigate traffic impacts at the Stanford Ranch Road/Five Star Boulevard intersection are located within the City of Roseville.

Comment F-30: If the City of Rocklin allows the development of the Sunset Ranchos, we ask that you consider the following. Starting the development near Highway 65 and Twelve Bridges first, since Stanford Ranch has only two main streets to get in and out. Re-evaluating

Parcel K to make it more suitable for the existing properties that are there. (Brian M. and Shawn C. Baie, 24-5)

Response: Stanford Ranch residents can use Sunset Boulevard, Blue Oaks Boulevard, Park Drive, or Stanford Ranch Road to enter/exit the community. Parcel K is a 47-acre residential area proposed northeast of Wyckford Boulevard near Pebble Beach Road. The zoning and land use designations proposed for Parcel K are considered compatible with adjacent residential areas. This future subdivision will be configured with primary access provided from Wyckford Boulevard so as to minimize impacts to Pebble Beach Road and Mountaingate Drive.

Comment F-31: Parkway A also referred to as North Whitney Boulevard is planned as a 6 lane street from 65 to Sioux and then 4 lanes to Park Drive. Eventually traffic from Sierra College Boulevard will be able to use Parkway A to access Highway 65 and a possible new freeway connecting to Highway 70. The design of Parkway and planned road connections will: 1) encourage high speed traffic through the Ranchos; 2) decrease pedestrian and bicyclist safety; 3) increases air pollution; and 4) promote urban sprawl. (Tony Rakocija, 26-1)

Response: Impacts due to increased traffic on intersections and roadway segments are addressed under Impacts F-1 and F-2 of the DEIR. Future auto traffic through the Proposed Project site would be expected to comply with posted speed limits. Also, the Initial Study concluded that the Proposed Project would result in a less-than-significant hazards impact due to a design feature of the project (see Appendix A, page 24, of the DEIR). Pedestrian and bicycle impacts are discussed under Impact F-3 on page F-36 of the DEIR. This was determined to be a less-than-significant impact. Impacts due to the generation of both vehicle and area source air pollutants are addressed under Impact G-2 on page G-15 of the DEIR. Implementation of Mitigation Measure GMM-2 would reduce the magnitude of this impact, but it would remain significant and unavoidable. The potential growth-inducing impacts of the Proposed Project are addressed, beginning on page S-1 of the DEIR.

Comment F-32: Recommendation: reduce number of lanes to 4 from Highway 65 to Sioux Street. Reduce number of lanes to 2 from Sioux to Park Drive. (Tony Rakocija, 26-2)

Response: The reduction of Parkway A from six to four lanes between State Route 65 and Sioux Street and from four to two lanes from Sioux Street to Park Drive would cause intersections along Parkway A to worsen to unacceptable levels, which would violate the City's level of service policy. The reduction in lanes would also result in fewer gaps in traffic on Parkway A, which would limit the ability of motorists to exit from the residential villages onto Parkway A. Implementation of Alternative 1 would eliminate the significant traffic-related impacts and Mitigation Measure FMM-2, including road widenings, would not be required (see R-7 of the DEIR).

Comment F-33: Did the traffic study take into consideration that junior high students will need to commute to the nearest junior high at Wyckford and Park Drives? Did the traffic study consider the fact that high school age students will need to commute to Rocklin High School until the new high school is built? Did the traffic study include traffic coming from Sierra College and Park Drive? (Tony Rakocija, 26-3)

Response: The cumulative conditions analysis was performed using the City of Rocklin Traffic Model. This model contains existing and projected land uses within the City of Rocklin and in adjacent communities. Rocklin High School and Granite Oaks Middle School were specifically included in the model. Accordingly, trips between the annexation area and these schools were considered and are reflected in the analysis. Trips between the annexation area and Sierra College Boulevard (via Park Drive and Clover Valley Parkway) were also reflected in the analysis.

Comment F-34: The city has the right to impose traffic impact fees on the developers but those dollars are used for the new streets. What about damage to the existing streets caused by heavy construction equipment and then the 50,000 additional auto trips per day? The traffic impact fees must be set to cover both new and existing street maintenance. (Tony Rakocija, 26-7)

Response: The City has no empirical basis or evidence for assuming that construction-related traffic for a typical urban-type development will cause any measurable impacts on existing City roads. For that reason, the City has no current basis for attempting to require the project proponents to pay for ongoing maintenance of City streets outside the project area. The CEQA Guidelines expressly recognize constitutional principles developed by the United States Supreme Court regarding the extent to which a local government granting development approvals can impose mitigation measures or like exactions on the landowners seeking such approvals. (CEQA Guidelines, § 15126.4, subd. (a)(4).) These constitutional principles provide that “[t]here must be an essential nexus (i.e. connection) between the mitigation measure and a legitimate governmental interest. *Nollan v. California Coastal Commission*, 483 U.S. 825 (1987).” (*Id.*, subd. (a)(4)(A).) Furthermore, “[t]he mitigation measure must be ‘roughly proportional’ to the impacts of the project. *Dolan v. City of Tigard*, 512 U.S. 374 (1994). Where the mitigation measure is an *ad hoc* exaction, it must be ‘roughly proportional’ to the impacts of the project. *Ehrlich v. City of Culver City* (1996) 12 Cal.4th 854.” (*Id.*, subd. (a)(4)(2) (emphasis in original); see also CEQA Guidelines, § 15041, subd. (a).)

These statements of constitutional principle, added to the CEQA Guidelines in 1998, essentially provide that, in fashioning mitigation measures, lead agencies must be careful to ensure that the mitigation actually relates to impacts caused by the project in question. Thus, agencies may not require an applicant to provide a generalized public benefit unrelated to those impacts or that would do more than fully mitigate the impacts of the project.

Comment F-35: Section F predicts that traffic at the intersection of Wyckford Boulevard and Park Drive will not deteriorate below level A with the new project conditions (F-20) - however, does this consider the potential traffic impact of junior high students from the new development traveling to Granite Oaks Middle School? Did the traffic study include the possible extension of Pebble Beach Road to Whitney Boulevard? (Erik and Hillary Vos, 27-1)

Response: According to Table F-9 in the DEIR, the Park Drive/Wyckford Boulevard intersection is projected to operate at LOS A during the p.m. peak hour under cumulative with project conditions. The analysis considered traffic from the Granite Oaks Middle School, but did not assume the extension of Pebble Beach Road to Whitney Boulevard. This roadway extension

is still under review by the City. Given that peak school traffic generally does not occur during the p.m. peak hour (4 to 6 p.m.), there would be no additional impact to the intersection from the school.

Comment F-36: I am very concerned about the increased traffic on main residential arteries such as Stanford Ranch Rd., Park, Wyckford, Mountaingate and Pebble Beach Road. The roadways are already congested at peak hours ... I can not imagine having to compete with a new development of this size. (Denise Regnani, 29-10)

Response: The commentor's concern for traffic congestion along local roadways is hereby forwarded to the decision-makers. The only roadways within or immediately adjacent to Rocklin that are anticipated to operate at unacceptable levels (after mitigation) are Stanford Ranch Road between SR 65 and Five Star Boulevard and SR 65 between Stanford Ranch Road and Interstate 80. The other roadways cited by the comment are not expected to exceed City service level standards after mitigation (see Impacts F-2 and F-7 in the DEIR).

Comment F-37: Throughout the EIR traffic studies and mitigation measures are stated. However, no mitigation measures are described to reduce the increased traffic in the neighborhood closest to the Proposed Project. We respectfully request two additional traffic mitigation measures for Impact F-7 (page C-17). These additional measures will help to alleviate the increased traffic safety risks in a neighborhood with a high density of children.

- Conversion of the existing temporary traffic barrier on Kali Court to a permanent traffic barrier
- Conversion of the existing temporary traffic barrier at the East end of Pebble Beach Road to a permanent traffic barrier (Larry & Lori Hill, Craig & Joanna Larrew, 30-7)

Response: The conversion of the temporary barrier at the terminus of Pebble Beach Road is related to the Whitney Oaks project, not the Proposed Project. The need to construct a permanent barrier at Kali Place will be determined at the tentative subdivision map review stage, which is not a part of the Proposed Project. At that time, detailed circulation patterns within Parcel K would be proposed, and the connection to Kali Place can be further addressed. Approval of the Proposed Project will not preclude the City from constructing a permanent barrier at Kali. Nonetheless, the recommended improvements are hereby forwarded to the decision-makers.

Comment F-38: Does the traffic study contained in the DEIR consider complete access and limited or no access a) on Pebble Beach from the community park to the Whitney Oaks golf course maintenance facility and b) on Kali from the existing development through to parcel K's new development? I do not see these streets addressed in the report. (John Wayne, 31-2)

Response: Pebble Beach Road was not assumed to extend into the Whitney Oaks development from Mansion Oaks, as this extension is still under review by the City. Future subdivision of Parcel K will be designed so that the majority of the planned dwelling units are accessed from Wyckford Boulevard, as opposed to Kali Place. This will minimize project traffic on Pebble Beach Road and Mountaingate Drive.

Comment F-39: Requested that DKS, who prepared the traffic study, be asked to reevaluate the intersections of Foothills/Junction and Vernon/Grant Street in Roseville. These intersections are so far removed from the project, he questions whether the impacts to them are accurately reflected in the document. (Council Member Hill, Public Hearing, 32-1)

Response: The level of service impacts at these intersections are correctly reported in the DEIR. These intersections are projected to operate just within the City of Roseville's minimum level of service policy based upon current land use assumptions in the traffic model. As a result, a moderate increase in traffic from a project not already included in the City of Roseville's model can cause a significant impact.

Comment F-40: Parkway A (also referred to as North Whitney Boulevard) the way it is designed would encourage high speed traffic through the Ranchos, decrease pedestrian and bicyclist safety, increase air pollution, and promote urban sprawl. He would prefer that they decrease the number of lanes especially from Highway 65 to Sioux Street and then from Sioux Street to the connector with Park Drive. (Tony Rakocija, Public Hearing, 33-1)

Response: Please see Responses to Comments F-31 and F-32.

Comment F-41: The City has the right to impose impact traffic fees on the developers but those dollars are used for the new streets. What about damage to the existing streets caused by heavy construction equipment and then the 50,000 additional auto trips per day? The traffic impact fees must be set to cover both new and existing street maintenance. (Tony Rakocija, Public Hearing, 33-5)

Response: Please see Response to Comment F-34.

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G. AIR QUALITY

Comment G-1: The Placer County Air Pollution Control District (District) has completed its review of the Draft EIR for the above referenced project. In general, it appears that the air quality analysis accurately identifies and characterizes the potential air quality impacts resulting from implementation of this project. As you are aware, Placer County is classified as a "severe" non-attainment area for federal ozone standards, a serious non-attainment for State ozone standards and non-attainment for state Particulate Matter standards. In order to improve air quality and attain health based standards, it is necessary to reduce the amount of Reactive Organic Gases, Oxides of Nitrogen and Particulate Matter emissions generated within the non-attainment area. The rapid growth in population, vehicle usage, and business activity makes this a difficult task.

The 1994 Sacramento Area Regional Ozone Attainment Plan contains emission control strategies that were developed to bring the Sacramento area into attainment of federal ozone standards by 2005. The Plan includes strategies that must be implemented by the U.S. Environmental Protection Agency, the California Air Resources Board and local air pollution control districts. The Plan acknowledges that ARB and federal strategies alone will not be sufficient to meet the emission target for ozone attainment. Additional stationary and mobile source emission reduction programs at the local level will be needed in order to fill the gap. If the Sacramento Valley Air Basin (SVAB) does not attain standards by 2005, the region could lose federal transportation funds and result in an increase in the emission offset ratio that would make it more difficult for job producing new and existing stationary sources to operate in Placer County. (David A. Vintze, Placer County Air Pollution Control District, 10-1)

Response: The comment reiterates information provided in the DEIR. No response is needed.

Comment G-2: The Draft EIR references the Urbemis7G model outputs are in Appendix H. The Draft EIR the District reviewed did not have any appendices and the table of contents did not indicate that they were separately bound. The accuracy of the results or the appropriateness of the assumptions used in the model could not be verified. (David A. Vintze, Placer County Air Pollution Control District, 10-2)

Response: All appendices for the DEIR were located in Volume 2, a separate document. For convenience, the air quality modeling outputs are included as part of this Final EIR. Please see Appendix D of this Final EIR. These model outputs confirm the information presented in the DEIR.

Comment G-3: The DEIR states on Page A-4 that; "As provided in CEQA Guidelines, public agencies are charged with the duty to avoid or minimize significant environmental damage where feasible. In carrying out this duty, the public agency has an obligation to balance a variety of public objectives, including economic, environmental and social issues."

In reviewing the DEIR, the District finds that this projects' significant air quality impacts have not been adequately mitigated to the extent that CEQA requires. Feasible mitigation measures

previously identified by the District that would substantially lessen this project's impacts have not been included in this DEIR. In addition, no analysis has been provided to indicate that these measures are not considered to be feasible to implement by this project

The following is a list of mitigation measures that have been or will be implemented by other projects within Placer County and are considered feasible for this project to implement.

- Prohibit open outdoor burning throughout the annexation area.
- Require all homes be provided with state-of-the-art wiring (i.e., fiber optics) to encourage telecommuting.
- Install natural gas lines to all residential backyards to encourage use of natural gas barbecues.
- Prohibit any woodburning stoves/fireplaces from multi-family developments.
- Require Class 1 bicycle lockers at High Density Residential, Retail, Commercial, Business Professional and Light Industrial land uses.
- Construct Park and Ride lots adjacent to Highway 65 on/off ramps.
- Install one conductive and one inductive electric vehicle charging station at all non-residential land uses.
- The project should be required to participate in the District's offsite mitigation program. The District's offsite mitigation program is modeled after the existing Sacramento Emergency Clean Air Transportation (SECAT) program and the District's DMV vehicle surcharge incentive program. These programs provide monetary incentives to sources of air pollutant emissions within the Sacramento Valley Air Basin that are not required by law to reduce their emissions. Some of the projects include retrofitting existing on-road heavy duty diesel engines and off road heavy duty diesel equipment with cleaner burning engines, retrofitting or purchasing new low emission agriculture pumps and transit vehicles, installing CNG fueling infrastructure or other similar measures. (David A. Vintze, Placer County Air Pollution Control District, 10-3)

Response: The DEIR identifies on page G-16, that the proposed project would result in significant and unavoidable impacts to air quality and lead agency staff believes that all appropriate mitigation measures to reduce impacts associated with operation of the project have been included in the DEIR. These mitigation measures include the following:

GMM-2 (a) The City shall not approve building permits for fireplaces in homes that do not have a primary heating source other than a fireplace. All fireplaces shall be plumbed for natural gas (if available).

GMM-2 (b) Tree planting programs shall include planting at least one tree per lot, for shade.

GMM-2 (c) In commercial buildings, the energy loss associated with buildings shall be improved by encouraging that the amount of energy used be reduced with automated time clocks or occupant sensors.

GMM-2 (d) The subdivider and/or developer shall make available educational material to new residents in the project area to educate them about air pollution problems and solutions. Issues identified include transportation control measures (TCM), open burning practices, and use of wood burning fireplaces and stoves.

GMM-2 (e) To reduce emissions associated with landscape management the project applicant shall landscape with native drought-resistant species, where appropriate, to reduce water consumption, emissions from lawn equipment, and to provide passive solar benefits.

GMM-2 (f) Low NO_x hot water heaters shall be installed per Air District Rule.

GMM-2 (g) The project applicant shall install an electrical outlet at the front and back of the residences for the use of electric landscape maintenance equipment.

REQ-MM The project applicant shall comply with all of Placer County Air Pollution Control District's Rules and Regulations.

REQ-MM Only U.S. EPA certified woodstoves shall be installed.

REQ-MM The project applicant shall comply with all Environmental Protection Agency regulations applied to wood burning stoves.

REQ-MM The project applicant shall comply with all requirements in the Uniform Building Code.

REQ-MM The project applicant shall comply with all requirements in the California Code of Regulations, Title 24, and all federal EPA mandated requirements.

As noted above, only EPA-approved woodburning stoves shall be installed in homes. Furthermore it is a requirement that the applicant comply with all of Placer County APCD rules and regulations, including those that pertain to open burning. Regarding the District's offsite mitigation program, a participation requirement would place this project at a competitive disadvantage because many similar projects have not paid similar fees. The payment of offsite mitigation fees should be implemented on a regionwide basis. Please also see Response to Comment G-4. Measures that are recommended by the APCD, but not included in the EIR as mitigation include:

1. Require homes to be wired for fiber optics to encourage telecommuting.
2. Prohibit wood burning stoves and wood burning fireplaces from multi-family units.
3. Install one conductive and one inductive electric vehicle charging station at all nonresidential land uses.

The City has not included the following mitigation measures for the following reasons:

1. Fiber optics: The decision to telecommute depends on an individual employee's circumstances, including the desire to telecommute and employer policies. Those employees who do telecommute can have appropriate telecommunication lines installed in their homes, so the ability to telecommute is not dependent on fiber optics being installed by the developer. Requiring that all homes include fiber optics, when most employees will not use them or will not need them to telecommute, would increase the cost of each home without substantially increasing the number of telecommuters. The cable company that services Rocklin is not installing fiber optic lines at this time. Requiring fiber optic wiring would add cost to this project without providing infrastructure for connections to the individual homes. Therefore, this measure would not substantially reduce air pollution.
2. Prohibit woodburning stoves and fire places from multifamily units: As with single family homes, woodburning devices would need to comply with EPA regulations. The comment does not indicate why it would be appropriate to ban such devices from multi-family developments only. Further, multi-family units are less likely to have fireplaces or wood-burning stoves, and represent a relatively small portion of the proposed project, so this prohibition may not have a substantial effect on air pollutant levels. Because wood-burning devices would comply with EPA regulations, the City does not find that the prohibition of such devices is warranted. Furthermore, most existing homes in Rocklin include woodburning fireplaces, which many people consider to be desirable amenities. The City believes that, should future residents be denied access to such popular amenities, such residents might believe themselves subject to unfair or discriminatory treatment. Thus, unless and until either the Placer County Air Pollution Control District or some other regulatory agency with the necessary legal authority directly prohibits the installation of woodburning fireplaces in new multifamily units, the City will decline to take action that will treat similarly situated persons dissimilarly.
3. Electric vehicle charging station: Installing charging stations at all nonresidential land uses would not be reasonable because mass production and use of electric vehicles has not occurred, and the automobile industry is looking at other fuel sources and options to electric vehicles.

The following mitigation is hereby added to the EIR:

GMM-2(h) Office, commercial and retail land uses shall include bicycle racks.

Bicycle racks could accomplish the objective of providing a secure place to park bicycles and encourage their use, and would not require the same level of maintenance as bike lockers.

In addition, the following mitigation measure is hereby added to the EIR:

- GMM-2(i) The project developer shall install natural gas lines at the rear of each single-family residential structure to encourage the use of natural-gas barbeques.

While the measures listed above would reduce project emissions, they would not bring emissions below the APCD's thresholds, so the impact on air quality would remain significant and unavoidable.

Comment G-4: In lieu of each individual project implementing their own offsite mitigation program, an applicant can choose to pay an equivalent amount of money into the District's Offsite Air Quality Mitigation Fund. The District uses this money as described above to provide monetary incentives to sources of air pollutant emissions within the Sacramento Valley Air Basin that are not required by law to reduce their emissions. Therefore, the emission reductions are real, quantified and implement provisions of the 1994 State Implementation Plan.

The offsite mitigation program is being implemented by numerous projects in Placer County. Below is a partial list of these projects:

1. Lincoln Crossing Specific Plan will implement of an offsite mitigation program to reduce 20% of the project's ozone precursor emissions to be coordinated through the District.
2. The Winchester residential (435 homes) and golf development in Meadow Vista will pay \$80,000 (\$60,000 paid to date) into the District's Air Quality Mitigation Fund to reduce ozone and particulate matter emission within the SVAB. Projects funded include non-EPA woodstove replacement and purchase of a chipper to be used at residences.
3. Shamrock Granite Bay Business Park has paid into the Air Quality Mitigation fund \$11,313 to reduce ozone precursor emissions within tire SVAB. Projects funded include gas lawn mower replacement with battery powered.
4. The Lahontan residential project has paid over \$136,000 into the Air Quality Mitigation fund to reduce ozone precursor and particulate matter emissions in the Mountain Counties Air Basin (MCAB). Projects funded include non-EPA woodstove replacement.
5. The Bigsprings @ Northstar residential project has paid over \$70,000 into the Air Quality Mitigation fund to reduce ozone and particulate matter emissions in the MCAB. Projects funded include non-EPA woodstove replacement.
6. Intrawest @ Squaw Valley mixed use development will pay \$124,800 (\$62,400 paid to date) to reduce ozone and particulate matter emissions in the MCAB. Projects funded include CNG fueling infrastructure.
7. If approved by the Placer County Board of Supervisors, the Bickford Ranch project will pay \$415,000 into the Air Quality Mitigation fund to reduce ozone precursor emissions in the SVAB. (David A. Vintze, Placer County Air Pollution Control District, 10-4)

Response: The PCAPCD has developed a mitigation fund to offset air emissions (see Appendix E), but the program elements are not delineated, so the extent to which they would

reduce emissions is not known. In addition, the City is concerned about the equities associated with requiring homebuilders within the project area to bear an expense – their respective shares of the fees at issue – that traditionally has not been borne by their competitors. If the City were to require the project proponents to pay the fee as requested by the APCD, the proponents would pass those costs on either to builders or to the ultimate occupants of new development. Because the City has not imposed such costs on other developers in the past, development in the project area, if subject to such a fee, would be put at a competitive disadvantage vis-à-vis such other developers. The City considers such a result inequitable, and prefers an even-handed approach that treats similarly situated people similarly. The City would consider similar solutions if they are implemented on a regional, rather than limited project, basis.

Comment G-5: The changes in land use and zoning designation associated with the proposed project will result in an increase of 5176 pounds per day of ozone precursors when compared to existing designations (Table G-7, Page G-19). This substantial increase in emissions will severely impact the District's ability to attain and maintain health based ambient air quality standards. This project should be required to participate in the District's Offsite Air Quality Mitigation program in order for this project to substantially lessen its air quality impacts and to comply with CEQA Guidelines 15040 (c) and 15041(a).

This project could substantially lessen its air quality impacts if it only reduced its increase in vehicle emissions (497 ppd of ROG & NO_x) through the Offsite Air Quality Mitigation program. Based on a cost effectiveness of \$15,000 per ton of nitrogen oxide emissions reduced, the applicant would have to fund approximately \$671,000 (497 pounds per day of NO_x, 180 days per ozone season, or approximately 45 tons of NO_x @ \$15,000/ton) through their own offsite program administered by the District or contribute this amount into the District's existing Offsite Air Quality Mitigation program. This amount would be equal to approximately \$150 per dwelling unit based on the 4,469 new dwelling units proposed. (David A. Vintze, Placer County Air Pollution Control District, 10-5)

Response: Please see Response to Comment G-4.

Comment G-6: We live in a region that is already out of compliance with air quality standards. Instead of addressing the current problem, regional planning agencies are all proceeding with projects that will only put us further out of compliance. The cumulative impacts of these decisions will degrade the health of every resident of the area.

As one of the largest developments currently being considered in Placer County, this project will have a substantial contribution to that cumulative impact. In estimating the cumulative impacts the DEIR relies on previous City of Rocklin estimates of projects in the region. The specifics of this prior analysis are not provided. Therefore, it is impossible to comment on the assumptions made. For example, we cannot tell what assumptions are made about the LOS on roadways like Sierra College Blvd and I-80 in the analysis timeframe. Improvements to both these roads are proposed but not yet funded and have no specific timetable. Although the DEIR acknowledges that air quality impacts will be significant and cannot be adequately mitigated, we suspect that the actual extent of these cumulative impacts has been underestimated. (Ed Pandolfino, Ph.D., Sierra Foothills Audubon Society, 19-4)

Response: Assumed roadway improvements for these and other roadways are based on the City of Rocklin Capital Improvement Program, the 1999 Metropolitan Transportation Plan by the Sacramento Area Council of Governments, the City of Roseville Capital Improvement Program, and the Lincoln Public Facilities Element. These documents define roadway improvements that would be needed in the foreseeable future. Therefore, the cumulative impacts are not underestimated. Levels of service (LOS) for Sierra College Boulevard and Interstate 80 are reported in Tables F-4, F-7, and F-9 and Figures F-3, F-6, F-9, and F-11. Assumed roadway improvements for these and other roadways are based on the City's Capital Improvement Program (see pages F-22 and F-23). As stated on page F-22, The CIP defines roadway improvements that would be needed in five-year increments (e.g., 2000, 2005, 2010, 2015 and 2020).

The comment does not indicate how the air quality impacts could have been underestimated. The project's impacts on air quality are fully evaluated in Chapter G of the DEIR. Regional emissions, such as ozone precursors and particulate matter, are dependent on the number of vehicle trips resulting from the project and the mix and amount of various land uses (see pages G-16 and G-17 of the DEIR). Roadway infrastructure improvements do not effect the estimate of regional emissions, but do influence carbon monoxide "hot-spot" impacts, because carbon monoxide levels are typically elevated where traffic congestion occurs (e.g., at intersections operating at poor service levels). As discussed in Impacts G-3 and G-6, the Proposed Project would not cause carbon monoxide levels to exceed State or federal carbon monoxide levels at any intersection (see pages G-17, G-19 and G-20 of the DEIR).

Comment G-7: The EIR acknowledges that the region is out of compliance with air quality standards for both ozone and particulate matter, and admits that the project will have both direct and cumulative significant unavoidable impacts to air quality. A project of this size has the opportunity and responsibility to reduce its impact on air quality by more than the mitigation measures proposed in the DEIR. Use of the automobile could be greatly reduced by requiring a pedestrian village easily served by rapid transit, instead the proposed land use plan. Building more roads and widening existing ones does not benefit air quality in the long run. Traffic congestion is likely to be even worse than predicted in the DEIR, and no real mitigation is offered for the gridlock that will occur with buildout of this project. Additionally, wood burning fireplaces and woodstoves should not be allowed in new city residences, and no open burning should be permitted (Sharon P. Cavallo, Placer Group Sierra Club, 21-9)

Response: Please see Responses to Comments E-8 and G-3 through G-5. Please also see Response to Comment F-20 regarding the provision and planning for transit service.

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H. NOISE

Comment H-1: The concerns of sound barriers adjacent to the highway constructed by developers within the R zones are of highest priority. Although individual developments phase in sound walls, over the years the highway tends to be ailed by various textures, heights, colors, and sound suppression qualities. In the future we would like to see that sound walls proposed include vines, shrubs and tree planting which work as a comprehensive method that functions as a total and effective sound barrier. Soundwall design styles should be similar in kind. (Jeffrey Pulverman, 4-7)

Response: The Proposed Project does not include any residential designations adjacent to SR 65. Soundwalls have not been required for any existing non-residential development adjacent to the Highway and are not anticipated to be necessary for future development of the Highway 65 properties.

Comment H-2: I am very concerned about the impact of increased traffic-generated noise. Parcel K sits beneath our residence, and I can currently hear recreational activity in the field behind our home. Traffic noise would echo and reverberate throughout our neighborhood which is positioned at least 20 feet higher than the base of Parcel K. (Denise Regnani, 29-8)

Response: Noise impacts are evaluated in Chapter H, Noise, of the DEIR. Future development of Parcel K is not expected to generate or be exposed to excessive traffic noise from existing or future roadways. As stated on page H-12 of the DEIR, West Stanford Ranch Road is the only roadway that is anticipated to experience an increase of more than 3dB (generally, the lowest change in dB that can be recognized by human hearing). This road is not in the vicinity of Parcel K, nor is subsequent development of Parcel K as a residential project within the proposed PD-3B zone expected to generate noise levels that are incompatible with similar adjoining residential areas.

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I. POPULATION, EMPLOYMENT, AND HOUSING

Comment I-1: The DEIR states that there will be a 2.9 ratio of jobs to housing units in the project area (page I-10). The DEIR states that the proposed project would generate 12,874 jobs. These jobs would primarily be created by business professional and light industrial developments along Highway 65. Such a high number of jobs seem to represent wishful thinking given the closure of Herman Miller, layoffs at Hewlett Packard, and the economic depression we are currently in. The jobs to housing ratio should be reexamined. (Tony Rakocija, 26-5)

Response: The ratio of 2.9 jobs to housing units is not the generation rate that was used to calculate the number of new jobs due to the commercial, light industrial, and business professional uses included in the Proposed Project. The number of jobs generated by the Proposed Project (12,874) is estimated based on the generation rates, per thousand square feet, listed in Table I-2 on page I-10 of the DEIR. The generation rates are produced from Placer County personnel and similar projects in the project area. The employment generation rates are reflective of the type of use (commercial, industrial), and are not solely based on recent economic conditions.

The estimate of project-related jobs is based on typical employment rates for commercial, business/professional and manufacturing/industrial land uses (see Table I-2 on page I-10 of the DEIR). Buildout of the employment uses would occur over approximately 10 years. The rates of development would vary from year to year, and no one year of growth in the region can be considered as representative of the full project. Current economic conditions of Herman Miller and Hewlett Packard are not indicative of the long-term future.

As stated on page E-21 of the DEIR, a market absorption study will be required by LAFCO prior to its consideration of annexation of the project site. This study would indicate the likelihood that the commercial properties included in the proposed project are likely to be built out in the specified time frame.

Comment I-2: Section I, addressing employment, states an unemployment rate for the City of Rocklin for the years of 1998, and 1999 (I-3). It also lists Hewlett Packard and Herman Miller as two of the areas largest employers (I-4). This section does not appear to contain current information that would reflect the closing of Herman Miller, layoffs at HP or the general economic downturn. These are significant changes, which should be examined in the EIR. (Erik and Hillary Vos, 27-2)

Response: Please see Response to Comment I-1.

Comment I-3: The Draft EIR states that there will be a 2.9 ratio of jobs to housing units in the project area (page I-10). The Draft EIR states that the proposed project would generate 12,874 jobs. Such a high number of jobs seem to represent wishful thinking given the closure of Herman Miller, layoffs at Hewlett Packard, and the economic depression we are currently in. The jobs to housing ratio should be re-examined given the current situation our economy is in. (Tony Rakocija, Public Hearing, 33-3)

Response: Please see Response to Comment I-1.

J. PUBLIC UTILITIES

Comment J-1: Under J. Public Utilities, Wastewater, Impact J-7, Mitigation Measure JMM-7 (page J-19), and the last paragraph of its discussion area (page J-22): Although improvements to the sewer pipes (off-site) outside the project area would occur within the existing easements, the construction itself, at certain locations, may occur across or adjacent to creeks, waterways and riparian areas. Accordingly, Mitigation Measure JMM-7 should include provisions for the project applicant to obtain any required permits from Federal and State Agencies who have jurisdiction over construction activities within such areas. (Richard Stein, South Placer Municipal Utility District, 6-1)

Response: At this time, all anticipated improvements to off-site infrastructure would occur within existing roadways and easements, and are not expected to require stream crossings or construction in other sensitive habitat. Should construction be required in any habitat under the jurisdiction of State or federal resource agencies (e.g., Department of Fish and Game, U.S. Army Corps of Engineers), the project would be required to obtain the appropriate permits before beginning construction. Because such permits would be required by law, Mitigation Measure JMM-7 does not need to include them. This EIR has been prepared with the intention of providing project-level environmental analysis for all required off-site improvements.

Comment J-2: Regarding water supply, impact J-1 concludes that there is an available long-term water supply. However, PCWA's NOP response letter indicates a water supply shortfall could occur during multi-dry water years beyond 2020. Nevertheless, the EIR analysis concludes that with implementation of regional water use efficiency measures proposed by PCWA, sufficient supplies would be available to serve the project. The final EIR should include concurrence from PCWA that this mitigation is sufficient. (Mark Morse, City of Roseville, 15-3)

Response: Please see Response to Comment J-5.

Comment J-3: This project was not included at the proposed density in the PCWA water supply study for western Placer County. The Town supports a mitigation measure requiring that the project provide additional water to meet the needs of the project area possibly through water sufficiency standards and/or reclaimed water. The Town of Loomis is concerned with the availability of water for all users within the County. We wish to ensure that current residents are not adversely impacted by over-development which will lead to water shortages. (Kathy Kerdus, Town of Loomis, 16-5)

Response: Please see Response to Comment J-5.

Comment J-4: The purpose of this letter is to provide the City of Rocklin with up-to-date information on water availability within the Agency's lower Zone 1 area in general, and for the Sunset Ranchos project specifically.

On March 13, 2001, the Agency Board of Directors released a discussion paper titled "Surface Water Supply Update for Western Placer County." The purpose of the discussion paper was to initiate a dialogue among land use representatives regarding Agency surface water policies for western Placer County. The paper concluded, with several significant assumptions, that the Agency's surface water supply entitlements match the current General Plans within the Agency's western Placer service area. The discussion paper posed a challenge for the Agency and the land use authorities to develop a comprehensive approach to deal with future General Plan amendment proposals.

The discussion paper assumptions were made to create a baseline from which to gage the capability of the Agency to meet future demands. The assumptions are: no significant increase in the use of groundwater; no increase in raw or treated water use efficiency; no significant increase in the use of reclaimed water; no significant increase in the delivery of surface water for agriculture; and full use of their contract supplies by San Juan Water District and the City of Roseville. These assumptions are very conservative, will not likely remain static, and changes would likely increase the overall effective water supply available to the Agency's service area.

Surface water availability has two components: 1) surface water entitlements; and 2) infrastructure capacity. This letter will build on the information contained in the Agency's March 13 discussion paper and will update both aspects of surface water availability in a way that also addresses the issues that will be required by SB 221 beginning in 2002.

SURFACE WATER ENTITLEMENTS

The Agency has several sources of surface water supply entitlements available to Zone 1.

1. The first is a surface water supply contract with PG&E for 100,400 acre feet annually (afa) of Yuba Bear River water that is delivered through their Drum Spaulding hydro system. Water from this source has been delivered to western Placer County since the days of the gold rush, first for mining, then for agriculture and more recently for increasing urban development. This has been the Agency's primary source of supply since the Agency began retailing water in 1968. Prior to that PG&E was the retail water purveyor.

This source of water has a high reliability during normal, single-dry and multiple-dry years. For example, between 1987 and 1992 the state experienced 5 years of drought, during which many areas in the state had reduced supplies. During that period, the Agency had a full Yuba/Bear river supply each year. 1977 was the only year in which the Agency has had to impose drought restrictions on its customers due to reduced PG&E supply. The Agency has a drought contingency plan, published in its December 2000 Urban Water Management Plan, that it will implement in the event of future droughts severe enough to curtail its water supplies.

2. The Agency's second source of surface water for consumptive use is its Middle Fork Project (MFP) water rights. The water rights for the MFP authorize diversion and storage of up to 340,000 of in MFP reservoirs, and use of the stored water for both power

production and consumptive use. In agreements with the United States, however, the Agency has agreed to restrict its consumptive use of its MFP to a maximum of 120,000 afa. The Agency's MFP water right permits provide that this water supply may be diverted from the American River at either Auburn or at Folsom Reservoir. The Agency has done extensive modeling of the MFP system to determine its reliability during drought events using California's hydrologic record, which dates back to 1921. The conclusion of that analysis is that the MFP can provide 120,000 afa, even in back-to-back years as severe as the 1977 hydrologic event.

3. The Agency's third source of surface water is its Central Valley Project (CVP) contract with the United States Bureau of Reclamation. This contract is for 3 5,000 afa of municipal and industrial (M&I) water. This water was originally to be provided to the Agency at Auburn Reservoir but the contract was amended in 1998 to provide for its diversion at Folsom Reservoir. Reclamation is currently renegotiating all of its water supply contracts. The Agency expects to include a provision in the renegotiated contract that would enable it to divert its CVP entitlement from the Sacramento River near the Sacramento Airport. This supply is predicted to have no greater than a 25% deficiency during single-dry and multiple-dry years.
4. The Agency also has a surface water contract to purchase up to 5,000 afa from South Sutter Water District (SSWD). This supply is only available when it is surplus to SSWD's needs. Delivery is only available into the Auburn Ravine. The Agency's Board has directed that this water is to be made available as a supplemental supply to agricultural customers in Zone 5. No water is expected to be available from this source during dry years. Most of the Agency's Zone 5 customers also have groundwater available, and revert to that source when surface water is not available. This SSWD source is considered temporary because it is expected that the available supply will eventually be fully utilized by SSWD.

Under the Board's policy for the use of SSWD water, it is not anticipated that the loss of the SSWD supply, either due to drought or prior use by SSWD, would affect the water supply to Zone 1. However, in addition to the SSWD supply, the Agency uses its PG&E and MFP sources available to Zone 1 to meet customer demands in Zone 5. If those supplies are limited, it impacts both Zones 1 & 5.

GROUNDWATER USAGE

The Agency does not use significant amounts of groundwater to meet Zone 1 or 5 demands.

AGENCY SURFACE WATER CONTRACT COMMITMENTS

As described above, the total surface water supply available to the western Placer County area that includes Zones 1 & 5 is 255,400 afa of permanent supply, plus 5,000 afa of temporary surplus water.

Out of that supply, the Agency has contracted to deliver 25,000 afa to San Juan Water District and up to 30,000 afa to the City of Roseville. This leaves a permanent surface water supply available for the Agency's Zones 1 & 5 of 200,400 afa, plus 5,000 afa of temporary supply during normal/wet years. The average residential home (1 Equivalent Dwelling Unit or EDU) uses 0.6 afa.

The Agency has also contracted to deliver up to 29,000 afa to Northridge Water District for groundwater stabilization, but only when the supply is surplus to the needs of Placer County. Because of the surplus nature of this contract, it is not a factor in determining water availability for the Agency's service area.

SURFACE WATER USE IN PCWA ZONE 1 AND 5

In 2000 (the last year for which complete records are available), the Agency used 106,700 of to meet the needs of its Zone 1 & 5 customers. Of that total, approximately 29,000 of was used to meet M&I demands and the remainder was used for agricultural and irrigation delivery. Of the 16,516 of that was delivered to Zone 5 in 2000, 5,000 of was received from SSWD.

Total water deliveries in 2001 to Zone 5 amounted to 11,500 af, of which 2,600 of was received as surplus from SSWD.

By Resolution 98-23 in June 1998, the Agency's Board reserved 6,000 of to supply up to 8 mgd of the 28 mgd expansion of the Foothill Water Treatment Plant (WTP), currently near completion, and 2.5 mgd for increased treated water demands in the Auburn Bowman treated water system. The Board further directed that, except for the 6,000 of reservation, all new commitments for delivery of raw water after that date, including current deliveries to Zone 5, be on an as-available basis until completion of the permanent American River Pump Station. (Mal Toy, Placer County Water Agency, 13-1)

Response: The comment provides detailed information regarding the sources of water available to the Placer County Water Agency (PCWA). This information supplements the discussion provided in Chapter J of the DEIR (see pages J-7 and J-8). No further response is required.

Comment J-5:

SURFACE WATER AVAILABILITY FOR SUNSET RANCHOS

One of the key assumptions in the Agency's discussion paper was to define the current General Plan areas as those areas that were established by year-end 2000. When a city/town land use designation in their Sphere of Influence, outside their city/town limits, was different from the designation in the County of Placer's General Plan, the Agency assumed water demand based on the County's land use designation.

The Sunset Ranchos project is located within the unincorporated portion of Placer County but within the Sphere of Influence of the City of Rocklin. The Agency does not provide treated

water nor raw water service to this land at the current time. The County of Placer has designated this land as agricultural, with 10-acre minimum lot sizes and as such was not projected to require surface water. The proposed Sunset Ranchos project was not considered in the 92,100 afa that the Agency estimated as the future municipal water demand under the applicable current General Plans.

The Agency's surface water entitlements are estimated to be 1,600 afa in excess of the current General Plan buildout water needs. The projected treated water demand at buildout for the Sunset Ranchos project is approximately 4,600 afa. If the proposed Sunset Ranchos project is annexed to the City of Rocklin and in accordance with the proposed land use designations, the Agency will have a shortfall of supply in the amount of 3,000 afa. This does not mean that there will be insufficient water to meet the demand of Sunset Ranchos, just that there will be a shortage of supply in the western Placer County to meet all projected demands.

The Agency delivers its water supply on a first-come, first-serve basis, and "reserves" water supply only when an application for water is made and connection fees are paid. Thus, if the General Plan land use designation and zoning is changed to allow development of Sunset Ranchos, and the Sunset Ranchos development is approved, water supply may be depleted before a later development, which is consistent with the current General Plan, is able to take advantage of the supply.

One potential for mitigating the future cumulative shortfall would be for the developer to enter into an agreement with the Agency for their financial participation in the Agency's regional water use efficiency program. This program is designed to increase water availability through water conservation and increased water distribution efficiencies. The level of a developer's financial participation could appropriately be linked to the amount of additional water supply estimated to be achieved through implementation of a portion of the Agency's regional water use efficiency program. (Mal Toy, Placer County Water Agency, 13-2)

Response: The comment provides information that supplements the DEIR discussion of PCWA's ability to provide water to the proposed project (see pages J-6 through J-8 of the DEIR). As stated on page J-7 of the DEIR, the project area was included in PCWA's Urban Water Master Plan (UWMP), but only at current zoning densities, which are much less intense in the Sunset Ranchos portion of the project area than those currently proposed. Therefore, the amount of water needed to serve the Sunset Ranchos portion of the proposed project was not anticipated in the UWMP, though the document did anticipate development, pursuant to Placer County's Sunset Industrial Area Plan, in the "Highway 65 Corridor" portion of the project area.

As shown in Revised Table J-1, water demand from the revised proposed project would be approximately 3,904 acre-feet annually (afa).¹ PCWA calculations result in a higher estimate, approximately 4,600 afa. As stated in Chapter B, Revised Project Description, the proposed

¹ Page J-10 of the DEIR states that demand would be 4,095 acre feet per year. The corrected figure is 3,986, as shown in Revised Table J-1, which is revised to provide average day and maximum day demand and acre feet per year for each land use. Except as corrected in Response to Comment J-5, the additional and revised information in Table J-1 does not substantially alter the analysis provided in Impacts J-1 through J-6 of the DEIR, because the estimated demand for water supply, treatment and conveyance has been reduced.

REVISED TABLE J-1

ESTIMATED PROPOSED PROJECT WATER DEMAND

New Land Use	Acres	Dwelling Units	Generation Rate (gallons per day(gpd)) gpd/unit	Max Day (gpd)	Water Demand	
					Ave. Day (gpd) ³	Annual Demand (afa) ⁴
Single-family	836	3,140	1,150 gpd/unit	3,611,000	1,570,000	1,758
Multi-family	58	1,150	650 gpd/unit	747,500	325,000	364
Business Professional, Commercial	293.5	-	6,250 gpd/acre	1,834,375	797,554	893
Light Industrial	73 ¹	-	6,250 gpd/acre	456,875	198,641	223
Parks (Public/Quasi-Public)	56	-	8,500 gpd/acre	472,600	205,478	230
High School (1)	50	-	9,000 gpd/acre	450,000	195,652	219
Elementary Schools (3)	30	-	8,000 gpd/acre	240,000	104,348	117
Roadways	96	-	2,125 gpd/acre	204,001	88,696	100
Total	1,492.5²	4,290		8,016,351	3,485,369	3,904

1. Excludes the existing Atherton Tech Center

2. Acreage does not include core roadways, trail, and open space

3. Average day demand is based on maximum day demand divided by 2.3 factor

4. Acre-foot annual demand = ave. day x 365 days/yr divided by 7.48 gal/cubic feet divided by 43,560 acre-feet/cubic feet

Source: Terrance Lowell and Associates, 2001.

number of dwelling units has been reduced from 4,469 to 4,290, which would reduce water demand estimates using either EIR or PCWA factors. The final estimate will be based on the actual number of approved units and square footage.

PCWA provides water service on a first-come, first-serve basis, and has adequate water to supply the project site at the present time. However, under cumulative conditions, which include buildout of the general plans for areas served by PCWA, there could be a short-fall in water supply. PCWA estimates that approximately 1,600 afa would be available after accounting for all development assumed in the UWMP. This estimate assumes development of current County zoning within the project area. Under cumulative conditions, the net increase in water demand attributable to the proposed project would be approximately 2,656 afa (the total project demand minus current zoning, including the entire SR 65 corridor and 123 single-family units), or, using PCWA's estimated demand, 3,352afa (4,600 minus current zoning). Because a portion of project demand is not assumed in the UWMP, the proposed project could, in combination with other cumulative development, result in an excess demand of up to approximately 1,752afa (3,352 minus 1,600). Depending on the timing of development, this shortfall could mean that water is not available for the proposed project. In addition, the project's contribution to demand for water that exceeds planned supply is considered a significant cumulative impact, as stated in Impact J-4 on page J-11 of the DEIR.

Since preparation of the DEIR, the applicant has consulted with PCWA and identified a strategy to ensure that adequate water is available under both existing plus project and cumulative conditions. Mitigation Measure J-1 on page J-6 of the DEIR is revised as shown below to reflect the discussions with PCWA:

JMM-1 The project proponent shall participate in regional water use efficiency measures proposed by PCWA. enter into an agreement with the Placer County Water Agency (PCWA) requiring the applicant to fund Phase 2 of PCWA's Raw Water System Monitoring Program, a component of PCWA's regional water use efficiency program. Such agreement shall run with the land and be binding on any and all successors in interest owning property within the Project area. PCWA's regional water efficiency program is designed to increase water availability through water conservation and increased water distribution efficiencies. Based on information supplied by PCWA during the planning process for the Northwest Rocklin Annexation, the City deems the applicant's agreement to fund Phase 2 of the Raw Water System Monitoring Program to be sufficient to offset, through increased conservation and distributional efficiencies, the amount of water that will be consumed in the Project area at buildout above and beyond what PCWA anticipated, and planned for, prior to Project approval. Required payments to PCWA may be phased to coincide with the pace of development.

Mitigation Measure JMM-1, as revised, is intended to ensure that adequate water supplies are available for the proposed project without reducing supply available for development identified in the UWMP. As required by this mitigation measure, the applicant would participate in PCWA's Phase 2, the raw water system monitoring component of the regional water use efficiency program. The Phase 2 program is anticipated to conserve approximately 3,500 afa by

retaining water that is currently “lost” rather than to increase the supply at its source.² For example, canals that are not metered move the same amount of water year-round, regardless of how much water is needed by farmers or other customers. If these canals are metered, the flows can be reduced in low-demand periods. As a result, the “saved” water could be used by PCWA, rather than flowing downstream. Other examples of water saving measures include repair of leaks in canals, and placing new control structures on existing reservoirs. By entering into a funding agreement with PCWA, the project applicant would ensure that these measures would be implemented. Because Phase 2 would increase available water by more than needed to offset cumulative demand with the project, this mitigation measure would fully offset the project impact and the project’s contribution to cumulative impact on water supply.

The following corrections are also made to Impact J-4 on page J-11 of the DEIR to reflect that applicability of Mitigation Measure JMM-1 to the cumulative impact:

Mitigation: ~~No mitigation measures are available for this impact.~~ Implement Mitigation Measure JMM-1.

Level of Significance

After Mitigation: This impact would be Less than Significant ~~and Unavoidable.~~

Because supply would be used more efficiently rather than increased, the amount of PCWA water assumed in the Water Forum Agreement would be unchanged, and the environmental effects of using this water (outlined on pages J-13 through J-15 of the DEIR) would not be increased in severity. Some effects could result from future PCWA Phase 2 improvements themselves. However, any improvements undertaken by PCWA would be subject to CEQA and applicable permits, if any are needed, so such effects would be fully addressed.

Comment J-6:

INFRASTRUCTURE CAPACITY

Raw Water Delivery with Temporary American River Pump Station

There are no infrastructure limitations to the current delivery of 100-percent of the Agency surface water supply entitlements under its PG&E (100,400 afa) and SSWD (5,000 afa) contracts.

The only facility that the Agency currently has to deliver water to its service area from its American River supplies is the temporary American River Pump Station at Auburn. Under a Land Purchase Agreement between the Agency and Reclamation, Reclamation is required to install temporary pumps in the American River so that the Agency can access up to 25,000 afa of its MFP water at a rate of 50 cubic feet per second (cfs). However, because of flooding concerns

² Draft Memorandum of Understanding between Placer County Water Agency and The Grube Company, February, 2002.

the Agency estimates that the temporary pumps can only reliably divert up to 13,000 afa with the current configuration installed by Reclamation.

As limited by the temporary American River Pump Station, the total current raw water delivery capacity available to Zones 1 & 5 is 113,400 afa on a permanent basis, and 118,400 afa on temporary basis in normal/wet years.

The relationship between Resolution 98-23 and the Agency's water service capacity while limited with the temporary American River Pump Station is shown on Figure 1. The Agency has currently an unallocated raw water delivery capacity of 3,900 of which is adequate to serve approximately 6,500 EDU without Resolution 98-23 cutbacks, or 7,400 of which is adequate to serve approximately 12,300 EDU with Resolution 98-23 cutbacks.

Raw Water Delivery with Permanent American River Pump Station

The Agency has plans to complete a new, permanent American River Pump Station. This project is being done in cooperation with Reclamation. Reclamation negotiators have agreed in public contract negotiation sessions that, in exchange for other concessions, the United States will pay for 100% of the cost of a new facility capable of delivering up to 35,500 afa at a rate of 100 cfs. This commitment will not become binding until the contract has been subjected to a 60-day public review period and environmental review under NEPA and CEQA.

The estimated cost of the project is \$31,000,000. Current Congressional appropriations for the project total \$17,400,000 and the State has budgeted \$4,000,000 for the project. Additional appropriations will be necessary. It is anticipated that the project will begin construction in 2002 and be completed in 2004.

Completion of this project will increase the Agency's raw water delivery capacity to 135,900 afa on a permanent basis, and 140,900 afa on a temporary basis in normal/wet years.

Raw Water Delivery with Proposed Sacramento River Diversion Facilities

The Agency has also begun efforts to construct a new treatment plant to serve proposed developments in south west Placer County with water diverted from the Sacramento River near the Sacramento Airport. The project would provide an additional 35,000 afa of raw water supply, and 65 mgd of treatment capacity into the Agency service area. In 2001, Congress authorized Reclamation to complete a feasibility study and EIS/EIR on the project. The Agency will receive a Congressional appropriation in 2002 of \$4,000,000 for the project. If the project is approved, the Agency anticipates construction of the project could be completed by about 2010.

Completion of the permanent American River Pump Station and the Sacramento River Diversion should enable the Agency to meet the projected increase in raw water delivery needs of its service area in western Placer County until 2030. (Mal Toy, Placer County Water Agency, 13-3)

Response: The comment provides additional information on PCWA's infrastructure capacity. As noted in the comment, PCWA currently has adequate infrastructure to serve the

project site, and, with construction of the permanent American River Pump Station and the Sacramento River Diversion infrastructure will be adequate to serve cumulative development in the PCWA's service area, including the proposed project, until 2030.

Comment J-7:

Treatment, Transmission, and Storage

The Agency expects to complete the expansion of its Foothill WTP in Newcastle, which is currently under construction, in 2002. When complete the treatment plant capacity of this facility will be increased from 27 mgd to 55 mgd. Combined with the Sunset WTP, which has a capacity of 5 mgd, the Foothill Sunset system will have a treatment capacity of 60 mgd. In 2001, the maximum day treatment plant demand was 34 mgd (portions of the expansion were available to meet demands above 32 mgd).

The Agency uses 1,150 gallons per day (gpd) as the estimated average peak day demand for residential development. Therefore, the Agency will have adequate treatment capacity to serve an additional 22,600 equivalent dwelling units (EDU) when the current treatment plant expansion is complete.

The Agency currently has under construction a 42 inch diameter treated water transmission line between Penryn and Lincoln. The facility is expected to be completed in early 2002. When complete, the Agency's transmission capacity will be equal to its treatment capacity in the Foothill Sunset system serving Loomis, Rocklin, Lincoln, and surrounding County jurisdiction areas. Transmission capacity to the Sunset Industrial area is currently limited to significantly less than the potential demand.

The Agency completed a new 10 million gallon (mg) tank near the Sunset WTP in 2001. This increases the storage capacity of the Foothill Sunset system to 28.5 mg. This is adequate to serve the needs of the west Placer water system for at least 10 years.

It is reasonably foreseeable that future drought conditions and/or development could impact the availability of water for agriculture. In a future dry year, water supplies to Zone 5 from SSWD would not be available.

In the event of a delay in the completion of the permanent American River Pump Station: Continued urban land development within the Agency's lower Zone 1 area, including potentially within the Sunset Ranchos project, could result in a decrease in up to 6,000 of surface water available to agriculture and irrigation customers, consistent with the June 1998 Board Resolution reserving that water for treated uses. The described potential shortage to agricultural and irrigation customers would not be expected to begin until sometime after 2005, depending upon growth rates in M&I demand.

The Agency will have adequate treatment, transmission and storage capacity in 2002 to meet the buildout water needs of the Sunset Ranchos project. (Mal Toy, Placer County Water Agency, 13-4)

Response: The comment provides additional information on PCWA's treatment, transmission and storage facilities, which are discussed in Impacts J-3 on page J-10 and J-6 on page J-16 of the DEIR. As noted in the comment and these impacts, PCWA has adequate treatment, transmission and storage facilities to serve the proposed project.

Comment J-8: CONCLUSIONS

The Agency has sufficient surface water supplies to meet the needs of development in western Placer County for the next 30 years. The Agency delivers its water supply on a first-come, first serve basis, and reserves water supply only when an application for water is made and connection fees are paid. Without additional supplies, however, the Agency will have insufficient water to meet the cumulative demand of all land uses currently designated in the current General Plans if the Sunset Ranchos property is redesignated and the proposed Sunset Ranchos project approved.

One potential avenue for developing additional supply to meet the increased cumulative demand is for the Sunset Ranchos developer to participate in the Agency's regional water use efficiency program. Water conservation achieved by this program is an appropriate way to address the cumulative insufficiency of Agency supplies caused by the increase in demand associated with this project.

Without completion of the permanent American River Pump Station, the Agency has; a maximum unallocated raw water delivery capacity of 7,400 of which is adequate to serve approximately 12,300 EDU. It is possible that the supply available with the then-existing infrastructure may be depleted before the Sunset Ranchos project is able to take advantage of it. The Agency has adequate treatment, transmission, and storage capacity in 2002 to meet the buildout water needs of the Sunset Ranchos project.

The information in this letter should not be construed as a guarantee of service under all circumstances. (Mal Toy, Placer County Water Agency, 13-5)

Response: Please see Response to Comments J-4 through J-7.

Comment J-9: PCWA has indicated water is available for projects that conform to the existing general plan. The Proposed Project will change the general plan. Development outside of the City's General Plan area would require that new or alternative water resources be developed. The DEIR needs to provide an analysis of this issue and propose mitigation. (Paul Thompson, Placer County Planning Department, 17-4)

Response: Please see Response to Comment J-5.

Comment J-10: As is acknowledged in the DEIR, Placer County Water Agency (PCWA) has reported that it has just enough water entitlements (though not yet adequate infrastructures to deliver water to supply the current build out of county and city General Plans. The development proposed here is NOT in the General Plans and therefore cannot claim to have any assurance of adequate water. In the DIER this is addressed by referring to the fact that "proponents would

have to agree to participate in regional water use efficiency measures proposed by PCWA (page J-7). However, the DEIR does not specify what these measures are and how they would assure adequate water. In light of the March 19, 2001 PCWA analysis, the only way this project could show adequate water availability would be to demonstrate a water conservation plan that would require no more water than would have been required for the ten-acre parcel zoning assumed in the PCWA analysis for this area. We see no such measures described in any of the mitigations. In order for this area to support over 30 times as many residents as anticipated, extreme conservation measures would be required. At a bare minimum, this would require drought-tolerant landscaping in all common areas AND in all residential areas. We see no such water conservation measures in any of the mitigation plans. (Ed Pandolfino, Ph.D., Sierra Foothills Audubon Society, 19-3)

Response: Please see Response to Comment J-5.

Comment J-11: Third, although the DEIR states that Placer County Water Agency (PCWA) can accommodate the 8.5 million gallons per day of water needed by this proposed project, it is a statement based on a number of "ONLY IF" conditions.

PCWA can meet this demand ONLY IF permanent pumps are installed in the American River, which are still only in the planning stage. In addition, the American River pumps can provide water ONLY IF water is available. At the present moment, the U.S. Dept. of Agriculture has declared certain counties (Placer County being one) as "disaster designation" due to extreme draught [sic] that occurred January 1, 2001 and is continuing. Unlike the last draught [sic] which only brought California to its knees, this one could cripple the area due to population increases that already place heavy demands on water availability.

The PCWA pumps in the American River can provide water to this proposed project ONLY IF there is sufficient energy available to run the pumps to move the massive amounts of water out of the American River canyon to meet all the PCWA commitments. (Pumping will not occur during blackouts.) It seems a bit presumptuous to have so many residents relying on water that common sense dictates may or may not be available, in spite of the best predictions. (Marilyn Jasper, Clover Valley Foundation, 20-5)

Response: The commentator's concerns about an ongoing energy crisis and an impending drought have not been borne out by events as of March 2002. Although the winter of 2000 and 2001 was very dry, and although portions of California experienced electricity blackouts during that same period, no blackouts have occurred since then due to a variety of factors. The winter of 2001 and 2002 appears to have brought normal, if not more than normal, precipitation. Also relevant is the fact that, during the 2001 legislative session, the California Legislature adopted new laws intended to ensure that large subdivisions do not proceed in the absence of adequate water supplies. For example, Senate Bill 221, authored by Senator Sheila Kuehl, will require that subdivision approvals for tracts of 500 or more units cannot proceed in the absence of substantial evidence that water will be available by the time it is needed for development. (See Gov. Code, § 66473.7.) PCWA also has its own mechanisms and practices that ensure that development does not outpace the available water supply. More specifically, PCWA will not enter into "pipeline extension agreements" with development proponents unless

PCWA is certain that adequate water is available to serve the development associated with such agreements. To deal with potential shortfall conditions in the year 2030 or thereabouts, the City, as set forth in the response to comment J-5, has formulated Mitigation Measure JMM-1, which will require the project applicant to enter into an agreement with PCWA to fund conservation measures that, in effect, will generate "new water" needed to serve development levels beyond those already contemplated in PCWA's Urban Water Master Plan. Please also see Responses to Comments J-5 and J-6.

Comment J-12: While the DEIR states that water supply from PCWA is assured once infrastructure is in place, this is not the case. Water is being supplied to new developments not included in the Placer County General Plan or City General Plans on a "first-come, first-serve" basis. PCWA has admitted that supplies are anticipated to be adequate to serve build-out of existing zoning in general plans, assuming no droughts occur. It has not promised to be able to supply water for the development of newly annexed and rezoned agricultural lands. The only mitigation measure proposed in the DEIR for the project's increased water demand (8,484,438 gallons per day) is JMM-1, "The project proponent shall participate in regional water use efficiency measures proposed by PCWA." The measures are not explained in the document, so it is difficult to analyze what actual mitigation they might provide. A clearer mitigation measure might include the requirement of limited landscaping with drought resistant plants, water meters, and the installation of low-flow showerheads and toilets. (Sharon P. Cavallo, Placer Group Sierra Club, 21-10)

Response: Please see Response to Comment J-5.

Comment J-13: The Draft EIR (DEIR) notes that the planned developments will use 8.5 million gallons of water per day. The DEIR states on page J-3 that Placer County Water Agency's (PCWA) ability to supply water is dependent on PCWA securing entitlements from the Middle Fork Project on the American River. The Middle Fork Project has not been fully funded nor has the project EIR been completed. If the PCWA were unable to secure those entitlements, then the Northwest Rocklin water supply would be in jeopardy. (Tony Rakocija, 26-4)

Response: Please see Response to Comment J-5.

Comment J-14: Section J states that lots developed in Parcel K would be connected to an existing water main in the Stanford Ranch development (J-10), however no discussion is presented of the potential impact on water pressure to current residents if full build-out is achieved. (Erik and Hillary Vos, 27-3)

Response: Parcel K water demands and pressure effect on other existing PCWA water areas has been studied. The results of the study were submitted to PCWA on August 7, 2001 and show no adverse affect on existing PCWA water service areas to which the Parcel K is proposed to be connected.

Comment J-15: As for the question of water serving the total development area, we endorse the comments presented by Tony Rakocija, submitted November 14, regarding the ability of the Placer County Water Agency to supply sufficient water. He states "The ability to

supply water is dependent on PCWA securing entitlements from the Middle Fork Project on the American River. The Middle Fork Project has not been fully funded nor has the project EIR been completed. If the PCWA were unable to secure those entitlements, then the Northwest Rocklin water supply would be in jeopardy." (Erik and Hillary Vos, 27-4)

Response: Please see Response to Comment J-5.

Comment J-16: Section J "Public Utilities" states that the 8.5 million gallons of water per day that the proposed project will need is not available from PCWA's current main source of water from Lake Spaulding. The DEIR indicates that PCWA's ability to supply water to the Proposed Project depends in part on its ability to construct improvements and obtain entitlements year round from the American River. Since neither the Environmental Permits nor the appropriations and local funding have been approved the availability of timely water from this American River project should not be assumed in the EIR. The DEIR then indicates that the mitigation that will make this impact less than significant is for the proponent to participate in regional water efficiency measures. If all of the current available supply is spoken for (is current use plus approved projects that are not yet built out) how are efficiency measures of this project mitigating the shortage of current supply? The DEIR needs to discuss mitigation measures to ensure that a shortage of water does not occur if the project is approved. Should the City issue building permits if the improvements that the DEIR indicates are needed to ensure adequate water supplies are not built? (John Margowski, 28-3)

Response: Please see Response to Comment J-5.

Comment J-17: Connecting Parcel K to an existing water source may post a major problem with regard to water pressure for current and future residents. I endorse the comments presented by Tony Rakocija, submitted November 14, regarding the ability of the Placer County Water Agency to supply sufficient water. He states "The ability to supply water is dependent on PCWA securing entitlements from the Middle Fork Project on the American River. The Middle Fork Project has not been fully funded nor has the project EIR been completed. If the PCWA are unable to secure those entitlements, then the Northwest Rocklin water supply would be in jeopardy". (Denise Regnani, 29-5)

Response: Please see Responses to Comments J-5 and J-14.

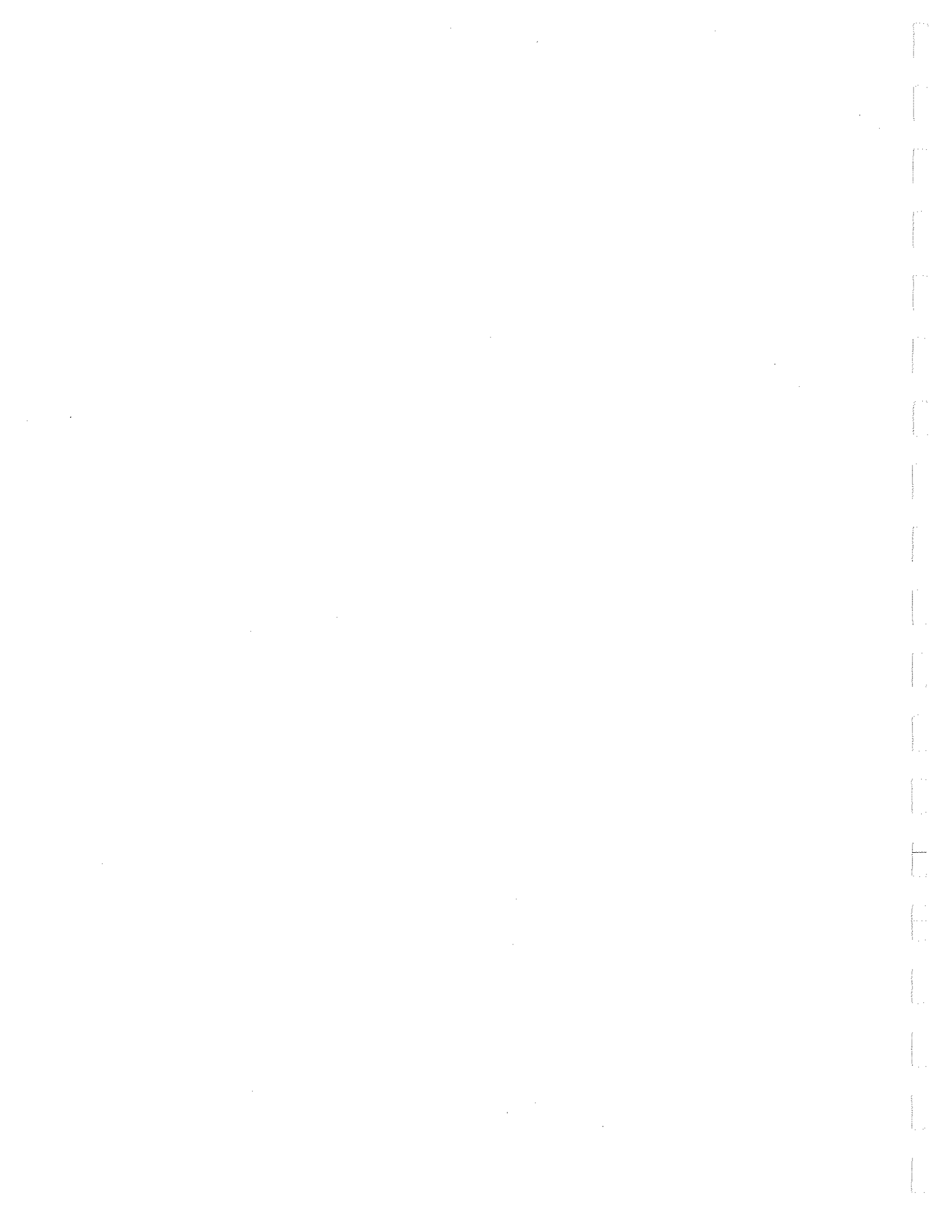
Comment J-18: We are concerned about the availability of water for the proposed project. For example, the memorandum (See Appendices) from Dave Campbell of the Placer County Water Agency states, "At the present time, the Agency cannot assure the City of Rocklin that the projected water supplies available [...] will meet the projected water demand for the proposed project [...]" What can be done to ensure that the water supply will be available? (Larry & Lori Hill, Craig & Joanna Larrew, 30-12)

Response: Please see Response to Comment J-5.

Comment J-19: The Draft EIR notes that the planned development will use 8.5 million gallons of water per day. Page J-3 of the Draft EIR indicates that PCWA's ability to supply

water is dependent upon PCWA securing entitlements to the Middle Fork Project on the American River. The Middle Fork Project has not been fully funded, nor has the project EIR been completed. If the PCWA were unable to secure those entitlements, then the North West Rocklin water supply would be in jeopardy. (Tony Rakocija, Public Hearing, 33-2)

Response: Please see Response to Comment J-5.



K. PUBLIC SERVICES

Comment K-1: **Fire Services** – Annexation would, to some extent, undermine the ability of the County to provide fire services in the SIA by eliminating a portion of the tax base, as well as the potential for a fire assessment for the SIA. The cumulative loss of service over time, due to insufficient revenues, could result in detrimental environmental impacts. The DEIR should evaluate the potential environmental impacts associated with a degradation of fire services as well as other County services and how such impacts can be mitigated. (Paul Thompson, Placer County Planning Department 17-5)

Response: While the project site would no longer provide revenue to the County for fire service, the County would no longer be required to provide service to the Northwest Rocklin area, so there would be a reduction in costs for services.

Comment K-2: The Rocklin Unified School District has reviewed the subject document and have the following comments:

On page K-21 the fourth paragraph, K-22 the paragraph titles Discussion, K-23 the last paragraph, and page K-25 the paragraph titles Discussion; all reference the fact that K-6 schools in the Rocklin Unified School District are funded in part by Mello-Roos taxes and that without these funds the District would be unable to ensure that adequate elementary school facilities could be constructed. However, on page K-25 the first paragraph and in the middle of the page, it is stated that no mitigation is recommended or required for this project (Larry Stark, Rocklin Unified School District, 17a-1).

Response: Mitigation measures are recommended at the project level to reduce the potentially significant impact from demand for school services in the Rocklin Unified School District (RUSD). These mitigation measures are listed on page K-22 of the DEIR. Mitigation Measure KMM-8 would require the designation of school sites. In addition, the project applicant is required under Education Code Section 17620 and Government Code 65995 to pay RUSD fees. This is indicated by the REQ-MM (required mitigation) listed on page K-22 of the DEIR. The second portion of that measure leaves other funding options, such as the formation of a Mello-Roos district, open for the District to pursue. Based upon past practices, it is likely that the project would be required to annex into an existing Mello-Roos district and/or a new one would be formed. The project proponent has indicated that they have no objections to this funding approach for school facilities. The impact discussion on page K-25 states that “[n]o *additional* [emphasis added] mitigation is required.”

The cumulative impact analysis results in a less-than-significant impact finding because it is assumed that project-specific mitigation consisting of the payment of impact fees and/or project inclusion in a Mello-Roos district will occur and will offset additional students generated by the Proposed Project. To clarify, the text on page K-25, under “Cumulative Impacts” is hereby revised to read as follows:

CUMULATIVE IMPACTS

The cumulative context for schools is development assumed in the City of Rocklin General Plan.

Impact: K-9 The Proposed Project, in combination with future development in the RUSD, would increase demand for school services in the RUSD.

Significance: This is considered a Less-than-Significant impact.

Mitigation: See project-level mitigation measures discussed under Impact K-8. No additional mitigation measures are recommended or required for this impact.

Comment K-3: As a matter of fact, without the assurance that this entire area is annexed into one of the Rocklin Unified School District existing C.F.D.'s, adequate elementary facilities will not be able to be provided (Larry Stark, Rocklin Unified School District, 17a-2).

Response: As stated on page K-21 of the DEIR, The RUSD's Mello-Roos special tax funding authority would apply to the Proposed Project if the RUSD and project developer take action to either annex the project area into the RUSD's existing Community Facilities District No. 2 or establish a new Mello-Roos Community Facilities District for the project area. However, participation in a Mello-Roos District is one option to mitigate impacts on school services. As stated on page K-22 of the DEIR, the project applicant would be required to pay all applicable school impact fees in effect at the time of building permit issuance and/or participate in the Mello-Roos District to finance the proposed schools. The project applicant has no objections to annexing into an existing CFD.

Comment K-4: Another major concern is the school system, the schools are not keeping up with the current growth of the city. We currently have to drive our children to a public elementary school in Carmichael due to the overcrowding that has taken place. The sports programs are also impacted with kids, and teams have little or no place to practice. Our son, who plays for the Rocklin Jr. Thunder, Jr. Pee Wee Football Team (9 - 10 year olds) is forced to practice from 7pm to 9pm due to limited space for practice. This is too late for a young child to be out on a school night. If the Sunset Ranchos development does go through, we would hope that a new sports complex would be built for the new area. (Brian M. and Shawn C. Baie, 24-3)

Response: Impacts on the Rocklin Unified School District (RUSD) are addressed in Impacts K-8 and K-9 beginning on page K-22 of the DEIR. As stated on page K-23, the Proposed Project includes the reservation of three elementary school sites and one high school site. Based on the RUSD standards, the proposed sites would be large enough to build the size of schools necessary to accommodate the number of students generated by the Proposed Project.

Impacts on parks and recreational facilities are addressed in Impacts K-10 and K-11, beginning on page K-28 of the DEIR. As stated on page B-6 of this Final EIR, the Sunset Ranchos portion of the Proposed Project would include 55.6 acres of parks and 194.2 acres of open space. The Proposed Project includes dedication of a 40-acre community park and six neighborhood parks ranging from 3.0 to 3.6 acres, for a total of 55.6 acres of developed parkland. The City of Rocklin General Plan uses a park area standard of five acres per 1,000 residents. Therefore, the project would include adequate parkland to serve additional residents. Although the final design of the community park has not been determined, as stated on page K-26 of the DEIR, community parks function as major facilities and typically include a community recreation center, branch library, picnic shelters, lighted tennis courts and softball fields, basketball courts, soccer fields, little league fields, playgrounds, fitness courses, and restrooms.

Comment K-5: The city of Rocklin's General Plan Public Services and Facilities Policy 5 states that the city should ". . .disapprove development proposals that would negatively impact city provided public services." Policy 1 states that the city must maintain the "...provision of adequate public services and facilities to the **existing** areas of the city..." The Northwest Rocklin project land use is: primarily single-family residential homes which generate limited new revenue from property taxes. Commercial land use, which generates higher revenue from sales taxes, is planned for only a small portion of the project. The state of California is projecting an \$8 billion budget shortfall in fiscal year 2002-2003. The state may cut back revenue given to the cities. The DEIR notes that the city of Rocklin can impose a construction tax on the project. The construction tax is intended to cover additional police, fire and other city provided services for the project area. What about the existing areas of Rocklin? Will existing residents suffer degraded response time from the police and fire department due to the 12,000 new residents? Any construction tax must cover 100% of the cost of the estimated 29 additional police, and 12 fire department personnel. (Tony Rakocija, 26-6)

Response: The Proposed Project would be required to fund its fair share of increased costs for all public services provided by the City through fees, taxes and the establishment of Community Facilities Districts (CFDs). Therefore, the Proposed Project would not result in the degradation of existing City services.

Comment K-6: The Rocklin Unified School District (RUSD) has the right to impose development fees on the project. The DEIR states that up to 3 elementary schools and a high school may be built within the project area. The DEIR states that the RUSD will impose only Stirling Fees on the development (page K-20). Stirling Fees will only cover a fraction of the new school construction cost. Why isn't the RUSD implementing fees under Senate Bill 50 which would cover a higher portion of the school land acquisition and construction costs? The RUSD should require the developer(s) to become part of a new Mello Roos Community Facilities District (CFD), or be included in the existing CFD2. Developer fees and state funds should fund any new elementary schools. Existing Rocklin property owners should not be placed in the position of paying for new schools by approving more school bond money. (Tony Rakocija, 26-8)

Response: The comment addresses the actions of the Rocklin Unified School District. The City does not have jurisdiction over the School District, and cannot compel the District to

take a particular action. The project applicant has no objections to annexing into an existing CFD.

Comment K-7: The DEIR states that a new fire station is not planned for in the project area. However, the Rocklin fire department expressed concerns about its ability to serve some of the project areas. The mitigation was to require fire sprinklers installed in the homes. Wouldn't it be preferable to build a new station within *the project* than to face potential lawsuits from failing to provide adequate fire protection? (Tony Rakocija, 26-9)

Response: It is unclear where or when the Rocklin Fire Department (RFD) expressed concern about its ability to serve portions of the project area. The Notice of Preparation comment letter from the Fire Department (see Appendix B of the DEIR) stated that there is potential increased exposure to wildland fire threats due to the amount of open space and/or hillside areas within the plans' area. The letter stated that the threats can be less than significant with the incorporation of mitigation. The potential impact from the increased potential for wildland fires is discussed in Impact L-3 on page L-14 of the DEIR. The EIR includes Mitigation Measure LMM-3 to reduce this impact to a less-than-significant level. Development of new fire stations within the City is under the discretion of the Rocklin City Council. The City is currently relocating proposed Fire Station Number 3 to a site in the vicinity of Sioux Street and Stanford Ranch Road. The effect of this modification will be to provide more efficient and comprehensive fire and emergency service coverage to the northwest portion of the City, including the Northwest Rocklin Annexation area. The Northwest Rocklin Annexation area will be required to participate in the cost to develop the fire station site.

Comment K-8: The development of Parcel K does not appear to include pedestrian trails and bicycle paths (cut into open space) to promote recreational use by current and future resident. (Denise Regnani, 29-4)

Response: At this time, no site-specific development plans have been submitted for the Parcel K portion of the Proposed Project. Therefore, details regarding pedestrian trails and bicycle paths are not included in this EIR. As stated on page B-13 of the DEIR, the Parcel K portion of the Proposed Project would include open space, circulation and other residential amenities. Future site-specific development on the Parcel K portion of the project site would require some additional CEQA analysis, as discussed on page A-2 of the DEIR.

Comment K-9: Section B (page 8-15) states, "the Proposed Project provides for a 50-acre high school site, and three 10-acre elementary school sites." However, no discussion is mentioned regarding the possible need for a middle school. It also states, residential development could occur "in the event the Rocklin Unified School District chooses not to develop a school on the designated school sites [...]" Page S-1 states, "Annexation of the Proposed Project [...] would house approximately 11,620 new residents." 11,620 new residents will surely need adequate schooling facilities, and the analysis on page K-17 does not stand the test of reason -- though mathematically correct. How can three elementary schools and one high-school be needed but no middle school? We respectfully request a commitment, from the school district for the proposed schools as well a new middle school. (Larry & Lori Hill, Craig & Joanna Larrew, 30-5)

Response: The City cannot compel the School District to commit to development of new schools, because the School District is not under City jurisdiction. The potential impact to school services in the Rocklin Unified School District is addressed in Impact K-8, beginning on page K-22 of the DEIR. As stated on page K-23, the addition of 411 new middle school students from the Proposed Project would not exceed the maximum total existing capacity for these grade levels, as shown in Table K-2. Therefore, the Proposed Project would not need to designate a middle school site because the new middle school students could be accommodated in the existing middle schools.

Comment K-10: Pages C-8 and K-29 describe the increase in demand for park facilities and state, "the project would include approximately 60 acres of developed parkland." However, none of this parkland is designated to be in Parcel K. Due to the natural barrier of terrain that exists between Parcel K and the remainder of the Proposed Project the residents of Parcel K will most likely use the parks in Stanford Ranch. We respectfully request that a park be placed in Parcel K to mitigate this impact. (Larry & Lori Hill, Craig & Joanna Larrew, 30-8)

Response: Please see Response to Comment K-8. No site-specific development plans have been submitted for the Parcel K portion of the project area. Please also note that the project, as currently proposed, is consistent with City parkland dedication requirements. In addition to the acreage requirements, the City must also look at the distribution of park facilities. There would be available park facilities less than one-quarter mile from the Parcel K site.

Comment K-11: Regarding school funding both for building new schools and maintaining existing and newly built schools, will the new development (developers, builders and new residents) bear the complete cost of the additional burden they place on the Rocklin Unified School District? If so, by what mechanism in addition to the Stirling fees discussed in the report? Is there a binding agreement to include the new development in an existing or new Mello-Roos District? (John Wayne, 31-3)

Response: Please see Responses to Comments K-2 and K-3.

Comment K-12: As an existing Rocklin resident paying Mello-Roos for Rocklin CFD 1, CFD 2, CFD 3 and RUSD CFD 1, will my city or county obligations increase due to the additional burden the Sunset Ranchos development places on government services; school, fire, police, streets, admin or other? (John Wayne, 31-4)

Response: The Proposed Project will be responsible for funding its fair share of public services and utilities. Therefore, the Proposed Project should not affect existing service levels or taxes and fees paid by existing residents within the City.

Comment K-13: The City of Rocklin's General Plan Public Services and Facilities Policy 5 states that the City should "...disapprove development proposals that would negatively impact City provided public services." Policy 1 states that the City must maintain the "...provision of adequate public services and facilities to the existing areas of the City...". The North West Rocklin project land use is primarily single-family residential homes which generate limited new

revenue from property taxes. Commercial land use, which generates higher revenue from sales taxes, is planned only on a small portion of the project. The State of California is predicting an \$8 billion budget shortfall in fiscal year 2002-2003, and today he heard that it might be \$12 billion. The State may cut back revenue given to the cities. The Draft EIR notes that the City of Rocklin can impose a construction tax on the project. The construction tax is intended to cover additional police, fire and other City provided services for the project area. What about the existing areas of Rocklin? What about the existing services for the other residents of Rocklin? Will existing residents suffer degraded response time from the police and fire department due to the 12,000 new residents? Any construction tax must cover 100% of the cost of the estimated 20 additional police, and 12 fire department personnel. (Tony Rakocija, Public Hearing, 33-4)

Response: Please see Response to Comment K-5.

L. PUBLIC SAFETY AND HAZARDS

Comment L-1: The Department of Toxic Substances Control (DTSC) is in receipt of the environmental document identified above. Based on a preliminary review of this document, we have determined that additional review by our regional office will be required to fully assess any potential hazardous waste related impacts from the proposed project. The regional office and contact person listed below will be responsible for the review of this document in DTSC's role as a Responsible Agency under the California Environmental Quality Act (CEQA) and for providing any necessary comments to your office:

James Tjosvold
Site Mitigation Branch
8800 Cal Center Drive
Sacramento, California 95826-3200

If you have any questions concerning DTSC's involvement in the review of this environmental document, please contact the regional office contact person identified above. (Guenther W. Moskat, Department of Toxic Substances Control, 1-1)

Response: The comment is noted. Please see Response to Comment L-2 for additional responses to the Department of Toxic Substances Control.

Comment L-2: The Department of Toxic Substances Control (DTSC) is in receipt of the California Environmental Quality Act (CEQA) Draft Environmental Impact Report (EIR) for the above referenced project. The Draft EIR describes in Section C, that prior to future development of the subject property, a Phase I Environmental Site Assessment (Phase I) will be performed to determine the potential for site contamination. Given that the property is proposed for a residential subdivision, including commercial and light industrial uses, parks, a high school and elementary schools, DTSC recommends that additional research be conducted as part of the Phase I to determine if prior agricultural activities have occurred on the property. Although DTSC does not regulate legally applied pesticides, if the property has been used for agricultural purposes, we strongly recommend that the site be tested for environmentally persistent organophosphate pesticides, such as DDT and metals before development of the subject property occurs. (Steven Becker, Department of Toxic Substances Control, 3-1)

Response: As noted on pages L-2 through L-4 of the DEIR, Phase I Environmental Site Assessments (ESAs) were performed in 1998 and 1999 on the Sunset Ranchos and Parcel K portions of the project site. The conclusions and recommendations contained in the Phase I ESA reports are summarized on the aforementioned pages, and include such environmental conditions as the possible application of herbicides and pesticides, possible heating oil tanks or hazardous building materials associated with existing residential properties, visible and potential trash pits, and groundwater and/or surface water potentially containing elevated levels of nitrates due to historic animal grazing.

Impact L-2 on page L-12 of the DEIR discusses the potential for exposure of contaminated soil and groundwater with construction workers and the public. As noted in Mitigation Measure LMM-2(a), a Phase I ESA would be performed on the SR 65 Corridor Parcels prior to site development to determine whether or not the potential exists for adverse environmental conditions to exist. Also, as noted in Mitigation Measure LMM-2(b), if any evidence of soil contamination exists, work would cease in the area until an environmental professional has evaluated the situation and identified necessary and appropriate follow-up actions. Necessary and appropriate follow-up actions would include testing for pollutants, which would likely include, but not be limited to, organophosphate pesticides and metals. However, as recommended by the commenter, the following mitigation measure is added under Impact L-2 to assure that the potential environmental conditions identified in the Phase I ESAs to not present a liability to the environment, the site workers, or the public.

LMM-2(e) The recommendations contained in the Phase I Environmental Site Assessments prepared for the three portions of the project site (Sunset Ranchos, Parcel K, and SR 65 Corridor) shall be implemented, at the expense of the site developer, to ensure that the potential environmental conditions associated with the properties do not present a health and safety hazard to the environment, the site workers, or the public. The recommendations include, but are not limited to, confirmation as to whether illegally applied pesticides, herbicides, or nitrates are present in soil and water on the property, investigation of potential heating oil tanks or hazardous building materials associated with on-site residences, and further investigation of trash pits at the project site. Additional site investigations shall be coordinated with the Placer County Division of Environmental Health and any required remediation shall be completed per LMM-2(b).

Comment L-3: In the short time I've had to review this document, I have identified three areas of concern for mosquito control:

1. Catch Basins-Storm Drain System: These are historic mosquito-breeding habitats.
2. Local Wetlands: Degradation of these areas due to urbanization creates moderate to severe mosquito problems including an increased potential for disease transmission.
3. Detention Basins: These structures have shown a high potential for mosquito production. It can be mitigated by utilizing design criteria which facilitates complete drainage following storm events.

I would like to receive all future plans for this project. My future comments will deal with specifics as they are developed. Please include the Placer Mosquito Abatement District on your mailing list for EIRs and all notices involving development in Rocklin. (Charles H. Dill, Placer Mosquito Abatement District, 7-1)

Response: As stated on page L-12 of the DEIR, pesticides and insecticides could be used during maintenance operations to control vegetation as needed in the parks, recreational, and open-space area. The City also mows vegetation in public areas. The concerns of the commentor that certain project elements could foster mosquito populations are hereby forwarded to the decision-makers for their considerations. As requested, the commentor will be notified of all Rocklin EIRs and development projects.

Comment L-4: On page L-3 the report discusses a potential liability of a trash pit next to the northern stock pond on the Parcel K property. How will this potential hazard be evaluated and cleaned up? (John Wayne, 31-5)

Response: Please see Response to Comment L-2.

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M. VISUAL RESOURCES

Comment M-1: The DEIR indicates that there is no mitigation measure available for impact M-1: "The Proposed Project would replace the undeveloped character of the project site with an urban setting." With respect to the visual impacts created by the Proposed Project along Highway 65, it can be argued that mitigation is available in the form of development setbacks, landscape buffers, and architectural guidelines. The DEIR should include appropriate mitigation for this impact. The following development standards should be established for projects along the Highway 65 frontage to provide consistency with projects in Placer County and help reduce the visual impact of future development.

- a. Primary Frontage Setback – 125 feet. The primary frontage is adjacent to Highway 65 or major arterial with four or more traffic lanes, or adjacent to any other roadway determined to be visually sensitive.
- b. The architectural guidelines for projects that front on Highway 65 should be developed to the highest standard for the Sunset Industrial Area (SIA). The reasons for this standard are two-fold: 1) the location of this district is along Highway 65 and as such these properties have the greatest amount of visibility in the SIA, and 2) a higher architectural standard will enhance and improve the character of the SIA and make the area more attractive and competitive with other areas when seeking to encourage primary wage-earner employers to locate in the area. (Paul Thompson, Placer County Planning Department, 17-9)

Response: As stated on page M-16 of the DEIR, the General Development Plan does contain policies to guide the siting, design and materials of non-residential areas and buildings, including those along the SR 65 Corridor. For example, buildings must be setback 50 feet from SR 65. In addition, as stated on page M-16 of the DEIR, General Development Plan policies for non-residential areas require that building forms emphasize architectural harmony in detail, building materials, textures, landscaping and signage within an individual project and within the larger community and that site and building design blend into the natural environment and topography. Non-residential building design must also incorporate architectural details such as vertical and horizontal variations in wall planes, recessed entries and windows, and texture in materials into all sides of buildings that are visible to the public. Although implementation of these policies would guide the architectural character of future development, the change from the rural character to a developed environment would be substantial, so the impact would remain significant.

The comment's recommendation that setbacks along SR 65 and major arterials be 125 feet, and that design guidelines for development fronting SR 65 be consistent with the highest standards for the Sunset Industrial Area would not substantially lessen the visual impact of the proposed project. However, these recommendations are hereby forwarded to the decision-makers as a planning consideration.

It should be noted that SR 65 is not designated a scenic highway, so although this corridor is important as the entryway to various communities, it is not considered visually sensitive under CEQA.

Comment M-2: General Plan Open Space Conservation and recreation Policy 1 “. . . encourages the protection of natural resource areas, scenic areas, hilltops, open space areas and parks from encroachment or destruction...” All ridge tops in the Parcel K and eastern portion of the project should be preserved as open space. (Tony Rakocija, 26-10)

Response: The General Development Plan prohibits development on slopes of greater than 25 percent. Therefore, most of the ridgelines would be left undeveloped. The ridgelines on top of Parcel K are greater than 25-percent slope and are, therefore, designated as open space. All open space lands will be preserved in their natural state with the exception of trails and detention facilities. In the case of Parcel K, the ridgelines also coincide with the concentration of oak tree locations. Thus, the oak trees on the ridgeline will also be preserved.

Comment M-3: With reference to visual resources, Section M does not describe Parcel K specifically, with the exception of photographs (Viewpoints 5 & 7, seen on M-7 & 8, and described on M-6) and does not discuss the geographical division (the ridge above Parcel K) which separates these 46 acres from the rest of the proposed development area. As residents of an adjoining property, we feel the visual impacts of developing Parcel K should be presented in more detail. (Erik and Hillary Vos, 27-6)

Response: As discussed in Response to Comment V-6, this is a program EIR that evaluates the effects of development of the project site as a whole. The level of detail presented in the DEIR is commensurate with this program-level analysis. Specific design of Parcel K has not been determined at this time, so detailed visual analysis is not possible. As stated in Response to Comment M-2, most of the ridgelines, including the ridge tops in Parcel K, will be preserved in open space because they have slopes of 25 percent or more. Subsequent plans for Parcel K will be subject to CEQA, including a visual analysis, as appropriate.

Comment M-4: Section M “Visual Resources” has stated that the proposed project has significant unavoidable impacts. It further states that the impacts are unmitigatable. The City’s General Plan Goal is to “designate, protect, and conserve natural resources, open space and recreation lands in the City...” Policy 20 states that the City is to “consider development projects in terms of their visual qualities and compatibility with surrounding areas, especially those urbanizing abutting rural or semi-rural areas.” If the project is built out even under “alternative 4” there will be significant impacts and the project will run counter to the City’s general plan goals and policies. The DEIR need to propose all mitigations possible to avoid significant impacts. One potential mitigation that should be considered is to prohibit development within 100’ of the centerline of any major ridgeline. Several Northern California City’s have passed hillside and ridgeline development ordinances. Two such Cities are Danville and Walnut Creek. I have attached a copy of Danville ordinance for staff to review for potential aesthetic mitigation measures for the proposed project. (John Margowski, 28-2)

Response: As stated under Impact E-4 on page E-18 of the DEIR, the project’s consistency with the City’s General Plan or other City plans, policies or ordinances was

determined to be a less-than-significant impact. The Proposed Project would be consistent with the General Plan policies referenced in the comment. The intent of these policies is not to “preserve” rural areas entirely but to ensure the compatibility of new development. The recommendation that no development occur within 100 feet of the ridgelines is hereby forwarded to the decision-makers. However, even if this provision were incorporated, conversion of over 1,300 acres of open space to urban uses would remain a significant and unavoidable impact because the visual character of the project site would be permanently altered. Please also see Response to Comment M-2.

Comment M-5: Parcel K does NOT consciously preserve and incorporate existing natural resources and open space near existing homes ...ie; the beautiful and natural, 50 foot, indigenous rock formation is proposed to be eliminated, with total disregard to how it will affect the aesthetic value of existing and future homes. Parcel K is one of the ONLY beautiful open spaces left in the city of Rocklin. The giant rock formation should be preserved, so existing and future homes will retain their value. (Denise Regnani, 29-2)

Response: Please see Responses to Comments M-3 and V-14.

Comment M-6: As a residence that immediately borders Parcel K, I would like to see more detail pertaining to visual impacts of developing Parcel K. (Denise Regnani, 29-8)

Response: Please see Response to Comment M-3.

Comment M-7: The development of Parcel K will result in significant light and glare for the existing residents bordering the project. (Denise Regnani, 29-11)

Response: As discussed in Impacts M-3 and M-5 of Chapter M of the DEIR, the proposed project would increase light and glare. However, as discussed on page M-18 of the DEIR, the primary source of spillover light and glare is from commercial uses and sports facilities. Residential lighting would be consistent with the character of lighting in existing residential areas. Nonetheless, as discussed on page M-19 of the DEIR, the light generated by the proposed project would contribute to the cumulative increase in light in south Placer County, which is altering nighttime views in the county.

Comment M-8: Impact M-1 (page C-44) states “The Proposed Project would replace the undeveloped character of the project site with an urban setting.” Table C-2 shows this impact as “significant” with “No mitigation measures [are] available.” We respectfully ask that all natural rock structures of significant size be preserved as a mitigation measure. For example, a 30 feet tall solid granite rock is in Parcel K with smaller rocks around it. The local residents refer to this rock as Big Rock. The idea of its destruction is not welcomed by most residents that I have talked to. We respectfully request that this natural structure and others like it in the Proposed Project be preserved as a mitigation measure. (Larry & Lori Hill, Craig & Joanna Larrew, 30-9)

Response: Site layout has not been prepared for Parcel K, so it is not known if the rock would be in an open space or development area. The recommendation that the large rock formation on Parcel K be preserved is hereby forwarded to the decision-makers. Even with the

preservation of this rock, the change in visual character would remain a significant and unavoidable consequence of the proposed project.

Comment M-9: How will the visual impact of detention basin structures be considered, especially in open space areas? (John Wayne, 31-6)

Response: The flood control detention basins would be constructed to meet City and County design standards, which are identified in the Placer County Flood Control and Water Conservation District's Storm Water Management Manual. The visual effects of the basins are considered in the general impact of the proposed project, because they represent a change in the visual character of the project site. However, the detention basins would generally be incorporated into natural topographic settings, usually in existing drainage areas, to temporarily store storm water runoff until it can be metered and discharged off-site. Detention basins would not consist of artificial structures, such as aboveground water reservoirs.

N. CULTURAL RESOURCES

Comment N-1: All prehistoric resource sites, especially the prehistoric rock painting site (PL2), should be preserved in place as open space. Any large natural rock formations should be preserved in place as open space. (Tony Rakocija, 26-11)

Response: Impact N-1 on pages N-17 and N-18 specifically addresses the petroglyph PL-2. Mitigation Measure NMM-2(a) recommends in-place preservation of PL-2 in open space. If preservation is not possible, Mitigation Measure NMM-2(b) states that the boulder shall be moved to a location where it can be preserved, in consultation with concerned Native Americans. The commentor's support for preserving PL-2 in place and for preserving any other natural large rock formations is hereby forwarded to the decision-makers.

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P. HYDROLOGY, WATER QUALITY AND FLOODING

Comment P-1: The project proposes to construct many detention basins within development area. Results of analysis show that the flows at SR 65 will be reduced as a result of the project. Of the greatest concern would be drainage to the north in Orchard Creek that drains west under SR 65. A hydraulic study will need to be completed to analyze the impacts on Orchard Creek and expected changes in flow or surface water elevation. (Jeffrey Pulverman, Caltrans 4-6)

Response: TLA's preliminary hydraulic analysis shows that existing drainage conveyance facilities underneath SR 65 are adequately sized to handle post-project peak flows in the north-flowing Orchard Creek corridor. Copies of the hydraulic study will be provided for Caltrans' review at the time of improvement plan design.

Comment P-2: The City of Rocklin should comply with the Placer County Flood Control and Water Conservation District (PCFCWCD) Storm Water Management Manual that requires a 10 percent reduction in pre-development peak flow rates for 100-year and smaller storms. In the DEIR, it proposes to reduce the post development flows to only 10% of the difference between pre and post development. This does not meet the Placer County requirement and Sutter County finds this unsatisfactory. In addition, the project does not propose mitigation for all storms of 100 years or less. Sutter County will not accept any increases in peak flows or stage levels. Placer County cities (Roseville, Rocklin, and Lincoln) have been developing at a rapid pace. As the recipient of increased upstream flows of runoff from each of these cities, Sutter County views this as a significant impact. Sutter County will not accept increases to downstream flows. (Douglas G. Libby, Sutter County Community Services Department, 5-1)

Response: The proposed drainage system has been designed to comply with the Placer County Flood Control and Water Conservation District (PCFCWCD) Storm Water Management Manual (SWM). The manual requires a reduction in peak runoff flows where the post development flows are greater than predevelopment requirements unless a hydrologic study indicates that detention of peak flows increase downstream peak flows i.e. no storage facility shall worsen conditions downstream (see response P-7 below). This concept of not detaining in certain areas is in accordance with the PCFCWCD Storm Water Management Manual section VII-A and section VII-C.3.

In areas where detention is required and post development peak flows are greater than predevelopment conditions (before mitigation by detention), the Storm Water Management Manual requires that the objective resultant post project flows after detention be reduced below the predevelopment by 10-percent of the difference between the "post development peak flow (unmitigated)" minus the "predevelopment flow" with the maximum post project mitigated (detained) peak flow need not be less than 90-percent of the pre project peak flow (see SWM Manual Figure 7-1). The PCFCWCD staff has confirmed this requirement¹.

1 Gault, Leslie. District Engineer, personal communication with Terrance Lowell and Associates, Inc., January 2, 2002.

The project will detain peak flows to predevelopment levels except in the north-flowing Orchard Creek drainage corridor where previous Drainage Master Plans in Lincoln have concluded that detention will be detrimental. Peak combined Orchard Creek flows west of SR 65 and downstream, when combined with Auburn Ravine are less than or equal to pre-project flows. Therefore, there would not be an increase in peak flows over pre-project conditions to Sutter County.

As noted in Response to Comment P-5 and proposed Mitigation Measure PMM-9, volume increases will also be retained through participation in a regional retention program. The City of Roseville has indicated that the project area could participate in their regional retention program, provided that the City of Rocklin collects its prorata share of the full cost.² Therefore, there would not be increases in volume flows over pre-project conditions during large storm events to Sutter County.

Comment P-3: The DEIR does not directly address what will happen to the existing detention basins. In the analysis of the 100-year flood plain, were these considered as remaining in place or modified? Will the detention basins mentioned to mitigate downstream flood impacts be new or modifications of the existing basins? Please indicate if additional detention is intended for this proposal. (Douglas G. Libby, Sutter County Community Services Department, 5-2)

Response: As stated on page P-15 of the DEIR, the existing basins will be retained and modified, as necessary, to accommodate the needs of the project. The existing basins would be incorporated into the drainage system for the Proposed Project, as shown in Figure P-4 on page P-18. Approximately twenty (20) new detention basins will be constructed in addition to the existing ones which will be modified to more effectively detain peak flows from the project.

Comment P-4: The applicant is proposing mitigation measures (onsite detention) for increases in peak flows within the Pleasant Grove and southern Orchard Creek watersheds, but not the northern Orchard Creek watersheds. Please have the applicant provide supporting analyses and data for not providing detention within the watersheds flowing to the City of Lincoln. (Andrew Darrow, P.E., Placer County Flood Control and Water Conservation District, 8-1)

Response: The basis for not detaining in the north-flowing watershed are the two Master Drainage Studies referenced in Response to Comment P-7. The information will be updated prior to improvement design and approval by the City. Documentation will be provided to the PCFCWCD at the same time.

The existing culverts under SR 65 have been checked for hydraulic capacity under post-project conditions and are adequate as documented in the Master Drainage Report for Twelve Bridges, PHI Portion, dated May 12, 1999 and prepared by TLA and the Preliminary Drainage Master Plan for the Sunset-Ranchos dated June 16, 1999 prepared by TLA.

2 Written correspondence between Terry Lowell, P.E. and Larry Pagel, City of Roseville Public Works, September 13 and 24, 2001.

The information will be updated prior to improvement design and approval by the City. Documentation will be provided to the PCFCWCD at the same time.

Comment P-5: The applicant states that mitigation for increases in volume runoff is not necessary at the project level since the increases appear to be insignificant. It is the District's opinion that the proposed increase (260 acre-feet) is significant on a cumulative basis. We request that mitigation measures be proposed for these increases in volume runoff. (Andrew Darrow, P.E., Placer County Flood Control and Water Conservation District, 8-2)

Response: As stated in Impact P-9 on pages P-26 and P-27 of the DEIR, the project contribution to increased cumulative flood volumes in Sutter County would be a significant impact, although the amount of runoff generated by the project would be relatively small, increasing water elevations at the Cross Canal by approximately 0.005 to 0.01 feet. At the time the DEIR was written, the City had not identified a feasible mitigation measure, because there was no regional plan for retaining runoff from Placer County, and the City did not have plans for a City-wide retention facility. Since the DEIR was published, the City of Roseville has agreed to expand its proposed Pleasant Grove Retention Facility to provide additional capacity to retain the project's 260-acre foot storm water volume increase. The NWRA project will participate in this program by paying a prorated share of the cost of the retention basin. The cities of Roseville and Rocklin will enter into appropriate agreements to ensure the joint participation in the retention program. Therefore, the following mitigation measure is added:

PMM-9 Provide fair-share funding through participation in a regional retention program toward incorporation of project stormwater volume in the design and construction of a retention basin that can accommodate the increase in stormwater volume resulting from the proposed project with the intention that development of the project area will result in no net increase in volume of stormwater flows compared with undeveloped conditions.

Implementation of this mitigation measure would require that the applicant enter into an agreement with a local jurisdiction that is constructing a retention facility. The agreement would need to provide for designing and constructing the retention facility to accommodate the amount of stormwater volume generated by the proposed project so that there would not be a net increase in stormwater volume in Sutter County as a result of the proposed project. The applicant would agree to pay the costs associated with increasing the retention facility to accommodate the Proposed Project. As stated above in Response to Comment P-2, volume increases will also be retained through participation in a regional retention program.

While this measure would ensure that the proposed project would not increase stormwater volumes in Sutter County once the retention facility is built, the timing of the facility is not known at this time and would not be under the City of Rocklin's control. The facility may not be constructed before development of the proposed project begins. There could be a small increase in stormwater volumes (less than the 0.005 to 0.01 feet that would occur if the full project were constructed without any retention) until the retention facility is completed. Therefore, the impact would remain potentially significant and unavoidable on a short-term basis.

Construction of a retention facility would likely have environmental effects. The proposed project would contribute to these effects by increasing the needed size of the facility. The

location and design of the two potential facilities in the south Placer County have not been determined, so the exact effects are unknown. However, such facilities would typically consist of one or more large ponds or depressions constructed in relatively flat areas, plus stormwater conveyance facilities, such as pipelines or canals. The environmental effects of such a facility would result primarily from its construction, and could include loss of farmland, loss of wetlands and/or other plant or wildlife habitat, disturbance and/or destruction of prehistoric and/or historic resources, air pollutant emissions from construction equipment, temporary increases in erosion, noise, and increased construction traffic. These effects would be studied in detail in the CEQA document prepared for the retention facility by the governing jurisdiction.

Comment P-6: There is misconception that all normal rainfall runoff flows through the District canals to the Sacramento River without causing the District any problems. Only the larger streams are directly connected. There are a number of culverts under the western Pacific Railroad that flow into the protected area of the District and these waters have to be pumped. The development within Auburn Ravine, which includes Orchard Creek, is causing noticeable increased pumping for the District. Small flood flows are coming out of the stream channels. The number of low flow events is increasing due to the urban development. Not only is the number of small flow events increasing, but the peak flows are so increasing even with detention facilities in place. (Fred Burnett, Reclamation District 1001, 9-1)

Response: As stated on page P-2 of the DEIR, stormwater generated by development in Placer County has been a concern of Sutter County because of increased flows into Sutter County, which includes Reclamation District 1001. Impact P-8 on page P-26 of the DEIR states that the proposed project would contribute to the cumulative increases in stormwater flows, which could exacerbate downstream flood conditions in both Placer and Sutter counties. Mitigation Measure PMM-2 would ensure that detention facilities were designed to be consistent with the PCFCWCD standards and applicable drainage master plans, so that the proposed project's contribution to cumulative peak flows would not substantially increase peak flows downstream in Placer and Sutter counties.

Comment P-7: This Draft EIR Preliminary Drainage Plan, Appendix H, assumes that the Lincoln Drainage Plan is acceptable as a Master Drainage Plan by the Placer County Flood Control District for Auburn Ravine-Orchard Creek watershed. Therefore detention requirements will be reduced or not required. We do not recall the Lincoln Drainage Plan providing for the development of Orchard Creek beyond the Lincoln boundaries. Nor do we recall that the Lincoln Drainage Plan being accepted by the Placer Flood Control District as a Regional Master Drainage Plan. There isn't any current Master Watershed Drainage Plan that includes Lincoln, Rocklin, Placer County and the Industrial Area. (Fred Burnett, Reclamation District 1001, 9-2)

Response: The Auburn Ravine, Coon, and Pleasant Grove Creeks Flood Mitigation is a drainage study prepared by CH2MHILL in June 1993 for the Placer County Flood Control and Water Conservation District, a drainage study that covers the areas of Lincoln, Rocklin and Placer County, including the Sunset Industrial Area. The study addresses flood volumes that drain to Sutter County. However, there is no existing consolidated master plan or drainage study that covers the same areas that deal with peak flows. In the absence of a consolidated drainage plan, the various jurisdictions have relied on specific drainage studies and master plans to evaluate peak flows. Applicable drainage studies for the Orchard Creek corridor are the draft

Lincoln Storm Water Management Plan (LSWMP), prepared for the City of Lincoln Public Works Department, dated February 1995 by Montgomery-Watson and the *South Lincoln Master Plan – Auburn Ravine, Ingram Slough and Orchard Creek (SLMP-AIO) Master Drainage Plan*, August 1998, prepared by Montgomery-Watson and Civil Solutions for the City of Lincoln. The SLMP-AIO used and updated the information included in the LSWMP. These plans have been reviewed previously by the Placer County Flood Control and Water Conservation District (PCFCWCD). These studies have concluded that in the north-flowing direction of the Orchard Creek Watershed, it is more beneficial not to detain peak runoff under post-project developed conditions. By not detaining, the runoff will discharge downstream faster and not coincide with the timing of outflows from more distant upstream locations. This concept of not detaining in certain areas is in accordance with the PCFCWCD Storm Water Management Manual section VII-A and section VII-C.3.

Downstream storm drainage facilities have capacity to handle the projected increase in post-project peak flows.

Comment P-8: The peak flows from the 2, 5, 10, 25, 50 and 100-year events below the confluence of Auburn Ravine and Orchard Creek is the focus of the Lincoln Drainage studies and is the important point for Sutter County and the District. The City of Lincoln is placing various controls in Orchard Creek and in other watersheds to reduce the peak flows below the confluence of Orchard Creek and Auburn Ravine. Doubling of the peak flows in Orchard Creek from this project cannot be offset by reduction of flows in Pleasant Grove Creek. Higher peak flows cause the District additional pumping. These impacts are significant and are not being mitigated. (Fred Burnett, Reclamation District 1001, 9-3)

Response: North-draining Orchard Creek flows that leave the project site, when combined downstream with other drainage area flows west of State Route 65 and again farther downstream with Auburn Ravine, would result in peak flows less than or equal to pre-project combined flows at those locations.

This reduction in flows would occur due to the time at which the peak flow occurs from a subbasin and reaches a downstream location. The north-draining Orchard Creek post-project undetained peak flows run off faster after development and reach a downstream drainage-combining location sooner than the peak flow from the other drainage basin(s). Each drainage subbasin's characteristics (developed, undeveloped; location in total drainage sheds, i.e. near top or bottom of drainage shed; amount of impervious area; size, shape, and slope of pipes/channels draining the area; detention or no detention) are different and determine the time at which peak flow will reach a location. A subbasin's "characteristics/timing to peak" is sometimes referred to as a subbasin's dynamic response. Since each subbasin's dynamics are different, the drainage calculation model uses these dynamics, including rainfall, to determine the peak discharge that occurs at the various combination points of subbasins as the model proceeds from upstream to downstream. The model calculations and peak flows are determined under pre and post project conditions.

In the case of the North Rocklin subbasins draining north to Orchard Creek, the post-project flows would be less than or equal to pre-project flows at the combining points of drained subbasins west of SR65 and to Auburn Ravine. Thus, detention is not required or recommended

on these North Rocklin subbasins and the project would be in conformance with Placer County Flood Control and Water Conservation District's, Stormwater Management Manual SWM. A portion of the second paragraph in SWM section VII.A states "Further, storage may potentially worsen downstream conditions for events larger or smaller than a single design event, and storage provided at some locations in a basin can actually increase total watershed peak flow by causing runoff peaks to coincide with peaks from other parts of the basin". This is the case for the north-draining post-project developed drainage subbasins.³

Comment P-9: We are concerned that the loss of initial storage of the watershed is not being accounted for and the stormwater volume increase is understated. This includes the loss of native ground cover, depressions, and vernal pools. (Fred Burnett, Reclamation District 1001, 9-4)

Response: The vast majority of existing natural drainage areas will be preserved as open space. In addition, a significant amount of the developable area will be landscaped and will at a minimum, retain its initial storage capacity. The storage capacity will be enhanced in some areas by the use of landscape materials such as sod. The assumptions for watershed initial storage capacity are the same for pre- and post-project conditions. The assumptions do not understate storm water volume increases.

Comment P-10: We strongly disagree that the increase of 260 Acre Feet of stormwater has no impact and does not need mitigation. The CH2Mhill study did say the height of flood waters from Placer County development would increase somewhat less than one foot, it also said that this would increase flooding of a very large area. That study was not a detailed study of the flooding conditions within Sutter County and concentrated on the 100-year event. There are critical elevations within the system. For example, if the flood waters of Auburn Ravine and Coon Creek stay below critical elevations during lesser events large areas containing homes will not flood.

The District Staff believes that it is possible that the volume problems within Sutter County could be solved within the operational areas of Reclamation District 1001. (Fred Burnett, Reclamation District 1001, 9-5)

Response: The City of Roseville has agreed to expand its regional retention program to provide additional capacity to retain the project's 260-acre feet storm water volume increase. As noted in new Mitigation Measure PMM-9, the Proposed Project will participate in this regional program by paying a prorated share of the cost of the retention basin. The cities of Roseville and Rocklin will enter into appropriate agreements to ensure the joint participation in the retention program. Although there may be a potentially significant short-term impact depending upon when the retention basin is constructed, participation in the program will reduce this impact to less than significant in the long-term.

Comment P-11: The lack of mitigation measures proposed in this Draft EIR will exacerbate the impacts on the District. The District is impacted by:

3 Tom Leland, P.E., Terrance Lowell & Associates, communication with City of Rocklin Planning Department, February 2002.

- peak flood flows,
- increasing peak flow of the smaller floods,
- duration of flood flows,
- increased volume of flood flows,
- Increases in the number of the smaller flood events due to the increased efficiency of the drainage systems in the urban area and other modifications of the natural drainage systems. (Fred Burnett, Reclamation District 1001, 9-6)

Response: Please see Responses to Comments P-5 through P-10.

Comment P-12: Increased stormwater runoff and pollution of surface and ground water downstream is likely to be an impact that cannot be adequately mitigated to a less than significant level. The entire Sunset Rancho site is currently serving as a natural wetland, soaking up and cleansing stormwater. The extent of impervious surfaces being planned for the site will greatly increase runoff and potentially cause flooding to properties lower in elevation. Development on Parcel K is very likely to impact residents living below its "box canyon" with increased stream flows from its steep slopes, and other stream floodplains may increase in size. Scientists have found that global warming is apparently increasing the likelihood of flooding in lower elevations while decreasing the amount of snow at higher elevations. The 100-year storm used to calculate major flood events may have to be revised to account for more frequent, large storms than have been seen in the past. Leaving more of the project site in natural open space and/or creating detention basins with habitat values would provide additional mitigation for development impacts. (Sharon P. Cavallo, Placer Group Sierra Club, 21-11)

Response: All peak flows will be mitigated to pre-project levels except the areas where detention exacerbates flooding downstream. Please see Response to Comment P-7, and Response to Comment P-3, which discusses the proposed construction of new detention basins.

Comment P-13: Parcel K is a wetland. In heavy rain, small rivers emerge. I am very concerned that adequate flood controls will be in place once the topography is significantly altered and roads developed. (Denise Regnani, 29-7)

Response: The potential for flooding as a result of the proposed project is evaluated in Chapter P, Hydrology, Water Quality, and Flooding in the DEIR. Mitigation Measures PMM-2, addressing increases in peak flows, and PMM-3, regarding water surface elevations, would ensure that the proposed project does not increase off-site flooding, or expose project residents to flooding from 100-year or smaller storm events.

Comment P-14: Will the proposed project development be required to contain surface water on their property and drain into existing drainages? (John Wayne, 31-7)

Response: The project will collect runoff from developed areas and direct them to ditches, streets, inlets, pipes and to detentions basins where needed so that post-project peak flows leaving the project will be reduced to less than pre-project conditions. The amount of post-project storm water that will flow into existing drainage facilities, including the open space corridors, will be equal to or less than existing (pre-project) flows.

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Q. BIOLOGICAL RESOURCES

Comment Q-1: The Department of Fish and Game (DFG) has reviewed the Draft Environmental Impact Report (SCH No. 99102012) pertaining to the Northwest Rocklin Annexation (Sunset Ranchos). This project proposes the annexation (to the City of Rocklin) and future development of 1,874 acres of unincorporated land. The project site is located in Northwest Rocklin near the intersection of Highway 65 and Sunset Blvd, Placer County.

Significant natural Resource in the project area include oak woodlands, unnamed wetlands, Orchard creek, and Pleasant Grove Creek. Planned biological assessments for sensitive species and avoidance measures of significant natural resource should be adhered to as detailed in the Draft EIR. Permanent drainages, and wetlands should be protected by no less than a 100-foot buffer area on all sides of the habitat and intermittent drainages and wetlands should be protected by no less than a 50-foot buffer area. (Larry L. Eng PhD., California Department of Fish and Game, 4a-1)

Response: The comment is noted. After review of the wetland delineation map for the project site, it was determined that none of the wetlands features qualifies as perennial drainage. The drainages and drainage swales are intermittent, and all drainage features on the project site incorporate a minimum 50-foot buffer, measured from top of bank (see page B-11 of the DEIR). The 100-foot and 50-foot buffer areas are noted as recommendations from DFG.

Comment Q-2: The EIR should discuss and provide mitigation for the following:

1. The project's impact upon fish and wildlife and their habitat. The EIR should contain information about the amounts and kinds of habitat present on the project site and how these habitats will be affected. (Larry L. Eng PhD., California Department of Fish and Game, 4a-2)

Response: The EIR includes a discussion of the vegetative habitat on the project site, beginning on page Q-7 of the DEIR. Potential impacts to special-status plant species and native oak trees are included in Impacts Q-1 and Q-2, respectively, beginning on page Q-11 of the DEIR. A discussion of wetland habitat on the project site is included in the DEIR beginning on page Q-14. Potential impacts to wetlands and stream channels are discussed under Impacts Q-3 and Q-4, respectively, beginning on page Q-19. As stated on page Q-24, fish species observed within the eastern and western stock ponds include largemouth bass, and green sunfish. Other fish species that could be expected to occur in these ponds include mosquito fish, black bullhead, and bluegill. No special-status fish species have been identified on the project site. A description of wildlife habitat on the project site begins on page Q-21 of the DEIR. Potential impacts to special-status species and their habitats, including valley elderberry longhorn beetles, nesting raptors, and federally listed vernal pool crustaceans, are discussed under Impacts Q- 5 through Q-7.

Comment Q-3: 2. The project's impact upon significant habitat such as wetlands, vernal pools and riparian areas. The project should be designed so that impacts to wetlands are

avoided. Mitigation should be provided for unavoidable impacts based upon the concept of no-net-loss of wetland habitat values or acreage. (Larry L. Eng PhD., California Department of Fish and Game, 4a-3)

Response: Please see Impact Q-3, beginning on page Q-19 of the DEIR, for a discussion of impacts to wetlands that are subject to U.S. Army Corps of Engineers (ASCOE) jurisdiction under Section 404 of the Clean Water Act. As discussed on page Q-19, site-specific wetlands delineations have identified the presence of 14.68 acres of wetlands within the Sunset Ranchos, Parcel K, and some of the Highway 65 portions of the project boundaries that are subject to USCOE jurisdiction under Section 404 of the Clean Water Act. Approximately 7.68 acres of these wetlands are expected to be lost due to grading, placement of culverts on bridge footings in intermittent drainages or other ground disturbing activities associated with development of the Proposed Project. A Nationwide Permit 26 has been issued for 2.38 acres of wetland fill for the Sunset Ranchos portion of the project area. The Sunset Ranchos portion of the Proposed Project would achieve no net loss of wetlands by complying with the General Conditions of this permit. Fill of the remaining 5.3 acres of wetlands would require permitting by the USCOE, which would require no net loss of wetlands through implementation of mitigation measures. Please see page Q-19 of the DEIR for the proposed mitigation measures for this impact. Mitigation Measure QMM-3(a) also requires that wetland delineations be conducted on vacant land in the Highway 65 corridor prior to approval of tentative maps, design review or use permits for those properties.

Comment Q-4: 3. The project's impact to special status species including species which are state and federal listed as threatened and endangered. (Larry L. Eng PhD., California Department of Fish and Game, 4a-4)

Response: Please see Response to Comment Q-3. Mitigation for impacts on special-status plant species is listed on page Q-11 of the DEIR. Mitigation measures for impacts on special-status wildlife are included on pages Q-28, Q-29, and Q-31 of the DEIR.

Comment Q-5: 4. The project's growth-inducing and cumulative impacts upon fish, wildlife, water quality, and vegetative resources. (Larry L. Eng PhD., California Department of Fish and Game, 4a-5)

Response: Impact Q-9 on page Q-33 of the DEIR discusses the potential cumulative effect of the Proposed Project, in combination with other development projects occurring in western Placer County. Implementation of Mitigation Measures QMM-1, and QMM-3 through QMM-7 would reduce impacts on these resources to a less-than-significant level at the project level. However, cumulative impacts are identified as significant and unavoidable. Growth-inducing impacts are addressed beginning on page S-1 of the DEIR.

Comment Q-6: 6. The project should be designed so that the loss of oak trees is avoided. Every effort should be made to retain "heritage" oaks, that is, oaks in excess of 24 inches dbh. Retained oaks should be protected. If the loss of oak trees is unavoidable, then a mitigation plan should be developed which includes but is not limited to the following:

- a. Establishment and maintenance procedures to restore the canopy cover, spatial arrangement, age class distribution and species composition of the oak woodland lost.
- b. Oak seedlings or acorns obtained from local genetic stock.
- c. A restoration site located within contiguous areas of no less than five acres and adjacent to undisturbed or preserved oak woodlands. (Larry L. Eng PhD., California Department of Fish and Game, 4a-7)

Response: The loss of native oak trees is discussed under Impact Q-2, beginning on page Q-12 of the DEIR. The EIR identified this as a short-term significant and unavoidable impact and a long-term less than significant impact, following compliance with the provisions of the City of Rocklin Tree Ordinance. As stated under Impact Q-2, a total of 369 oak trees out of approximately 2,110 oak trees would be removed directly as a result of implementation of the Sunset Ranchos portion of the Proposed Project. Of the remaining roughly 1,741 oak trees, approximately 1,265 will be protected inside designated open space areas. The remaining 468 trees located outside designated open space areas would not be directly removed by construction of the Proposed Project, but they could be impacted due to removal, pruning or ground disturbance within the drip line of trees (see page Q-13 of the DEIR).

The Proposed Project would be required to comply with the City of Rocklin Tree Ordinance to provide mitigation for the loss of trees. As stated on page Q-14 of the DEIR, no net loss of native oak trees can be achieved in the long term through implementation of the measures described in the City of Rocklin Tree Ordinance. These measures include the replacement of trees that are removed with native oak species of at least 15 gallon size at a ratio to be determined by the guidelines in the Tree Ordinance. It is expected that tree replacement will occur on site. However, the City of Rocklin Tree Ordinance allows for offsite replacement trees, so an alternate method of compensation would be to pay into a mitigation fund that would allow for the planting of trees elsewhere in the City.

Comment Q-7: 7. The EIR should contain an evaluation of the proposed project's consistency with the applicable land use plans, such as General Plans, Specific Plans, Watershed Master Plans, Habitat Conservation Plans, as well as, existing U.S. Army Corps of Engineers permits or Fish and Wildlife Service Biological Opinions. (Larry L. Eng PhD., California Department of Fish and Game, 4a-8)

Response: No watershed plan or Specific Plan has been prepared for the Proposed Project site. Consistency with the City of Rocklin General Plan policies, as well as City Improvement Standards and Design Standards, is addressed under Impact E-4 on page E-18 of the DEIR. Excerpts from the City of Rocklin Oak Tree Preservation Ordinance and the City of Rocklin General Plan policies regarding plant life are included on page Q-10 of the DEIR. The EIR identified the loss of oak trees as a short-term significant and unavoidable impact and a long-term less than significant impact, following compliance with the provisions of the City of Rocklin Tree Ordinance.

A discussion of the project's consistency with the existing U.S. Army Corps of Engineers (Corps) Nationwide permit 26 for 2.38 acres of wetland fill is included on page Q-19 of the DEIR. The Proposed Project's impact to wetlands that are subject to the Corps' jurisdiction under Section 404 of the Clean Water Act would be less than significant after mitigation.

A discussion of the project's consistency with the existing U.S. Fish and Wildlife Service Biological Opinion for the project is discussed on page Q-29 of the DEIR. The Proposed Project's impact on Valley elderberry longhorn beetles and their habitat would be less than significant with compliance of the provisions of this biological opinion.

A discussion of the project's consistency with applicable habitat conservation plans or natural community conservation plans is included under Impact Q-8 on page Q-33 of the DEIR. This was determined to be a less-than-significant impact.

Comment Q-8: The EIR should consider and analyze whether implementation of the proposed project will result in reasonably foreseeable, potentially significant impacts subject to regulation by the DFG under section 1600 et seq. of the Fish and Game Code. In general, such impacts result whenever a proposed project involved work undertaken in or near a river, stream, or lake that flows at least intermittently through a bed or channel, including ephemeral streams and water courses. Impacts triggering regulation by the DFG under these provisions of the Fish and Game Code typically result from activities that:

- Divert, obstruct, or change the natural flow or the bed, channel or bank of a river, stream, or lake;
- Use material from a streambed; or
- Result in the disposal or deposition of debris, waste, or other material where it may pass into a river, stream, or lake. (Larry L. Eng Ph.D., California Department of Fish and Game, 4a-9)

Response: The provisions of Sections 1600 through 1607 of the California Fish and Game Code are outlined on page Q-17 of the DEIR. A discussion of the Proposed Project's impacts to stream channels in the project area is included under Impact Q-4 on page Q-20 of the DEIR. The discussion concludes that compliance with the requirements of a Streambed Alteration Agreement would ensure that there is not net loss of stream bed habitat when avoidance is not possible. This impact would be less than significant with implementation of Mitigation Measure QMM-4.

Comment Q-9: In the event implementation of the proposed project involves such activities, and those activities will result in reasonably foreseeable substantial adverse effects on fish or wildlife, a Lake or Streambed Alteration Agreement (LSAA) will be required by the DFG. Because issuance of a LSAA is subject to review under the California Environmental Quality Act (CEQA), the EIR should analyze whether the potentially feasible mitigation measures set forth below will avoid or substantially reduce impacts requiring a LSAA from the DFG.

1. Protection and maintenance of the riparian, wetland, stream, or lake systems to ensure a "no-net-loss" of habitat value and acreage. Vegetation removal should not exceed the minimum necessary to complete operations.
2. Provisions for the protection of fish and wildlife resources at risk that consider various life stages, maintain migration and dispersal corridors, and protect essential breeding (i.e. spawning, nesting) habitats.
3. Delineation of buffers along streams and wetlands to provided adequate protection to the aquatic resource. No grading or construction activities should be allowed within these buffers.
4. Placement of construction materials, spoils, or fill, so that they cannot be washed into a stream or lake.
5. Prevention of downstream sedimentation and pollution. Provisions may include but not be limited to oil/grit separators, detention ponds, buffering filter strips, silt barriers, etc., to prevent downstream sedimentation and pollution.
6. Restoration plans must include performance standards such as the types of vegetation to be used, the timing of implementation, and the contingency plans if the replanting is not successful. Restoration of disturbed areas should utilize native vegetation. (Larry L. Eng PhD., California Department of Fish and Game, 4a-10)

Response: Please see Response to Comment Q-8. As stated on page Q-20 of the DEIR, disturbance to any stream bed, or loss of any riparian vegetation as a result of project activities would be considered a significant impact, and the project developer would have to demonstrate to the City no net loss of stream bed habitat to mitigate this impact. As stated on page Q-21 of the DEIR, compliance with the requirements of a Streambed Alteration Agreement would ensure that there is no net loss of stream bed habitat when avoidance is not possible. Mitigation measures described in a 1601-1603 Agreement typically require that the project be designed such that stream crossings are minimized, and that they be accomplished with bridge crossings rather than culverts if at all possible. Activities that result in disturbance to stream beds or riparian vegetation are to be generally conducted between May 15 and October 15 when water flow levels are likely to be at their lowest. Riparian habitats are to be avoided to the greatest extent possible. Additionally, a buffer zone of a distance from the top of bank or the edge of the riparian habitat, as determined in the Section 1600 Agreement, shall be established in order to protect these resources from disturbance or degradation as a result of project related activities.

Comment Q-10: Finally, in the event implementation of the proposed project will involve activities and impacts requiring a LSAA, please contact the DFG's Sacramento Valley-Central Sierra Regional office for a notification packet and fee schedule for a LSAA. (Larry L. Eng PhD., California Department of Fish and Game, 4a-11)

Response: The comment is noted. As stated on page Q-21 of the DEIR, compliance with the requirements of a Streambed Alteration Agreement would ensure that there is no net loss of stream bed habitat when avoidance is not possible. The Proposed Project would comply with the conditions of the SAA, including payment of fees.

Comment Q-11: This project will have an impact to fish and/or wildlife habitat. Assessment of fees under Public Resources Code Section 21089 and as defined by Fish and Game Code Section 711.4 is necessary. Fees are payable by the project applicant upon filing of the Notice of Determination by the lead agency. (Larry L. Eng PhD., California Department of Fish and Game, 4a-12)

Response: The comment is noted. The Proposed Project would comply with conditions imposed under Public Resources Code Section 21089 and as defined by Fish and Game Code Section 711.4, including payment of fees. The comment does not address the adequacy of the EIR and no additional response is necessary.

Comment Q-12: Pursuant to Public Resources Code Sections 21092 and 21092.2, the DFG requests written notification of proposed actions and pending decisions regarding this project. Written notifications should be directed to this office. (Larry L. Eng PhD., California Department of Fish and Game, 4a-13)

Response: The comment is noted. Written notification of proposed actions and decisions regarding the Proposed Project will be forwarded to the commentor.

Comment Q-13: On page C-10 the DEIR states, "Since the project site is not part of the Placer Legacy program, impacts to this program and the HCP would be avoided." This statement is NOT correct. The process to develop an HCP and a NCCP (Natural Communities Conservation Plan) for Placer County covers all unincorporated parts of the county. At present, this project is in the unincorporated part of the county. (Ed Pandolfino, Ph.D., Sierra Foothills Audubon Society, 19-8)

Response: According to the Placer County Planning Department, the Placer Legacy is set up as a voluntary program. If the City of Rocklin chooses to participate in the program they can. However, there is no requirement for the City to participate. Therefore, the Placer Legacy only applies to the proposed annexation if the City of Rocklin chooses to participate.¹

Comment Q-14: The DEIR concludes that the long term impact of loss of native oak trees would be less than significant. We disagree with this conclusion for two reasons. First, there is no good long term (long term, in this case must be considered from the basis of the life of a native oak) data on transplanted oak tree survival. Even the existing short term, survival data are inconsistent and often discouraging (particularly for Blue Oaks). Secondly, even assuming trees can be transplanted successfully, this does not in any sense restore an oak woodland. As the DEIR itself states, "Oak woodlands are not only composed of trees, but also of shrubs, leaf litter, grasses, forbs and downed woody debris all of which are interrelated and are used to support a

¹ Vanessa Dunnigan, Assistant Planner, Placer County Planning Department, personal communication, January 2, 2002.

diverse ecosystem.” “There is most certainly interdependency between oak woodlands and the wildlife found there...”...Oak woodlands also protect soil from erosion and landslides. They regulate water flow and maintain water quality in streams and rivers.” The DEIR does not show any means for long term mitigation for loss of these complex elements of an oak woodland. (Ed Pandolfino, Ph.D., Sierra Foothills Audubon Society, 19-9)

Response: As stated in the Required Mitigation Measure on page Q-12, the applicant will be required to comply with the City of Rocklin Tree Ordinance.

As stated on page Q-14, no net loss of native oak trees can be achieved in the long term through implementation of the measures as described in the Tree Ordinance. They include the replacement of trees that are removed with native oak species of at least 15 gallon size at a ratio to be determined by the guidelines in the Tree Ordinance. It is expected that tree replacement will occur on site.

The mitigation provided does not recommend the transplant of existing trees, but rather the replacement of trees lost with young container grown trees that are much more likely to survive in the long term. Pursuant to the City of Rocklin Tree Ordinance, the newly planted trees will be monitored for a period of 5 years (and replaced if they do not survive) to ensure their becoming established and are able to survive in the long term.

Comment Q-15: The DEIR claims that impact Q-6 (disturbance of nesting raptors and/or loss of their nesting habitat) can be mitigated to less than significant. However, ALL the mitigations described deal with nest disturbance and not with "loss of their nesting habitat". Since most (all) of the nesting raptors on this site depend on grasslands for most of their foraging, the project will permanently destroy that most critical element of their habitat and that destruction is not being mitigated. (Ed Pandolfino, Ph.D., Sierra Foothills Audubon Society, 19-10)

Response: It is true that the loss of trees within the project area would result in the loss of potential nesting habitat for raptors that could use the project area for nesting. However, those trees will be replaced (as described in the section on loss of native oak trees) and, when mature, will provide potential nesting habitat for raptors in the area. The loss of grasslands as foraging habitat for raptors is not generally identified as a significant impact because it is a common and widespread habitat in the region. The project site is located in a region that is characterized by large expanses of grassland habitat, and the project site represents only a small fraction of the available raptor foraging habitat in the region. The project site is heavily disturbed by off-road vehicle use, target practice, and illegal dumping. Given these sources of disturbance, the site would not represent prime foraging habitat for raptor species. Additionally, large expanses of more suitable foraging habitat, which includes other less disturbed grasslands and agricultural fields, are available to the west and south of the project site. Therefore, the loss of existing grassland habitat that would result from the projects implementation would not substantially reduce or degrade the habitat for these species, cause these species to drop below self sustaining levels, or reduce their range.

Comment Q-16: Further, the DEIR does not analyze the impact on other nesting birds and no mitigation for nest disturbance of non-raptor species is described. The Migratory Bird Treaty

Act applies to all migratory birds and NOT just to raptors. Therefore, the final EIR should address these impacts as well. (Ed Pandolfino, Ph.D., Sierra Foothills Audubon Society, 19-11)

Response: The focus of this EIR is on project related and cumulative impacts on special-status species and their habitat, and to avoid or reduce significant impacts to the greatest extent feasible. There is also the potential for some loss of non-special-status nesting migratory birds as a result of the implementation of the proposed project. The species that nest in the project area are all relatively common and widespread. Therefore the loss of any nests of these species would have a negligible impact on local populations of these species. This impact is therefore considered less than significant and requires no mitigation. Nonetheless, the project description and proposed mitigation measures provide for the protection of much of the potential nesting habitat for these species (i.e., riparian woodland and oak woodland). This protection would be accomplished through the designation of open space areas within the site and those that are contiguous with offsite areas of similar habitat. Because there will be no take of any bird protected by the Migratory Bird Treaty Act, approval of the project would in no way violate that federal statute.

Comment Q-17: No oak woodland, wetland or grassland habitat is being preserved for wildlife habitat or ecosystem health. Despite the devotion of almost a page in the DEIR(Q-13) to the value and importance of oak woodlands, the EIR claims that merely planting oaks elsewhere on site or off-site with mitigation funds will mitigate the loss of native oaks to a less than significant level in the long term. Merely requiring that oaks be planted somewhere eventually does not mitigate for the loss of oak woodland habitat. The proposed mitigation for species of concern and for all wildlife species is inadequate and ineffective, and will result in the total annihilation of all but the most urban tolerant species from the site. (Sharon P. Cavallo, Placer Group Sierra Club, 21-6)

Response: The statement "No oak woodland, wetland, or grassland habitat is being preserved for wildlife habitat or ecosystem health." is incorrect. Natural lands including oak woodlands, riparian woodlands and annual grasslands will be preserved in the open space corridors that traverse the site (see Figure K-2 on page K-30). These corridors were designed to be contiguous with offsite areas of similar natural habitats in order to maintain regional wildlife movement corridors. Additionally, oak trees will be planted to replace those that are lost due to project activities in accordance with the City of Rocklin Tree Ordinance. It is true that the planting of only native oaks will not replace the value of natural oak woodlands that will be lost. However, the newly planted trees will be planted within front yards, existing parks or open space areas to the greatest extent possible, and may enhance the quality of the existing habitat in the designated open space areas.

Comment Q-18: Vernal pool recreation and the transplanting of its threatened species does not mitigate the loss of this increasingly rare habitat. Most biologists agree that created and restored vernal pools do not fully replace the ecosystem function of natural vernal pools. The five-year survival window for such creations/restorations is not long enough to verify success. The vernal pools on the Highway 65 Corridor parcel provide a valid reason to eliminate that portion of the proposed annexation from further consideration. (Sharon P. Cavallo, Placer Group Sierra Club, 21-7)

Response: While it may be correct that recreating and transplanting vernal pools and their inhabitants alone does not fully replace the ecosystem function of natural vernal pools, adherence to U.S. Fish and Wildlife (USFWS) mitigation requirements serves as adequate mitigation for potential project impacts to vernal pool habitat, according to existing USFWS standards. The mitigation described in the DEIR (which is based on standard USFWS requirements) calls for the (onsite or offsite) recreation of vernal pool habitat at a 1:1 ratio in combination with preservation of natural vernal pool habitat (either onsite or offsite depending on the circumstances) at a 2:1 ratio. These ratios would provide for no net loss of vernal pools.

The replacement ratios of 1:1 for creation and 2:1 for preservation of vernal pool crustacean habitat are the standard ratios that are used by the USFWS as described in the "Programmatic Formal Endangered Species Act Consultation on Issuance of 404 Permits for Projects with Relatively Small Effects on Listed Vernal Pool Crustaceans Within the Jurisdiction of the Sacramento Field Office, California." File #1-1-96-F-1, February 28, 1996. These mitigation ratios apply to project mitigation credits that are dedicated in Service-approved mitigation banks. Higher mitigation ratios of 2:1 for creation and 3:1 for preservation are applied to project mitigation habitat that is dedicated outside of approved mitigation banks.

Comment Q-197: The Placer County Habitat Conservation Plan has not yet been developed, so it is premature to state that the Sunset Ranchos annexation site would not conflict with its goals. The site contains most of the critical habitat types in Western Placer County that the HCP hopes to preserve: wetlands, riparian corridors, oak woodlands, and grasslands. These habitats and their resident species are disappearing at an alarming rate due to intensive development such as that proposed by this annexation project. The City of Rocklin should make every effort to aid the county in the preservation of its natural open space before it is too late. (Sharon P. Cavallo, Placer Group Sierra Club, 21-8)

Response: The analysis presented in the DEIR was based upon currently available information. As the Placer County Conservation Plan has not yet been developed, there were no established goals on which to base our analysis of impacts. Additionally, as the HCP boundaries have not been finalized, it is unclear whether the project site lies within its boundaries.² It would therefore be speculative at this time to analyze impacts based on boundaries or goals that have yet to be developed. CEQA case law has clearly established that an EIR for a development proposal has no obligation to consider a project's potential inconsistency with a proposed habitat conservation plan that has not been adopted at the time of EIR preparation. (See *Chaparral Greens v. City of Chula Vista* (1996) 50 Cal.App.4th 1134, 1145.)

Comment Q-20: Our greatest fear is that Rocklin will become another Citrus Heights, Roseville, etc., a mass area of track homes and overcrowded streets. The reason we chose the house we are in, is because of the quiet neighborhood and open space around the area. Hopefully, this reason will not change. We are also concerned about the wild life [sic] that lives throughout the area that is proposed for development. We have coyotes, deer, pheasant, turkeys, and many other forms of wild life [sic] that are present on a daily basis. This development

² Vanessa Dunnigan, Assistant Planner, Placer County Planning Department, personal communication, January 2, 2002.

would kill off hundreds, if not thousands of wild life [sic] that live in the area. (Brian M. and Shawn C. Baie, 24-4)

Response: While the area encompassing the majority of the Northwest Rocklin area (Sunset Ranchos) is predominately vacant, it was not designated as open space in the Rocklin General Plan. As discussed in Chapter Q, Biological Resources, of the DEIR, the Proposed Project would result in the loss of habitat for wildlife (see Impacts Q-5 through Q-9 on pages Q-28 through Q-33). The number of wildlife that would be killed or displaced is not known, but the number of acres of habitat to be affected by the project has been quantified. With incorporation of the mitigation measures listed for Impacts Q-5, Q-6, Q-7 and Q-9, impacts to special-status wildlife species would be less than significant.

Comment Q-21: Section Q "Biological Resources" of the DEIR page Q.3 indicates that installing or upgrading sewer lines would not result in new biological impacts since all work would be performed in existing utility easements on land previously surveyed for these projects. Earlier surveys may not have followed today's standards for survey protocols. The DEIR needs to provide information on who conducted the surveys and when they were complete. (John Margowski, 28-4)

Response: The rights-of-way in which the offsite infrastructure would be constructed are already built and/or disturbed, so no biological resources are anticipated to be disturbed in these areas.

Comment Q-22: The loss of wetlands will be profound. Careful consideration should be given to the loss of ancient trees, plant communities, loss of grasslands and wildlife habitat. I propose that none of the trees should be sacrificed and further studies be conducted regarding the irreversible environmental changes and loss of wildlife. (Denise Regnani, 29-3)

Response: The Proposed Project's impacts on biological resources are fully evaluated in Chapter Q. The comment does not indicate why that analysis is inadequate, so no response is possible. The recommendation that no trees be removed by the proposed project is hereby forwarded to the decision-makers. As stated on page Q-12, the loss of native oak trees would be a short-term, significant and unavoidable impact of the project, which would be mitigated to a less-than-significant level in the long term as the result of compliance with the City's Tree Ordinance, which provides for replacement of removed trees.

Comment Q-23: Figure Q-2 (page Q-15) contains a Wetlands Delineation Map. I have heard that there are two seeps in the drainage swales and therefore missing from this map. They are located in Parcel K about 200 yards below the Northeastern stock pond. Page Q-16 states, "Seeps are considered wetlands under Section 404 of the Clean Water Act. (Larry & Lori Hill, Craig & Joanna Larrew, 30-10)

Response: There are two seeps described in the DEIR. These seeps are shown in Figure Q-1 and occur along the northern border of the Sunset Ranchos property. The wetland delineation map, which has been independently verified by the U.S. Army Corps of Engineers, does not show any seeps on the Parcel K property. Please also see Response to Comment E-15.

Comment Q-24: Table Q-2 (page Q-22) lists the special-status species potentially occurring in the Northwest Rocklin area. With regard to the California Red-Legged Frog, the table states, "None observed or reported during surveys of the project site." However, a sighting was reported by local residents to the US Fish and Wildlife Service, Sacramento Fish and Wildlife Office earlier this year. The sighting was a frog with a prominent dorsolateral fold of skin running from the eye to the hip on either side. We respectfully request that this be looked into by the appropriate agencies. A special study by the US Fish and Wildlife Service of the wetland areas near Pebble Beach Road may be in order. (Larry & Lori Hill, Craig & Joanna Larrew, 30-11)

Response: California red-legged frog was not observed during surveys of the project site. Given the proximity of the site to urban development and populations of introduced predatory fish and bullfrogs, it is unlikely that this species could survive in the area. The Sacramento office of the USFWS was contacted regarding this reported sighting. While they have no knowledge of this sighting, they determined, based on the information given, that the reported sighting warranted further investigation.³ They have contacted the individual that reported the sighting and are investigating further.

Due to the above comment, an EIP biologist visited a small creek near Pebble Creek Road in Rocklin, California on February 21, 2002 to determine the suitability of the habitat to support California red-legged frog (CRLF). For comparison, the Northwest Rocklin project site was visited on February 22, 2002 in order to confirm if the project site would support California red-legged frog, should it be determined that the species could be present at the Pebble Creek site.

Pebble Creek consists of a small, low gradient drainage with a primarily rocky/gravelly substrate. Although the water was somewhat shallow (none of the pools were more than 6 to 8 inches deep), there were a number of features that appeared favorable for CRLF. These features include well shaded, quiet pools along the channel, undercut stream banks, downed logs and overhanging root masses, and substantial vegetative cover. While the habitat structure appears favorable for CRLF, it occurs in a region where this species has not been recorded for more than 50 years. CRLF occurred in this region in the past, but is generally thought to have been extirpated due to habitat loss, pollution, and the introduction of bullfrogs and non-native predatory fish. Additionally, due to the shallow nature of the water in the drainage, it appears that it would be vulnerable to drying out during the warmer months. No amphibians of any kind were observed during the survey. However, there is a possibility that CRLF could persist in this area due to the presence of relatively undisturbed suitable habitat.

The Northwest Rocklin project site consists primarily of open grassland with small areas of oak woodlands in the eastern portion of the project site. The biologist traversed the project site, including two east-west drainages, and two detention ponds. The drainages are clearly ephemeral with little or no tree cover. Both drainages were dry during the survey except for a small trickle at the higher elevations to the east. Neither of the detention ponds represent suitable habitat for CRLF, based on the ephemeral nature of the ponds, the surrounding vegetation, the nature of the shoreline and the existing refuse littering the area. No amphibians

³ Ann Bowers, Biologist, Forest and Foothill Ecosystem Branch of the USFWS, Sacramento, CA, personal communication, January 2, 2002.

of any kind were observed in either pond during the survey. Based upon the littered conditions, the ponds would not represent suitable habitat for CRLF.⁴

No other water bodies other than ephemeral pools in the grassland areas were observed at the project site. All of the drainages at the site are clearly ephemeral, have little or no shading and are vegetated by species that differ little from those in the surrounding uplands. Even if it should be discovered that CRLF still occur at the Pebble Creek site, suitable habitat for CRLF does not exist at the Northwest Rocklin project site. Therefore, implementation of the Northwest Rocklin Annexation project would have no adverse effects on CRLF.

4 EIP Associates, written correspondence to Laura Webster, City of Rocklin, February 28, 2002.

R. ALTERNATIVES TO THE PROPOSED ACTION

Comment R-1: The description of Alternatives does not match the Appendix D scenarios. Whether they are called Alternatives or Scenarios, the text in the DEIR and the Appendix should be consistent. (Jeffrey Pulverman, Caltrans, 4-4)

Response: The comment is noted. To clarify, the text on page F-7, seventh paragraph, is revised to read as follows:

Table F-4 displays the existing p.m. peak hour level of service at each intersection (technical calculations are contained as Scenario 3 in Appendix D of the separately bound appendix). As shown, all study intersections currently operate at LOS C or better during the p.m. peak hour.

The text on page F-15, last paragraph, is revised to read as follows:

Table F-7 compares the p.m. peak hour level of service at each intersection under existing plus project conditions to existing conditions (technical calculations are included in Appendix D of the separately bound technical appendix - Existing conditions are listed first in Appendix D after the divider titled "Intersection Level of Service Calculations - Existing Conditions" and Existing Plus Project conditions are listed second in Appendix D after the divider titled "Intersection Level of Service Calculations - Existing Plus Project Conditions").

Also, the text on page F-28, third paragraph, is revised to read as follows:

Table F-9 compares the cumulative p.m. peak hour level of service at each study intersection under the Proposed Project to the No Project scenario (technical calculations are contained in Appendix D of the separately bound technical appendix - cumulative level of service calculations are labeled as "Scenario 3" for the Proposed Project and "Scenario 2" for the "No Project" scenario).

The text on page R-7 of the DEIR is hereby revised to read as follows:

Alternative 1 would eliminate the significant and unavoidable cumulative impact due to traffic increases on City of Roseville intersections and roadways in the vicinity of the proposed project (F-7), and no mitigation would be required (technical calculations for Alternative 1 are listed under "Scenario 1" in Appendix D of the separately bound DEIR appendix).

The text on page R-20 of the DEIR is hereby revised to read as follows:

A traffic study was completed for an analysis of cumulative conditions under the existing Placer County zoning. Similar to the Proposed Project, the description of this alternative in the traffic analysis differs slightly from the description of Alternative 2. However, for purposes of comparison, the results of this analysis are discussed here (technical

calculations for Alternative 2 are listed under "Scenario 2" in Appendix D of the separately bound DEIR appendix). Under the Proposed Project, six out of 73 study roadways would operate unacceptably, and 5 out of 47 intersections would operate unacceptably under cumulative conditions. With buildout under the existing zoning, the Traffic Study states that 7 out of 65 roadways and 10 out of 42 intersections would operate unacceptably under cumulative conditions. Mitigation similar to FMM-1 and FMM-2 would be required to reduce these impacts. Because it is not known at this time if such mitigation measures would be feasible, these impacts would be potentially significant and unavoidable.

Finally, the text on page R-67 of the DEIR is hereby revised to read as follows:

A traffic study was completed for an analysis of cumulative conditions under this scenario (no north-south road through Herman Miller and a 10 percent reduction in overall project density). Similar to the Proposed Project, the description of this alternative in the traffic analysis differs slightly from the description of Alternative 5 in the EIR. However, for purposes of comparison, the results of this analysis are discussed here (technical calculations for Alternative 5 are listed under "Scenario 4" in Appendix D of the separately bound DEIR appendix). Under the Proposed Project, six out of 73 study roadways would operate unacceptably, and 5 out of 47 intersections would operate unacceptably under cumulative conditions. With buildout under Alternative 5, the Traffic Study states that 5 out of 70 roadways and 5 out of 47 intersections would operate unacceptably under cumulative conditions. Mitigation similar to FMM-1 and FMM-2 would be required to reduce these impacts. Because it is not known at this time if such mitigation measures would be feasible, these impacts would be potentially significant and unavoidable.

Comment R-2: 5. The EIR should provide an analysis of specific alternatives which reduce impacts to fish, wildlife, water quality, and vegetative resources. (Larry L. Eng PhD., California Department of Fish and Game, 4a-6)

Response: As stated on page R-4 of the DEIR, primary consideration was given to alternatives that could reduce significant impacts while still meeting most of the project objectives. Implementation of Alternative 1, the No Project/No Development Alternative, would eliminate the significant and unavoidable biological resources impacts identified for the Proposed Project (see page R-18 of the DEIR). Alternatives 2 through 5 would still result in the same two significant and unavoidable biological resources impacts as the Proposed Project, but to a lesser degree because these alternatives include less development on the project site than the Proposed Project (see pages R-33, R-49, R-64, and R-80 in the DEIR).

Comment R-3: It should be noted in the Alternatives Analysis section that Alternatives 1-5 would substantially lessen the long-term operational and cumulative air quality impacts when compared to those impacts resulting from the proposed project. To state that some of the air quality impacts would remain significant and unavoidable under each alternative discussion minimizes the degree to which impacts would be reduced through implementation of these other alternatives. This type of analysis appears to be inconsistent with CEQA Guidelines section 15126.6(d). The alternatives analysis should discuss the severity of the potential impacts to

provide "meaningful evaluation, analysis and comparison with the proposed project," as required by CEQA. (David A. Vintze, Placer County Air Pollution Control District, 10-6)

Response: The DEIR does provide a "meaningful evaluation, analysis and comparison with the proposed project." Table R-1 on page R-6 indicates that the air quality impacts of all of the alternatives would be less severe than the proposed project. The text throughout Chapter R explains which air quality impacts would remain significant, and why, and which mitigation measures would be applicable to the alternatives.

As stated on page R-8 of the DEIR, the No Project/No Development Alternative (Alternative 1) would eliminate the significant and unavoidable impacts identified for the Proposed Project, and no mitigation would be required. Alternative 2, the No Project/No Action Alternative would result in a less-than-significant operational air quality impact (Impact G-2) and the same less-than-significant impact identified for the Proposed Project (see page R-21 of the DEIR). The significant and unavoidable impact identified for Alternative 2 is a construction-related impact, not an operational or cumulative impact. The operational and cumulative impacts under Alternatives 3, 4 and 5 would remain significant and unavoidable, but to a lesser degree than the Proposed Project. This recognizes that impacts would be reduced. However, to state that the impacts would be "substantially" lessened or reduced to a less-than-significant level without modeling the alternative would be speculative.

Because some development would occur under Alternatives 2 through 5, substantial air emissions would be generated, particularly from construction activities, automobile use and woodstoves, fireplaces and landscaping equipment. Therefore, and the impacts for construction emissions and cumulative air emissions would remain significant and unavoidable, but would be less severe than the proposed project. The extent to the reduction in air emissions would be commensurate with the reduction in development levels.

Comment R-4: Citadel Equities Group is in the process of acquiring the 156-acre Herman Miller property included in the NWRA project. Our comment on the DEIR pertains to the Alternatives to the Project. On page R-23, the second paragraph states that under the No Action/Existing Development Alternative the water distribution system required for the build-out of the area would be similar to that proposed under the Proposed Project.

This statement suggests that the distribution system to supply 4,337 residential units with water is similar to one required to supply a 140-house system (if one was needed at all for houses on well systems). Delivery of 4.56 million gallons per day to residential units clearly requires a larger and more extensive system than the alternative. The DEIR statement should be modified to state that the water distribution system required for the No Action/Existing Development Alternative will be significantly smaller in scope. (Bradley Cutler, Citadel Equities Group, 18-1)

Response: The comment is correct. The first sentence in the fifth full paragraph on page R-23 is revised to read:

The No Action/Existing Development Alternative would require the construction of a new water distribution system, similar in design but smaller than required by the

Proposed Project, and Impact J-2 would remain a less-than-significant impact, with mitigation.

Comment R-5: In conclusion, it appears that the proposed Sunset Ranchos project is entirely too large in scope; its density needs to be decreased drastically. This project as currently planned would fit nicely in the heart of Los Angeles County; it is totally inappropriate for the rural/ agricultural area in which it is proposed. If there is to be a project, I urge you to consider an alternative--a reduced density project that reflects the atmosphere and flavor of Placer County. Thank you. (Marilyn Jasper, Clover Valley Foundation, 20-6)

Response: The commentor's preference for a reduced-density project is hereby forwarded to the decision-makers for their consideration. It should be noted that the Proposed Project is situated between existing and rapidly developing areas in Lincoln, Rocklin, and the Sunset Industrial Area. This location is not considered rural in nature.

Comment R-6: Since the Draft EIR does not include an alternative based on Smart Growth principles, the next best alternatives are #1(no project/ no development) and #2 (no project/ no action), since these are the least environmentally damaging alternatives. We do not support the annexation of the Sunset Ranchos project (including the Highway 65 Corridor and Parcel K) into the City of Rocklin. These properties should remain part of unincorporated Placer County and maintain their current zoning and land use designations. (Sharon P. Cavallo, Placer Group Sierra Club, 21-12)

Response: The comment is noted. The preference for Alternatives 1 or 2 will be forwarded to the decisionmakers for their consideration.

Comment R-7: The proposed project will not benefit existing Rocklin residents. The proposed project instead will negatively impact existing Rocklin residents by increasing traffic, air pollution, increased demands on police, fire, streets, and other city services. The City Council and Planning Commission members should not vote to submit a formal request for annexation to LAFCO. Instead another alternative should be endorsed. Alternative 2 No project/No action would allow development of the project area according to Placer County designations. This alternative would have far less negative impact on existing Rocklin residents. (Tony Rakocija, 26-12)

Response: The comment's support for the No Project/No Action alternative is hereby forwarded to the decision-makers.

Comment R-8: Section R "Alternatives to the Proposed Project" (Page R-80) concludes that the No Project or No Development Alternative is considered the Environmentally Superior Alternative. The second best alternative was found to be Alternative #4. The DEIR states that ALT #4 would be generally consistent with the General Plan direction regarding growth and with project objectives. The DEIR needs to explain why an alternative was not analyzed that proposed less residential units than Alternative #4. It would appear that most of the City's and Grupe's objectives could be met with much less density resulting in less significant impacts. An example of a less dense alternative would be to retain the current density for Parcel K and

reserve the ridgelines of the project for open space. This example mitigation would greatly improve the aesthetic concerns from the western boundaries of the City. (John Margowski, 28-1)

Response: The EIR analyzes five alternatives to the Proposed Project in Chapter R, Alternatives to the Proposed Action. Alternative 1 is the No Project/No Development Alternative, which assumes no development occurs on the site. The remaining four alternatives include buildout on the project site that is less dense than the Proposed Project. The alternatives include a range of development on the project site, from 123 new residential units under Alternative 2 to 4,022 new units under Alternative 5, the No Herman Miller Connection/Reduced Density Alternative. The lowest density alternative (Alternative 2) includes a substantial reduction (approximately 97-percent) in the number of units over the Proposed Project

The comment suggests an alternative that would retain the current density for Parcel K: The No Project/Existing Zoning Alternative (Alternative 2) would retain the existing density over the entire project site and would result in the construction of approximately 121 new dwelling units, light industrial, and business park uses. As stated on page R-19 of the DEIR, the impacts of this alternative would generally be less than those of the Proposed Project. Also, the elimination of houses on the ridgeline on the Parcel K portion of the project site would only reduce the number of residential units by 132 (approximately 3 percent). This reduction in dwelling units would not result in a significant reduction of traffic or air quality impacts. In addition, the visual resources impact would remain significant and unavoidable due to the conversion of a majority of the project site.

Whether any of the alternatives set forth in the EIR is "feasible" within the meaning of CEQA is for the Rocklin City Council to decide. In making that assessment, the Council may consider a variety of factors, and is permitted to engage in a reasonable balancing of competing social, economic, and environmental considerations. (See *City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d, 416-417.)

Comment R-9: Section R describes alternatives to the Proposed Project. We see little benefit to the community of Rocklin with the level of density proposed in the project and are concerned about the impacts that will not be mitigated. We strongly favor alternative proposals that meet the objectives of the City of Rocklin with the least amount of density. For example, Figure R-1 (page R-35) contains additional open space especially in the area just Northeast of Parcel K. This portion of the property is visually attractive, full of animal life such as deer [sic] and pheasants, lined with oak trees, and an abundance of seasonal wetlands. It would be a shame to develop this into a residential area. (Larry & Lori Hill, Craig & Joanna Larrew, 30-13)

Response The commentator's support for Alternative 3 is hereby forwarded to the decision-makers.

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S. CEQA CONSIDERATIONS

Comment S-1: It is our opinion that the cumulative impacts will be profound. (Denise Regnani, 29-12)

Response: Cumulative impacts are considered in Chapters E through Q of the DEIR, and summarized in Chapter S. As stated on page S-10, the project would contribute to significant and unavoidable cumulative impacts, including increased traffic congestion, increased air emissions, increased water use, changes in the visual character of the region, increased light and glare, and loss of wetlands and plant and wildlife habitats.

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V. MISCELLANEOUS COMMENTS

Comment V-1: This is to acknowledge that the State Clearinghouse has received your environmental document for state review. The review period assigned by the State Clearinghouse is:

Review Start Date: October 9, 2001
Review End Date: November 26, 2001

We have distributed your document to the following agencies and departments:

California Highway Patrol
Caltrans, District 3
Department of Conservation
Department of Fish and Game, Region 2
Department of Parks and Recreation
Department of Toxic Substances Control
Integrated Waste Management Board
Native American Heritage Commission
Office of Historic Preservation
Reclamation Board
Regional Water Quality Control Bd., Region 5 (Sacramento)
Resources Agency
State Lands Commission
State Water Resources Control Board, Division of Water Rights

The State Clearinghouse will provide a closing letter with any state agency comments to your attention on the date following the close of the review period. (Governor's Office of Planning and Research State Clearinghouse, Acknowledgment of Receipt, 2-1)

Response: The comment is noted. Letters from commenting agencies are included in this FEIR.

Comment V-2: The landscape along the Highway will mostly be incorporating local funds and the local council will guide progress. Locals are encouraged to consult with Caltrans Landscape Architecture Branch to seek out the status of the Corridor Masterplan that is currently under development. Although in its' earliest of stages, the Masterplan will assist in the regional development of highway vegetation consistency in a positive manner. (Jeffrey Pulverman, Caltrans, 4-8)

Response: The recommendation that the Caltrans Landscape Architecture branch be consulted regarding the SR 65 Master Plan for consideration of vegetation design within the Highway 65 right-of-way is hereby forwarded to the decision-makers for their consideration. In addition, the architectural character and landscaping of development along SR 65 will be guided by the Northwest Rocklin General Development Plan (GDP), which requires that buildings in non-residential areas, such as the SR 65 Corridor, emphasize architectural harmony in detail,

materials, textures, landscaping and signage, and that site and building design blend into the natural environment and topography (see page M-16 of the DEIR). The GDP would ensure that development along the SR 65 corridor is visually compatible with the existing and future built environment in that area.

Comment V-3: Thank you for the opportunity to provide comments on the Draft EIR. If you have any questions regarding these comments, please contact me at (530) 889-7581. (William J. Moore, P.E., Placer County Department of Public Works, 11-4)

Response: The comment is noted.

Comment V-4: The Placer County Department of Public Works, Land Development Division, appreciates the opportunity to review the above-mentioned project. We have completed our review of the information submitted and offer the following comment:

1. The Placer County Department of Public Works Land Development Division would appreciate the opportunity to review proposed developments as they occur within the boundaries of the Northwest Rocklin Annexation for areas of concern to Placer County.

If you have any questions or concerns, please do not hesitate to call me at (530)889.7584. (Phillip A. Frantz, P.E., Placer County Department of Public Works, 12-1)

Response: As requested, the Placer County Department of Public Works will be placed on the distribution list for notice of subsequent approvals for projects within the Northwest Rocklin area.

Comment V-5: There are several areas where we believe this DEIR is inadequate, misinterprets current situations and underestimates the extent of impacts. The most important impacts/inconsistencies that deserve much closer scrutiny include:

- a. Inconsistency with the 1994 Placer County General Plan
- b. Lack of assured water supply for this development
- c. Unacceptable cumulative degradation of regional air quality and traffic service levels
- d. Underestimation of impacts on native wildlife (Ed Pandolfino, Ph.D., Sierra Foothills Audubon Society, 19-1)

Response: Please see Responses to Comment E-6, J-5, F-19, F-20, F-21, G-6, Q-13, Q-14, Q-15, and Q-16 for responses to each of these items as they appear in this comment letter.

Comment V-6: Secondly, I am concerned that a "programmatic" EIR was prepared and not a "project" EIR. Without site-specific analysis and examination now, the modifications necessary to avoid premature commitment of environmental resources cannot be fully identified. The program level DEIR lacks in-depth analysis which may severely impact transportation, water quality, air quality, wildlife, plant life, and visual resources of the entire project.

The rationale stated for a programmatic DEIR includes terms such as "streamlining provisions," "limit the scope of environmental review," and "limit (future) examination." Instead of a good

faith effort to follow the intent of the California Environmental Quality Act (CEQA), this project leaves an impression of attempting to slip, or hurriedly slide, by the scrutiny intended by CEQA. (Marilyn Jasper, Clover Valley Foundation, 20-3)

Response: As stated on page A-1 of the DEIR, a Program EIR assesses the impacts of a series of actions that can be characterized as one project and are related in one or more of the four ways described in Section 15168(a) of the CEQA Guidelines:

- (1) Geographically;
- (2) As logical parts in a chain of contemplated actions;
- (3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or
- (4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

A Program EIR is appropriate for the proposed project because the project provides land uses and policies for development of a large plan area composed of three project areas—Sunset Ranchos, Parcel K and the SR 65 corridor—that are geographically connected, and will be governed by the general plan designations, zoning and General Development Plan that may be under the jurisdiction of the Rocklin City Council. The level of detail in the DEIR impact analysis and development of mitigation measures is consistent with the evaluation of a plan-level document in a Program EIR. The EIR analyzes the impacts of full buildout of the Northwest Rocklin area as a whole. The EIR also provides site-specific information about existing conditions where information is available (e.g., for biological and cultural resources in the Sunset Ranchos area), particularly physical resources. However, in many instances, specific, development-related impacts on those resources cannot be determined until subsequent design phases. As stated on page A-2 of the DEIR, as the City considers individual projects within the Northwest Rocklin area, the appropriate level of CEQA compliance will be conducted. For these reasons, the City is complying with CEQA for the current project as proposed, and will comply with CEQA for future projects.

Comment V-7: Thank you for the opportunity to comment on the above referenced Draft Environmental Impact Report (DEIR). As an adjacent property owner, Whitney Oaks appreciates the efforts that the City of Rocklin is taking to comprehensively plan one of the last remaining tracts of land within the City's sphere of influence. Our comments will focus on some minor issues that should be clarified within the DEIR. (Peter M. Bridges, Whitney Oaks, 22-1)

Response: The comment is noted.

Comment V-8: We are writing to you to express our concern with the Sunset Ranchos Development. It was our understanding that when we purchased our home (4902 Bradford Place) in December 2000, it would be years before the 1,874 acre property directly behind us would ever be developed. If and when the development took place the following conditions would apply: We would not have any development for at least 180 feet directly behind our house because it was designated as a water run off area, the area would be considered a green belt. The homes that would be built in the area, would be low density housing 9,000 to 20,000

square foot lots. Based on the proposed map, the homes that are planned to be built in the area behind our property are more like low income housing. We have very large and expensive homes around our property, and throwing in the homes that the city has planned, we feel will only decrease our property values. (Brian M. and Shawn C. Baie, 24-1)

Response: As stated on page E-2 of the DEIR, the current zoning for the Sunset Ranchos and Parcel K portions of the project site is Residential-Agriculture, with a 10-acre minimum parcel size. The conditions cited in the comment do not apply to the County's zoning. The commentor does not provide the source of the statements made above. If the project is approved and annexed to the City, the land uses would be changed to those described in Chapter B, Project Description, of the DEIR.

Property values are not within the purview of an EIR (see Responses to Comments E-3 and K-1), but the commentor's concern that property values could decrease as a result of the project is hereby forwarded to the decision-makers.

Comment V-9: Again, we want to state our opposition for the Sunset Ranchos development. We do not feel that this development is in the best interest of the city and its community. (Brian M. and Shawn C. Baie, 24-6)

Response: The comment's opposition to the Sunset Ranchos project is hereby forwarded to the decision-makers.

Comment V-10: We would like the commitments made by the City of Rocklin Planning Department on May 10, 1999 to be maintained (Please see Sunset Ranchos Annexation-Questions & Answers) Specifically see questions: "Will The Annexation Increase My Property Taxes?" and, "Will I Have To Pay Mello-Roos Taxes If Annexation Is Approved?" In these questions the City Council stated that: "It will not impose Mello-Roos taxes on property owners who do not develop their property. " and "Basic property taxes will remain as they currently are." (Haven T. Bays, 25-3)

Response: The comment's support for statements made in the May 10, 1999 document is hereby forwarded to the decision-makers. The answers to the questions in the May 10, 1999 document have not changed. Please note that the answer states that "Council decisions are usually made with public input. All property owners will be notified prior to such decisions being made."

Comment V-11: By way of background please note we currently have no plans to subdivide our 10.5-acre parcel. We have been toying with the idea of building a ranch on this parcel with a large main house (4,000 sq.ft.), mother-in-law quarters (1,500 sq.ft.), swimming pool, and a barn for horses. With a lot of hard work and an investment of about \$500,000, this parcel will be worth millions. We see this parcel as being in a perfect location for an executive residence. Being on a planned four-lane thoroughfare is a plus. This is a great location for our dreams. (Haven T. Bays, 25-4)

Response: The comment's opposition to the Sunset Ranchos project is hereby forwarded to the decision-makers.

Comment V-12: Parcel 117 shows the name of K. Yorde. If that is Ken Yorde, who is a city council member, then he should recuse himself from any decisions on the project, as that would represent a conflict of interest. Any other council member or planning commissioner who owns property or would profit from the development of the project would also be in conflict of interest and should recuse their selves from any decisions concerning the proposed project. (Tony Rakocija, 26-13)

Response: The comment is noted.

Comment V-13: We further endorse the comments of Mr. Rakocija regarding overall impacts of the proposed project on transportation, public services, schools, visual resources and alternatives. (Erik and Hillary Vos, 27-5)

Response: The commentor's support for comments made by Mr. Rakocija are hereby forwarded the decision-makers. For responses to Mr. Rakocija's comments please see Responses to Comments F-31, F-32, F-33, F-34, J-13, K-5, K-6, K-7, M-2, and R-7.

Comment V-14: In closing, we feel strongly that Parcel K should be considered on its own merits as much as possible. We urge the Planning Commissioners and City Council members to include a visit to Parcel K when they make their on-site inspection of the area, as it was indicated they would do at the Public Hearing on November 14, 2001. (Erik and Hillary Vos, 27-7)

Response: Several members of the Planning Commission and the City Council participated in a field visit to the project site on January 15, 2002. Parcel K was specifically included as a destination point during the field visit. The recommendation that Parcel K be considered on its own merits, is hereby forwarded to the decision-makers. As noted in Response to Comment M-3, Parcel K will be subject to subsequent CEQA review, as appropriate, when a tentative subdivision map application is submitted for the site.

Comment V-15: I further endorse the comments of Mr. Rakocija regarding overall impacts of the proposed project on transportation, public services, schools, visual resources and alternatives. (Denise Regnani, 29-6)

Response: The commentor's support for comments made by Mr. Rakocija are hereby forwarded to the decision-makers. For responses to Mr. Rakocija's comments please see Responses to Comments F-31, F-32, F-33, F-34, J-13, K-5, K-6, K-7, M-2, and R-7.

Comment V-16: It is for the above-mentioned reasons I oppose the development of Parcel K. (Denise Regnani, 29-13)

Response: The comment's opposition to the development of Parcel K is hereby forwarded to the decision-makers.

Comment V-17: We would like to thank the City of Rocklin and EIP Associates for making available the Draft EIR for the Northwest Rocklin Annexation/Sunset Ranchos (SCH#99102012). Listed below you will find our concerns and requests. Feel free to contact us

with any questions you may have regarding our comments. (Larry & Lori Hill, Craig & Joanna Larrew, 30-1)

Response: The comment is noted.

Comment V-18: We would also like to endorse the comments that have been submitted by Mr. Tony Rakocija as well as Mr. and Mrs. Eric and Hilary Vos. (Larry & Lori Hill, Craig & Joanna Larrew, 30-2)

Response: The support for comments made by Mr. Rakocija and Mr. and Mrs. Vos are hereby forwarded to the decision-makers. Please see Responses to Comments F-31, F-32, F-33, F-34, J-13, K-5, K-6, K-7, M-2, R-7 for responses to the comments submitted by Mr. Rakocija and Responses to Comments F-35, I-2, J-14, J-15, M-3, V-13 and V-14 for responses to the comments submitted by Mr. and Mrs. Vos.

Comment V-19: Council Member Lund reminded the public that written comments on the Draft EIR could be submitted until 5:00 p.m. on Monday, November 26, 2001. (Council Member Lund, Public Hearing, 34-1)

Response: The comment is noted.

Comment V-20: Suggested that a site tour of the North West Rocklin Annexation/Sunset Ranchos property be arranged for the Council and the Planning Commission. The public should be invited as well. (Commissioner Coleman, Public Hearing, 35-1)

Response; The comment is noted. The suggested field trip was conducted on January 15, 2002.

Appendices



Appendix A
Comment Letters





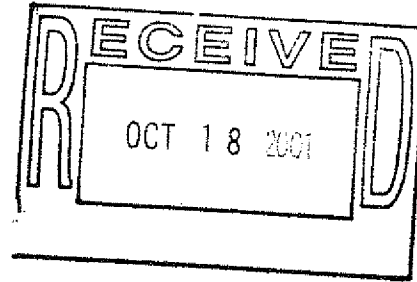
Department of Toxic Substances Control



Edwin F. Lowry, Director
1001 "I" Street, 25th Floor
P.O. Box 806
Sacramento, California 95812-0806

Winston H. Hickox
Agency Secretary
California Environmental
Protection Agency

Gray Davis
Governor



October 17, 2001

Sherri Abbas/Laura Webster
City of Rocklin
3970 Rocklin Road
Rocklin, California 95677

Re: NW Rocklin Annexation/Sunset Ranchos

The Department of Toxic Substances Control (DTSC) is in receipt of the environmental document identified above. Based on a preliminary review of this document, we have determined that additional review by our regional office will be required to fully assess any potential hazardous waste related impacts from the proposed project. The regional office and contact person listed below will be responsible for the review of this document in DTSC's role as a Responsible Agency under the California Environmental Quality Act (CEQA) and for providing any necessary comments to your office:

1-1

James Tjosvold
Site Mitigation Branch
8800 Cal Center Drive
Sacramento, California 95826-3200

If you have any questions concerning DTSC's involvement in the review of this environmental document, please contact the regional office contact person identified above.

Sincerely,

Guenther W. Moskat, Chief
Planning and Environmental Analysis Section





Gray Davis
GOVERNOR

STATE OF CALIFORNIA

GOVERNOR'S OFFICE of PLANNING AND RESEARCH
State Clearinghouse

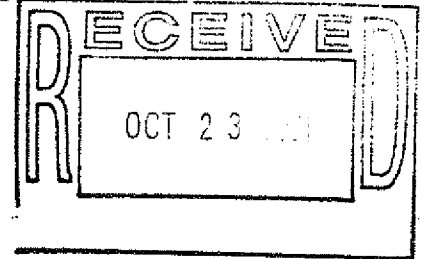
LETTER 2



Steven A. Nissen
DIRECTOR

ACKNOWLEDGEMENT OF RECEIPT

DATE: October 18, 2001
TO: Sherri Abbas
City of Rocklin
3970 Rocklin Rd.
Rocklin, CA 95677
RE: NW Rocklin Annexation / Sunset Ranchos
SCH#: 1999102012



This is to acknowledge that the State Clearinghouse has received your environmental document for state review. The review period assigned by the State Clearinghouse is:

Review Start Date: October 9, 2001
Review End Date: November 26, 2001

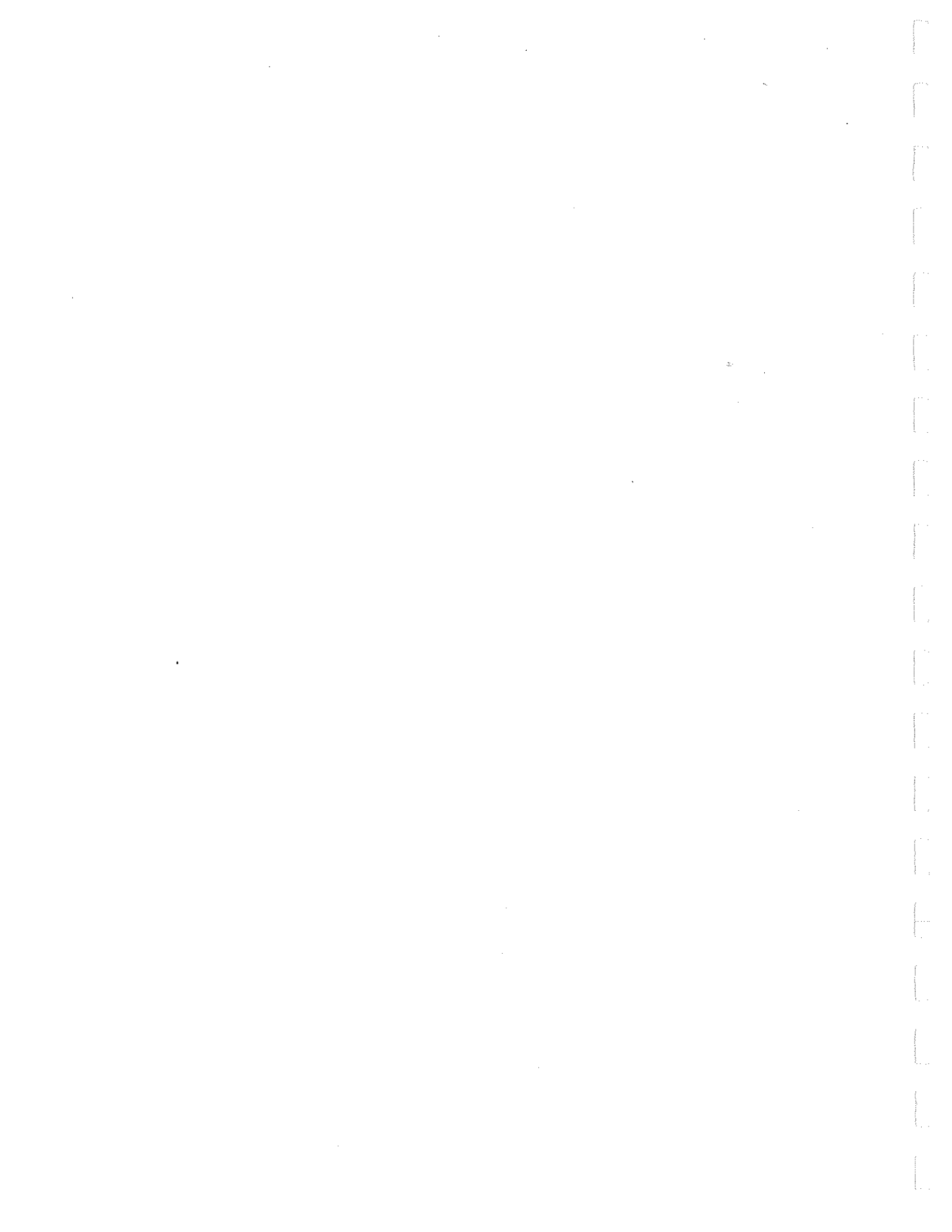
We have distributed your document to the following agencies and departments:

- California Highway Patrol
- Caltrans, District 3
- Department of Conservation
- Department of Fish and Game, Region 2
- Department of Parks and Recreation
- Department of Toxic Substances Control
- Integrated Waste Management Board
- Native American Heritage Commission
- Office of Historic Preservation
- Reclamation Board
- Regional Water Quality Control Bd., Region 5 (Sacramento)
- Resources Agency
- State Lands Commission
- State Water Resources Control Board, Division of Water Rights

2-1

The State Clearinghouse will provide a closing letter with any state agency comments to your attention on the date following the close of the review period.

Thank you for your participation in the State Clearinghouse review process.





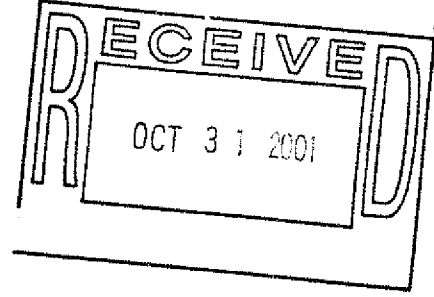
Department of Toxic Substances Control



Edwin F. Lowry, Director
8800 Cal Center Drive, Suite 350
Sacramento, California 95826

Justin H. Hickox
Agency Secretary
California Environmental
Protection Agency

Gray Davis
Governor



October 30, 2001

Ms. Sherri Abbas and Ms. Laura Webster
City of Rocklin
3970 Rocklin Road
Rocklin, California 95677

Northwest Rocklin Annexation/Sunset Ranchos - (SCH# 1999102012)

Dear Ms. Abbas and Ms. Webster:

The Department of Toxic Substances Control (DTSC) is in receipt of the California Environmental Quality Act (CEQA) Draft Environmental Impact Report (EIR) for the above referenced project. The Draft EIR describes in Section C, that prior to future development of the subject property, a Phase I Environmental Site Assessment (Phase I) will be performed to determine the potential for site contamination. Given that the property is proposed for a residential subdivision, including commercial and light industrial uses, parks, a high school and elementary schools, DTSC recommends that additional research be conducted as part of the Phase I to determine if prior agricultural activities have occurred on the property. Although DTSC does not regulate legally applied pesticides, if the property has been used for agricultural purposes, we strongly recommend that the site be tested for environmentally persistent organophosphate pesticides, such as DDT and metals before development of the subject property occurs.

3-1

If you have any questions, please contact me at (916) 255-3586.

Sincerely,

Steven Becker
Hazardous Substances Scientist

cc: See next page.

Ms. Abbas and Ms. Webster
October 30, 2001
Page 2

cc: Governor's Office of Planning and Research
State Clearinghouse
1400 Tenth Street
Sacramento, California 95814

Ms. Megan Cambridge, Chief
Expedited Remedial Action Program Unit
Department of Toxic Substances Control
8800 Cal Center Drive, Suite 350
Sacramento, California 95826-3200

DEPARTMENT OF TRANSPORTATION

DISTRICT 3, SACRAMENTO AREA OFFICE - MS 41

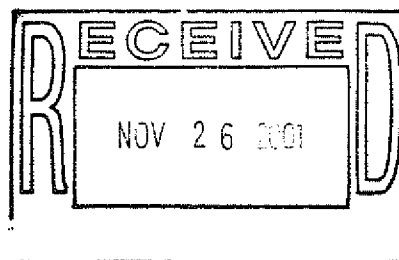
P.O. BOX 942874

SACRAMENTO CA 94274-0001

TDD Telephone (530) 741-4509

Facsimile (916) 323-7669

Telephone (916) 327-3859



November 21, 2001

01PLA0111

SCH#99102012

Northwest Rocklin Annexation (Sunset Ranchos)

Draft Environmental Impact Report

03PLA065 PM 9.569

Sherri Abbas
 City of Rocklin
 Planning Department
 3970 Rocklin Rd.,
 Rocklin, CA 95677-2720

Dear Ms. Abbas:

Thank you for the opportunity to comment on the proposed Northwest Rocklin Annexation (Sunset Ranchos). Our comments are as follows:

- The proposed development is to be commended for its favorable balance of land uses, including low-, medium-, high-density residential, public lands, commercial, light industrial, and business. Further, these land uses seem to be separated by suitable "buffers" even though they will be in close proximity to one another.
- The plan is to be commended for placing schools and parks within easy access of residential areas.
- The plan is to be further commended for extensions of bicycle and pedestrian travel networks through streets and open space, as well as its commitment to coordinate with Placer County Transit to provide needed transit services.
- The planned land use in the annexation area fits in relatively well with surrounding mixed land uses.
- Collecting fees for the future construction of SR65/Sunset Blvd. Interchange may not be sufficient to mitigate for the significant traffic impacts of the proposed project at the SR65/Sunset Blvd intersection. The Intersection is currently operating at Level of Service F. The City should consider phasing development commensurate with maintaining an acceptable level of service at the SR65/Sunset Blvd. intersection, until the SR65/Sunset Blvd. Interchange is built.

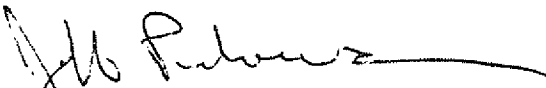
4-1

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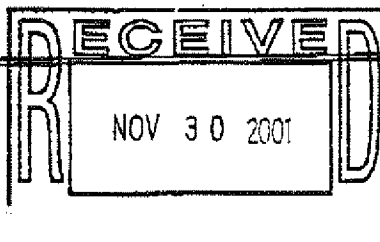
- Figure F-12 (Intersection 13) and the analysis of SR65/Suset Blvd Intersection, shows a dual left lane and a single right lane. The traffic volumes at this Intersection require a dual right and single left for the NB SR 65/Sunset Blvd. Intersection. 4-3
- The description of Alternatives does not match the Appendix D scenarios. Whether they are called Alternatives or Scenarios, the text in the DEIR and the Appendix should be consistent. 4-4
- Figure F-12 (A, B) corresponds to Alternative 2 (Scenario 1 in Appendix D), yet the level of Service Table F-9 shows LOS for Alternative 2 (Scenario 3 in Appendix D). Traffic volumes and lane configurations for all conditions should be provided. 4-5
- The project proposes to construct many detention basins within development area. Results of analysis show that the flows at SR 65 will be reduced as a result of the project. Of the greatest concern would be drainage to the north in Orchard Creek that drains west under SR 65. A hydraulic study will need to be completed to analyze the impacts on Orchard Creek and expected changes in flow or surface water elevation. 4-6
- The concerns of sound barriers adjacent to the highway constructed by developers within the R zones are of highest priority. Although individual developments phase in sound walls, over the years the highway tends to be ailed by various textures, heights, colors and sound suppression qualities. In the future we would like to see that sound walls proposed include vines, shrubs and tree planting which work as a comprehensive method that functions as a total and effective sound barrier. Soundwall design styles should be similar in kind. 4-7
- The landscape along the Highway will mostly be incorporating local funds and the local council will guide progress. Locals are encouraged to consult with Caltrans Landscape Architecture Branch to seek out the status of the Corridor Masterplan that is currently under development. Although in its' earliest of stages, the Masterplan will assist in the regional development of highway vegetation consistency in a positive manner. 4-8
- A Caltrans Encroachment Permit will be required for any work conducted within State right-of-way. Please contact Mr. Bruce Capaul, Caltrans, District 3 Office of Permits, at (530) 741-4408, for an application and assistance. 4-9

Please provide Caltrans with a copy of the hydraulic study and any final conditions of approval regarding this project. If you have any questions regarding these comments, please contact Jennifer Hayes at (916) 324-6634.

Sincerely,


JEFFREY PULVERMAN, Chief
Office of Regional Planning

DEPARTMENT OF FISH AND GAME
 SACRAMENTO VALLEY AND CENTRAL SIERRA REGION
 1701 NIMBUS ROAD, SUITE A
 RANCHO CORDOVA, CALIFORNIA 95670
 Telephone (916) 368-2900



November 26, 2001



Ms. Sherri Abbas
 Rocklin Planning Department
 3970 Rocklin Road
 Rocklin, CA 95677-2720

Dear Ms. Abbas:

The Department of Fish and Game (DFG) has reviewed the Draft Environmental Impact Report (SCH No. 99102012) pertaining to the Northwest Rocklin Annexation (Sunset Ranchos). This project proposes the annexation (to the City of Rocklin) and future development of 1,874 acres of unincorporated land. The project site is located in Northwest Rocklin near the intersection of Highway 65 and Sunset Blvd, Placer County.

4a-1

Significant natural resources in the project area include oak woodlands, unnamed wetlands, Orchard creek, and Pleasant Grove creek. Planned biological assessments for sensitive species and avoidance measures of significant natural resources should be adhered to as detailed in the Draft EIR. Permanent drainages, and wetlands should be protected by no less than a 100-foot buffer area on all sides of the habitat and intermittent drainages and wetlands should be protected by no less than a 50-foot buffer area. The EIR should discuss and provide mitigation for the following:

1. The project's impact upon fish and wildlife and their habitat. The EIR should contain information about the amounts and kinds of habitat present on the project site and how these habitats will be affected. 4a-2
2. The project's impact upon significant habitat such as wetlands, vernal pools and riparian areas. The project should be designed so that impacts to wetlands are avoided. Mitigation should be provided for unavoidable impacts based upon the concept of no-net-loss of wetland habitat values or acreage. 4a-3
3. The project's impact to special status species including species which are state and federal listed as threatened and endangered. 4a-4
4. The project's growth-inducing and cumulative impacts upon fish, wildlife, water quality, and vegetative resources. 4a-5
5. The EIR should provide an analysis of specific alternatives which reduce impacts to fish, wildlife, water quality, and vegetative resources. 4a-6
6. The project should be designed so that the loss of oak trees is avoided. Every effort should be made to retain "heritage" oaks, that is, oaks in 4a-7

excess of 24 inches dbh. Retained oaks should be protected. If the loss of oak trees is unavoidable, then a mitigation plan should be developed which includes but is not limited to the following:

4a-7
Cont.

- a. Establishment and maintenance procedures to restore the canopy cover, spatial arrangement, age class distribution and species composition of the oak woodland lost.
- b. Oak seedlings or acorns obtained from local genetic stock.
- c. A restoration site located within contiguous areas of no less than five acres and adjacent to undisturbed or preserved oak woodlands.

7. The EIR should contain an evaluation of the proposed project's consistency with the applicable land use plans, such as General Plans, Specific Plans, Watershed Master Plans, Habitat Conservation Plans, as well as, existing U.S. Army Corps of Engineers permits or Fish and Wildlife Service Biological Opinions.

4a-8

The EIR should consider and analyze whether implementation of the proposed project will result in reasonably foreseeable, potentially significant impacts subject to regulation by the DFG under section 1600 et seq. of the Fish and Game Code. In general, such impacts result whenever a proposed project involves work undertaken in or near a river, stream, or lake that flows at least intermittently through a bed or channel, including ephemeral streams and water courses. Impacts triggering regulation by the DFG under these provisions of the Fish and Game Code typically result from activities that:

4a-9

- Divert, obstruct, or change the natural flow or the bed, channel or bank of a river, stream, or lake;
- Use material from a streambed; or
- Result in the disposal or deposition of debris, waste, or other material where it may pass into a river, stream, or lake.

In the event implementation of the proposed project involves such activities, and those activities will result in reasonably foreseeable substantial adverse effects on fish or wildlife, a Lake or Streambed Alteration Agreement (LSAA) will be required by the DFG. Because issuance of a LSAA is subject to review under the California Environmental Quality Act (CEQA), the EIR should analyze whether the potentially feasible mitigation measures set forth below will avoid or substantially reduce impacts requiring a LSAA from the DFG.

4a-10

1. Protection and maintenance of the riparian, wetland, stream, or lake systems to ensure a "no-net-loss" of habitat value and acreage. Vegetation removal should not exceed the minimum necessary to complete operations.

2. Provisions for the protection of fish and wildlife resources at risk that consider various life stages, maintain migration and dispersal corridors, and protect essential breeding (i.e., spawning, nesting) habitats.
3. Delineation of buffers along streams and wetlands to provide adequate protection to the aquatic resource. No grading or construction activities should be allowed within these buffers.
4. Placement of construction materials, spoils, or fill, so that they cannot be washed into a stream or lake.
5. Prevention of downstream sedimentation and pollution. Provisions may include but not be limited to oil/grit separators, detention ponds, buffering filter strips, silt barriers, etc., to prevent downstream sedimentation and pollution.
6. Restoration plans must include performance standards such as the types of vegetation to be used, the timing of implementation, and contingency plans if the replanting is not successful. Restoration of disturbed areas should utilize native vegetation.

4a-10
Cont.

Finally, in the event implementation of the proposed project will involve activities and impacts requiring a LSAA, please contact the DFG's Sacramento Valley-Central Sierra Regional office for a notification packet and fee schedule for a LSAA.

4a-11

This project will have an impact to fish and/or wildlife habitat. Assessment of fees under Public Resources Code Section 21089 and as defined by Fish and Game Code Section 711.4 is necessary. Fees are payable by the project applicant upon filing of the Notice of Determination by the lead agency.


4a-12

Pursuant to Public Resources Code Sections 21092 and 21092.2, the DFG requests written notification of proposed actions and pending decisions regarding this project. Written notifications should be directed to this office.

4a-13

Thank you for the opportunity to review this project. If the DFG can be of further assistance, please contact Mr. Jason Holley, Associate Wildlife Biologist, at (209) 984-7323 or Ms. Terry Roscoe, Habitat Conservation Supervisor, at (916) 358-2883.

Sincerely,


for Larry L. Eng, Ph.D.
Assistant Regional Manager
Wildlife, Fisheries and Environmental Programs

Ms. Sherri Abbas
November 26, 2001
Page Four

cc: State Clearing House
1400 Tenth Street
Sacramento, CA 95814

Ms. Terry Roscoe
Mr. Jason Holley
Department of Fish and Game
1701 Nimbus Road, Suite A
Rancho Cordova, CA 95670



SUTTER COUNTY
COMMUNITY SERVICES DEPARTMENT

Animal Control
Building Inspection
Emergency Services
Environmental Health
Fire Services
Planning

Rich Hall, Director
Larry Bagley, Assistant Director,
Permitting Services
Chuck Vanevenhoven,
Fire Services
Mike Harrold,
Emergency Services

November 9, 2001

Sherri Abbas, AICP
Planning Services Manager
City of Rocklin
3970 Rocklin Road
Rocklin, CA 95677-2720

Re: Draft EIR for North West Rocklin Annexation/Sunset Ranchos (SCH#99102012)

Dear Ms. Abbas:

Thank you for providing Sutter County the opportunity to review the above document. After reviewing the draft Environmental Impact Report (DEIR), the County of Sutter has the following comments.

The City of Rocklin should comply with the Placer County Flood Control and Water Conservation District (PCFCWCD) Storm Water Management Manual that requires a 10 percent reduction in pre-development peak flow rates for 100-year and smaller storms. In the DEIR, it proposes to reduce the post development flows to only 10% of the difference between pre and post development. This does not meet the Placer County requirement and Sutter County finds this unsatisfactory. In addition, the project does not propose mitigation for all storms of 100 years or less. Sutter County will not accept any increases in peak flows or stage levels. Placer County cities (Roseville, Rocklin, and Lincoln) have been developing at a rapid pace. As the recipient of increased upstream flows of runoff from each of these cities, Sutter County views this as a significant impact. Sutter County will not accept increases to downstream flows.


5-1

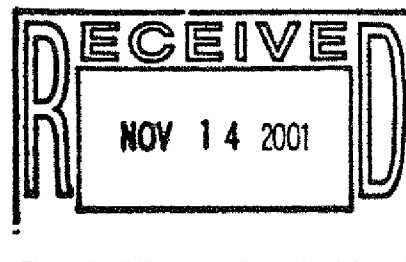
The DEIR does not directly address what will happen to the existing detention basins. In the analysis of the 100-year flood plain, were these considered as remaining in place or modified? Will the detention basins mentioned to mitigate downstream flood impacts be new or modifications of the existing basins? Please indicate if additional detention is intended for this proposal.

5-2

Please include Sutter County on the distribution list for the Final EIR.

Sincerely,

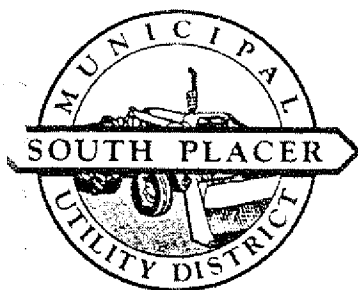

Douglas G. Libby, AICP
Associate Planner



DGL:gsg

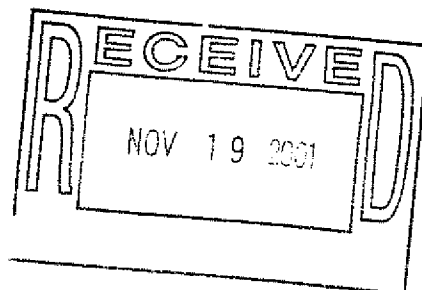
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South Placer Municipal Utility District

P.O. Box 45 - 3671 Taylor Road
 LOOMIS, CALIFORNIA 95650
 Phone (916) 652-5877



November 15, 2001

City of Rocklin
 Community Development Department
 3970 Rocklin Road
 Rocklin, CA 95677-2720

Attention: Ms. Sherri Abbas

Subject: Draft EIR:
 North West Rocklin Annexation
 Sunset Ranchos
 (SCH #99102012)

Dear Sherri:

SPMUD has reviewed the Draft E.I.R. for the above project, and offers the following comment

Under J. Public Utilities, Wastewater, Impact J-7, Mitigation Measure JMM-7 (page J-19), and the last paragraph of its discussion area (page J-22): Although improvements to the sewer pipes (off-site) outside the project area would occur within the existing easements, the construction itself, at certain locations, may occur across or adjacent to creeks, waterways and riparian areas. Accordingly, Mitigation Measure JMM-7 should include provisions for the project applicant to obtain any required permits from Federal and State Agencies who have jurisdiction over construction activities within such areas.

6-1

Thank you for the opportunity to comment on the Draft E.I.R. If there are any questions, please don't hesitate to call.

Sincerely,

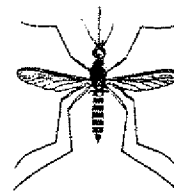
Richard R. Stein
 Project Administrator

RRS:jag



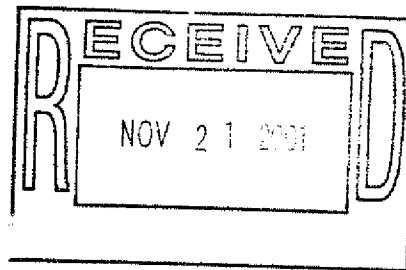
Placer Mosquito Abatement District

Lincoln • Loomis • Rocklin • Roseville • Placer County at Large



November 19, 2001

Mr. George Djan, Senior Planner
City of Rocklin
Community Development Department
3970 Rocklin Road
Rocklin, CA 95677



Re: Marchbrook-Sunset Ranchos Project – General Plan Amendment, Pre-zoning,
General Development Plan and Annexation

Dear Mr. Djan:

In the short time I've had to review this document, I have identified three areas of concern for mosquito control:

1. Catch Basins-Storm Drain System: These are historic mosquito-breeding habitats.
2. Local Wetlands: Degradation of these areas due to urbanization creates moderate to severe mosquito problems including an increased potential for disease transmission.
3. Detention Basins: These structures have shown a high potential for mosquito production. It can be mitigated by utilizing design criteria which facilitates complete drainage following storm events.

I would like to receive all future plans for this project. My future comments will deal with specifics as they are developed. Please include the Placer Mosquito Abatement District on your mailing list for EIRs and all notices involving development in Rocklin.

I am looking forward to making Rocklin a safer and more comfortable place to live.

Respectfully,

Charles H. Dill
Manager-Biologist

cc: Harlin Smith, Trustee

7-1

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**PLACER COUNTY
FLOOD CONTROL AND WATER CONSERVATION DISTRICT**

TIM HACKWORTH, Executive Director
LESLIE GAULT, District Engineer
ANDREW DARROW, Development Coordinator
CHRISTINA DALY, District Secretary

November 21, 2001

Sherri Abbas, Planning Services Manager
City of Rocklin
3970 Rocklin Road
Rocklin, CA 95677-2720

RE: Northwest Rocklin Annexation (Sunset Ranchos) / Draft Environmental Impact Report

Dear Sherri:

We have reviewed the Draft Environmental Impact Report dated October 2001 for the subject project and have the following comments. We previously commented on the subject project in a letter dated November 5, 1999.

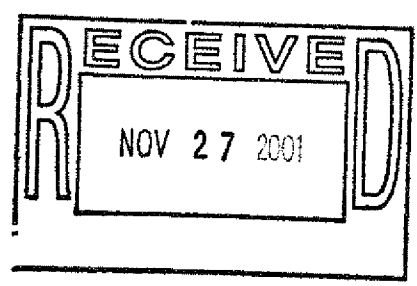
- 1. The applicant is proposing mitigation measures (onsite detention) for increases in peak flows within the Pleasant Grove and southern Orchard Creek watersheds, but not the northern Orchard Creek watersheds. Please have the applicant provide supporting analyses and data for not providing detention within the watersheds flowing to the City of Lincoln. 8-1
- 2. The applicant states that mitigation for increases in volume runoff is not necessary at the project level since the increases appear to be insignificant. It is the District's opinion that the proposed increase (260 acre-feet) is significant on a cumulative basis. We request that mitigation measures be proposed for these increases in volume runoff. 8-2

We request that future environmental documents be submitted for our review when they become available. Please call me at (530) 889-7303 if you have any questions regarding these comments.



Andrew Darrow, P.E.
Development Coordinator

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LETTER 9

TRUSTEES

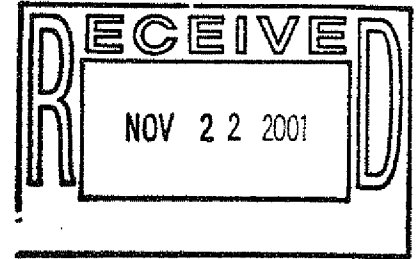
ROBERT SCHEIBER
RICHARD F. TARESH
ROY C. OSTERLI II
WILLIAM P. HUDSON
JAMES L. SPANGLER

OFFICERS
WILLIAM P. HUDSON, PRESIDENT
ROY C. OSTERLI II, VICE PRESIDENT
DONALD WHITE, SEC. - MANAGER

OFFICE OF
BOARD OF TRUSTEES OF
RECLAMATION DISTRICT No. 1001

1959 CORNELIUS AVENUE
RIO OSO, CALIFORNIA 95674
530 656-2318 or 530 833-2586
FAX 530 656-2165

Planning Department
Community Development
City of Rocklin
3970 Rocklin Road
Rocklin, CA 95677



Attention: Laura Webster
Senior Planner

November 21, 2001

Subject: Draft EIR for Northwest Rocklin Annexation
Sunset Ranchos (SCH# 99102012)

Reclamation District 1001 is a local government agency located in Sutter County. The District facilities convey all storm water runoff from south Placer County to the Sacramento River with the exception of the Dry Creek watershed. All water runoff from this Annexation will flow through the District.

There is misconception that all normal rainfall runoff flows through the District canals to the Sacramento River without causing the District any problems. Only the larger streams are directly connected. There are a number of culverts under the Western Pacific Railroad that flow into the protected area of the District and these waters have to be pumped. The development within Auburn Ravine, which includes Orchard Creek, is causing noticeable increased pumping for the District. Small flood flows are coming out of the stream channels. The number of low flow events is increasing due to the urban development. Not only is the number of small flow events increasing, but the peak flows are so increasing even with detention facilities in place.

9-1

This Draft EIR Preliminary Drainage Plan, Appendix H, assumes that the Lincoln Drainage Plan is acceptable as a Master Drainage Plan by the Placer County Flood Control District for Auburn Ravine-Orchard Creek watershed. Therefore detention requirements will be reduced or not required. We do not recall the Lincoln Drainage Plan providing for the development of Orchard Creek beyond the Lincoln boundaries. Nor do we recall that the Lincoln Drainage Plan being accepted by the Placer Flood Control District as a Regional Master Drainage Plan. There isn't any current Master Watershed Drainage Plan that includes Lincoln, Rocklin, Placer County and the Industrial Area.

9-2

The peak flows from the 2, 5, 10, 25, 50 and 100-year events below the confluence of Auburn Ravine and Orchard Creek is the focus of the Lincoln Drainage studies and is the important point for Sutter County and the District. The City of Lincoln is placing various controls in Orchard Creek and in other watersheds to reduce the peak flows below the

9-3

confluence of Orchard Creek and Auburn Ravine. **Doubling** of the peak flows in Orchard Creek from this project cannot be offset by reduction of flows in Pleasant Grove Creek. Higher peak flows cause the District additional pumping. These impacts are significant and are not being mitigated.

↑
9-3

We are concerned that the loss of initial storage of the watershed is not being accounted for and the stormwater volume increase is understated. This includes the loss of native ground cover, depressions and vernal pools.

9-4

We strongly disagree that the increase of 260 Acre Feet of stormwater has no impact and does not need mitigation. The CH2Mhill study did say the height of flood waters from Placer County development would increase somewhat less than one foot, it also said that this would increase flooding of a very large area. That study was not a detailed study of the flooding conditions within Sutter County and concentrated on the 100-year event. There are critical elevations within the system. For example if the flood waters of Auburn Ravine and Coon Creek stay below critical elevations during lesser events large areas containing homes will not flood.

9-5

The District Staff believe that it is possible that the volume problems within Sutter County could be solved within the operational areas of Reclamation District 1001.

The lack of mitigation measures proposed in this Draft EIR will exacerbate the impacts on the District. The District is impacted by:

- peak flood flows,
- increasing peak flow of the smaller floods,
- duration of flood flows,
- increased volume of flood flows,
- Increases in the number of the smaller flood events due to the increased efficiency of the drainage systems in the urban area and other modifications of the natural drainage systems.

9-6

Thank you for the opportunity to comment on this Draft EIR.

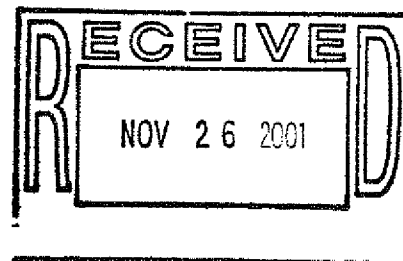
Fred Barnett
Fred Barnett
For RD 1001

CC: Don White Manager RD 1001
Mary Keller Sutter County
Leslie Gault PCFCD
Rodney Campbell, City of Lincoln



11464 B Avenue, Auburn, CA 95603 • (530) 889-7130 • Fax (530) 889-7107

Todd K. Nishikawa, Acting Air Pollution Control Officer



November 26, 2001

Laura Webster
City of Rocklin
Community Development Dept.
3970 Rocklin Road
Rocklin, CA 95677

Subject: Northwest Rocklin Annexation Draft Program EIR

Dear Ms. Webster:

The Placer County Air Pollution Control District (District) has completed its review of the Draft EIR for the above referenced project. In general, it appears that the air quality analysis accurately identifies and characterizes the potential air quality impacts resulting from implementation of this project. As you are aware, Placer County is classified as a "severe" non-attainment area for federal ozone standards, a serious non-attainment for State ozone standards and non-attainment for state Particulate Matter standards. In order to improve air quality and attain health based standards, it is necessary to reduce the amount of Reactive Organic Gases, Oxides of Nitrogen and Particulate Matter emissions generated within the non-attainment area. The rapid growth in population, vehicle usage, and business activity makes this a difficult task.

The 1994 Sacramento Area Regional Ozone Attainment Plan contains emission control strategies that were developed to bring the Sacramento area into attainment of federal ozone standards by 2005. The Plan includes strategies that must be implemented by the U.S. Environmental Protection Agency, the California Air Resources Board and local air pollution control districts. The Plan acknowledges that ARB and federal strategies alone will not be sufficient to meet the emission target for ozone attainment. Additional stationary and mobile source emission reduction programs at the local level will be needed in order to fill the gap. If the Sacramento Valley Air Basin (SVAB) does not attain standards by 2005, the region could lose federal transportation funds and result in an increase in the emission offset ratio that would make it more difficult for job producing new and existing stationary sources to operate in Placer County.

10-1

The District's specific comments on the Draft EIR are as follows:

- The Draft EIR references the Urbemis7G model outputs are in Appendix H. The Draft EIR the District reviewed did not have any appendices and the table of contents did not indicate that they were separately bound. The accuracy of the results or the appropriateness of the assumptions used in the model could not be verified.

10-2

- The PEIR states on Page A-4 that; "As provided in CEQA Guidelines, public agencies are charged with the duty to avoid or minimize significant environmental damage where feasible. In carrying out this duty, the public agency has an obligation to balance a variety of public objectives, including economic, environmental and social issues."

In reviewing the DPEIR, the District finds *that this projects' significant air quality impacts have not been adequately mitigated to the extent that CEQA requires.*

Feasible mitigation measures previously identified by the District that would substantially lessen this project's impacts have not been included in this DPEIR. In addition, no analysis has been provided to indicate that these measures are not considered to be feasible to implement by this project

The following is a list of mitigation measures that have been or will be implemented by other projects within Placer County and are considered feasible for this project to implement.

- Prohibit open outdoor burning throughout the annexation area.
- Require all homes be provided with state-of -the art wiring (i.e., fiber optics) to encourage telecommuting.
- Install natural gas lines to all residential backyards to encourage use of natural gas barbecues.
- Prohibit any woodburning stoves/fireplaces from multi-family developments.
- Require Class 1 bicycle lockers at High Density Residential, Retail Commercial, Business Professional and Light Industrial land uses.
- Construct Park and Ride lots adjacent to Highway 65 on/off ramps.
- Install one conductive and one inductive electric vehicle charging station at all non-residential land uses.
- The project should be required to participate in the District's offsite mitigation program. The District's offsite mitigation program is modeled after the existing Sacramento Emergency Clean Air Transportation (SECAT) program and the District's DMV vehicle surcharge incentive program. These programs provide monetary incentives to sources of air pollutant emissions within the Sacramento Valley Air Basin that are not required by law to reduce their emissions. Some of the projects include retrofitting existing on-road heavy duty diesel engines and off-road heavy duty diesel equipment with cleaner burning engines, retrofitting or purchasing new low emission agriculture pumps and transit vehicles, installing CNG fueling infrastructure or other similar measures.

10-3

In lieu of each individual project implementing their own offsite mitigation program, an applicant can choose to pay an equivalent amount of money into the District's Offsite Air Quality Mitigation Fund. The District uses this money as described above to provide monetary incentives to sources of air pollutant emissions within the Sacramento Valley Air Basin that are not required by law to reduce their emissions. Therefore, the emission reductions are real, quantified and implement provisions of the 1994 State Implementation Plan.

10-4

The offsite mitigation program is being implemented by numerous projects in Placer County. Below is a partial list of these projects:

1. Lincoln Crossing Specific Plan will implement of an offsite mitigation program to reduce 20% of the project's ozone precursor emissions to be coordinated through the District.
2. The Winchester residential (435 homes) and golf development in Meadow Vista will pay \$80,000 (\$60,000 paid to date) into the District's Air Quality Mitigation Fund to reduce ozone and particulate matter emission within the SVAB. Projects funded include non-EPA woodstove replacement and purchase of a chipper to be used at residences.
3. Shamrock Granite Bay Business Park has paid into the Air Quality Mitigation fund \$11,313 to reduce ozone precursor emissions within the SVAB. Projects funded include gas lawn mower replacement with battery powered.
4. The Lahontan residential project has paid over \$136,000 into the Air Quality Mitigation fund to reduce ozone precursor and particulate matter emissions in the Mountain Counties Air Basin (MCAB). Projects funded include non-EPA woodstove replacement.
5. The Bigsprings @ Northstar residential project has paid over \$70,000 into the Air Quality Mitigation fund to reduce ozone and particulate matter emissions in the MCAB. Projects funded include non-EPA woodstove replacement.
6. Intrawest @ Squaw Valley mixed use development will pay \$124,800 (\$62,400 paid to date) to reduce ozone and particulate matter emissions in the MCAB. Projects funded include CNG fueling infrastructure.
7. If approved by the Placer County Board of Supervisors, the Bickford Ranch project will pay \$415,000 into the Air Quality Mitigation fund to reduce ozone precursor emissions in the SVAB.

10-4

The changes in land use and zoning designation associated with the proposed project will result in an increase of 5176 pounds per day of ozone precursors when compared to existing designations (Table G-7, Page G-19). This substantial increase in emissions will severely impact the District's ability to attain and maintain health based ambient air quality standards. This project should be required to participate in the District's Offsite Air Quality Mitigation program in order for this project to substantially lessen its air quality impacts and to comply with CEQA Guidelines 15040 (c) and 15041(a).

10-5

This project could substantially lessen its air quality impacts if it only reduced its increase in vehicle emissions (497 ppd of ROG & NOx) through the Offsite Air Quality Mitigation program. Based on a cost effectiveness of \$15,000 per ton of nitrogen oxide emissions reduced, the applicant would have to fund approximately \$671,000 (497 pounds per day of NOx, 180 days per ozone season, or approximately 45 tons of NOx @ \$15,000/ton) through their own offsite program administered by the District or contribute this amount into the

District's existing Offsite Air Quality Mitigation program. This amount would be equal to approximately \$150 per dwelling unit based on the 4,469 new dwelling units proposed.

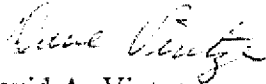
10-5

- It should be noted in the Alternatives Analysis section that Alternatives 1-5 would substantially lessen the long-term operational and cumulative air quality impacts when compared to those impacts resulting from the proposed project. To state that some of the air quality impacts would remain significant and unavoidable under each alternative discussion minimizes the degree to which impacts would be reduced through implementation of these other alternatives. This type of analysis appears to be inconsistent with CEQA Guidelines section 15126.6(d). The alternatives analysis should discuss the severity of the potential impacts to provide "meaningful evaluation, analysis and comparison with the proposed project", as required by CEQA.

10-6

Thank you for the opportunity to comment on this project. If you have any questions or concerns please call me at (530) 889-7131.

Sincerely,



David A. Vintze
Associate Air Quality Planner

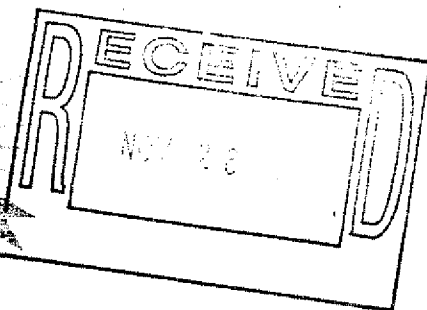
COUNTY OF PLACER

DEPARTMENT OF PUBLIC WORKS

11444 B AVENUE / AUBURN, CALIFORNIA 95603-2603
 TEL: 530/889-7500 / FAX: 530/889-7544
 www.placer.ca.gov/works / publicworks@placer.ca.gov



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November 26, 2001

Ms. Sherri Abbas, Principal Planner
 City of Rocklin
 Community Development Department
 3970 Rocklin Road
 Rocklin, CA 95677

Subject: Northwest Rocklin Annexation (Sunset Ranchos) Draft EIR

Dear Ms. Abbas:

The Transportation Division of the Public Works Department has reviewed the DEIR for above referenced project and request the following comments be addressed in the Final EIR.

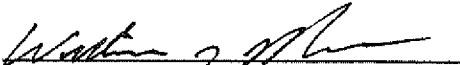
- The DEIR indicates that the project will participate in funding of the Sunset Interchange through the Highway 65 Joint Powers Authority (JPA). While we believe this is appropriate, it should be noted that it is likely that the technical analysis will need to be updated to reflect the proposed project land uses. The project applicant should be responsible for funding any additional technical studies needed to update the JPA structure. 11-1
- The DEIR relies on the construction of both the Sunset Boulevard and Whitney Boulevard interchanges under cumulative conditions. While, not specifically identified in the DEIR, it is our understanding that the project is examining development thresholds that could occur before these interchanges are needed. Future site-specific approvals need to be based on the level of development that could occur prior to exceeding the level of service policy thresholds. 11-2
- The reported Level of Service and volume-to-capacity ratios in Table F-9 do not appear to be correct for the Industrial Avenue/Placer Corporate Center Drive intersection and the Industrial Avenue/South Loop Drive intersection. The table indicates substantially worse levels of service when comparing "no project" to "with project" conditions. The corresponding volumes in figures F-10B and F-12B do not appear to be correct. For example, the increase in traffic volumes on the southbound approach at the Industrial Avenue/South Loop Road intersection is not consistent with the increase in traffic at the Industrial Avenue/Placer Corporate Drive intersection. Please review and correct as appropriate. 11-3

Ms. Sherri Abbas, Principal Planner
City of Rocklin
Northwest Rocklin Annexation (Sunset Ranchos) Draft EIR
November 26, 2001
Page 2

Thank you for the opportunity to provide comments on the Draft EIR. If you have any questions regarding these comments, please contact me at (530) 889-7581.] 11-4

Sincerely,

County of Placer
Department of Public Works
T. D. Hackworth, Director

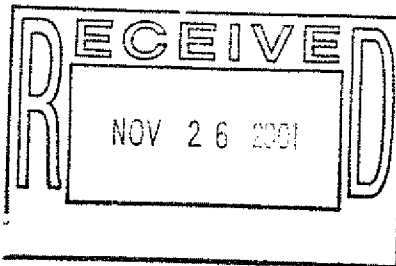

William J. Moore, P.E.
Associate Engineer

cc: Phil Frantz, Placer County DPW
Rob Jensen, Highway 65 JPA Staff (City of Roseville)



**PLACER COUNTY
DEPARTMENT OF PUBLIC WORKS**

Tim Hackworth, Acting Director
Wes Zicker, Deputy Director



November 26, 2001

Sherri Abbas
Planning Services Manager
City of Rocklin
3970 Rocklin Road
Rocklin, CA 95677-2720

**SUBJECT: NORTH WEST ROCKLIN ANNEXATION / SUNSET RANCHOS DRAFT
ENVIRONMENTAL IMPACT REPORT (SCH# 99102012)**

To Whom It May Concern:

The Placer County Department of Public Works, Land Development Division, appreciates the opportunity to review the above-mentioned project. We have completed our review of the information submitted and offer the following comment:

1. The Placer County Department of Public Works Land Development Division would appreciate the opportunity to review proposed developments as they occur within the boundaries of the Northwest Rocklin Annexation for areas of concern to Placer County.

12-1

If you have any questions or concerns, please do not hesitate to call me at (530) 889.7584.

Sincerely,

COUNTY OF PLACER
DEPARTMENT OF PUBLIC WORKS
T.D. HACKWORTH, ACTING DIRECTOR

PHILLIP A. FRANTZ, P.E.
ASSOCIATE CIVIL ENGINEER

Placer County Water Agency

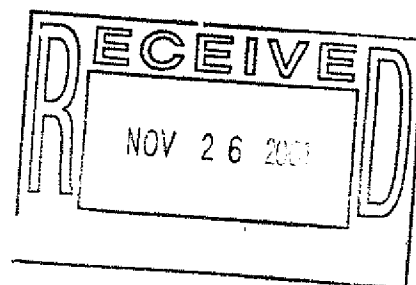
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A Public Agency

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 Ed Tiedemann, General Counsel

November 26, 2001



Sherri Abbas
 Planning Services Manager
 City of Rocklin
 3970 Rocklin Road
 Rocklin, CA 95677-2720

Subject: Sunset Ranchos Project – Surface Water Availability Update

The purpose of this letter is to provide the City of Rocklin with up-to-date information on water availability within the Agency's lower Zone 1 area in general, and for the Sunset Ranchos project specifically.

On March 13, 2001, the Agency Board of Directors released a discussion paper titled "Surface Water Supply Update for Western Placer County." The purpose of the discussion paper was to initiate a dialogue among land use representatives regarding Agency surface water policies for western Placer County. The paper concluded, with several significant assumptions, that the Agency's surface water supply entitlements match the current General Plans within the Agency's western Placer service area. The discussion paper posed a challenge for the Agency and the land use authorities to develop a comprehensive approach to deal with future General Plan amendment proposals.

The discussion paper assumptions were made to create a baseline from which to gage the capability of the Agency to meet future demands. The assumptions are: no significant increase in the use of groundwater; no increase in raw or treated water use efficiency; no significant increase in the use of reclaimed water; no significant increase in the delivery of surface water for agriculture; and full use of their contract supplies by San Juan Water District and the City of Roseville. These assumptions are very conservative, will not likely remain static, and changes would likely increase the overall effective water supply available to the Agency's service area.

Surface water availability has two components: 1) surface water entitlements; and 2) infrastructure capacity. This letter will build on the information contained in the Agency's March 13 discussion paper and will update both aspects of surface water availability in a way that also addresses the issues that will be required by SB 221 beginning in 2002.

13-1

SURFACE WATER ENTITLEMENTS

The Agency has several sources of surface water supply entitlements available to Zone 1.

1. The first is a surface water supply contract with PG&E for 100,400 acre feet annually (afa) of Yuba/Bear River water that is delivered through their Drum Spaulding hydro system. Water from this source has been delivered to western Placer County since the days of the gold rush, first for mining, then for agriculture and more recently for increasing urban development. This has been the Agency's primary source of supply since the Agency began retailing water in 1968. Prior to that PG&E was the retail water purveyor.

This source of water has a high reliability during normal, single-dry and multiple-dry years. For example, between 1987 and 1992 the state experienced 5 years of drought, during which many areas in the state had reduced supplies. During that period, the Agency had a full Yuba/Bear river supply each year. 1977 was the only year in which the Agency has had to impose drought restrictions on its customers due to reduced PG&E supply. The Agency has a drought contingency plan, published in its December 2000 Urban Water Management Plan, that it will implement in the event of future droughts severe enough to curtail its water supplies.

2. The Agency's second source of surface water for consumptive use is its Middle Fork Project (MFP) water rights. The water rights for the MFP authorize diversion and storage of up to 340,000 af in MFP reservoirs, and use of the stored water for both power production and consumptive use. In agreements with the United States, however, the Agency has agreed to restrict its consumptive use of its MFP to a maximum of 120,000 afa. The Agency's MFP water right permits provide that this water supply may be diverted from the American River at either Auburn or at Folsom Reservoir. The Agency has done extensive modeling of the MFP system to determine its reliability during drought events using California's hydrologic record, which dates back to 1921. The conclusion of that analysis is that the MFP can provide 120,000 afa, even in back-to-back years as severe as the 1977 hydrologic event.
3. The Agency's third source of surface water is its Central Valley Project (CVP) contract with the United States Bureau of Reclamation. This contract is for 35,000 afa of municipal and industrial (M&I) water. This water was originally to be provided to the Agency at Auburn Reservoir but the contract was amended in 1998 to provide for its diversion at Folsom Reservoir. Reclamation is currently renegotiating all of its water supply contracts. The Agency expects to include a provision in the renegotiated contract that would enable it to divert its CVP entitlement from the Sacramento River near the Sacramento Airport. This supply is predicted to have no greater than a 25% deficiency during single-dry and multiple-dry years.
4. The Agency also has a surface water contract to purchase up to 5,000 afa from South Sutter Water District (SSWD). This supply is only available when it is surplus to

SSWD's needs. Delivery is only available into the Auburn Ravine. The Agency's Board has directed that this water is to be made available as a supplemental supply to agricultural customers in Zone 5. No water is expected to be available from this source during dry years. Most of the Agency's Zone 5 customers also have groundwater available, and revert to that source when surface water is not available. This SSWD source is considered temporary because it is expected that the available supply will eventually be fully utilized by SSWD.

Under the Board's policy for the use of SSWD water, it is not anticipated that the loss of the SSWD supply, either due to drought or prior use by SSWD, would affect the water supply to Zone 1. However, in addition to the SSWD supply, the Agency uses its PG&E and MFP sources available to Zone 1 to meet customer demands in Zone 5. If those supplies are limited, it impacts both Zones 1 & 5.

GROUNDWATER USAGE

The Agency does not use significant amounts of groundwater to meet Zone 1 or 5 demands.

AGENCY SURFACE WATER CONTRACT COMMITMENTS

As described above, the total surface water supply available to the western Placer County area that includes Zones 1 & 5 is 255,400 afa of permanent supply, plus 5,000 afa of temporary surplus water.

Out of that supply, the Agency has contracted to deliver 25,000 afa to San Juan Water District and up to 30,000 afa to the City of Roseville. This leaves a permanent surface water supply available for the Agency's Zones 1 & 5 of 200,400 afa, plus 5,000 afa of temporary supply during normal/wet years. The average residential home (1 Equivalent Dwelling Unit or EDU) uses 0.6 afa.

The Agency has also contracted to deliver up to 29,000 afa to Northridge Water District for groundwater stabilization, but only when the supply is surplus to the needs of Placer County. Because of the surplus nature of this contract, it is not a factor in determining water availability for the Agency's service area.

SURFACE WATER USE IN PCWA ZONE 1 AND 5

In 2000 (the last year for which complete records are available), the Agency used 106,700 af to meet the needs of its Zone 1 & 5 customers. Of that total, approximately 29,000 af was used to meet M&I demands and the remainder was used for agricultural and irrigation delivery. Of the 16,516 af that was delivered to Zone 5 in 2000, 5,000 af was received from SSWD.

Total water deliveries in 2001 to Zone 5 amounted to 11,500 af, of which 2,600 af was received as surplus from SSWD.

13-2

By Resolution 98-23 in June 1998, the Agency's Board reserved 6,000 af to supply up to 8 mgd of the 28 mgd expansion of the Foothill Water Treatment Plant (WTP), currently near completion, and 2.5 mgd for increased treated water demands in the Auburn Bowman treated water system. The Board further directed that, except for the 6,000 af reservation, all new commitments for delivery of raw water after that date, including current deliveries to Zone 5, be on an as-available basis until completion of the permanent American River Pump Station.

13-2

SURFACE WATER AVAILABILITY FOR SUNSET RANCHOS

One of the key assumptions in the Agency's discussion paper was to define the current General Plan areas as those areas that were established by year end 2000. When a city/town land use designation in their Sphere of Influence, outside their city/town limits, was different from the designation in the County of Placer's General Plan, the Agency assumed water demand based on the County's land use designation.

The Sunset Ranchos project is located within the unincorporated portion of Placer County but within the Sphere of Influence of the City of Rocklin. The Agency does not provide treated water nor raw water service to this land at the current time. The County of Placer has designated this land as agricultural, with 10 acre minimum lot sizes and as such was not projected to require surface water. The proposed Sunset Ranchos project was not considered in the 92,100 afa that the Agency estimated as the future municipal water demand under the applicable current General Plans.

13-3

The Agency's surface water entitlements are estimated to be 1,600 afa in excess of the current General Plan buildout water needs. The projected treated water demand at buildout for the Sunset Ranchos project is approximately 4,600 afa. If the proposed Sunset Ranchos project is annexed to the City of Rocklin and in accordance with the proposed land use designations, the Agency will have a shortfall of supply in the amount of 3,000 afa. This does not mean that there will be insufficient water to meet the demand of Sunset Ranchos, just that there will be a shortage of supply in the western Placer County to meet all projected demands.

The Agency delivers its water supply on a first-come, first-serve basis, and "reserves" water supply only when an application for water is made and connection fees are paid. Thus, if the General Plan land use designation and zoning is changed to allow development of Sunset Ranchos, and the Sunset Ranchos development is approved, water supply may be depleted before a later development, which is consistent with the current General Plan, is able to take advantage of the supply.

One potential for mitigating the future cumulative shortfall would be for the developer to enter into an agreement with the Agency for their financial participation in the Agency's regional water use efficiency program. This program is designed to increase water availability through water conservation and increased water distribution efficiencies. The level of a developer's financial participation could appropriately be linked to the amount of additional water supply estimated to be achieved through implementation of a portion of the Agency's regional water use efficiency program.

INFRASTRUCTURE CAPACITY

Raw Water Delivery with Temporary American River Pump Station

There are no infrastructure limitations to the current delivery of 100% of the Agency surface water supply entitlements under its PG&E (100,400 afa) and SSWD (5,000 afa) contracts.

The only facility that the Agency currently has to deliver water to its service area from its American River supplies is the temporary American River Pump Station at Auburn. Under a Land Purchase Agreement between the Agency and Reclamation, Reclamation is required to install temporary pumps in the American River so that the Agency can access up to 25,000 afa of its MFP water at a rate of 50 cubic feet per second (cfs). However, because of flooding concerns the Agency estimates that the temporary pumps can only reliably divert up to 13,000 afa with the current configuration installed by Reclamation.

As limited by the temporary American River Pump Station, the total current raw water delivery capacity available to Zones 1 & 5 is 113,400 afa on a permanent basis, and 118,400 afa on temporary basis in normal/wet years.

The relationship between Resolution 98-23 and the Agency's water service capacity while limited with the temporary American River Pump Station is shown on Figure 1. The Agency has currently an unallocated raw water delivery capacity of 3,900 af which is adequate to serve approximately 6,500 EDU without Resolution 98-23 cutbacks, or 7,400 af which is adequate to serve approximately 12,300 EDU with Resolution 98-23 cutbacks.

Raw Water Delivery with Permanent American River Pump Station

The Agency has plans to complete a new, permanent American River Pump Station. This project is being done in cooperation with Reclamation. Reclamation negotiators have agreed in public contract negotiation sessions that, in exchange for other concessions, the United States will pay for 100% of the cost of a new facility capable of delivering up to 35,500 afa at a rate of 100 cfs. This commitment will not become binding until the contract has been subjected to a 60-day public review period and environmental review under NEPA and CEQA.

The estimated cost of the project is \$31,000,000. Current Congressional appropriations for the project total \$17,400,000 and the State has budgeted \$4,000,000 for the project. Additional appropriations will be necessary. It is anticipated that the project will begin construction in 2002 and be completed in 2004.

Completion of this project will increase the Agency's raw water delivery capacity to 135,900 afa on a permanent basis, and 140,900 afa on a temporary basis in normal/wet years.

Raw Water Delivery with Proposed Sacramento River Diversion Facilities

The Agency has also begun efforts to construct a new treatment plant to serve proposed developments in south west Placer County with water diverted from the Sacramento River near the Sacramento Airport. The project would provide an additional 35,000 afa of raw water supply, and 65 mgd of treatment capacity into the Agency service area. In 2001, Congress authorized Reclamation to complete a feasibility study and EIS/EIR on the project. The Agency will receive

13-3

a Congressional appropriation in 2002 of \$4,000,000 for the project. If the project is approved, the Agency anticipates construction of the project could be completed by about 2010.

13-3

Completion of the permanent American River Pump Station and the Sacramento River Diversion should enable the Agency to meet the projected increase in the raw water delivery needs of its service area in western Placer County until 2030.

Treatment, Transmission and Storage

The Agency expects to complete the expansion of its Foothill WTP in Newcastle, which is currently under construction, in 2002. When complete the treatment plant capacity of this facility will be increased from 27 mgd to 55 mgd. Combined with the Sunset WTP, which has a capacity of 5 mgd, the Foothill Sunset system will have a treatment capacity of 60 mgd. In 2001, the maximum day treatment plant demand was 34 mgd (portions of the expansion were available to meet demands above 32 mgd).

13-4

The Agency uses 1,150 gallons per day (gpd) as the estimated average peak day demand for residential development. Therefore, the Agency will have adequate treatment capacity to serve an additional 22,600 equivalent dwelling units (EDU) when the current treatment plant expansion is complete.

The Agency currently has under construction a 42 inch diameter treated water transmission line between Penryn and Lincoln. The facility is expected to be completed in early 2002. When complete, the Agency's transmission capacity will be equal to its treatment capacity in the Foothill Sunset system serving Loomis, Rocklin, Lincoln and surrounding County jurisdiction areas. Transmission capacity to the Sunset Industrial area is currently limited to significantly less than the potential demand.

The Agency completed a new 10 million gallon (mg) tank near the Sunset WTP in 2001. This increases the storage capacity of the Foothill Sunset system to 28.5 mg. This is adequate to serve the needs of the west Placer water system for at least 10 years.

It is reasonably foreseeable that future drought conditions and/or development could impact the availability of water for agriculture. In a future dry year, water supplies to Zone 5 from SSWD would not be available.

In the event of a delay in the completion of the permanent American River Pump Station: Continued urban land development within the Agency's lower Zone 1 area, including potentially within the Sunset Ranchos project, could result in a decrease in up to 6,000 af of surface water available to agriculture and irrigation customers, consistent with the June 1998 Board Resolution reserving that water for treated uses. The described potential shortage to agricultural and irrigation customers would not be expected to begin until sometime after 2005, depending upon growth rates in M&I demand.

The Agency will have adequate treatment, transmission and storage capacity in 2002 to meet the buildout water needs of the Sunset Ranchos project.

CONCLUSIONS

The Agency has sufficient surface water supplies to meet the needs of development in western Placer County for the next 30 years. The Agency delivers its water supply on a first-come, first-serve basis, and reserves water supply only when an application for water is made and connection fees are paid. Without additional supplies, however, the Agency will have insufficient water to meet the cumulative demand of all land uses currently designated in the current General Plans if the Sunset Ranchos property is redesignated and the proposed Sunset Ranchos project approved.

One potential avenue for developing additional supply to meet the increased cumulative demand is for the Sunset Ranchos developer to participate in the Agency's regional water use efficiency program. Water conservation achieved by this program is an appropriate way to address the cumulative insufficiency of Agency supplies caused by the increase in demand associated with this project.

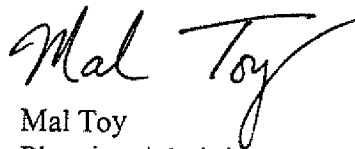
Without completion of the permanent American River Pump Station, the Agency has a maximum unallocated raw water delivery capacity of 7,400 af which is adequate to serve approximately 12,300 EDU. It is possible that the supply available with the then-existing infrastructure may be depleted before the Sunset Ranchos project is able to take advantage of it. The Agency has adequate treatment, transmission and storage capacity in 2002 to meet the buildout water needs of the Sunset Ranchos project.

The information in this letter should not be construed as a guarantee of service under all circumstances.

If you have any questions on this subject, please call me at (530) 823-4889.

Sincerely,

PLACER COUNTY WATER AGENCY



Mal Toy
Planning Administrator

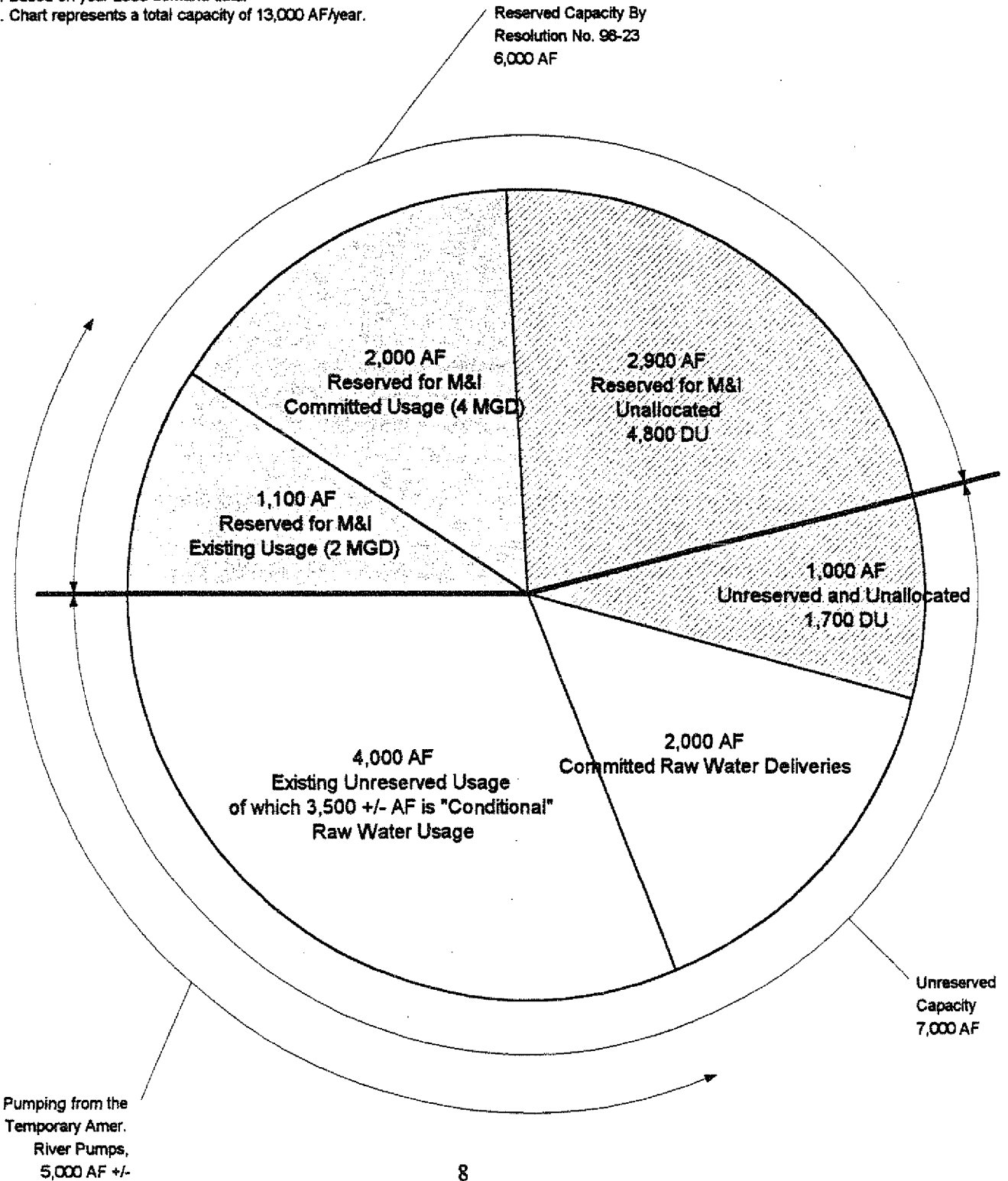
cc: PCWA Board of Directors
David A. Breninger, General Manager
Ed Tiedemann, Legal Counsel

13-5

Figure 1 Remaining Capacity from the Temporary American River Pump Station

Notes:

1. Based on year 2000 demand data.
2. Chart represents a total capacity of 13,000 AF/year.







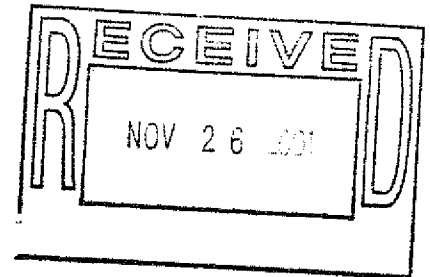
MEMORANDUM

TO: Sherri Abbas, AICP
 Planning Services Manager

FROM: John E. Pedri, P.E.
 Director of Public Works

SUBJECT: **NORTHWEST ROCKLIN ANNEXATION
 SUNSET RANCHOS
 DRAFT ENVIRONMENTAL IMPACT REPORT**

DATE: November 26, 2001



The Department of Public Works of the City of Lincoln has reviewed the above referenced document in the areas of Transportation and Circulation and have the following comments:

- Several comments are made concerning the Whitney Blvd interchange at Hwy 65. Probably the most significant being that an infrastructure phasing and financing plan is in the process of being prepared. It seems that the phasing and financing plan should be incorporated into this document prior to approval of the project EIR. Under the Existing Plus Project Conditions, Page F-15 and the Cumulative Plus Project Conditions, Page F-24, this improvement is considered in place with an L-9 configuration. The timing of this transportation improvement is extremely important to the Transportation and Circulation plan for this project.
- Development in the area of the Whitney Blvd interchange with Hwy 65 needs to take into consideration the full development of the interchange with land use planning.
- The Sunset Blvd intersection at Hwy 65 is identified to operate at a Level Of Service (LOS) F during p.m. peak hour without the construction of this interchange and funds will not be available for construction for another 8 years. Can this project shorten the 8 year time line with some type of participation?

14-1

14-2

14-3

- East Lincoln Parkway connects to Sloux Street at the southern boundary of the Twelve Bridges Project. This parallel street network to Hwy 65 is extremely important to both the City of Lincoln and the City of Rocklin and is identified as being constructed under Existing Plus Project Conditions. 14-4
- Another local connector to the project study area from the Twelve Bridges Specific Plan Area has been reserved with their Vesting Tentative Map. This local connector is being constructed in Village 10. This project needs to reserve a street corridor for this local connector. 14-5
- This project is not discussing the possibility for development of Placer Parkway. This regional fee program is entering the final stages of approval and should be discussed. Can the traffic models used for the regional fee development of Placer Parkway be used to augment the Transportation and Circulation portion of the EIR to at least include this roadway in the circulation plan? 14-6

Thank you for the opportunity to comment on this Draft Environmental Impact Report.

cc: Rod Campbell
Director of Community Development

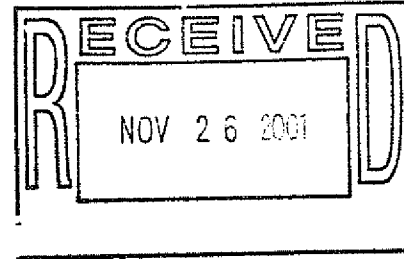


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316 Vernon Street #102 • Roseville, CA 95678
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26 November 2001

City of Rocklin Planning Department
3970 Rocklin Road
Rocklin, CA 95677-2720
Attn: Sherri Abbas, Planning Services Manager



Via: Fax and Regular Mail

Fax No. 916/624-4759
Page 1 of 2

Subject: Comments on the DEIR for Northwest Rocklin Annexation/Sunset Ranchos (SCH#99102012)

Dear Ms. Abbas:

The City of Roseville has reviewed the DEIR for the proposed Northwest Rocklin Annexation/Sunset Ranchos project, and has the following comments:

The DEIR identifies significant traffic impacts at the following intersections within the City of Roseville:

- Foothills Boulevard/Junction Boulevard
- Washington Boulevard/Roseville Parkway
- Roseville Parkway/Pleasant Grove Boulevard
- Grant Street/Vernon Street

15-1

The DEIR identifies mitigation measures for these intersections, however the proposed mitigation measures are infeasible at three of the four intersections due to existing physical constraints and lack of available road right-of-way. Additionally, no funding mechanism has been identified to construct the improvements to mitigate the traffic impacts at Roseville Parkway and Pleasant Grove.

Because there are no feasible mitigation measures for the intersections listed above, the EIR should include an analysis of other land use alternatives which would reduce traffic impacts on roadways within Roseville.

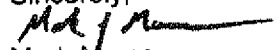
15-2

Regarding water supply, impact J-1 concludes that there is an available long term water supply. However, PCWA's NOP response letter indicates a water supply shortfall could occur during multi-dry water years beyond 2020. Nevertheless, the EIR analysis concludes that with implementation of regional water use efficiency measures proposed by PCWA, sufficient supplies would be available to serve the project. The final EIR should include concurrence from PCWA that this mitigation is sufficient.

15-3

Thank you for consideration of the above comments. If you have any questions please contact me at 916/774-5334.

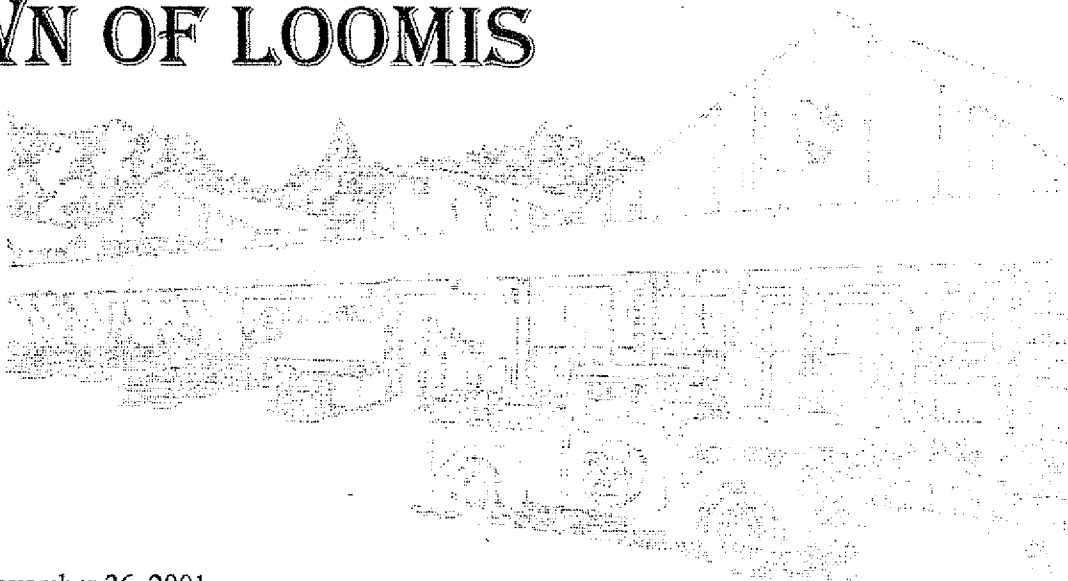
Sincerely,



Mark Morse
Environmental Coordinator

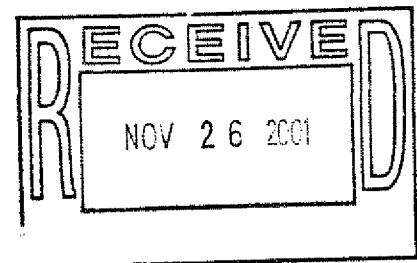
TOWN OF LOOMIS

LETTER 16



November 26, 2001

Sherri Abbas
City of Rocklin Community Development Department
P.O. Box 1380
Rocklin, CA 95677



Re: Northwest Rocklin Annexation (Sunset Ranchos) DEIR

Dear Ms. Abbas:

Thank you for the opportunity to respond to the Draft Environmental Impact Report for Northwest Rocklin Annexation (Sunset Ranchos).

The Town of Loomis wishes to address two key issues for the record with respect to the subject Draft Environmental Impact Report:

1. Traffic Mitigation and Transportation Funding

In the DEIR, it appears that the City of Rocklin has assumed significant infrastructure improvements which do not currently exist outside of the immediate area surrounding the project. Particularly, within Loomis, we note that the numbers of lanes on Sierra College Boulevard do not match the existing improvements nor is there a light at the King/Sierra College intersection. While these improvements are shown on our General Plan, they are not funded and the Town Council has rejected the proposal for Sierra College Boulevard submitted by the Placer County Transportation Planning Agency. Therefore, it is inappropriate to include them in the traffic projections as completed to determine impacts.

Section 15125(a) of the California Environmental Quality Guidelines provide that, generally, jurisdictions are to examine the impacts of projects according to physical environmental conditions in the vicinity of the project that exist at the time of the Notice of Preparation- termed "baseline conditions". It appears that the DEIR has reviewed the project according to the SACOG 2020 projections of build-out infrastructure which are not guaranteed, and in this case, are not reasonable.

16-1

Thus, the DEIR does not give true information to the public regarding the impacts that the proposed project will have on traffic, at least within the Town of Loomis.

16-1

The DEIR also states that the Placer County Transportation Agency has been coordinating development of a program for Sierra College Boulevard improvements. This is an agreement that has not been resolved for many years and cannot be a specific mitigation at this time, or a fact, used to determine the project's impacts. Additionally, this program has not been fully defined, timeline and/or priorities, and cannot be assumed in this DEIR, at least within the Town of Loomis.

16-2

Also, please show the volumes and levels of service for Del Mar (closed or open), Sierra College, King and Taylor Roads through Loomis as we anticipate all of these roads to be impacted with future developments in adjacent communities.

16-3

The traffic from this project and any others on Sierra College Boulevard, should, at a minimum, be mitigated through a fair share development impact fee concept, including future maintenance costs. Under the fair share concept, a portion of Sierra College Boulevard impact fees, would be set aside for widening of the Boulevard with an appropriate street profile and installation of appropriate traffic signals, turn lanes, medians, etc. within the Loomis Town limits as well as Rocklin's.

16-4

Acceptable mitigation would include payment of a prorated share of the improvement costs to establish and maintain an acceptable Level of Service (LOS) along the Sierra College Boulevard corridor by the developer. This Sierra College Boulevard "impact fee" should be placed in a special fund designated only for Sierra College Boulevard improvements to insure preservation for this purpose.

2. Water Rights

This project was not included at the proposed density in the PCWA water supply study for Western Placer County. The Town supports a mitigation measure requiring that the project provide additional water to meet the needs of the project area- possibly through water sufficiency standards and/or reclaimed water. The Town of Loomis is concerned with the availability of water for all users within the County. We wish to ensure that current residents are not adversely impacted by over-development which will lead to water shortages.

16-5

Thank you for your time and consideration of these comments. We look forward to reviewing your response to our concerns.

Sincerely,

Kathy Kerdus

Kathy Kerdus
Planning Director

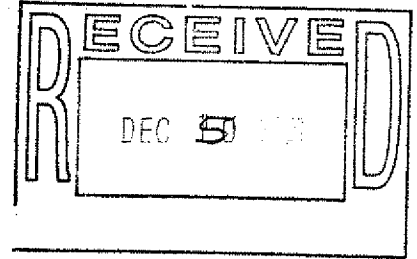
cc: Town Council/Planning Commission





PLACER COUNTY PLANNING DEPARTMENT

11414 B Avenue/Auburn, California 95603/Telephone (530) 889-7470/FAX (530) 889-7499
 Web Page: <http://placer.ca.gov/planning> E-Mail: pkthomps@placer.ca.gov



December 5, 2001

Sherri Abbas, Planning Services Manager
 City of Rocklin Community Development Department
 3970 Rocklin Road
 Rocklin, CA 95677-2720

Subject: **Northwest Rocklin Annexation/Sunset Ranchos Draft Environmental Impact Report (SCH# 99102012)**

Dear Ms. Abbas:

This is in response to the City of Rocklin's request for comments on the Draft Environmental Impact Report (DEIR) for the Northwest Rocklin Annexation/Sunset Ranchos project. The Placer County Planning Department appreciates the opportunity to respond to this proposal given that the project is currently within the unincorporated area of Placer County.

ENVIRONMENTAL ISSUES:

The Draft Environmental Impact Report (DEIR) for this project should address and provide appropriate mitigations for the following impacts:

1. LAFCO ISSUES:

- The Sunset Industrial Area (SIA), including the Herman Miller and Atherton Tech Center as well as vacant lands to the north serve as a buffer between Rocklin, Lincoln and other properties in the SIA. This annexation would erode that buffer and distinction between communities. This appears to conflict with the LAFCO policy that favors the logical formation and determination of local boundaries (Government Code, Section 56301) and definitely conflicts with the County General Plan. The DEIR does not sufficiently evaluate this impact nor does it include adequate mitigation measures to reduce the impact to a less than significant level. 17-1
- The DEIR needs to include, in a broader context of the area, an analysis on the service studies required by recent LAFCO legislation. 17-2
- In order to maintain a buffer between Twelve Bridges and Sunset Ranchos and conform to the LAFCO policy as noted above relating to maintaining a distinction between communities, greater buffer areas within the plan need to be evaluated in the DEIR and ultimately provided along the northern boundary of the Proposed Project. 17-3

2. **WATER:**

- PCWA has indicated water is available for projects that conform to the existing general plan. The Proposed Project will change the general plan. Development outside of the City's General Plan area would require that new or alternative water sources be developed. The DEIR needs to provide an analysis of this issue and propose mitigation. 17-4

3. **FISCAL ISSUES/ECONOMIC DEVELOPMENT:**

- **Fire Services** – Annexation would, to some extent, undermine the ability of the County to provide fire services in the SIA by eliminating a portion of the tax base, as well as the potential for a fire assessment for the SIA. The cumulative loss of services over time, due to insufficient revenues, could result in detrimental environmental impacts. The DEIR should evaluate the potential environmental impacts associated with a degradation of fire services as well as other County services and how such impacts can be mitigated. 17-5

- **Opportunity Costs**

The DEIR needs to provide an analysis for the following environmental impacts relating to economic development: 17-6

- Opportunities for development of higher valued land uses by the County (i.e. non-residential) would be diminished. 17-6
- There are very few locations in Placer County for campus sized industrial development sites. Land to develop campus-type office/industrial development in the unincorporated area would be eliminated. 17-7
- Development of other types of districts such as business improvement districts would be diminished due to having fewer lots over which to spread costs. 17-8

5. **VISUAL IMPACTS:**

- The DEIR indicates that there is no mitigation measures available for impact M-1: "The Proposed Project would replace the undeveloped character of the project site with an urban setting." With respect to the visual impacts created by the Proposed Project along Highway 65, it can be argued that mitigation is available in the form of development setbacks, landscape buffers, and architectural guidelines. The DEIR should include appropriate mitigation for this impact. The following development standards should be established for projects along the Highway 65 frontage to provide consistency with projects in Placer County and help reduce the visual impact of future development: 17-9

Ms. Abbas
RE: Sunset Ranchos DEIR
December 5, 2001
Page 3

a. Primary Frontage Setback - 125 feet. The primary frontage is adjacent to Highway 65 or major arterial with four or more traffic lanes, or adjacent to any other roadway determined to be visually sensitive.

b. The architectural guidelines for projects that front on Highway 65 should be developed to the highest standard for the Sunset Industrial Area (SIA). The reasons for this standard are two-fold: 1) the location of this district is along Highway 65 and as such these properties have the greatest amount of visibility in the SIA, and 2) a higher architectural standard will enhance and improve the character of the SIA and make the area more attractive and competitive with other areas when seeking to encourage primary wage-earner employers to locate in the area.

17-9

Thank you again for your consideration of our comments. If you have any questions regarding these comments, please do not hesitate to contact me directly.

Sincerely,


PAUL THOMPSON
Senior Planner

cc: Fred Yeager, Director of Planning
Supervisor Weygandt
CEO
Chron file

PT:pt

ref: t:\cmd\cmdp\paul\erc\sunstrnchos annex deir



Rocklin Unified School District

5035 Meyers Street • Rocklin, CA 95677
Phone • (916) 624-2428 Fax • (916) 624-7246

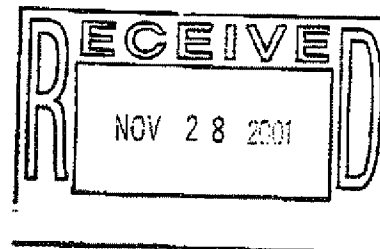


Paul J. Carras, Deputy Superintendent
Teresa R. Ryland, Associate Superintendent

Kevin Brown, Superintendent

David Pope, Assistant Superintendent
Larry Stark, Assistant Superintendent

November 26, 2001



Ms. Sherri Abbas
City of Rocklin
3970 Rocklin Road
Rocklin, CA 95677

Dear Ms. Abbas,

RE: Northwest Rocklin Annexation (Sunset Ranchos)
Draft Environmental Impact Report

The Rocklin Unified School District has reviewed the subject document and have the following comments:

On page K-21 the fourth paragraph, K-22 the paragraph titled Discussion, K-23 the last paragraph, and page K-25 the paragraph titled Discussion; all reference the fact that K-6 schools in the Rocklin Unified School District are funded in part by Mello-Roos taxes and that without these funds the District would be unable to ensure that adequate elementary school facilities could be constructed. However, on page K-25 the first paragraph and in the middle of the page, it is stated that no mitigation is recommended or required for this project.

17a-1

As a matter of fact, without the assurance that this entire area is annexed into one of the Rocklin Unified School District existing C.F.D.'s, adequate elementary facilities will not be able to be provided.

17a-2

If you have any questions or need further information, please call.

Sincerely,

Larry Stark
Assistant Superintendent
Facilities & Operations

cc: George Dijan, TLA

Memo

To: Laura Webster
Rocklin Planning Department
From: Bradley Cutler, Citadel Equities Group, LLC for the Herman Miller Property
Date: 11/21/01
Re: Northwest Rocklin Annexation Draft EIR (October 2001) Input

Section: R – Alternatives to the Proposed Project (Page R-23) with regards to Water.

Citadel Equities Group is in the process of acquiring the 156-acre Herman Miller property included in the NWRA project. Our comment on the DEIR pertains to the Alternatives to the Project. On page R-23, the second paragraph states that under the No Action/Existing Development Alternative the water distribution system required for the build-out of the area would be similar to that proposed under the Proposed Project.

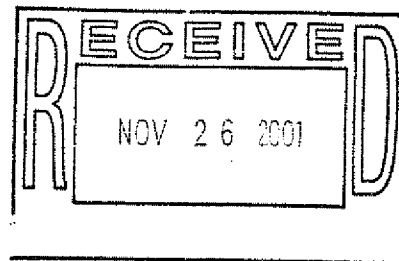
This statement suggests that the distribution system to supply 4,337 residential units with water is similar to one required to supply a 140-house system (if one was needed at all for houses on well systems). Delivery of 4.56 million gallons per day to residential units clearly requires a larger and more extensive system than the alternative. The DEIR statement should be modified to state that the water distribution system required for the No Action/Existing Development Alternative will be significantly smaller in scope.

18-1



November 22, 2001

Sherri Abbas, AICP
 Planning Services Manager
 City of Rocklin
 3970 Rocklin Road
 Rocklin, CA 95677-2720



Re: DEIR for North West Rocklin Annexation/Sunset Ranchos (SCH# 99102012)

Dear Ms. Abbas:

There are several areas where we believe this DEIR is inadequate, misinterprets current situations and underestimates the extent of impacts. The most important impacts/inconsistencies that deserve much closer scrutiny include:

1. Inconsistency with the 1994 Placer County General Plan
2. Lack of assured water supply for this development
3. Unacceptable cumulative degradation of regional air quality and traffic service levels
4. Underestimation of impacts on native wildlife

19-1

Our specific comments are provided below.

Placer County General Plan/LAFCO Responsibilities

LAFCO is required to assess potential annexations in light of consistency with the County General Plan and has a statutory role to discourage urban sprawl. Annexation of this area and development as proposed will obliterate any possible buffer between the cities of Rocklin and Lincoln and produce a classic example of urban sprawl where each city merges into the next with no sense of distinct communities. The 1994 Placer County General Plan clearly requires that growth be directed mainly to the cities and that there be buffers of natural open space, agricultural or rural residential land between cities to prevent the continuous sprawl of each city into its neighbor. This development would directly thwart that key intent of the General Plan.

19-2

Water Supply

As is acknowledged in the DEIR, Placer County Water Agency (PCWA) has reported that it has just enough water entitlements (though not yet adequate infrastructure) to deliver water to supply the current build out of county and city General Plans. The development proposed here is NOT in the General Plans and therefore cannot claim to have any assurance of adequate water. In the DEIR this is addressed by referring to the fact that "proponents would have to agree to participate in regional water use efficiency measures proposed by PCWA" (page J-7). However, the DEIR does not specify what these measures are and how they would assure adequate water. In light of the March 19, 2001 PCWA analysis, the only way this project could show adequate water availability would be to demonstrate a water conservation plan that would

19-3

require no more water than would have been required for the ten-acre parcel zoning assumed in the PCWA analysis for this area. We see no such measures described in any of the mitigations. In order for this area to support over 30 times as many residents as anticipated, extreme conservation measures would be required. At a bare minimum, this would require drought-tolerant landscaping in all common areas AND in all residential areas. We see no such water conservation measures in any of the mitigation plans.

19-3

Air Quality/Traffic

We live in a region that is already out of compliance with air quality standards. Instead of addressing the current problem, regional planning agencies are all proceeding with projects that will only put us further out of compliance. The cumulative impacts of these decisions will degrade the health of every resident of the area.

As one of the largest developments currently being considered in Placer County, this project will have a substantial contribution to that cumulative impact. In estimating the cumulative impacts the DEIR relies on previous City of Rocklin estimates of projects in the region. The specifics of this prior analysis are not provided. Therefore, it is impossible to comment on the assumptions made. For example, we cannot tell what assumptions are made about the LOS on roadways like Sierra College Blvd and I-80 in the analysis timeframe. Improvements to both these roads are proposed but not yet funded and have no specific timetable. Although the DEIR acknowledges that air quality impacts will be significant and cannot be adequately mitigated, we suspect that the actual extent of these cumulative impacts has been underestimated.

19-4

Traffic congestion is a part of the air quality issue, but is also a separate consideration. As anyone who has lived in Southern California or the Bay Area can attest, the impact on the quality of life of traffic congestion is substantial. This DEIR acknowledges the poor level of service that will result, even with all the mitigations described (e.g., Impacts F3, F7, F9). Further, some of the proposed mitigations are so vague as to be meaningless. For example, mitigation for impact F-1 (Sunset/SR 65 intersection) does not state where the funds will come from or when they might be available. Given that this is intended to mitigate for a potential F Level of Service, we must demand a more clear and reliable funding scheme. The mitigation for the expected increase in demand for transit services (Impact F-4) is described as, "...the City shall coordinate with Placer County Transit to ensure that transit services are in place as needed to serve demand from new development." It seems that, given the significant and unmitigated impacts of traffic of this project, we should demand a more aggressive approach to transit services than a vague promise to "coordinate" with PCT. At a minimum, the project should be designed from the outset to encourage and facilitate use of public transit options. Other elements missing from mitigation plans that might reduce traffic impacts include, 1) designs that encourage pedestrian and bicycle use; 2) commercial options within the residential neighborhoods; 3) community centers (small parks/playgrounds) centrally located and pedestrian accessible. We see nothing in these plans that looks any different from the usual California style of development that encourages maximum use of automobiles.

19-5

19-6

19-7

Potential Conflict with the Placer County Habitat Conservation Plan

On page C-10 the DEIR states, "Since the project site is not part of the Placer Legacy program, impacts to this program and the HCP would be avoided." This statement is NOT correct. The process to develop an HCP and a NCCP (Natural Communities Conservation Plan) for Placer County covers all unincorporated parts of the county. At present, this project is in the unincorporated part of the county.

19-8

Biological Resources

The DEIR concludes that the long term impact of loss of native oak trees would be less than significant. We disagree with this conclusion for two reasons. First, there is no good long term (long term, in this case must be considered from the basis of the life of a native oak) data on transplanted oak tree survival. Even the existing short term, survival data are inconsistent and often discouraging (particularly for Blue Oaks). Secondly, even assuming trees can be transplanted successfully, this does not in any sense restore an oak woodland. As the DEIR itself states, "Oak woodlands are not only composed of trees, but also of shrubs, leaf litter, grasses, forbs and downed woody debris—all of which are interrelated and are used to support a diverse ecosystem."..."There is most certainly interdependency between oak woodlands and the wildlife found there..."..."Oak woodlands also protect soil from erosion and landslides. They regulate water flow and maintain water quality in streams and rivers." The DEIR does not show any means for long term mitigation for loss of these complex elements of an oak woodland.

19-9

The DIER claims that impact Q-6 (disturbance of nesting raptors and/or loss of their nesting habitat) can be mitigated to less than significant. However, ALL the mitigations described deal with nest disturbance and not with "loss of their nesting habitat". Since most (all) of the nesting raptors on this site depend on grasslands for most of their foraging, the project will permanently destroy that most critical element of their habitat and that destruction is not being mitigated.

19-1

Further, the DEIR does not analyze the impact on other nesting birds and no mitigation for nest disturbance of non-raptor species is described. The Migratory Bird Treaty Act applies to all migratory birds and NOT just to raptors. Therefore, the final EIR should address these impacts as well.

Thank you for the opportunity to comment on this document.

Best Regards,



Ed Pandolfino, Ph.D.
Conservation Chair, Sierra Foothills Audubon Society
4807 Miners Cove Circle
Loomis, CA 95650

(916) 652-7315



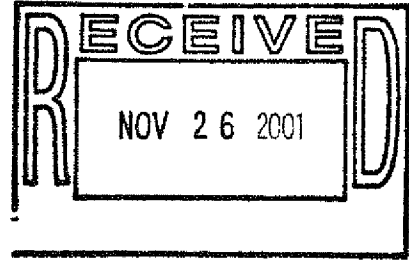


CLOVER VALLEY FOUNDATION

P.O. Box 713 LETTER 20

Loomis, CA 95650

November 24, 2001



Ms. Sherri Abbas
Planning Services Manager
3970 Rocklin Road
Rocklin, CA 95677-2720

Dear Ms. Abbas:

RE: Comment: Draft EIR for North West Rocklin Annexation/Sunset Ranchos (Sch# 99102012)

Thank you for the opportunity to comment on the above mentioned Draft Environmental Report for Sunset Rancho (SR). I wish to limit my comments to three critical areas.

First, with an estimated 2.6 persons per household, the proposed SR project will jam more than 11,000 people into an area that has one major proposed thoroughfare (Whitney Blvd.). However, the proposed Whitney Blvd. will "T" into Park Drive. The maps drawn for this project present either a misleading or incorrect "traffic flow" pattern. East bound Whitney Blvd. traffic is shown as having an option of turning either south on Park Drive (to meander through the residential areas of Park Drive, Crest Drive and/or other Rocklin residential streets) or north on to another proposed route called "Clover Valley Parkway." This parkway itself is the subject of great community controversy and legitimate criticism (severe environmental impacts as well as unconscionable "dumping" of traffic onto Sierra College Blvd. into the town of Loomis, to mention just a couple). Neither route is acceptable as a thoroughfare, yet this is the impression given in the DEIR.

20-1

Whitney Blvd. is not going to be a safe, efficient, gas- and time-saving thoroughfare. However, as the crow flies, it is the most direct route for the proposed SR residents to reach eastbound Interstate 80 (I-80). Assuming Park Drive and the contentious Clover Valley Parkway do become completed roadways, in addition to the more than 11,000 residents of the proposed SR project, traffic increases from a proposed Casino (Athens Drive) and the "Antonio Mountain Ranch" development may also use Whitney Blvd. to access I-80. This increased traffic, along with traffic from the developments of Twelve Bridges, Sun City, and Bickford Ranch will congest Sierra College Blvd. to unacceptable and unreasonable levels. The town of Loomis will bear the brunt of Rocklin's inadequate traffic planning. A lower density for this project would be prudent and appropriate.

20-2

Secondly, I am concerned that a "programmatic" EIR was prepared and not a "project" EIR. Without site-specific analysis and examination now, the modifications necessary to avoid premature commitment of environmental resources cannot be fully identified. The program level DEIR lacks in-depth analysis which may severely impact transportation, water quality, air quality, wildlife, plant life, and visual resources of the entire project.

20-3

The rationale stated for a programmatic DEIR includes terms such as "streamlining provisions," "limit the scope of environmental review," and "limit {future} examination." Instead of a good faith effort to follow the intent of the California Environmental Quality Act (CEQA), this project leaves an impression of attempting to slip, or hurriedly slide, by the scrutiny intended by CEQA.

20-3

Under current Placer County plans, the SR subdivision is allowed 119 residential lots. Under this proposed project, a total of 4,337 residential units (plus commercial and educational sites) will be created. This is not a minor land use change by any definition. A more strict adherence to CEQA provisions might result in a lower density for this project.

20-4

Third, although the DEIR states that Placer County Water Agency (PCWA) can accommodate the 8.5 million gallons per day of water needed by this proposed project, it is a statement based on a number of "ONLY IF" conditions.

PCWA can meet this demand ONLY IF permanent pumps are installed in the American River, which are still only in the planning stage. In addition, the American River pumps can provide water ONLY IF water is available. At the present moment, the U.S. Dept. of Agriculture has declared certain counties (Placer County being one) as "disaster designation" due to extreme draught that occurred January 1, 2001 and is continuing. Unlike the last draught which only brought California to its knees, this one could cripple the area due to population increases that already place heavy demands on water availability.

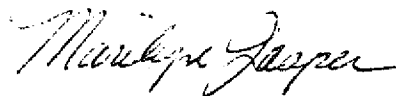
20-5

The PCWA pumps in the American River can provide water to this proposed project ONLY IF there is sufficient energy available to run the pumps to move the massive amounts of water out of the American River canyon to meet all the PCWA commitments. (Pumping will not occur during blackouts.) It seems a bit presumptuous to have so many residents relying on water that common sense dictates may or may not be available, in spite of the best predictions.

In conclusion, it appears that the proposed Sunset Ranchos project is entirely too large in scope; its density needs to be decreased drastically. This project as currently planned would fit nicely in the heart of Los Angeles County; it is totally inappropriate for the rural/agricultural area in which it is proposed. If there is to be a project, I urge you to consider an alternative--a reduced density project that reflects the atmosphere and flavor of Placer County. Thank you.

20-6

Sincerely,



Marilyn Jasper
Board of Directors

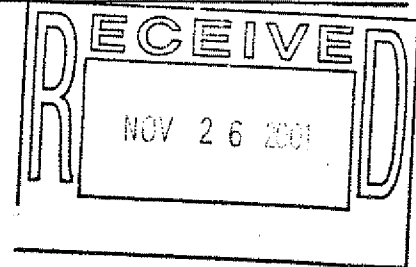
cc Loomis Town Council



SIERRA CLUB
FOUNDED 1893

PLACER GROUP
P.O. BOX 7167, AUBURN, CA 95604

November 26, 2001



Sherri Abbas
Planning Services Manager
City of Rocklin
3970 Rocklin Road
Rocklin, CA 95677-2720

Sent by FAX (916) 632-4173

Re: Draft EIR for Northwest Rocklin Annexation/Sunset Ranchos (SCH#99102012)

Dear Ms. Abbas:

Please include the following comments on behalf of the Sierra Club in the public record for the proposed Northwest Rocklin Annexation/Sunset Ranchos project.

Lack of "Smart Growth" planning

It was discouraging to read through yet another Draft EIR that proposes the same outdated planning scenarios that are the heart of urban sprawl: auto-dependent, urban communities spread out over large, rural parcels of undeveloped land without existing infrastructure or services. This is the kind of development that contributes to environmental and ecological deterioration through air pollution, traffic gridlock, strained and polluted water supplies, storm runoff and downstream flooding, loss of open space and wildlife habitat, and increased energy consumption.

21-1

According to the EPA's publication, Our Built and Natural Environments, some of the key elements of land use planning that minimize environmental harm and promote "Smart Growth" are compact development, reducing impervious surfaces and improving water retention, safeguarding environmentally sensitive areas, mixing land uses, providing transit accessibility, and supporting pedestrian and bicycling activity. With the exception of supporting trails, the Draft EIR appears to make only a token effort to incorporate some of these planning strategies. Further analysis of this issue will be addressed separately under appropriate subject headings.

LAFCO and General Plan Violations

Among the stated objectives of the Placer County Local Agency Formation Commission are those to preserve agricultural land and open space resources and to discourage urban sprawl. Not only does this proposed annexation fail to preserve agricultural land and open space resources, it also violates LAFCO's policy #3 under the heading, "Discourage Urban Sprawl," which states: *The commission discourages urban level development in unincorporated areas adjacent to city boundaries.*

21-2

Furthermore, this proposed project does not comply with the Placer County General Plan, which requires open space buffers between city boundaries. Development of Sunset Ranchos would eliminate the only remaining significant greenbelt between the cities of Lincoln and Rocklin, in clear violation of the County's General Plan. The minimal "open space" zoning along Orchard creek on part of the northern border of the Sunset Ranchos site does not provide an adequate land buffer between the two cities.

21-3

Village Concept

It does not appear that the City of Rocklin General Plan Policy 12, "To encourage the use of the 'village concept' in new projects of 500 acres or more in size, in order to encourage higher density core areas and encourage alternatives to the use of the automobile for short trips" is being upheld, despite the inclusion of commercial and professional office zoning along with residential in the project. All of the commercial and business professional zoning in Sunset Ranchos, with the exception of one small neighborhood commercial parcel, is located along the Highway 65 corridor or to the west of Sioux Street. This is not a high-density, "pedestrian village" type of planned community as advocated by Smart Growth proponents. True "village" communities have a core business/commercial center or mixed-use center around which housing types are clustered, leaving the majority of the site in open space. Residents can walk to work and shopping, or easily access rapid transit if employment is located outside the village.

21-4

Open Space/Habitat Protection

Of the 1,296 acres in Sunset Ranchos, over 1,000 acres are zoned for residential use. Less than 20% is dedicated to open space and parks, as would be required in a Placer County Planned Development. The majority of the natural open space being preserved is along creeks, which can't be developed anyway due to floodplain concerns. Riparian corridors need much greater than a 50 foot buffer from development if they are to provide habitat value, particularly when these creeks back up to medium density housing. Domestic pets and intrusion by the public into riparian areas take a severe toll on wildlife and native vegetation.

21-5

No oak woodland, wetland or grassland habitat is being preserved for wildlife habitat or ecosystem health. Despite the devotion of almost a page in the DEIR(Q-13) to the value and importance of oak woodlands, the EIR claims that merely planting oaks elsewhere on site or off-site with mitigation funds will mitigate the loss of native oaks to a less than significant level in the long term. Merely requiring that oaks be planted somewhere eventually does not mitigate for the loss of oak woodland habitat. The proposed mitigation for species of concern and for all wildlife species is inadequate and ineffective, and will result in the total annihilation of all but the most urban tolerant species from the site.

21-6

Vernal pool recreation and the transplanting of its threatened species does not mitigate the loss of this increasingly rare habitat. Most biologists agree that created and restored vernal pools do not fully replace the ecosystem function of natural vernal pools. The five-year survival window for such creations/restorations is not long enough to verify success. The vernal pools on the Highway 65 Corridor parcel provide a valid reason to eliminate that portion of the proposed annexation from further consideration.

21-7

The Placer County Habitat Conservation Plan has not yet been developed, so it is premature to state that the Sunset Ranchos annexation site would not conflict with its goals. The site contains most of the critical habitat types in Western Placer County that the HCP hopes to preserve: wetlands, riparian corridors, oak woodlands, and grasslands. These habitats and their resident species are disappearing at an alarming rate due to intensive development such as that proposed by this annexation project. The City of Rocklin should make every effort to aid the county in the preservation of its natural open space before it is too late.

21-8

Air Quality

The EIR acknowledges that the region is out of compliance with air quality standards for both ozone and particulate matter, and admits that the project will have both direct and cumulative significant unavoidable impacts to air quality. A project of this size has the opportunity and responsibility to reduce its impact on air quality by more than the mitigation measures proposed in the DEIR. Use of the automobile could be greatly reduced by requiring a pedestrian village easily served by rapid transit, instead the proposed land use plan. Building more roads and widening existing ones does not benefit air quality in the long run. Traffic congestion is likely to be even worse than predicted in the DEIR, and no real mitigation is offered for the gridlock that will occur with buildout of this project. Additionally, wood burning fireplaces and woodstoves should not be allowed in new city residences, and no open burning should be permitted.

21-9

Water Issues

While the DEIR states that water supply from PCWA is assured once infrastructure is in place, this is not the case. Water is being supplied to new developments not included in the Placer County General Plan or City General Plans on a "first-come, first-serve" basis. PCWA has admitted that supplies are anticipated to be adequate to serve build-out of existing zoning in General Plans, assuming no droughts occur. It has not promised to be able to supply water for the development of newly annexed and rezoned agricultural lands. The only mitigation measure proposed in the DEIR for the project's increased water demand (8,484,438 gallons per day) is JMM-1, "The project proponent shall participate in regional water use efficiency measures proposed by PCWA." These measures are not explained in the document, so it is difficult to analyze what actual mitigation they might provide. A clearer mitigation measure might include the requirement of limited landscaping with drought resistant plants, water meters, and the installation of low-flow showerheads and toilets.

21-10

Increased stormwater runoff and pollution of surface and ground water downstream is likely to be an impact that cannot be adequately mitigated to a less than significant level. The entire Sunset Rancho site is currently serving as a natural wetland, soaking up and cleansing stormwater. The extent of impervious surfaces being planned for the site will greatly increase runoff and potentially cause flooding to properties lower in elevation. Development on Parcel K is very likely to impact residents living below its "box canyon" with increased stream flows from its steep slopes, and other stream floodplains may increase in size. Scientists have found that global warming is apparently increasing the likelihood of flooding in lower elevations while decreasing the amount of snow at higher elevations. The 100-year storm used to calculate major flood events may have to be revised to account for more frequent, larger storms than have been seen in the past. Leaving more of the project site in natural open space and/or creating detention basins with habitat values would provide additional mitigation for development impacts.

21-11

Sierra Club Comments on Sunset Ranchos DEIR

page 3

Alternatives

Since the Draft EIR does not include an alternative based on Smart Growth principles, the next best alternatives are #1 (no project/no development) and #2 (no project/no action), since these are the least environmentally damaging alternatives. We do not support the annexation of the Sunset Ranchos project (including the Highway 65 Corridor and Parcel K) into the City of Rocklin. These properties should remain part of unincorporated Placer County and maintain their current zoning and land use designations.

21-12

Thank you for the opportunity to comment on this proposed project.

Sincerely yours,

Sharon P. Cavallo

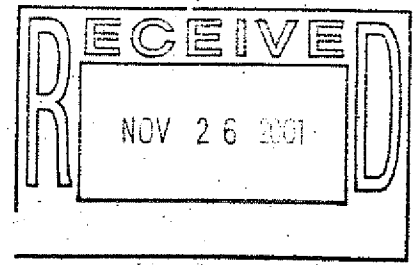
Sharon P. Cavallo
Chair, Placer Group Sierra Club

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November 26, 2001

Ms. Sherri Abbas
Planning Services Manager
City of Rocklin
3970 Rocklin Road
Rocklin, CA 95677



RE: Draft EIR for Northwest Rocklin Annexation Sunset Ranchos (SCH99102012)

Dear Ms. Abbas:

Thank you for the opportunity to comment on the above referenced Draft Environmental Impact Report (DEIR). As an adjacent property owner, Whitney Oaks appreciates the efforts that the City of Rocklin is taking to comprehensively plan one of the last remaining tracts of land within the City's sphere of influence. Our comments will focus on some minor issues that should be clarified within the DEIR.

22-1

Project Boundary

As we understand the proposed project, the annexation and general plan amendment will include all the lands within the City of Rocklin's sphere of influence located south of the City of Lincoln, west of Whitney Oaks project and east of Highway 65. Figure 2 labeled as "Northwest Rocklin Area Vicinity Map" shows what we understand the project boundary to be.

Figure F1, Project Location, shows a slightly different boundary, one that does not include all of the Sunset Ranchos. This graphic suggests that there is a small portion of property adjacent to City of Rocklin and south of the City of Lincoln that is not included in the application.

22-2

We suspect that this was a graphics error. Based on our understanding of the project, the project location map would actually include all of the land within the Rocklin's sphere up to the existing boundary of the City of Rocklin, which is co-terminus with Whitney Oaks.

The project boundary shown on Figure F1 is then repeated at various locations throughout the document. Figure F5, Figure F8 are examples of other graphics that relied on this boundary.

Circulation Patterns

Within the document, there are graphics that show the existing and proposed development patterns adjacent to the proposed project. Figure B3 shows the existing and proposed subdivision improvements within the City of Rocklin and the City of Lincoln, adjacent to the proposed project. This graphic accurately represents the

22-3

approved development patterns and road alignments for Park Drive and Whitney Oaks Drive adjacent to the Northwest Rocklin Annexation.

Throughout the rest of the document, beginning with Figure 1, the graphics rely on road alignments for Park Drive and Whitney Oaks Drive that are contrary to what has been approved by the City of Rocklin and are currently under construction. While we understand that the graphics in the DEIR represent conceptual road alignments these alignments should terminate at approved points of connection on the margins of the proposed project and should reflect development patterns that are currently approved by the City of Rocklin. A list of the figures within the document that should be reviewed are as follows: 6, B2, E1, H1, J1, J2, K1, M1, N1, P4, Q1, Q2, and R2.

Another graphics issue in the DEIR has to do with the proposed location of Whitney Boulevard (Road A) within the project boundary. For example, Figure F-5 and F-8 suggests that Whitney Boulevard would intersect with Park Drive somewhere south of Park Drive's current location. Figure B-3 accurately reflects the location of Park Drive within the City of Rocklin. The reality is that if the alignment of Whitney Boulevard as shown on Figure F-5 or F-8 were implemented it would actually intersect with Pebble Beach Road as shown on figures B-3, E-1 and P-4.

While we understand these graphics, F-5 and F-8 are for diagrammatic purposes, we feel it is important to accurately reflect the proposed physical location of these roads for consistency within the DEIR and to get a clear picture of the relationship between circulation and land use.

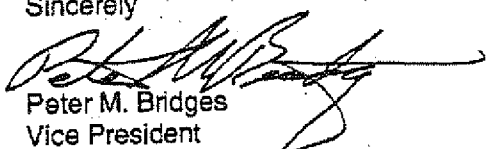
It would appear that the circulation patterns shown on the various graphics in the DEIR should be reviewed and updated to be consistent with one another and to accurately reflect existing and approved road alignments outside the project boundary.

Traffic Analysis

Within the traffic analysis section, we did not see the intersection of Whitney Oaks Drive and Park Drive. We can only presume that the amount of traffic generated from the proposed project through Whitney Oaks using Whitney Oaks Drive is insignificant and therefore does not warrant the level of analysis that has been given to other intersections in the City of Rocklin. It would be helpful to know what assumptions were used for assigning traffic traveling through Whitney Oaks and what portion of that traffic was assumed to utilize Whitney Oaks Drive if any.

Thank you for allowing us the opportunity to comment on the draft document. Please include us on all future notices concerning this project.

Sincerely


Peter M. Bridges
Vice President

22-3
22-4
22-5
22-6

Sherri Abbas

From: Carlos Urrutia
Sent: Wednesday, October 10, 2001 4:15 PM
To: Sherri Abbas
Subject: FW: sch#99102012

Sherri: Please respond to Ms. Battista.

Thanks,
Carlos

-----Original Message-----

From: Battista [SMTP:battista@mail.mindsync.com]
Sent: Monday, October 10, 1994 2:32 PM
To: carlosu@rocklin.ca.gov
Subject: sch#991020 i:

T

I'm not sure of Sherri Abbas e-mail so I'm e-mailing you.

We just receive the draft EIR for North West Rocklin annexation/Sunset Ranchos (SCH#99102012).

I'm not sure but I think theres a little mistake on Figure 1 map (N.W.R.A. Proposed General Plan Land Use) village no. 23 is label MDR but the proposed land use legend on the right side of the map shows its a school. The Figure 6 map shows that village no. 23 is a school.

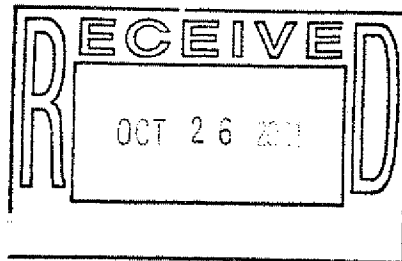
Unless I'm totally confuse myself.

]

23-1



Brian M. & Shawn C. Baie
4902 Bradford Place
Rocklin, CA 95765
916-435-9417



October 24, 2001

City of Rocklin
Sherri Abbas, Planning Services Manager
3970 Rocklin Road
Rocklin, CA 95677-2720

Re: Draft EIR for North West Rocklin Annexation/Sunset Ranchos

Dear Sherri Abbas,

We are writing to you to express our concern with the Sunset Ranchos Development. It was our understanding that when we purchased our home (4902 Bradford Place) in December 2000, it would be years before the 1,874 acre property directly behind us would ever be developed. If and when the development took place the following conditions would apply: We would not have any development for at least 180 feet directly behind our house because it was designated as a water run off area, the area would be considered a green belt. The homes that would be built in the area, would be low density housing 9,000 to 20,000 square foot lots. Based on the proposed map, the homes that are planned to be built in the area behind our property are more like low income housing. We have very large and expensive homes around our property, and throwing in the homes that the city has planned, we feel will only decrease our property values.

24-1

Besides the concerns we have mentioned above, we feel that this development is not in the best interest of the current community. Traffic

24-2

alone off of Interstate 80 and Highway 65 is horrible, not to mention the traffic in the neighborhoods which is only getting worse. Another major concern is the school system, the schools are not keeping up with the current growth of the city. We currently have to drive our children to a public elementary school in Carmichael due to the overcrowding that has taken place. The sports programs are also impacted with kids, and teams have little or no place to practice. Our son, who plays for the Rocklin Jr Thunder, Jr Pee Wee Football Team (9 – 10 year olds) is forced to practice from 7pm to 9pm due to limited space for practice. This is too late for a young child to be out on a school night. If the Sunset Ranchos development does go through, we would hope that a new sports complex would be built for the new area.

24-2

24-3

Our greatest fear is that Rocklin will become another Citrus Heights, Roseville, etc., a mass area of track homes and overcrowded streets. The reason we chose the house we are in, is because of the quite neighborhood and open space around the area. Hopefully, this reason will not change. We are also concerned about the wild life that lives throughout the area that is proposed for development. We have coyotes, deer, pheasant, turkeys, and many other forms of wild life that are present on a daily basis. This development would kill off hundreds, if not thousands of wild life that live in the area.

24-4

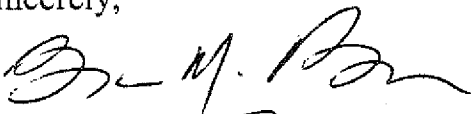

If the City of Rocklin allows the development of the Sunset Ranchos, we ask that you consider the following. Starting the development near Highway 65 and Twelve Bridges first, since Stanford Ranch has only two main streets to get in and out. Re-evaluating Parcel K to make it more suitable for the existing properties that are there.

24-5

Again, we want to state our opposition for the Sunset Ranchos development. We do not feel that this development is in the best interest of the city and its community.

24-6

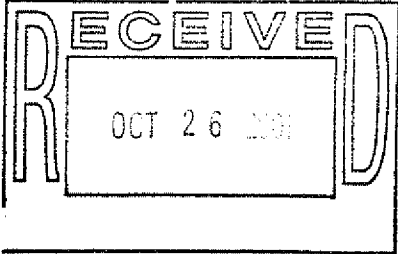
Sincerely,

Brian M. Baie
Shawn C. Baie

Haven T. Bays
2160 Campton Circle
Gold River, CA 95670
October 24, 2001

Sherri Abbas
Planning Services Manager
3970 Rocklin Road
Rocklin, CA 95677-2720



Subject: Draft EIR for Sunset Ranchos (SCH#99102012)

The following written comments are for inclusion in the November 14, 2001 City Council/Planning Commission informational packet.

We have the following concerns with the Sunset Ranchos plans as proposed:

We believe our property is currently zoned appropriately for our future plans.

25-1

The proposed realignment of Sioux Street is not acceptable. This realignment would require that 1.5 acres of our parcel (017-170-064) be dedicated to the new roadway. Additionally, the roadway will split our parcel into two properties. Based on the proposal, one side of our parcel would be residential and the other side would be commercial. *Since we are happy with the existing easement for Sioux Street, we recommend that the plans be modified to follow that easement or choose another pathway for this roadway.*

25-2

We would like the commitments made by the City of Rocklin Planning Department on May 10, 1999 to be maintained. (Please see Sunset Ranchos Annexation-Questions & Answers) Specifically see questions: "Will The Annexation Increase My Property Taxes?" and, "Will I Have To Pay Mello-Roos Taxes If Annexation Is Approved?" In these questions the *City Council* stated that: *"It will not impose Mello-Roos taxes on property owners who do not develop their property."* and *"Basic property taxes will remain as they currently are."*

25-3

By way of background please note we currently have no plans to subdivide our 10.5-acre parcel. We have been toying with the idea of building a ranch on this parcel with a large main house (4,000 sq.ft.), mother-in-law quarters (1,500 sq.ft.), swimming pool, and a barn for horses. With a lot of hard work and an investment of about \$500,000, this parcel will be worth millions. We see this parcel as being in a perfect location for an executive residence. Being on a planned four-lane thoroughfare is a plus. This is a great location for our dreams.

25-4

If you have any questions, please contact me at 635-7309 (home) or at 654-9047 (work).

Thank You,

Haven T Bays
Haven T Bays



2724 Klamath Drive
Rocklin, CA 95765
November 12, 2001

RE: Comments on Draft EIR for Northwest Rocklin Annexation/Sunset Ranchos (SCH #99102012)

**Planning Division of the Community Development Department
3970 Rocklin Road
Rocklin, CA 95677**

The following are my comments, recommendations, and questions concerning the Draft Environmental Impact report for Northwest Rocklin Annexation (SCH # 99102012):

- **Transportation/Circulation**

Parkway A also referred to as North Whitney Boulevard is planned as a 6 lane street from 65 to Sioux and then 4 lanes to Park Drive. Eventually traffic from Sierra College Boulevard will be able to use Parkway A to access Highway 65 and a possible new freeway connecting to Highway 70. The design of Parkway and planned road connections will: 1) encourage high speed traffic through the Ranchos; 2) decrease pedestrian and bicyclist safety; 3) increases air pollution; and 4) promote urban sprawl.

26-1

Recommendation: reduce number of lanes to 4 from Highway 65 to Sioux Street. Reduce number of lanes to 2 from Sioux to Park Drive.

26-2

Did the traffic study take into consideration that junior high students will need to commute to the nearest junior high at Wyckford and Park Drives? Did the traffic study consider the fact that high school age students will need to commute to Rocklin High School until the new high school is built? Did the traffic study include traffic coming from Sierra College and Park Drive?

26-3

- **Water Supply**

The Draft EIR (DEIR) notes that the planned developments will use 8.5 million gallons of water per day. The DEIR states on page J-3 that Placer County Water Agency's (PCWA) ability to supply water is dependent on PCWA securing entitlements from the Middle Fork Project on the American River. The Middle Fork Project has not been fully funded nor has the project EIR been completed. If the PCWA were unable to secure those entitlements, then the Northwest Rocklin water supply would be in jeopardy.

26-4

- Jobs Housing Balance

The DEIR states that there will be a 2.9 ratio of jobs to housing units in the project area (page I-10). The DEIR states that the proposed project would generate 12,874 jobs. These jobs would primarily created by business professional and light industrial developments along Highway 65. Such a high number of jobs seem to represent wishful thinking given the closure of Herman Miller, layoffs at Hewlett Packard, and the economic depression we are currently in. The jobs to housing ratio should be re-examined.

26-5

- Public Services

The city of Rocklin's General Plan Public Services and Facilities Policy 5 states that the city should "...disapprove development proposals that would negatively impact city provided public services." Policy 1 states that the city must maintain the "...provision of adequate public services and facilities to the existing areas of the city...". The Northwest Rocklin project land use is primarily single family residential homes which generate limited new revenue from property taxes. Commercial land use, which generates higher revenue from sales taxes, is planned for only a small portion of the project. The state of California is projecting an \$8 billion budget shortfall in fiscal year 2002-2003. The state may cut back revenue given to the cities. The DEIR notes that the city of Rocklin can impose a construction tax on the project. The construction tax is intended to cover additional police, fire and other city provided services for the project area. What about the existing areas of Rocklin? Will existing residents suffer degraded response time from the police and fire department due to the 12,000 new residents? Any construction tax must cover 100% of the cost of the estimated 20 additional police, and 12 fire department personnel.

26-6

The city has the right to impose traffic impact fees on the developers but those dollars are used for the new streets. What about damage to the existing streets caused by heavy construction equipment and then the 50,000 additional auto trips per day? The traffic impact fees must be set to cover both new and existing street maintenance.

26-7

The Rocklin Unified School District (RUSD) has the right to impose development fees on the project. The DEIR states that up to 3 elementary schools and a high school may be built within the project area. The DEIR states that the RUSD will impose only Stirling Fees on the development (page K-20). Stirling Fees will only cover a fraction of the new school construction cost. Why isn't the RUSD implementing fees under Senate Bill 50 which would cover a higher portion of the school land acquisition and construction costs? The RUSD should require the developer(s) to become part of a new Mello Roos Community Facilities District (CFD), or be included in the existing CFD2. Developer fees and state funds should fund any new elementary schools. Existing Rocklin property owners should not be placed in the position

26-8

of paying for new schools by approving more school bond money.

26-8

The DEIR states that a new fire station is not planned for in the project area. However, the Rocklin fire department expressed concerns about its ability to serve some of the project areas. The mitigation was to require fire sprinklers installed in the homes. Wouldn't it be preferable to build a new station within the project than to face potential lawsuits from failing to provide adequate fire protection?

26-9

- Visual Resources

General Plan Open Space Conservation and recreation Policy 1

"...encourages the protection of natural resource areas, scenic areas, hilltops, open space areas and parks from encroachment or destruction..." All ridge tops in the Parcel K and eastern portion of the project should be preserved as open space. All prehistoric resource sites, especially the prehistoric rock painting site (PL2), should be preserved in place as open space. Any large natural rock formations should be preserved in place as open space.

26-10

26-11

- Alternatives

The proposed project will not benefit existing Rocklin residents. The proposed project instead will negatively impact existing Rocklin residents by increasing traffic, air pollution, increased demands on police, fire, streets, and other city services. The City Council and Planning Commission members should not vote to submit a formal request for annexation to LAFCO.

Instead another alternative should be endorsed. Alternative 2 No project/No action would allow development of the project area according to Placer County designations. This alternative would have far less negative impact on existing Rocklin residents.

26-12

- Conflict of Interest

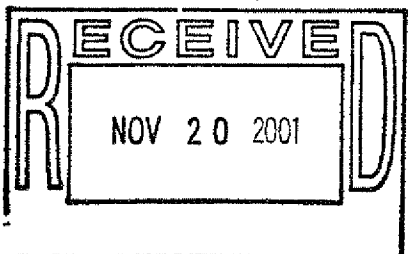
Parcel 117 shows the name of K. Yorde. If that is Ken Yorde, who is a city council member, then he should recuse himself from any decisions on the project, as that would represent a conflict of interest. Any other council member or planning commissioner who owns property or would profit from the development of the project would also be in conflict of interest and should recuse their selves from any decisions concerning the proposed project.

26-13

Please contact me at 916-376-2226 if you have any questions.

A. Rakocija
Tony Rakocija





Erik and Hilary Vos
4412 Pebble Beach Road
Rocklin, CA 95765

November 19, 2001

City of Rocklin
3970 Rocklin Road
Rocklin, CA 95677-2720

We submit these comments on Draft EIR for Northwest Rocklin Annexation/Sunset Ranchos (SCH#99102012)

Section F predicts that traffic at the intersection of Wyckford Boulevard and Park Drive will not deteriorate below level A with the new project conditions (F-20) – however, does this consider the potential traffic impact of junior high students from the new development traveling to Granite Oaks Middle School? Did the traffic study include the possible extension of Pebble Beach Road to Whitney Boulevard?

27-1

Section I, addressing employment, states an unemployment rate for the City of Rocklin for the years of 1998, and 1999 (I-3). It also lists Hewlett Packard and Herman Miller as two of the areas largest employers (I-4). This section does not appear to contain current information that would reflect the closing of Herman Miller, layoffs at HP or the general economic downturn. These are significant changes, which should be examined in the EIR.

27-2

Section J states that lots developed in Parcel K would be connected to an existing water main in the Stanford Ranch development (J-10), however no discussion is presented of the potential impact on water pressure to current residents if full build-out is achieved.

27-3

As for the question of water serving the total development area, we endorse the comments presented by Tony Rakocija, submitted November 14, regarding the ability of the Placer County Water Agency to supply sufficient water. He states “The ability to supply water is dependent on PCWA securing entitlements from the Middle Fork Project on the American River. The Middle Fork Project has not been fully funded nor has the project EIR been completed. If the PCWA were unable to secure those entitlements, then the Northwest Rocklin water supply would be in jeopardy”.

27-4

We further endorse the comments of Mr. Rakociija regarding overall impacts of the proposed project on transportation, public services, schools, visual resources and alternatives.

27-5

With reference to visual resources, Section M does not describe Parcel K specifically, with the exception of photographs (Viewpoints 5& 7, seen on M-7&8, and described on M-6) and does not discuss the geographical division (the ridge above Parcel K) which separates these 46 acres from the rest of the proposed development area. As residents of

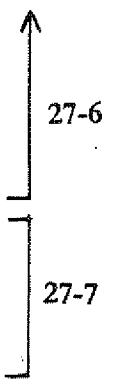
27-6

an adjoining property, we feel the visual impacts of developing Parcel K should be presented in more detail.

In closing, we feel strongly that Parcel K should be considered on its own merits as much as possible. We urge the Planning Commissioners and City Council members to include a visit to Parcel K when they make their on site inspection of the area, as it was indicated they would do at the Public Hearing on November 14, 2001.

Thank you for your consideration,

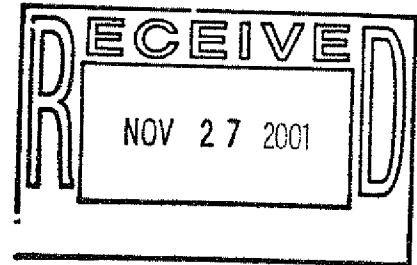
Erik and Hilary Vos



John Margowski
2508 Knoll CT.
Rocklin, CA 95765

November 25, 2001

Ms. Sherri Abbas
Planning Services Manager
City of Rocklin
3970 Rocklin Road
Rocklin, CA. 95677



Dear Ms. Abbas:

Thank you for the opportunity to review and comment on the Draft Environmental Impact Report on the Northwest Rocklin Annexation (Sunset Ranchos). I have a few comments and/or questions that I would like addressed in the final EIR:

- **Section R "Alternatives to the Proposed Project"** (Page R-80) concludes that the No project or no development is considered the Environmentally superior Alternative. The second best alternative was found to be Alternative #4. The DEIR states that ALT #4 would be generally consistent with the General Plan direction regarding growth and with project objectives. The DEIR needs to explain why an alternative was not analyzed that proposed less residential units than Alternative #4. It would appear that most of the City's and Grupe's objectives could be met with much less density resulting in less significant impacts. An example of a less dense alternative would be to retain the current density for Parcel K and reserve the ridgelines of the project for open space. This example mitigation would greatly improve the aesthetic concerns from the western boundaries of the City. 28-1
- **Section M "Visual Resources"** has stated that the proposed project has significant unavoidable impacts. It further states that the impacts are unmitigatable. The City's General Plan Goal is to "designate, protect, and conserve natural resources, open space and recreation lands in the City..." Policy 20 states that the City is to "consider development projects in terms of their visual qualities and compatibility with surrounding areas, especially those urbanizing abutting rural or semi-rural areas." If the project is built out even under "alternative 4" there will be significant impacts and the project will run counter to the City's general plan goals and policies. The DEIR need to propose all mitigations possible to avoid significant impacts. One potential mitigation that should be considered is to prohibit development within 100' of the centerline of any major ridgeline. Several Northern California City's have passed hillside and ridgeline development ordinances. Two such Cites are Danville and Walnut Creek. I have attached a copy of Danville ordinance for staff to review for potential aesthetic mitigation measures for the proposed project. 28-2

- **Section J "Public Utilities"** states that the 8.5million gallons of water per day that the proposed project will need is not available from PCWA's current main source of water from Lake Spaulding. The DEIR indicates that PCWA's ability to supply water to the Proposed Project depends in part on its ability to construct improvements and obtain entitlements year round from the American River. Since neither the Environmental Permits nor the appropriations and local funding have been approved the availability of timely water from this American River project should not be assumed in the EIR The DEIR states that the increase demand is a significant impact. The DEIR then indicates that the mitigation that will make this impact less than significant is for the proponent to participate in regional water efficiency measures. If all of the current available supply is spoken for (is current use plus approved projects that are not yet built out) how are efficiency measures of this project mitigating a shortage of current supply? The DEIR needs to discuss mitigation measures to ensure that a shortage of water does not occur if the project is approved. Should the City issue building permits if the improvements that the DEIR indicates are needed to ensure adequate water supplies are not built?

28-3

- **Section Q "Biological Resources"** of the DEIR page Q.3 indicates that installing or upgrading sewer lines would not result in new biological impacts since all work would be performed in existing utility easements on land previously surveyed for these projects. Earlier surveys may not have followed today's standards for survey protocols. The DEIR needs to provide information on who conducted the surveys and when they were complete.

28-4

Sincerely Yours,

John Margowski
 John Margowski

Chapter 32 PLANNING AND LAND USE***Section 32-69 SCENIC HILLSIDE AND MAJOR RIDGELINE DEVELOPMENT.*****32-69.1 Findings and Declaration of Intent.*****a. The Town Council finds that:**

1. There are hills and ridges within the Town which because of their physical dominance of the Town's landscape constitute significant natural topographical features and comprise a large part of the natural open space and scenic resources of the community;
2. It is desirable to require in these areas an alternative approach to traditional and conventional flat land practices of residential development, to keep grading and cut and fill operations consistent with the retention of the natural character of the hillside and ridgeline areas, and to preserve the predominant views both from and of the hillside and ridgeline areas;
3. Active and passive recreational open spaces are desirable and necessary to maintain the quality of life enjoyed by the residents of the community;
4. The retention of scenic hillsides and ridgelines in as near a natural state as is feasibly consistent with the rights granted by law to property owners to develop their properties important to the community's aesthetic qualities and will preserve a desirable visual identity of the Town;
5. Hillside development requires special attention to the provision of public facilities and improvements in order to protect the health and safety of human life and property;
6. The repair and stabilization of unsafe slide areas is crucial to the health, safety and welfare of the community, and to the preservation of both public and private investments in such areas;
7. The Town Council recognizes that each property has its own unique characteristics, including, but not limited to topography, tree cover and visual impact. The regulations in this chapter are intended to provide flexibility in the treatment of the development of individual properties as indicated by their uniqueness rather than to provide a fixed set of strict standards applicable in the same manner to all properties. In this way each property can be developed to its full potential consistent with the land use constraints as imposed by this chapter and other applicable land use regulations;
8. The imposition of the regulations imposed by this chapter may protect the Town from liability for soils instability by requiring that consideration be given to the presence of critically expansive soils or other soils problems.

b. The purposes of this section are to:

1. Preserve significant features of scenic hillsides and major ridgeline areas in essentially their natural state as part of a comprehensive open space system;
2. Keep the semi-rural qualities of the Town by preserving its open and uncluttered natural topographic features;
3. Encourage in these areas an alternative approach to conventional flat land practices of development;
4. Keep grading and cut and fill operations consistent with the retention of the natural character of the scenic hillsides and major ridgelines;
5. Minimize the water runoff and soil erosion problems incurred in adjustment of the terrain to meet on-site and off-site development needs;
6. Insure that the open space as shown on any Development Plan is consistent with the open space element shown on the General Plan;
7. Preserve the predominant views of the scenic hillsides and major ridgelines and to retain the sense of identity and image that these areas now impart to the Town and its environs;

8. Require retention of trees and other vegetation which stabilize slopes, retain moisture, minimize erosion and enhance the natural scenic beauty and safety qualities of the hills;

9. Require planting whenever appropriate to maintain necessary cut-and-fill slopes, to stabilize them by plant roots, and to conceal the raw soil from view; and

10. Require retention of natural landmarks and prominent natural features that enhance the character of the Town. (Ord. #29-84, §8-5001)

32-69.2 Definitions. In this section unless the context otherwise requires:

Major ridgelines shall mean the crest of a range of hills or mountains which is prominently visible from a substantial land area in or around the Town of Danville or from major vehicular corridors. When referring to land or areas to which this section applies, major ridgelines includes areas designated as such on the map set forth in subsection 32-69.11.

Scenic hillside shall mean elevated land formations with unique visual character. When referring to land or areas to which this section applies, scenic hillside includes the areas designated as such on the map set forth in subsection 32-69.11. (Ord. #29-84, §8-5002)

32-69.3 Applicability and Relation to Other Land Use Regulations.

a. This section applies to scenic hillside and major ridgeline areas which are shown and defined as such on the Danville General Plan Map on file in the office of the Planning Director. A reduced version of that map is set forth in subsection 32-69.11.

b. Both the regulation of the land use district to which the land is classified and this section apply to scenic hillside and major ridgeline land. If there is a conflict between this section and the land use regulations which apply by virtue of zoning, this section and the regulations, requirements, and conditions imposed under authority of this section control. (Ord. #29-84, §8-5003)

32-69.4 Uses of Scenic Hillside and Major Ridgeline Land.

a. Permitted Uses. The uses permitted on scenic hillside and major ridgeline land are the same uses permitted in the land use district to which the land is classified.

b. Prohibited Development. No development is permitted within one hundred (100') feet (measured vertically) of the centerline of a major ridgeline (the line running along the highest portion) except when Development Plan approval is granted by the Planning Commission in accordance with subsection 32-69.10.

c. Development Prohibited Without Permit. No person may grade, clear, construct upon or alter scenic hillside or major ridgeline land without approval granted under this section.

d. Subdivisions. Future subdivided parcels in major ridgeline areas shall be designed so that the building sites are at least one hundred (100') feet (measured vertically) below the centerline of major ridgelines and shall otherwise comply with this section. (Ord. #29-84, §8-5004)

32-69.5 Application for Scenic Hillside Development Permit.

a. Requirement for Permit. A person who desires to erect a structure or to grade or improve scenic hillside land must receive a scenic hillside development permit. The application may be combined with an application for a building permit, grading permit, conditional use permit, tentative subdivision map approval or other land use entitlement. (Existing development requiring a grading or building permit for exterior modification shall be subject to the development permit process.)

b. Application and Information. An applicant shall file an application on a form provided by the Town. The Planning Director may require such supplemental plans and information as may be needed to properly review the application. Examples of supplemental plans and information that may be required are:

1. Preliminary soils and geological reconnaissance report;
2. Preliminary grading plans indicating existing and proposed grades and retaining walls on a drawing to a scale of not less than one (1") inch equals twenty (20') feet and contour intervals not greater than two (2') feet;
3. Site plan showing the outline of proposed and existing structures, streets, driveways, parking, utilities, etc.;

4. Conceptual landscaping plans;
5. Architectural design plans showing exterior building elevations; and
6. Location of existing trees in excess of six (6") inches in diameter, as measured four (4') feet from the ground and trees to be removed;
7. Additional site specific information as may be required by the Planning Director.

c. Designation of Reviewing Body. The reviewing body is the authority charged with the duty of passing upon any land use entitlement. In the case of an application which requires only grading or building permit approval for sites located on scenic hillside land, the Planning Director is the reviewing body. The Director may refer an application to the Planning Commission for review and recommendation. In all other cases of applications requiring approval in scenic hillside or major ridgeline areas, the Planning Commission shall be the reviewing body (subsection 32-69.10). (Ord. #29-84, §8-5005)

32-69.6 Area Required for Lots on Scenic Hillside and Major Ridgeline Land. The minimum lot area shall not be less than that prescribed by the applicable land use district and which is consistent with the General Plan. However, the required lot areas may be increased or decreased above or below the minimum when the reviewing body finds that it is necessary to do so because of the physical terrain in order to assure that there will be a suitable building site for the approved use. In determining whether it is necessary to increase or decrease the lot area, the reviewing body shall apply the standards set forth in subsection 32-69.7. Lot area reductions shall be subject to the standard variance procedure. (Ord. #29-84, §8-5006)

32-69.7 Standards for Plan Review and Approval.

a. In reviewing an application the reviewing body shall consider the following factors: slope, soil stability, drainage, soil characteristics, seismic factors, existing and future development, view shed, vehicular access, potential traffic congestion, fire risk, wildlife, and impact on existing vegetation.

b. The site plan shall provide an appropriate developable area on the site consistent with the site's constraints in relation to the review and approval criteria set forth in this section and in the Danville Hillside/Ridgeline Development Standards. These standards provide criteria for architectural design, landscaping, grading, lighting, etc. (Ord. #29-84, §8-5007)

32-69.8 Additional Development Requirements. The reviewing body may impose additional restrictions or requirements or both on a parcel of scenic hillside or major ridgeline land if it finds that the parcel requires protection because of its prominence and location or determines that there may be exceptional hazards to its development. These additional restrictions or requirements must be consistent with the purposes of this section. (Ord. #29-84, §8-5008)

32-69.9 Dedication. The reviewing body may require as a condition of approval the dedication of an open space easement, development rights or similar enforceable restrictions related to an open space area to be excluded from development. (Ord. #29-84, §8-5009)

32-69.10 Exception to Permit Development Within One Hundred (100') Feet of Major Ridgeline. An exception to modify paragraphs b. and d. of subsection 32-69.4 to permit development within one hundred (100') feet (measured vertically) of the centerline of a major ridgeline may be granted by the Planning Commission in accordance with the zoning ordinance when the Planning Commission finds any one (1) of the following:

a. Due to the application of this section a structure could not otherwise be constructed on the parcel;

b. Development is designed to take place as far beneath the centerline of the major ridgeline as practical; or

c. The proposed siting, grading, landscaping and architecture are such that the development will not conflict with the purposes set forth in subsection 32-69.1b. (Ord. #29-84, §8-5010)

32-69.11 Map.

a. The Danville General Plan Map, in reduced form, showing the land subject to this section and referred to in subsection 32-69.3a. is attached to this section and incorporated by reference.**

b. If, in fixing the boundary of major ridgeline land as shown on the map in relation to a

parcel of property, there is uncertainty or dispute as to whether a property is subject to this chapter, the applicant shall prepare a precise topographic study fixing the location of the property in relation to the centerline of the major ridgeline. (Ord. #29-84, §8-5011)

32-89.12 Exceptions to Section 32-69. This section does not apply to:

- a. Emergency site maintenance and emergency site repairs;
- b. A first-story building addition containing less than three hundred (300) square feet of floor area; or
- c. Animal-secure wire fencing;
- d. As to scenic hillside areas only, the performance of work for which neither a building permit, grading permit, conditional use permit, subdivision map approval or other land use entitlement is required. (Ord. #29-84, §8-5012)

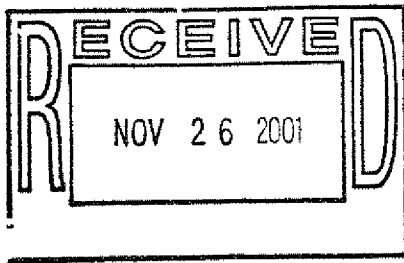
32-89.13 Appeal. A person desiring to appeal a decision made under this section may do so under subsection 2-8.5. (Ord. #29-84, §8-5013; New)

* Editor's Note: Section #2 of Ord. #29-84 provides as follows:

Section 2, The requirements of this ordinance do not apply to the following:

- (1) A project for which a building permit was issued before the effective date of this ordinance;
- (2) A project for which a complete building permit application was submitted before adoption of Ordinance No. 27-84 (An Interim Ordinance to Suspend Development Along Ridgeline Areas) or any extension thereof; or
- (3) A valid tentative subdivision map approved before the effective date of this ordinance. However, the development of parcels created by such tentative subdivision maps shall not be exempt from the provisions of this ordinance.

** Editor's Note: The Danville General Plan Map may be found in the Office of the Planning Director of the Town of Danville.



Denise Regnani
4414 Pebble Beach Road
Rocklin, CA 95765

November 26, 2001

City of Rocklin
3970 Rocklin Road
Rocklin, CA 95677-2720

I submit these comments on Draft EIR for Northwest Rocklin Annexation/Sunset Ranchos (SCH#99102012)

My concerns address the comprehensive planning of Parcel K with consideration given to the following:

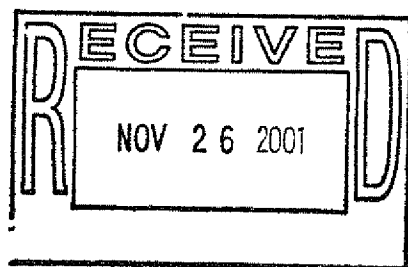
- 1) The development of Parcel K will negatively impact the existing neighborhoods and their respective property values 29-1
- 2) The proposed land use of Parcel K will reduce existing property values and subsequently reduce city property tax revenues
- 3) Parcel K does NOT consciously preserve and incorporate existing natural resources and open space near existing homes...ie; the beautiful and natural, 50 foot, indigenous rock formation is proposed to be eliminated, with total disregard to how it will affect the aesthetic value of existing and future homes. Parcel K is one of the ONLY beautiful open spaces left in the city of Rocklin. The giant rock formation should be preserved, so existing and future homes will retain their value. The loss of wetlands will be profound. Careful consideration should be given to the loss of ancient trees, plant communities, loss of grasslands and wildlife habitat. I propose that none of the trees should be sacrificed and further studies be conducted regarding the irreversible environmental changes and loss of wildlife 29-2
- 4) The development of Parcel K does not appear to include pedestrian trails and bicycle paths (cut into open space) to promote recreational use by current and future resident 29-3
- 5) Connecting Parcel K to an existing water source may post a major problem with regard to water pressure for current and future residents. I endorse the comments presented by Tony Rakocija, submitted November 14, regarding the ability of the Placer County Water Agency to supply sufficient water. He states "The ability to supply water is dependent on PCWA securing entitlements from the Middle Fork Project on the American River. The Middle Fork Project has not been fully funded nor has the project EIR been completed. If the PCWA are unable to secure those entitlements, then the Northwest Rocklin water supply would be in jeopardy". 29-4

29-5

- 6) I further endorse the comments of Mr. Rakociija regarding overall impacts of the proposed project on transportation, public services, schools, visual resources and alternatives] 29-6
- 7) Parcel K is a wetland. In heavy rain, small rivers emerge. I am very concerned that adequate flood controls will be in place once the topography is significantly altered and roads developed] 29-7
- 8) As a residence that immediately borders Parcel K, I would like to see more detail pertaining to visual impacts of developing Parcel K] 29-8
- 9) I am very concerned about the impact of increased traffic-generated noise. Parcel K sits beneath our residence, and I can currently hear recreational activity in the field behind our home. Traffic noise would echo and reverberate throughout our neighborhood which is positioned at least 20 feet higher than the base of Parcel K] 29-9
- 10) I am very concerned about the increased traffic on main residential arteries such as Stanford Ranch Rd., Park, Wyckford, Mountaingate and Pebble Beach Road. The roadways are already congested at peak hours...I can not imagine having to compete with a new development of this size] 29-10
- 11) The development of Parcel K will result in significant light and glare for the existing residents bordering the project] 29-11
- 12) It is our opinion that the cumulative impacts will be profound] 29-12
- It is for the above-mentioned reasons I oppose the development of Parcel K.] 29-13

Thank you.

Denise Regnani



Larry & Lori Hill
4427 Pebble Beach Road
Rocklin, CA 95765

Craig & Joanna Larrew
4444 Pebble Beach Road
Rocklin, CA 95765

November 26, 2001

City of Rocklin
3970 Rocklin Road
Rocklin, CA 95677-2720

We would like to thank the City of Rocklin and EIP Associates for making available the Draft EIR for the **Northwest Rocklin Annexation/Sunset Ranchos (SCH#99102012)**. Listed below you will find our concerns and requests. Feel free to contact us with any questions you may have regarding our comments. We would also like to endorse the comments that have been submitted by Mr. Tony Rakocija as well as Mr. and Mrs. Eric and Hilary Vos.

30-1

30-2

Open Space

Table B-6 delineates zoning designations in acres for the SR65 Corridor; as do Tables B-7 and B-8 for Parcel K. In Table B-6 the total acres zoned for open space represents approximately 12 % of the total acreage. However, with regard to Parcel K only an approximate 6% is proposed as open space. How do these percentages compare to recent developments in Rocklin such as Stanford Ranch? Our guess is that 12% is on the low side. With this in mind, we respectfully request more open space zoned for parcel K. A larger zoning of open space will help to mitigate some of the visual impacts that will be realized.

30-3

Figure E-1 (page E-6) has open space designations for the Proposed Project but no designations are shown for Parcel K. We respectfully request that a large open space be zoned on Parcel K in the southeast portion of the property that would preserve the existing wetland and surrounding areas as well as mitigate some of the visual impact to the adjacent neighborhood.

30-4

Adequate Schooling Facilities

Section B (page B-15) states, "the Proposed Project provides for a 50-acre high school site, and three 10-acre elementary school sites." However, no discussion is mentioned regarding the possible need for a middle school. It also states, residential development could occur "in the event the Rocklin Unified School District chooses not to develop a school on the designated school sites [...]" Page S-1 states, "Annexation of the Proposed Project [...] would house approximately 11,620 new residents." 11,620 new residents will surely need adequate schooling facilities, and the analysis on page K-17 does not stand the test of reason -- though mathematically correct. How can three elementary schools and one high-school be needed but no middle school? We respectfully request a

30-5

commitment from the school district for the proposed schools as well a new middle school.

Development Goals

Pages B-17, 18, and 19 states the goals of LAFCO, City of Rocklin, and Grupe, but not the Parcel K portion of the project. We respectfully request that the Parcel K goals be included in the final EIR.

Safety Risks with Increased Traffic

Throughout the EIR traffic studies and mitigation measures are stated. However, no mitigation measures are described to reduce the increased traffic in the neighborhood closest to the Proposed Project. We respectfully request two additional traffic mitigation measures for Impact F-7 (page C-17). These additional measures will help to alleviate the increased traffic safety risks in a neighborhood with a high density of children.

- Conversion of the existing temporary traffic barrier on Kali Court to a permanent traffic barrier
- Conversion of the existing temporary traffic barrier at the East end of Pebble Beach Road to a permanent traffic barrier

Increased Park Demand

Pages C-8 and K-29 describe the increase in demand for park facilities and state, “the project would include approximately 60 acres of developed parkland.” However, none of this parkland is designated to be in Parcel K. Due to the natural barrier of terrain that exists between Parcel K and the remainder of the Proposed Project the residents of Parcel K will most likely use the parks in Stanford Ranch. We respectfully request that a park be placed in Parcel K to mitigate this impact.

Natural Rock Structures

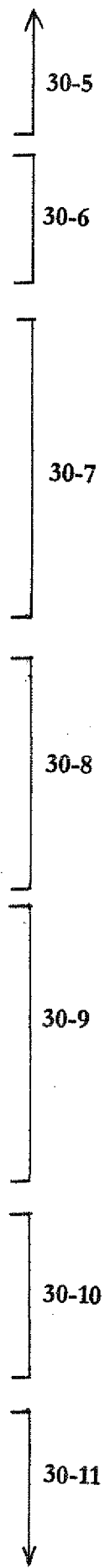
Impact M-1 (page C-44) states “The Proposed Project would replace the undeveloped character of the project site with an urban setting.” Table C-2 shows this impact as “significant” with “No mitigation measures [are] available.” We respectfully ask that all natural rock structures of significant size be preserved as a mitigation measure. For example, a 30 feet tall solid granite rock is in Parcel K with smaller rocks around it. The local residents refer to this rock as Big Rock. The idea of its destruction is not welcomed by most residents that I have talked to. We respectfully request that this natural structure and others like it in the Proposed Project be preserved as a mitigation measure.

Wetlands

Figure Q-2 (page Q-15) contains a Wetlands Delineation Map. I have heard that there are two seeps in the drainage swales and therefore missing from this map. They are located in Parcel K about 200 yards below the Northeastern stock pond. Page Q-16 states, “Seeps are considered wetlands under Section 404 of the Clean Water Act.

California Red-legged Frog

Table Q-2 (page Q-22) lists the special-status species potentially occurring in the Northwest Rocklin area. With regard to the California Red-Legged Frog, the table states,



"None observed or reported during surveys of the project site." However, a sighting was reported by local residents to the US Fish and Wildlife Service, Sacramento Fish and Wildlife Office earlier this year. The sighting was a frog with a prominent dorsolateral fold of skin running from the eye to the hip on either side. We respectfully request that this be looked into by the appropriate agencies. A special study by the US Fish and Wildlife Service of the wetland areas near Pebble Beach Road may be in order.

30-11

Water Supply

We are concerned about the availability of water for the proposed project. For example, the memorandum (See Appendices) from Dave Campbell of the Placer County Water Agency states, "At the present time, the Agency cannot assure the City of Rocklin that the projected water supplies available [...] will meet the projected water demand for the proposed project [...]" What can be done to ensure that the water supply will be available?

30-12

Reduced Density

Section R describes alternatives to the Proposed Project. We see little benefit to the community of Rocklin with the level of density proposed in the project and are concerned about the impacts that will not be mitigated. We strongly favor alternative proposals that meet the objectives of the City of Rocklin with the least amount of density. For example, Figure R-1 (page R-35) contains additional open space especially in the area just Northeast of Parcel K. This portion of the property is visually attractive, full of animal life such as deer and pheasants, lined with oak trees, and an abundance of seasonal wetlands. It would be a shame to develop this into a residential area.

30-13

Your attention to these concerns is greatly appreciated.

Best regards,

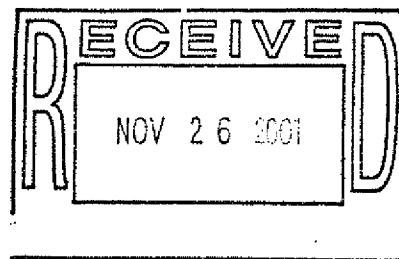
Larry & Lori Hill

Craig & Joanna Larrew

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26 November 2001

John W. Wayne
 4900 Bradford Place
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 916 632-8465
 wayne@pasco.com



Sharri Abbas
 Planning Services Manager
 City of Rocklin
 3970 Rocklin Road
 Rocklin, CA 95677-2720

**RE: Northwest Rocklin Annexation (Sunset Ranchos) Draft
 Environmental Impact Report SCH No. 99102012**

Thank you for your time and effort in preparing the DEIR for public review. Thank you also for the opportunity to provide my questions and comments on its contents. I have the following questions regarding the DEIR for Sunset Ranchos:

- 1) The report references the City of Rocklin General Plan Policy for New Residential Land Use, specifically Policy 12 regarding the "village concept". This policy is to apply to projects of 500 acres or more. Please explain how this concept is addressed by the applicant.

31-1

Comment: The project is more than 3 times the minimum size to consider this policy. Yet the proposed zoning does not address any core village and only encourages multiple daily automobile trips from the vast residential area in the east to the Highway 65 commercial corridor in the west.

- 2) Does the traffic study contained in the DEIR consider complete access and limited or no access a) on Pebble Beach from the community park to the Whitney Oaks golf course maintenance facility and b) on Kali from the existing development through to parcel K's new development? I do not see these streets addressed in the report.

31-2

- 3) Regarding school funding both for building new schools and maintaining existing and newly built schools, will the new development (developers, builders and new residents) bear the complete cost of the additional burden they place on the Rocklin Unified School District? If so, by what mechanism in addition to the Stirling fees discussed in the report? Is there a binding agreement to include the new development in an existing or new Mello-Roos District?

31-3

- 4) As an existing Rocklin resident paying Mello-Roos for Rocklin CFD 1, CFD 2, CFD 3 and RUSD CFD 1, will my city or county obligations increase due to the additional burden the Sunset Ranchos development places on government services; school, fire, police, streets, admin or other? } 31-4

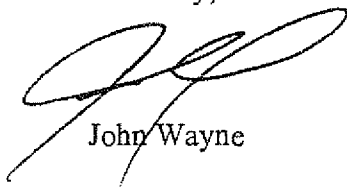
- 5) On page L-3 the report discusses a potential liability of a trash pit next to the northern stock pond on the Parcel K property. How will this potential hazard be evaluated and cleaned up? } 31-5

- 6) How will the visual impact of detention basin structures be considered, especially in open space areas? } 31-6

- 7) Will the proposed project development be required to contain surface water on their property and drain into existing drainages? } 31-7

Thank you for the opportunity to pose these questions.

Sincerely,



John Wayne

ROCKLIN CITY COUNCIL
AND
ROCKLIN PLANNING COMMISSION
SPECIAL JOINT PUBLIC HEARING
TO RECEIVE
PUBLIC COMMENTS
ON THE DRAFT EIR FOR THE
NORTH WEST ROCKLIN ANNEXATION/SUNSET RANCHOS PROJECT
WEDNESDAY, NOVEMBER 14 2001

Council Member Lund opened the meeting by stating that the purpose of this special joint public hearing of the City Council and the Planning Commission was to receive public comments on the Draft EIR for the North West Rocklin Annexation/Sunset Ranchos project. Council Member Lund indicated that there would be no action taken at this meeting either by the Planning Commission nor the City Council. The questions will be written down and answered in the Final EIR. The comment period on the Draft EIR will close on Monday, November 26, 2001. After the Final EIR is prepared, the Planning Commission will hold a public hearing on the Final EIR and the project then make their recommendations to the City Council. The City Council will conduct their own public hearing on the Final EIR and the proposed project resulting in final action on the project.

Public Input Received:

Council Member Hill

- 1) Requested that DKS, who prepared the traffic study, be asked to reevaluate the intersections of Foothills/Junction and Vernon/Grant Street in Roseville. These intersections are so far removed from the project, he questions whether the impacts to them are accurately reflected in the document.

32-1

Tony Rakocija, 2724 Klamath Drive

Mr. Rakocija made the following comments and also submitted a written letter at the hearing.

- 1) Parkway A (also referred to as North Whitney Boulevard) the way it is designed would encourage high speed traffic through the Ranchos, decrease pedestrian and bicyclist safety, increase air pollution, and promote urban sprawl. He would prefer that they decrease the number of lanes especially from Highway 65 to Sioux Street and then from Sioux Street to the connector with Park Drive.

33-1

- 2) The Draft EIR notes that the planned development will use 8.5 million gallons of water per day. Page J-3 of the Draft EIR indicates that PCWA's ability to supply water is dependent upon PCWA securing entitlements to the Middle Fork Project on the American River. The Middle Fork Project has not been fully funded, nor has the project EIR been completed. If the PCWA were unable to secure those entitlements, then the North West Rocklin water supply would be in jeopardy.

33-2

- 3) The Draft EIR states that there will be a 2.9 ratio of jobs to housing units in the project area (page I-10). The Draft EIR states that the proposed project would generate 12,874 jobs. Such a high number of jobs seem to represent wishful thinking given the closure of Herman Miller, layoffs at Hewlett Packard, and the economic depression we are currently in. The jobs to housing ratio should be re-examined given the current situation our economy is in. 33-3

- 4) The City of Rocklin's General Plan Public Services and Facilities Policy 5 states that the City should "...disapprove development proposals that would negatively impact City provided public services." Policy 1 states that the City must maintain the "...provision of adequate public services and facilities to the existing areas of the City...". The North West Rocklin project land use is primarily single family residential homes which generate limited new revenue from property taxes. Commercial land use, which generates higher revenue from sales taxes, is planned only on a small portion of the project. The State of California is predicting an \$8 billion budget shortfall in fiscal year 2002-2003, and today he heard that it might be \$12 billion. The State may cut back revenue given to the cities. The Draft EIR notes that the City of Rocklin can impose a construction tax on the project. The construction tax is intended to cover additional police, fire and other City provided services for the project area. What about the existing areas of Rocklin? What about the existing services for the other residents of Rocklin? Will existing residents suffer degraded response time from the police and fire department due to the 12,000 new residents? Any construction tax must cover 100% of the cost of the estimated 20 additional police, and 12 fire department personnel. 33-4

- 5) The City has the right to impose impact traffic fees on the developers but those dollars are used for the new streets. What about damage to the existing streets caused by heavy construction equipment and then the 50,000 additional auto trips per day? The traffic impact fees must be set to cover both new and existing street maintenance. 33-5

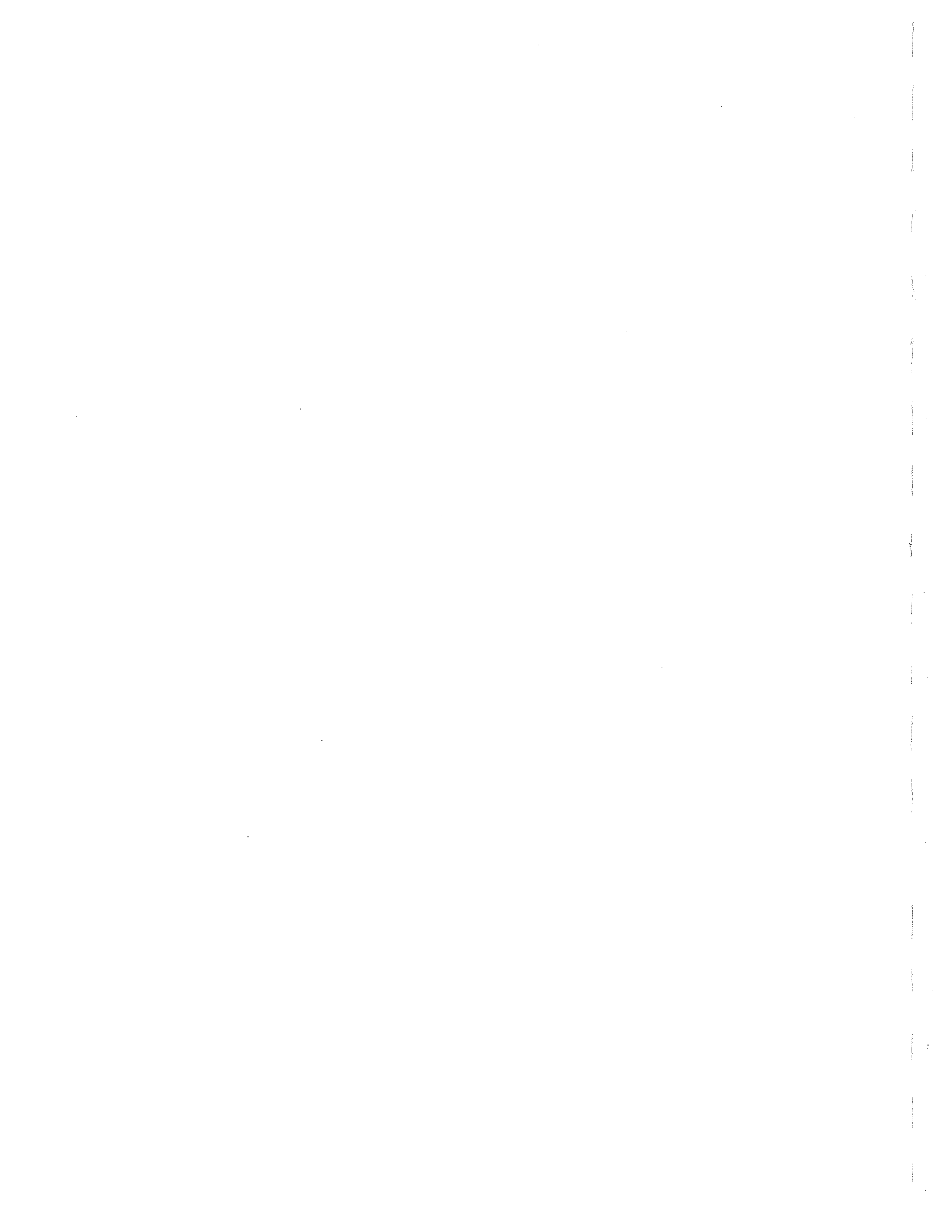
Council Member Lund

- 1) Council Member Lund reminded the public that written comments on the Draft EIR could be submitted until 5:00 p.m. on Monday, November 26, 2001. 34-1

Commissioner Coleman

- 1) Suggested that a site tour of the North West Rocklin Annexation/Sunset Ranchos property be arranged for the Council and the Planning Commission. The public should be invited as well. 35-1

Appendix B
Mitigation Monitoring Plan



APPENDIX B
NORTHWEST ROCKLIN ANNEXATION (SUNSET RANCHOS)
MITIGATION MONITORING PLAN

PROJECT DESCRIPTION

The Northwest Rocklin Annexation Area (Proposed Project) is approximately 1,871 acres of undeveloped and developed land in an unincorporated portion of south Placer County. The project site is located within the Sphere of Influence of the City of Rocklin and is bounded on the west side by State Route 65 (SR 65), on the north by the Twelve Bridges Specific Plan area in the City of Lincoln, on the east by the Whitney Oaks master-planned community in the City of Rocklin, and on the south but eh master-planned communities of Sunset West and Stanford Ranch, both within the City of Rocklin. The Sunset Industrial Area in Placer County is located to the west side of SR 65.

The Mitigation Monitoring Plan (MMP) is arranged as a table with five columns: Mitigation Measure, Monitoring Program, Implementation Responsibility, Monitoring Responsibility, and Timing. The Mitigation Measure column includes a list of all the mitigation measures identified in the DEIR and FEIR. The "required" mitigation measures identified as REQ MM in the DEIR are included in this table. The Monitoring Program identifies the specific steps that must be taken in order to comply with the mitigation measure. The Implementation Responsibility identifies the entity/department responsible for implementing the "monitoring program." The Monitoring Responsibility identifies the entity/department responsible for ensuring the monitoring program has been completed as specified. Lastly, the Timing indicates at what point in the process the monitoring program needs to be completed. This table is a summary of the progress of implementation. The City of Rocklin Community Development Director will provide overall monitoring of this project.

Mitigation Measure

Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
E. Land Use				
EMM-3 Implement Mitigation Measures FMM-5, HMM-4, HMM-5 and MMM-3. These mitigation measures shall be implemented at the time of approval of the subsequent development entitlements (i.e., use permits, tentative maps, and/or design review).	See FMM-5, HMM-4, HMM-5 and MMM-3.	See FMM-5, HMM-4, HMM-5 and MMM-3.	See FMM-5, HMM-4, HMM-5 and MMM-3.	See FMM-5, HMM-4, HMM-5 and MMM-3.
Timing IP = Identified on Improvement Plans BP = Implement at Building Permit TM = Tentative Map, Prior to Approval FM = Final Map GDP = General Development Plan, prior to approval	Monitoring Responsibility CDD = Community Development Department DPW = Department of Public Works PCWA = Placer County Water Agency PLAN = Planning Division BD = Building Division ED = Engineering Division	Monitoring Responsibility PD = Police Department FD = Fire Department CDFG = California Department of Fish and Game PCDEH = Placer County Division of Environmental Health PCFCWCD = Placer County Flood Control and Water Conservation District PCAPCD = Placer County Air Pollution Control District	Monitoring Responsibility JPA = SR65 Joint Powers Authority RUSD = Rocklin Unified School District	

Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
<p>EMM-6 If development applications are proposed in the vicinity of the future North Whitney Boulevard/State Route 65 interchange prior to construction of the interchange, development shall be limited to provide for sufficient right-of-way for the interchange, as determined by Caltrans in a Project Study Report for the interchange.</p> <p>The amount of land that would be needed is unknown at this time because the type and design of the interchange has not been determined. This mitigation measure shall be implemented at the time of approval of the tentative map, use permit, or design review applications.</p>	<p>Consult with CalTrans regarding the appropriate ROW and incorporate into TM</p>	<p>Developer, CDD, CalTrans</p>	<p>CDD</p>	<p>TM</p>

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Mitigation Measure

Monitoring Program **Implementation Responsibility** **Monitoring Responsibility** **Timing**

F. Transportation/Circulation

SR 65/Sunset Boulevard Intersection

FM-1(a) Participate in a funding mechanism to construct an interchange at SR 65 and Sunset Boulevard. Prior to recordation of the first final subdivision map (except for Parcel K), an infrastructure phasing and financing plan shall be completed and approved by the City Council. The plan shall specify the level of development that can occur before construction of the SR 65/Sunset Boulevard interchange, and provide for advance funding of the interchange, if needed. The plan shall ensure that development of the project area is phased in a manner, and at a pace, that will not cause violations of City level of service standards as set forth in the General Plan. The financing plan shall also provide a mechanism to reimburse property owners who dedicate a disproportionate amount of land for roadway purposes.

Revise JPA to reflect proposed project and improvements
 City and JPA
 CDD
 TM

Prepare infrastructure plan
 Applicant
 PLAN
 Prior to construction of road

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Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
<i>Sunset Boulevard/Blue Oaks Boulevard intersection</i>				
FMM-7(a) Construct a second left-turn lane on the northbound Sunset Boulevard approach.	Revise CIP to reflect proposed project and required improvements	ED and DPW	CDD and DPW	Prior to construction of road
	Pay fair share toward improvements	Applicant	CDD and DPW	Prior to construction of road
	Construct improvements	DPW	CDD and DPW	Prior to construction of road

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Implementation Responsibility
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Mitigation Measure

Monitoring Program **Implementation Responsibility** **Monitoring Responsibility** **Timing**

Sunset Boulevard/Pacific Street intersection.

FMM-7(b) Construct a "free" right-turn lane on the southbound Pacific Street approach to westbound Sunset Boulevard. This would necessitate widening the bridge over the railroad tracks.

CDD and DPW CDD and DPW CDD and DPW Prior to construction of road

Revise CIP to reflect proposed project and required improvements

Applicant, CDD CDD and DPW CDD and DPW Prior to construction of road

Pay fair share toward improvements

DPW DPW CDD and DPW Prior to construction of road

Sunset Boulevard/West Oaks Boulevard intersection.

FMM-7(c) Dedicate the inside through lane on the southbound West Oaks Boulevard approach as a shared left/through lane and rephasing traffic signal.

CDD and DPW CDD and DPW CDD and DPW Prior to construction of road

Revise CIP to reflect proposed project and required improvements

Applicant shall dedicate the necessary land.

Applicant Applicant CDD and DPW Prior to construction of road

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Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
<i>Sunset Boulevard/Atherton Drive intersection.</i>				
FMM-7(d) Construct the following turn lanes at this intersection: <ul style="list-style-type: none"> • Two left-turn lanes, one through lane, and two right-turn lanes on the southbound approach. • Two left-turn lanes, one through lane, and one right-turn lane on the northbound approach. An exclusive right-turn lane on the westbound approach.	Revise CIP to reflect proposed project and required improvements Pay fair share toward Applicant, CDD improvements	CDD and DPW	CDD and DPW	Prior to construction of road
FMM-8 Implement Mitigation Measure FMM-4.	Construct improvements	DPW	CDD and DPW	Prior to construction of road
	See FMM-4	See FMM-4	See FMM-4	See FMM-4

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Mitigation Measure

Monitoring Program **Implementation Responsibility** **Monitoring Responsibility** **Timing**

G. Air Quality

GMM-1(a) Prior to commencement of grading, the project applicant shall submit a Construction Emission/dust control plan for approval by the Public Works Director, City Engineer, and the Placer County Air Pollution Control District. This plan shall specify measures to reduce dust pollution during all phases of construction. These measures may include the following:

- (i) Traffic speeds on all unpaved road surfaces shall be posted at 25 m.p.h. or less.
 - (ii) All grading operations shall be suspended when wind speeds exceed 25 m.p.h.
 - (iii) All trucks leaving the site shall be washed off to eliminate dust and debris.
 - (iv) All construction equipment shall be maintained in clean condition.
 - (v) All exposed surfaces shall be revegetated as quickly as feasible.
 - (vi) If fill dirt is brought to the construction site, tarps or soil stabilizers shall be placed on the dirt piles to minimize dust problems.
 - (vii) Water or dust palliatives shall be applied on all exposed earth surfaces as necessary to control dust.
- Construction contracts shall include dust control treatment as frequently as necessary to minimize dust.

Submit dust mitigation plan, per Mitigation Measure GMM-1(a)

Contractor, PCAPCD

ED, DPW, PCAPCD

IP, Prior to issuance of grading approval

Inspect site to ensure plan is implemented appropriately

DPW

DPW

Periodically during grading and construction

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Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
(viii) No open burning of any kind.				
GMM-1(b) The contractor shall reduce NO _x and ROG emissions by complying with the construction vehicle air pollutant control strategies developed by the Placer County APCD. The contractor shall include in construction contracts the following requirements or measures shown to be equally effective:	Include specified measures in IP and/or grading plan.	Contractor, Developer	ED	Prior to grading or construction
(i) Contractors' construction equipment shall be properly maintained and tuned during construction activity.	Inspect site to ensure mitigation measures are implemented appropriately	DPW	DPW	Periodically during grading and construction
(ii) Contractors shall use low emission mobile construction equipment where possible.				
(iii) Construction equipment exhaust emissions shall not exceed District Rule 202 <u>Visible Emission limitations</u> .				
(iv) The prime contractor shall submit to the District a comprehensive inventory (i.e., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used on an aggregate of 40 or more hours for the construction project. District personnel, with assistance from the California Air Resources Board, will conduct initial Visible Emission Evaluations of all heavy-duty equipment on the inventory list.				
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Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
<p>(v) Construction contracts shall stipulate that at least 20% of the heavy-duty off-road equipment included in the inventory be powered by CARB-certified off-road engines, as follows:</p> <p>175 hp 750 hp 1996 and newer engines 100 hp 174 hp 1997 and newer engines 50 hp 99 hp 1998 and newer engines</p> <p>In lieu of or in addition to this requirement, an applicant can use other measures to reduce particulate matter and nitrogen oxide emissions from their project through the use of emulsified diesel fuel and/or particulate matter traps. The District shall be contacted to discuss this measure.</p>				
<p>REQ-MM The project applicant shall comply with all of Placer County Air Pollution Control District's rules and regulations.</p>	Inspect construction site to ensure Rules are being implemented	Developer	PCAPCD	Periodically during construction
<p>REQ-MM The project applicant shall comply with all requirements in the Uniform Building Code.</p>		Developer	BD	BP
<p>REQ-MM The project applicant shall comply with all requirements in the California Code of Regulations, Title 24.</p>		Developer	BD	BP
<p>Timing IP = Identified on Improvement Plans BP = Implement at Building Permit TM = Tentative Map, Prior to Approval FM = Final Map GDP = General Development Plan, prior to approval</p>	<p>Monitoring Responsibility CDD = Community Development Department DPW = Department of Public Works PCWA = Placer County Water Agency PLAN = Planning Division BD = Building Division ED = Engineering Division</p>	<p>PD = Police Department FD = Fire Department CDFG = California Department of Fish and Game PCDEH = Placer County Division of Environmental Health PCFCWCD = Placer County Flood Control and Water Conservation District PCAPCD = Placer County Air Pollution Control District</p>	<p>JPA = SR65 Joint Powers Authority RUSD = Rocklin Unified School District</p>	

Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
GMM-2(a) The City shall not approve building permits for fireplaces in homes that do not have a primary heating source other than a fireplace. All fireplaces shall be plumbed for natural gas (if available)	Verify that building plans include specifications identified in Mitigation Measure GMM-2(a)	Developer	BD, PLAN	Prior to issuance of a building permit
GMM-2(b) Tree planting programs shall include planting at least one tree per lot, for shade.	Conduct pre-occupancy site visit to verify that plans comply with Mitigation Measure GMM-2(a)	BD	BD	Prior to issuance of a occupancy permit
GMM-2(b) Tree planting programs shall include planting at least one tree per lot, for shade.	Verify that building plans include specification identified in Mitigation Measure GMM-2(b)	Developer	PLAN, BD	Prior to issuance of a building permit
	Conduct pre-occupancy site visit to verify that plans comply with Mitigation Measure GMM-2(a)	BP	PLAN	Prior to issuance of a occupancy permit

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Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
GMM-2(c) In commercial buildings, the energy loss associated buildings shall be improved by encouraging that the amount of energy used be reduced with automated time clocks or occupant sensors.	Verify that building plans include specification identified in Mitigation Measure GMM-2(b)	Developer, CDD	CDD	Prior to issuance of a building permit
	Conduct pre-occupancy site visit to verify that plans comply with Mitigation Measure GMM-2(a)	CDD	CDD	Prior to issuance of a occupancy permit
GMM-2(d) The subdivider and/or developer shall make available educational material to new residents in the project area to educate them about air pollution problems and solutions. Issues identified include transportation control measures (TCM), open burning practices, and use of wood burning fireplaces and stoves.	Prepare education/information for recordation by separate instrument applicable to each property, per Mitigation Measure GMM-2(d)	Developer	PLAN, ED	Prior to Final Map

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Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
GMM-2(e) To reduce emissions associated with landscape management the project applicant shall landscape with native drought-resistant species, where appropriate, to reduce water consumption, emissions from lawn equipment, and to provide passive solar benefits.	Verify that building plans include specification identified in Mitigation Measure GMM-2(e)	Developer	PLAN, BD	Prior to issuance of a building permit
GMM-2(f) Low NO _x hot water heaters shall be installed per Air District Rule.	Conduct pre-occupancy site visit to verify that plans comply with Mitigation Measure GMM-2(e) Verify that building plans include specification identified in Mitigation Measure GMM-2(f)	BD Developer	BD BD, PLAN	Prior to issuance of a occupancy permit Prior to issuance of a building permit
	Conduct preliminary pre-occupancy site visit to verify that plans comply with Mitigation Measure GMM-2(f)	BD	BD	Prior to issuance of an occupancy permit

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Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
GMM-2(g) The project applicant shall install an electrical outlet at the front and back of the residences for the use of electric landscape maintenance equipment.	Verify that building plans include specification identified in Mitigation Measure GMM-2(g)	Developer	BD, PLAN	Prior to issuance of a building permit
GMM-2(h) Office, commercial and retail land uses shall include bicycle racks.	Conduct pre-occupancy site visit to verify that plans comply with Mitigation Measure GMM-2(g)	BD	BD	Prior to issuance of an occupancy permit
	Verify that building plans include specifications included in Mitigation Measure GMM-2(h)	Developer	BD, PLAN	Prior to issuance of a building permit
	Conduct pre-occupancy site visit to verify that plans comply with GMM-2(h)	BD	PLAN	Prior to issuance of an occupancy permit

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Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
GMM-2(i) The project developer shall install natural gas lines at the rear of each single-family residential structure to encourage the use of natural-gas barbecues.	Verify that building plans include specification identified in Mitigation Measure GMM-2(i)	Developer	BD, PLAN	BP
REQ-MM Only U.S. EPA-certified wood burning stoves shall be installed.	Conduct pre-occupancy site visit to verify that plans comply with Mitigation Measure GMM-2(i)	BD	BD	Prior to issuance of an occupancy permit
REQ-MM The project applicant shall comply with all Environmental Protection Agency regulations to wood burning stoves.		Developer	BD, PLAN	BP
REQ-MM The project applicant shall comply with all requirements in the California Code of Regulations, Title 24, and all federal EPA mandated requirements.		Developer	BD	BP
GMM-5 Implement Mitigation Measures GMM-1 and GMM-2.	See GMM-1 and GMM-2	See GMM-1 and GMM-2	See GMM-1 and GMM-2	See GMM-1 and GMM-2

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Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
H. Noise				
HMM-1(a) All heavy construction equipment and all stationary noise sources (such as diesel generators) shall have manufacturer installed mufflers.	Include specified measures in IP or Grading Plans	Developer	ED, DPW	Prior to grading or construction
HMM-1(b) Equipment warm up areas, water tanks, and equipment storage areas shall be located in an area as far away from existing residences as is feasible.	Inspect site to ensure plan is implemented appropriately	DPW	DPW	Periodically during grading and construction
	Include specified measures in construction contracts	Developer, Contractor	CDD	Prior to grading or construction
	Inspect site to ensure contract is implemented appropriately	Contractor, CDD	CDD	Periodically during grading and construction
REQ-MM The project applicant shall comply with the City of Rocklin Construction Noise Compatibility Guidelines, including restricting construction-related noise generating activities within or near residential areas to between 7:00 a.m. and 7:00 p.m. on weekdays and 8:00 a.m. and 7:00 p.m. on weekends to the satisfaction of the Public Works Director or Building Official.		Developer	DPW, BD	IP and during construction

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Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
HMM-2(a) For each tentative map with residential areas within the 60 dB contour, or greater the developer shall use setbacks, barriers, or other measures as necessary to ensure that exterior noise levels do not exceed 65 dB at first-floor outdoor activity areas, as demonstrated by a project-specific noise analysis.	Verify that tentative maps include specification identified in Mitigation Measure HMM-2(a)	Developer	PLAN, ED	Prior to TM
HMM-2(b) For each tentative map with residential areas within the 65 dB or greater contour, the developer shall use setbacks, building materials and systems (including heating and air conditioning) that will allow residents to keep their windows closed, and/or other construction techniques necessary to ensure interior noise levels do not exceed 45 dB.	Verify that tentative maps include specification identified in Mitigation Measure HMM-2(b)	Developer	PLAN	Prior to TM
HMM-4 Commercial loading docks, schools, playgrounds, and parks shall be sited and designed to ensure that noise levels at nearby residential areas do not exceed stationary noise standards utilized by the City. An acoustical study may be required demonstrating compliance to the City prior to approval of the entitlements for each of these projects, as determined by the City.	Verify that building plans include specification identified in Mitigation Measure HMM-4	Developer, School District	PLAN	Prior to approval of any entitlement
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Mitigation Measure

Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
HMM-5	Developer, City, School District	PLAN	Prior to approval of entitlement

Verify that development plans include specification identified in Mitigation Measure HMM-5

Future development of athletic fields and recreation areas associated with the high school and community park sites shall utilize site design techniques to reduce impacts to surrounding residential development. Solid noise barriers shall be incorporated into residential improvement plans and be constructed at the interfaces of such recreation and residential areas. Prior to final design of high school and community park athletic fields and associated recreation areas, a noise analysis with recommendations shall be conducted to ensure that noise impacts from future operation of those facilities are reduced to the maximum extent feasible.

I. Population, Employment, Housing

No population, employment and housing mitigation measures were recommended or required for the project.

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Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
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J. Public Utilities

JMM-1	The project proponent shall enter into an agreement with the Placer County Water Agency (PCWA) requiring the applicant to fund Phase 2 of PCWA's Raw Water System Monitoring Program, a component of PCWA's regional water use efficiency program. Such agreement shall run with the land and be binding on any and all successors in interest owning property within the Project area. PCWA's regional water efficiency program is designed to increase water availability through water conservation and increased water distribution efficiencies. Based on information supplied by PCWA during the planning process for the Northwest Rocklin Annexation, the City deems the applicant's agreement to fund Phase 2 of the Raw Water System Monitoring Program to be sufficient to offset, through increased conservation and distributional efficiency, the amount of water that will be consumed in the Project area at buildout above and beyond what PCWA anticipated, and planned for, prior to Project approval. Required payments to PCWA may be phased to coincide with the pace of development.	Consult with PCWA and enter into funding agreement	PCWA, Developer	ED TM
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Mitigation Measure

Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
<p>JMM-2 The project applicant shall adhere to standard PCWA requirements and enter into a Pipeline Extension Agreement with PCWA and provide all pipelines and facilities necessary to supply adequate amounts of water for domestic and fire protection purposes. All system improvements shall be subject to PCWA approval.</p>	<p>Consult with PCWA</p> <p>Ensure plans meet the provisions required by PCWA</p>	<p>PCWA, Developer</p>	<p>PLAN, ED</p>	<p>TM</p>
<p>JMM-4 Implement JMM-1</p>	<p>Conduct site visit to verify that plans comply with Mitigation Measure JMM-1</p>	<p>DPW, PCWA</p>	<p>DPW, PCWA</p>	<p>During Construction</p>
<p>JMM-7 The project applicant shall be obligated through project approval conditions at the time of tentative subdivision map, utility plans and design review approval, to fund and install infrastructure required to provide for the wastewater conveyance needs for each portion of the Proposed Project. Prior to construction of improvements outside the project boundaries, the developer shall submit to the City of Rocklin a construction plan that outlines the construction limits, construction schedule, traffic detours, noise and dust suppression, resident notification, and emergency service notification as requested by the City.</p>	<p>See JMM-1</p> <p>Prior to TM approval, the developer will conform to the guidelines set in JMM-7</p>	<p>See JMM-1</p> <p>Developer</p>	<p>See JMM-1</p> <p>PLAN, ED</p>	<p>See JMM-1</p> <p>TM, or any applicable land use entitlement.</p>
<p>JMM-9 Implement JMM-7.</p>	<p>See JMM-7</p>	<p>See JMM-7</p>	<p>See JMM-7</p>	<p>See JMM-7</p>

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Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
K. Public Services				
<p>REQ-MM The project applicant shall comply with the provisions of the City of Rocklin Construction Tax (Section 3.16 of the Rocklin Municipal Code), for the acquisition and development of parks, open space, bike trails, public buildings, and fire equipment needed as a result of increased development within the City. This mitigation measure to be implemented at the time of issuance of Building Permits.</p>		Developer	BD	BP
<p>KMM-3(a) The project applicant shall ensure that appropriate access into open spaces or undeveloped portions of the property shall be provided and maintained, per City of Rocklin Fire Department requirements.</p>	Ensure each project has appropriate access per KMM-3(a)	Developer	PLAN, ED	TM
<p>KMM-3(b) The City and project applicant shall analyze the cost of fire protection and emergency medical response associated with the project and develop a funding mechanism to offset any shortfall.</p>	Developer shall analyze the cost of fire/EMS protection, identify the funding for any shortfalls, and secure funding	Developer, FD	PLAN	TM, or any other entitlement
<p>REQ-MM The project applicant shall comply with the provisions of the Uniform Fire Code (adopted as Chapter 15.04 of the Rocklin Municipal Code). This mitigation measure to be implemented at the time of issuance of Building Permits.</p>		Developer	BD, FD	BP
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<p>Monitoring Responsibility PD = Police Department FD = Fire Department CDFG = California Department of Fish and Game PCDEH = Placer County Division of Environmental Health PCFCWCD = Placer County Flood Control and Water Conservation District PCAPCD = Placer County Air Pollution Control District</p>				

Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
KMM-4 Fire sprinkler systems shall be installed in structures farther than 2-road miles from an existing fire station. This mitigation measure shall be implemented at the time of approval of the Building Permits.	Verify that building plans include specification identified in Mitigation Measure KMM-4	Developer	BD, FD	Prior to issuance of a building permit
KMM-5 Where residential dwellings are developed, all portions of the exterior first floor shall be within 150 feet of the public right-of-way. Structures not capable of meeting this requirement shall be considered a special hazard and fire sprinkler systems shall be installed. This mitigation measure shall be implemented at the time of approval of the Building Permits.	Conduct pre-occupancy site visit to verify that plans comply with Mitigation Measure KMM-4	FD	FD, PD	Prior to issuance of an occupancy permit
	Verify that building plans include specification identified in Mitigation Measure KMM-4	Developer	BD	Prior to issuance of a building permit
	Conduct pre-occupancy site visit to verify that plans comply with Mitigation Measure KMM-4	BD	BD	Prior to issuance of an occupancy permit

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Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
KMM-6 The project applicant shall install Radio Repeater towers as needed within the project site. Specific sites will be determined by the Fire Department, in conjunction with design review approvals.	Verify that building plans include specification identified in Mitigation Measure KMM-4	Developer	FD, PLAN	Prior to issuance of a building permit
KMM-7 Implement KMM-3(b).	Conduct pre-occupancy site visit to verify that plans comply with Mitigation Measure KMM-4	FD, BD	FD, BD	Prior to issuance of an occupancy permit
KMM-8 The General Development Plan shall designate at least three elementary school sites with a minimum size of 10 usable acres and one 50-acre high school site. This mitigation measure shall be implemented at the time of approval of the General Development Plan.	See KMM-3(b)	See KMM-3(b)	See KMM-3(b)	See KMM-3(b)
	Developer shall work with the CDD and Placer School District in order to best identify the locations needed.	Developer, CDD, Rocklin Unified School District	PLAN	Prior to approval of GDP

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Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
<p>REQ-MM The project applicant shall pay Rocklin Unified School District fees under Education Code Section 17620 and Government Code 65995, to the satisfaction of the Rocklin Unified School District at the time of Building Permit issuance.</p> <p>The above requirement shall be waived by the City Council if the applicant and the District reach an agreement to mitigate the impacts on the school facilities caused by the proposed development and jointly request in writing that the condition be waived.</p>		Developer	BD, RUSD	BP
<p>REQ-MM The project applicant shall comply with the provisions of the Park Development Fees (Chapters 16.28 and 17.71 of the Rocklin Municipal Code) with parkland dedication and/or payment of park development fees and turnkey park agreements. This mitigation measure to be implemented at the time of approval of the tentative subdivision maps.</p>		Developer	PLAN	TM
<p>REQ-MM The project applicant shall comply with the provisions of the Community Park and Recreational Facilities Improvement Fee (Resolution #99-82).</p>		Developer	BD	BP
<p>L. Public Safety and Hazards</p> <p>REQ-MM The project applicant shall comply, at minimum, with the provisions of Titles 8 and 22 of the Code of California Regulations, the Uniform Fire Code, and Chapter 6.95 of the California Health and Safety Code, as well as any other</p>		Developer	FD, BD	BP
<p>Timing</p> <p>IP = Identified on Improvement Plans BP = Implement at Building Permit TM = Tentative Map, Prior to Approval FM = Final Map GDP = General Development Plan, prior to approval</p>	<p>Monitoring Responsibility</p> <p>CDD = Community Development Department DPW = Department of Public Works PCWA = Placer County Water Agency PLAN = Planning Division BD = Building Division ED = Engineering Division</p>	<p>PD = Police Department FD = Fire Department CDFG = California Department of Fish and Game PCDEH = Placer County Division of Environmental Health PCFCWCD = Placer County Flood Control and Water Conservation District PCAPCD = Placer County Air Pollution Control District</p>	<p>JPA = SR65 Joint Powers Authority RUSD = Rocklin Unified School District</p>	

Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
applicable regulations.				
LMM-2(a) Prior to future development on the SR 65 Corridor Parcel, a Phase I Environmental Site Assessment shall be performed to determine the potential for site contamination.	Prepare an Environmental Site Assessment, per Mitigation Measure LMM-2(a)	Developer	PLAN	Prior to first project entitlement for SR 65 Corridor Parcel
LMM-2(b) If evidence of soil contamination, such as stained or odorous soils, or other evidence of hazardous materials is encountered during construction or development activities, work shall cease until an environmental professional, retained at the developer's expense, has evaluated the situation and identified necessary and appropriate follow-up actions. As part of this process, the City shall ensure that any necessary investigation and/or remediation activities conducted in the project area are coordinated with Placer County Division of Environmental Health, and, if needed, other appropriate State agencies.	Retain a qualified environmental professional and implement appropriate recommendations of the Phase I site Assessment.	Developer	PLAN, ED, Placer County Division of Environmental Health	During construction
LMM-2(c) The City shall continue to update its records concerning contamination or hazards that may be present at facilities or sites adjacent to the project area, and take necessary action to ensure that the health and safety of the public is protected.	The City will mandate any reports of contamination or hazards to be reported	PLAN, ED	PLAN, ED	On-going
<p>Timing</p> <p>IP = Identified on Improvement Plans BP = Implement at Building Permit TM = Tentative Map, Prior to Approval FM = Final Map GDP = General Development Plan, prior to approval</p> <p>Monitoring Responsibility</p> <p>CDD = Community Development Department DPW = Department of Public Works PCWA = Placer County Water Agency PLAN = Planning Division BD = Building Division ED = Engineering Division</p> <p>JPA = SR65 Joint Powers Authority RUSD = Rocklin Unified School District CDFG = California Department of Fish and Game PCDEH = Placer County Division of Environmental Health PCFCWCD = Placer County Flood Control and Water Conservation District PCAPCD = Placer County Air Pollution Control District</p>				

Mitigation Measure

Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
<p>LMM-2(d) If, during construction of the Proposed Project, groundwater is encountered and dewatering activities are required, the water shall be analyzed by an environmental professional, retained at the applicant's expense, to determine if the water contains unsafe levels of pesticides, herbicides, nitrates, or other contaminants. Work shall not continue until results of the water analyses have been reported and the Placer County Division of Environmental Health has been informed of the results and has provided guidance.</p>	<p>Retain a qualified environmental professional to ensure that contaminant concentrations of encountered groundwater are below health and safety standards, per the California department of Health.</p>	<p>Developer</p>	<p>DPW, Placer County Division of Environmental Health</p>	<p>During construction</p>
<p>LMM-2(e) The recommendations contained in the Phase I Environmental Site Assessments prepared for the three portions of the project site (Sunset Ranchos, Parcel K, and SR 65 Corridor) shall be implemented, at the expense of the site developer, to ensure that the potential environmental conditions associated with the properties do not present a health and safety hazard to the environment, the site workers, or the public. The recommendations include, but are not limited to, confirmation as to whether illegally applied pesticides, herbicides, or nitrates are present in soil and water on the property, investigation of potential heating oil tanks or hazardous building materials associated with on-site residences, and further investigation of trash pits at the project site. Additional site investigations shall be coordinated with the Placer County Division of Environmental Health and any required remediation shall be completed per LMM-2 (b).</p>	<p>Implement recommendations in the phase 1 Environmental Site Assessments, per LMM-2(e)</p>	<p>Developer</p>	<p>PLAN, ED</p>	<p>TM</p>

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Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
LMM-3(a) An open space management plan shall be prepared by the project applicant and approved by the City prior to recording of any final maps for the project. The Open Space Management Plan shall include a Fuels Modification Plan which addresses the following: <ul style="list-style-type: none"> ▪ The removed brush and trees (under 6-inches diameter at breast height) within all fuel breaks should be chipped. ▪ All undeveloped lots shall be subject to the City's Weed Abatement Program and follow established guidelines for fuel modifications. ▪ Access points should be developed for open space areas, and the fuel break should have emergency vehicle access through the entire area. 	Prepare open space management plan, per Mitigation Measure LMM-3(a)	Developer	PLAN, ED, FD	Prior to recording of any final maps for the project.
	Inspect site to ensure plan is implemented appropriately	FD, DPW	FD, DPW	Periodically during grading and construction

Implementation of the Open Space Management Plan must be carried out by the Homeowner's Association within all open space parcels that are not dedicated to the City.

Timing	Monitoring Responsibility
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Mitigation Measure

Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
<p>LMM-3(b) The project should conform to all State Responsibility Area (SRA) requirements. After annexation and prior to development, the Proposed Project developer(s) shall enter into a contract/agreement with the California Department of Forestry & Fire Protection (CDF) to provide wildland fire suppression services. Terms, conditions, and limits of said contract shall be reviewed and accepted by the City of Rocklin Fire Department (RFD). It shall be at the discretion of the RFD Fire Chief when such contract/agreement should terminate. Funding for this contract/agreement shall be the sole responsibility of the Proposed Project.</p>	<p>The Developer shall provide documentation of a contract/agreement per LMM-3(b)</p>	<p>Developer, CDF</p>	<p>RFD, PLAN</p>	<p>Post-annexation, pre-development</p>
<p>LMM-3(c) Implement Mitigation Measure KMM-5.</p>	<p>See KMM-5</p>	<p>See KMM-5</p>	<p>See KMM-5</p>	<p>See KMM-5</p>
<p>REQ-MM The timing for fire station construction shall be determined by the Rocklin City Council and shall be adequate to maintain desired service levels/response time to the project site. It is recommended that Fire Station #4 be constructed and staffed prior to full buildout.</p>	<p>FD</p>	<p>FD, BD</p>	<p>FD, BD</p>	<p>As determined by the Rocklin City Council</p>
<p>Timing IP = Identified on Improvement Plans BP = Implement at Building Permit TM = Tentative Map, Prior to Approval FM = Final Map GDP = General Development Plan, prior to approval</p>	<p>Monitoring Responsibility CDD = Community Development Department DPW = Department of Public Works PCWA = Placer County Water Agency PLAN = Planning Division BD = Building Division ED = Engineering Division</p>	<p>PD = Police Department FD = Fire Department CDFG = California Department of Fish and Game PCDEH = Placer County Division of Environmental Health PCFCWCD = Placer County Flood Control and Water Conservation District PCAPCD = Placer County Air Pollution Control District</p>	<p>JPA = SR65 Joint Powers Authority RUSD = Rocklin Unified School District</p>	

Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
REQ-MM Any residential units beyond two (2) road miles from existing or planned stations in the vicinity of the project, shall be designed with a fire suppression sprinkler system. The Fire Chief may require sprinklers in residential units located beyond two (2) road miles from a planned station for which a specific funding source for capital and operational expenditures has been identified.		Developer, FD	FD, BD	Prior to issuance of a building permit
REQ-MM Fire Flow requirements shall be met.		Developer, FD	FD, ED	TM, IP
REQ-MM All roofs shall be fire resistive – Class-A type.		Developer	FD, BD	BP
REQ-MM Existing regulations. Development of the site shall be carried out in accordance with RFD rules and regulations and the Uniform Fire & Building Code Regulations adopted by the City of Rocklin.		Developer	BD	BP
LMM-5 Implement Mitigation Measure LMM-3.	See LMM-3	See LMM-3	See LMM-3	See LMM-3
M. Visual Resources				
MMM-3(a) Light standards on commercial properties shall be placed to avoid light and glare on adjacent residential properties.	Verify that building plans include specification identified in Mitigation Measure MMM-3(a)	Developer	PLAN	Prior to issuance of a building permit
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Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
	Conduct pre-occupancy site visit to verify that plans comply with Mitigation Measure MMM-3(a)	BD, PLAN	BD, PLAN	Prior to issuance of an occupancy permit
MMM-3(b) High intensity light producing uses, such as stadiums and ball fields, within the project area shall be located and oriented to minimize visual impacts on adjacent residential areas. Lighting for stadiums and ball fields shall be shielded and designed to distribute light in the most effective and efficient manner, using the minimum amount of light to achieve the necessary illumination for the use.	Verify that building plans include specification identified in Mitigation Measure MMM-3(b)	Developer	RUSD, Community Facilities Dept.	Prior to issuance of a building permit
	Conduct pre-occupancy site visit to verify that plans comply with Mitigation Measure MMM-3(b)	RUSD, BD, Community Facilities Dept.	RUSD, BD, Community Facilities Dept.	Prior to issuance of an occupancy permit
REQ-MM The project applicant shall ensure that roadway streetlights on the project site adhere to the City of Rocklin light standards.		Developer	ED, DPW	IP

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Mitigation Measure

Monitoring Program **Implementation Responsibility** **Monitoring Responsibility** **Timing**

N. Cultural Resources

NMM-1(a) If, during construction, the project applicant, any successor in interest, or any agents or contractors of the applicant or successor discovers a cultural resource (such as CA-PLA-616) that could qualify as either an historical resource or a unique archaeological resource, work shall immediately stop within 100 feet of the find, and both the City of Rocklin and a representative of the Indian Community shall be immediately notified. Work within the area surrounding the find (i.e., an area created by a 100-foot radius emanating from the location of the find) shall remain suspended while a qualified archaeologist, retained at the applicant's expense, conducts an onsite evaluation, develops an opinion as to whether the resource qualifies as either an historical resource or a unique archaeological resource, and makes recommendations regarding the possible implementation of avoidance measures or other appropriate mitigation measures. Based on such recommendations, as well as any input obtained from the Indian Community within 72 hours (excluding weekends and State and federal holidays) of its receipt of notice regarding the find, the City shall determine what mitigation is appropriate. Discovered cultural resource is neither a Native American artifact, a Native American site, an historical resource, nor a unique archaeological resource, the City shall not require any additional mitigation, consistent with the policies set forth in Public Resources Code sections 21083.2 and 21084.1.

Specify in Improvement Plans that, in the event that subsurface archaeological or historical artifacts are discovered on the project site, stop all work in the vicinity of the find, and consult with a qualified archaeologist and a representative of the Indian Community shall be immediately notified.

Developer

ED

IP

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Mitigation Measure

Monitoring Program **Implementation Responsibility** **Monitoring Responsibility** **Timing**

At a minimum, any Native American artifacts shall be respectfully treated and offered to the Indian Community for permanent storage or donation, at the Indian Community's discretion, and any Native American sites, such as grinding rocks, shall be respectfully treated and preserved intact. In considering whether to impose any more stringent mitigation measures, the City shall consider the potential cost to the applicant and any implications that additional mitigation may have for project design and feasibility. Where a discovered cultural resource is neither a Native American artifact, a Native American site, an historical resource, nor an unique archaeological resource, the City shall not require any additional mitigation, consistent with the policies set forth in Public Resources Code sections 21083.2 and 21084.1.

NMM-1(b) If, during construction, the project applicant, any successor in interest, or any agents or contractors of the project applicant or successor discovers any human remains, the following steps should be taken:

- (1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

Specify on Improvement Plans that, in the event that human remains are discovered on the project site, stop all work in the vicinity of the find, and consult with the Placer County Coroner.

Developer

ED

IP

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Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
<p>4. The most likely descendent, as identified by either the Native American Heritage Commission or the Indian Community, may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code section 5097.98, or</p> <p>(2) Subject to the terms of paragraph (3) below, where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.</p> <p>(A) The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours (excluding weekends and State and federal holidays) after being notified by the Commission.</p>				
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Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
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- (B) The Indian Community is unable to identify a most likely descendant, or the most likely descendant identified by the Indian Community failed to make a recommendation within 72 hours (excluding weekends and State and federal holidays) after the project applicant or its successor notified the Indian Community of the discovery of human remains; or
- (C) The landowner or its authorized representative rejects the recommendation of the descendant identified by the Commission, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.
- (3) In the event that the Coroner determines that the remains are Native American in origin, and the Native American Heritage Commission and the Indian Community agree that the remains are of a person associated with the historic United Auburn Indian Community, the project applicant or its successor, if permitted by state law, shall provide the remains and any associated grave goods to the Indian Community with the understanding that the Indian Community will provide for burial with appropriate dignity at an appropriate location that will not be subject to future disturbance.

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Mitigation Measure

Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
NMM-2(a) Prior to grading, an open space area around the boulder of at least 100 feet in diameter shall be created to preserve the site, and provide public interpretation of the site through signage. Some measure of protection, such as fencing, must be afforded to the deposit if it is present.	Show approved buffer on TM or site plan or move boulder per NMM-2(b)	Developer	PLAN, ED	Prior to TM
NMM-2(b) If in-place preservation is not possible, the project applicant shall consult with concerned Native Americans and move the boulder to another location where it can be preserved. If a deposit is present, data recovery excavations shall be conducted.	Developer and concerned Native Americans shall provide agreed upon preservation plan.	Developer, Native American Representative	PLAN	Prior to TM, grading and/or construction
NMM-3 In the event that cultural resources are uncovered during project construction (e.g., foundations, historic tools, refuse/trash piles, shell deposits, arrowheads, chip stone, objects that appear to be out of place are observed), implement Mitigation Measures NMM-1(a) through (b).	See NMM-1(a) through (b).	See NMM-1(a) through (b).	See NMM-1(a) through (b).	See NMM-1(a) through (b).
NMM-4 Implement Mitigation Measure NMM-1.	See NMM-1	See NMM-1	See NMM-1	See NMM-1

O. Geology, Soils, and Seismicity

REQ-MM Development of the Proposed Project shall be consistent with the California Building Code and Uniform Building Code.

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Monitoring Responsibility

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Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
<p>OMM-2(a) Consistent with the City's Community Safety Element Policy 1, as well as State and local requirements, the City shall require soils and/or geotechnical analysis of new development proposals in areas with possible soil instability, earthquake faults or other geologic hazards. Preliminary reports must be submitted during review of tentative map, use permit, or design review applications. Final reports are required to be submitted concurrent with improvement plans. The geotechnical investigation shall be prepared by a professional engineer or geologist registered in the State of California in accordance with State regulations and to the satisfaction of the City. The City shall ensure recommendations pertaining to site preparation, construction, and building and roadway design are identified in the geotechnical report and are incorporated into each project design through the plan check and inspection process.</p>	<p>Prepare and submit a comprehensive site preparation and construction plan in accordance with Mitigation Measure OMM-2(a).</p> <p>Conduct site visit to verify that plans comply with Mitigation Measure OMM-2(a)</p>	<p>Developer</p> <p>DPW</p>	<p>ED, BD</p> <p>DPW</p>	<p>IP, BP</p>
<p>Timing IP = Identified on Improvement Plans BP = Implement at Building Permit TM = Tentative Map, Prior to Approval FM = Final Map GDP = General Development Plan, prior to approval</p>	<p>Monitoring Responsibility CDD = Community Development Department DPW = Department of Public Works PCWA = Placer County Water Agency PLAN = Planning Division BD = Building Division ED = Engineering Division</p>	<p>PD = Police Department FD = Fire Department CDFG = California Department of Fish and Game PCDEH = Placer County Division of Environmental Health PCFCWCD = Placer County Flood Control and Water Conservation District PCAPCD = Placer County Air Pollution Control District</p>	<p>JPA = SR65 Joint Powers Authority RUSD = Rocklin Unified School District</p>	

Mitigation Measure

Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
<p>OMM-2(b) If blasting activities are to occur in conjunction with site development, the contractor shall conduct the blasting activities in compliance with State and local regulations. The contractor shall obtain a blasting permit from the City of Rocklin prior to commencing any blasting activities. Information submitted in order to obtain a blasting permit includes a description of the work to be accomplished and a statement of necessity for blasting as opposed to other methods considered, including avoidance of hard rock areas, safety measures to be implemented, such as blast blankets, and traffic groundshaking impacts. The contractor shall coordinate any blasting activities with police and fire departments to ensure proper site access control, traffic control, and public notification including the media, affected residents, and businesses, as appropriate. Blasting specifications and plans shall include a schedule that outlines the time frame that blasting will occur to limit noise and traffic inconveniences.</p>	Obtain blasting permit	Contractor	DPW, PD	Prior to Blasting
	Confirm that permit application includes information specified in OMM-2(b), and that appropriate consultation has occurred.	Contractor, Police Department	PD	Prior to approval of blasting permit
	Conduct site visit to verify that plans comply with Mitigation Measure OMM-2(b)	DPW	DPW	Prior to approval of blasting permit
<p>REQ-MM The project applicant shall comply with the proposed General Development Plan Grading Guidelines (See Appendix B of the North West Rocklin GDP).</p>		Developer	BD, ED, PLAN	BP, IP

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Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
<p>P. Hydrology, Water Quality, and Flooding</p> <p>PMM-1 Prior to approval of tentative maps, design review, or use permits, a hydraulic study shall be prepared to estimate potential changes in water surface elevations at locations where bridge footings or related structures at roadway crossings are proposed within the 100-year floodplains of the Orchard Creek and Pleasant Grove Creek tributaries. Should the results of the study indicate water surface elevations will be increased at any location upstream or downstream of the proposed crossing, such that developed locations adjacent to floodplain boundaries would be subject to new or exacerbated 100-year flood hazards, the location and/or design of the bridge crossings shall be modified, as appropriate, to reduce the potential for increased water surface elevations.</p>	Prepare and submit a hydraulic study per PMM-1 requirements	Developer	ED	TM or project entitlement
<p>Timing</p> <p>IP = Identified on Improvement Plans BP = Implement at Building Permit TM = Tentative Map, Prior to Approval FM = Final Map GDP = General Development Plan, prior to approval</p>	<p>Monitoring Responsibility</p> <p>CDD = Community Development Department DPW = Department of Public Works PCWA = Placer County Water Agency PLAN = Planning Division BD = Building Division ED = Engineering Division</p>	<p>Monitoring Responsibility</p> <p>PD = Police Department FD = Fire Department CDFG = California Department of Fish and Game PCDEH = Placer County Division of Environmental Health PCFCWCD = Placer County Flood Control and Water Conservation District PCAPCD = Placer County Air Pollution Control District</p>	<p>Monitoring Responsibility</p> <p>JPA = SR65 Joint Powers Authority RUSD = Rocklin Unified School District</p>	

Mitigation Measure

Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
<p>PMM-2(a) On-site detention shall be provided to meet Placer County Flood Control and Water Conservation District (PCFCWCD) criteria set forth in Section VII of PCFCWCD's Stormwater Management Manual (SWM). The SWMM requires, if on-site detention basins are to be used to mitigate downstream flooding effects due to project related increased peak flows, that the objective flow shall be taken as the estimated pre-development peak flow rate less 10 percent of the difference between the estimated pre-development and post-development peak flow rates from the site. This standard shall be used for storm frequencies of 2-year, 10-year, and 100-year storm events. In no case shall the objective flow be less than the flows indicated in Figure 7-1 of the SWMM. However, in the event the results of stormwater runoff modeling indicate that on-site detention would exacerbate downstream flooding conditions when applying PCFCWCD numerical criteria, the City shall coordinate with the PCFCWCD to identify appropriate use, location, and sizing of project detention facilities and implement a solution that will ensure conformance with PCFCWCD standards.</p>	<p>Provide appropriate detention in consultation with PCFCWCD. Demonstrate in writing that these measures will be adequate PMM-2(a)</p>	<p>Developer, PCFCWCD</p>	<p>ED, DPW</p>	<p>TM or project entitlement</p>

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<p>PMM-2(b) Installation and design of detention basins shall be in accordance with PCFCWCD's SWMM and in conformance with all applicable existing Master Plans, should such plans be adopted during project development. The results of hydrologic modeling shall be used to confirm that the capacity of the on-site detention facilities is adequate to detain the stormwater runoff anticipated following development of the Proposed Project. In concert with the Proposed Project's stormwater system design, the capacity of off-site culverts or existing and/or planned regional detention facilities shall be evaluated to determine whether over-sizing is necessary to accommodate the project's incremental contribution.</p>	<p>Provide appropriate detention in consultation with PCFCWCD. Demonstrate in writing that these measures will be adequate PMM-2(b)</p>	<p>Developer, PCFCWCD</p>	<p>ED</p>	<p>TM or project entitlement</p>
<p>PMM-2 (c) Prior to approval of tentative maps, design review, or use permits, supplemental drainage studies shall be prepared for the SR 65 Corridor portion of the project site to comply with Policy 3 of the Community Safety element of the Rocklin General Plan. The supplemental studies shall use the information developed in TLA's drainage reports pertaining to Sunset Ranchos and Parcel K, and other relevant information as appropriate. Conformance with section VII of PCFCWCD's Stormwater Management Manual (SWMM) shall be incorporated into project designs.</p>	<p>A supplemental drainage study shall be prepared and provided as required by PMM-2(c).</p>	<p>Developer</p>	<p>DPW, ED</p>	<p>TM or project entitlement</p>
<p>PMM-3 Implement Mitigation Measures PMM-2(a), PMM-2(b), and PMM-2(c).</p>	<p>See PMM-2(a) - (c)</p>	<p>See PMM-2(a) - (c)</p>	<p>See PMM-2(a) - (c)</p>	<p>See PMM-2(a) - (c)</p>
<p>Timing IP = Identified on Improvement Plans BP = Implement at Building Permit TM = Tentative Map, Prior to Approval FM = Final Map GDP = General Development Plan, prior to approval</p>	<p>Monitoring Responsibility CDD = Community Development Department DPW = Department of Public Works PCWA = Placer County Water Agency PLAN = Planning Division BD = Building Division ED = Engineering Division</p>	<p>PD = Police Department FD = Fire Department CDFG = California Department of Fish and Game PCDEH = Placer County Division of Environmental Health PCFCWCD = Placer County Flood Control and Water Conservation District PCAPCD = Placer County Air Pollution Control District</p>	<p>JPA = SR65 Joint Powers Authority RUSD = Rocklin Unified School District</p>	

Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
<p>REQ-MM Comply with the provisions of the State General Construction Activity Permit, which requires the preparation of a SWPPP and the implementation of BMPs/BATs to control construction site runoff.</p> <p>Typical BMPs/BATs that could be used during construction of the Proposed Project include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Temporary facilities such as wattles, sandbags, and hay bales may be used during construction. Temporary facilities are designed to help control dust and will capture a majority of the siltation resulting from construction activities prior to discharging into existing natural channels. In addition, they will trap possible fuel and oil spills from construction equipment to prohibit contamination of surface flows or groundwater. The construction contractor would be required to monitor and maintain all BMPs/BATs during construction to ensure they function properly. 		Developer	ED, DPW, BD	IP, BP
<p>Timing IP = Identified on Improvement Plans BP = Implement at Building Permit TM = Tentative Map, Prior to Approval FM = Final Map GDP = General Development Plan, prior to approval</p>	<p>Monitoring Responsibility CDD = Community Development Department DPW = Department of Public Works PCWA = Placer County Water Agency PLAN = Planning Division BD = Building Division ED = Engineering Division</p>	<p>PD = Police Department FD = Fire Department CDFG = California Department of Fish and Game PCDEH = Placer County Division of Environmental Health PCFCWCD = Placer County Flood Control and Water Conservation District PCAPCD = Placer County Air Pollution Control District</p>	<p>JPA = SR65 Joint Powers Authority RUSD = Rocklin Unified School District</p>	

Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
<p>PMM-5 Project Conditions of Approval shall specify that appropriate BMPs and Best Available Technologies (BATs) be incorporated into project design to reduce urban pollutants in runoff, consistent with goals and standards established under federal and State non-point source discharge regulations (NPDES permit) and Basin Plan water quality objectives. Stormwater runoff BMPs selected from the Storm Water Quality Task Force (<i>California Storm Water Best Management Practices Handbook, 1993</i>), the Bay Area Stormwater Management Agencies Association <i>Start at the Source Design Guidance Manual</i>, or equally effective measures shall be identified prior to final design approval. To maximize effectiveness, the selected BMPs/BATs shall be based on finalized site-specific hydrologic conditions, with consideration for the types and locations of development. Mechanisms to maintain the BMPs/BATs shall be identified in the Conditions of Approval.</p> <p>Typical BMPs and BATs that could be used at the Proposed Project include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Application of appropriate signage to all storm drain inlets indicating that they outlet to the natural drainageways; • Application of a street sweeping program to remove potential contaminants from street and roadway surfaces before they reach drainages; • Installation of oil and grit separators in all drop inlets to capture potential contaminants which enter the storm drain system; 	<p>Demonstrate appropriate BMPs and BATs are incorporated into TM</p> <p>Include specified construction related BMPs in Improvement Plans</p> <p>Inspect construction sites to confirm BMPs in use</p>	<p>Developer</p> <p>Developer</p> <p>DPW</p>	<p>PLAN, ED</p> <p>ED, DPW</p> <p>DPW</p>	<p>TM</p> <p>IP</p> <p>Periodically during construction</p>
<p>Timing</p> <p>IP = Identified on Improvement Plans BP = Implement at Building Permit TM = Tentative Map, Prior to Approval FM = Final Map GDP = General Development Plan, prior to approval</p>	<p>Monitoring Responsibility</p> <p>CDD = Community Development Department DPW = Department of Public Works PCWA = Placer County Water Agency PLAN = Planning Division BD = Building Division ED = Engineering Division</p>	<p>Monitoring Responsibility</p> <p>PD = Police Department FD = Fire Department CDFG = California Department of Fish and Game PCDEH = Placer County Division of Environmental Health PCFCWCD = Placer County Flood Control and Water Conservation District PCAPCD = Placer County Air Pollution Control District</p>	<p>JPA = SR65 Joint Powers Authority RUSD = Rocklin Unified School District</p>	

Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
<ul style="list-style-type: none"> Minimize sources of concentrated flow by maximizing use of natural drainages to decelerate flows, collect pollutants and suspended sediment; Establish vegetation in stormwater drainages to achieve optimal balance of conveyance and water quality protection characteristics; Placement of velocity dissipaters, rip-rap, and/or other appropriate measures to slow runoff, promote deposition of waterborne particles, and reduce the erosive potential of storm flows; Prompt application of soil protection and slope stabilization practices to all disturbed areas; Use sedimentation basins to collect and temporarily detain storm water runoff to provide ample settling time before runoff is discharged; Creation of storage basins consisting of depressed areas, usually lined, that are sized to hold storm runoff and settle out material (the facility usually has a type of outlet device that is above the bottom of the basin or a small rip rapped berm over which the treated water can flow); Creation of a below-ground storage basin consisting of vertical or horizontal corrugated metal or HDPE pipes sized to allow the volume of water required to be treated to percolate into the ground; Use of fossil filters consisting of small filters that are placed like troughs around the inside top drain inlets or at ditch outlets. Creation of underground stormwater interceptors, which are underground tanks, similar to septic tanks, that are designed to allow material to settle out and also can have a grease trap to separate oil and petroleum products, prior to discharge; and 				
			<p>PD = Police Department FD = Fire Department CDFG = California Department of Fish and Game PCDEH = Placer County Division of Environmental Health PCFCWCD = Placer County Flood Control and Water Conservation District PCAPCD = Placer County Air Pollution Control District</p>	
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Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
<ul style="list-style-type: none"> Use of rock-lined ditches, which are surface ditches that are lined with rock, with or without filter material, with the rock lining material designed to allow water to filter into the ground. Provisions for the maintenance and periodic inspection of permanent facilities outside of the public right-of-way will be provided for in the CC&Rs. These provisions would include periodic inspection, cleaning, and the replacement of filter materials, as necessary to retain the integrity of the BMP/BAT. 	<p>Typical BMPs/BATs that could be used during construction of the Proposed Project include, but are not limited to, the following:</p>	<ul style="list-style-type: none"> Temporary facilities such as waddles, sandbags, and hay bales may be used during construction. Temporary facilities are designed to help control dust and will capture a majority of the siltation resulting from construction activities prior to discharging into existing natural channels. In addition, they will trap possible fuel and oil spills from construction equipment to prohibit contamination of surface flows or groundwater. The construction contractor would be required to monitor and maintain all BMPs/BATs during construction to ensure they function properly. 	<p>See PMM-5 See PMM-5 See PMM-5</p>	<p>See PMM-5</p>
<p>PMM-7 Implement Mitigation Measure PMM-5.</p>	<p>See PMM-5</p>	<p>See PMM-5</p>	<p>See PMM-5</p>	<p>See PMM-5</p>
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Mitigation Measure

Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
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REQ-MM The project developer should comply with the following mitigation from the 1990 City of Rocklin General Plan Update EIR to prevent the degradation of water quality.

The project developer should incorporate techniques such as, but not limited to, the prohibition of grading, placement of fill or trash, or alteration to vegetation within designated setback buffer areas, and the installation of feasible measures of minimizing pollutants and sediment from water originating from surfaced areas.

PMM-8 Implement Mitigation Measure PMM-2.

See PMM-2
See PMM-2

PMM-9 Provide fair-share funding through participation in a regional retention program toward incorporation of project stormwater volume in the design and construction of a retention basin that can accommodate the increase in stormwater volume resulting from the proposed project with the intention that development of the project area will result in no net increase in volume of stormwater flows compared with undeveloped conditions.

See PMM-2
Pay fair share toward retention program improvements
Developer
PLAN, ED
See PMM-2
PLAN, ED
TM, or any entitlement

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Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
Q. Biological Resources				
QMM-1(a) Prior to approval of tentative maps, design review, or use permits for all parcels other than the Sunset Ranchos portion, special-status plant surveys shall be conducted during the appropriate blooming period for species expected to occur in the area.	Conduct a pre-construction survey for special-status plants for all parcels other than the Sunset Ranchos portion, per QMM-1(a) and submit survey report to the City.	Developer	PLAN	TM, during appropriate blooming period
QMM-1(b) Disturbed special-status plant populations shall be transplanted to an approved mitigation site and/or mitigation credits shall be purchased in an approved mitigation bank to ensure no net loss of rare plant populations.	If a special-status plant is located, all appropriate agencies shall be notified. A subsequent mitigation plan will be prepared in that event. The project applicants shall prepare biological surveys and mitigation plans as specified in Mitigation Measure QMM-1(b).	Developer	PLAN	TM
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Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
QMM-1(c) Transplanted populations will be monitored by a qualified biologist/botanist for a period of 5 years. If there is greater than 80 percent survival of transplanted individuals the mitigation will be considered a success. Additional plants will be required if the 80 percent survival goal is not met.	The project applicants shall prepare biological surveys and mitigation plans as specified in Mitigation Measure QMM-1(b).	Developer	PLAN	On-going
REQ-MM The project applicant shall comply with the provisions of the City of Rocklin Tree Ordinance (Chapter 17.77 of the Rocklin Municipal Code (Ordinance 676)), including payment of fees and/or replacement of trees.		Developer	PLAN, ENG	IP, BP
QMM-3(a) Wetland delineations shall be conducted on vacant land in the SR 65 Corridor prior to approval of tentative maps, design review, or use permits.	Prepare and submit wetland delineation and mitigation plan, per Mitigation Measure QMM-3(a).	Developer	PLAN, ED	TM

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Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
<p>QMM-3(b) City shall require the Project Applicant and/or any developers filing tentative maps to mitigate impacts to ensure the avoidance of any net loss of seasonal wetlands and jurisdictional waters of the United States, or the bed, channel, or bank of any stream. Such avoidance may be achieved by implementing and complying with the provisions of the Clean Water Act, as administered by the U.S. Army Corps of Engineers, under Section 404 of the Clean Water Act, and under Sections 1600-1607 of the California Fish and Game Code, as administered by the California Department of Fish and Game (CDFG), which includes obtaining all required permits from the U.S. Army Corps of Engineers and entering into a Streambed Alteration Agreement with CDFG and complying with all terms and conditions of those permits and agreements.</p>	See QMM-3(a)	See QMM-3(a)	See QMM-3(a)	See QMM-3(a)
<p>QMM-4 Implement Mitigation Measure QMM-3(b).</p>	See QMM-3(b)	See QMM-3(b)	See QMM-3(b)	See QMM-3(b)
<p>REQ-MM Measures to protect VELB are already outlined in the Biological Opinion for the Sunset Rancho's project dated July 21, 2000 and amended on October 13, 2000 (Service File 1-1-00-F-0044, Corps File 199800668) as part of General Condition 11 of the Nationwide Permit No. 26 wetlands fill permit for that project. These measures may include the following:</p>	Developer	ED, PLAN, DPW		During Construction
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Mitigation Measure

All contractors and construction crews shall be briefed on the status of VELB (federally listed as threatened) and need to protect its host plant, requirements to avoid damaging elderberry plants, and possible penalties for not complying with identified mitigation and monitoring measures. All elderberry stems of at least 1.0 inch diameter at ground level that cannot be avoided during construction activities shall be transplanted to a USFWS-approved mitigation area. All transplanting of elderberry plants shall occur during the plants' dormant season (November to mid-February) and follow the standards set forth in the USFWS *Conservation Guidelines for the Valley Elderberry Longhorn Beetle (July 9, 1999)*.

As elderberry shrubs do not occur on the remainder of the project site, no further mitigation is required.

QMM-6(a) The project applicant, in consultation with the City of Rocklin and CDFG, shall conduct a pre-construction breeding-season survey (approximately February 15 through August 30) of the project site during the same calendar year that construction is planned to begin. The survey shall be conducted by a qualified raptor biologist to determine if any birds-of-prey are nesting on or directly adjacent to the Proposed Project site. No surveys would be needed if construction activities occur outside of the dates shown.

Conduct a pre-construction breeding season survey for nesting birds-of-prey on and directly adjacent to the project site, per Mitigation Measure QMM-6(a) and submit survey report to the City.

Developer
ED, PLAN, DPW

Between 2/15 and 8/30 of each year of Construction or Grading

Monitoring Program Responsibility
Implementation Responsibility
Monitoring Responsibility
Timing

Timing

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Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
<p>QMM-6(b) The project applicant, in consultation with the City of Rocklin and CDFG, shall avoid all birds-of-prey nest sites located in the project site during the breeding season while the nest is occupied with adults and/or young. The occupied nest shall be monitored by a qualified raptor biologist to determine when the nest is no longer used. Avoidance shall include the establishment of a nondisturbance buffer zone around the nest site. The size of the buffer zone will be determined in consultation with the City and CDFG. Highly visible temporary construction fencing shall delineate the buffer zone.</p>	<p>If nests are found, stop construction and retain a qualified raptor biologist to determine if the nests are active.</p> <p>If active nests are found, develop and implement mitigation measures in consultation with the California State Department of Fish and Game</p>	<p>Developer, Contractor</p> <p>Developer, PLAN, DFG</p>	<p>PLAN, DPW</p> <p>PLAN, DPW</p>	<p>Upon identification of nest</p> <p>Upon identification of nest</p>
<p>QMM-6(c) If a legally-protected species nest is located in a tree designated for removal, the removal shall be deferred until after August 30th, or until the adults and young are no longer dependent on the nest site as determined by a qualified biologist.</p>	<p>Defer removal of nest until after August 30</p>	<p>Contractor</p>	<p>DPW</p>	<p>Upon identification of active nest in tree slated for removal</p>

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 RUSD = Rocklin Unified School District

Mitigation Measure	Monitoring Program	Implementation Responsibility	Monitoring Responsibility	Timing
<p>QMM-7(a) Prior to development, surveys for federally listed vernal pool crustaceans shall be completed on vacant lands within the SR 65 Corridor, or alternatively, the applicant may assume presence of these species on the project site and mitigate accordingly.</p>	<p>Conduct a pre-construction survey for federally listed vernal pool crustaceans within the SR 65 corridor, per QMM-7(a) and submit survey report to the City.</p>	<p>Developer</p>	<p>PLAN</p>	<p>TM, during appropriate active period</p>
<p>QMM-7(b) The project will ensure no net loss of vernal pool crustaceans and their habitat. This may be achieved through the Section 404/Section 7 Consultation permit process, in accordance with typical standards used by the U.S. Fish and Wildlife Service. This requirement shall be implemented prior to approval of improvement plans or a use permit.</p> <p>The applicant has three options for mitigation of project-related impacts to vernal pool crustacean habitat.</p> <p>Option 1: The applicant shall establish a USFWS-approved mitigation bank. The applicant shall reconstruct vernal pool crustacean habitat at a replacement ratio of 1:1 for vernal pool crustacean habitat creation AND 2:1 for vernal pool crustacean habitat preservation for each acre of vernal pool crustacean habitat impacted.</p> <p>The applicant shall permanently protect the agreed-upon acreage of vernal pool crustacean habitat within the mitigation bank via a USFWS-approved conservation easement, to be held by a USFWS-approved entity.</p>	<p>If a federally listed vernal pool crustaceans is located, all appropriate agencies shall be notified. A subsequent mitigation plan will be prepared in that event.</p>	<p>Developer</p>	<p>PLAN</p>	<p>IP, or project entitlement</p>
<p>Timing</p> <p>IP = Identified on Improvement Plans BP = Implement at Building Permit TM = Tentative Map, Prior to Approval FM = Final Map GDP = General Development Plan, prior to approval</p>	<p>Monitoring Responsibility</p> <p>CDD = Community Development Department DPW = Department of Public Works PCWA = Placer County Water Agency PLAN = Planning Division BD = Building Division ED = Engineering Division</p>	<p>PD = Police Department FD = Fire Department CDFG = California Department of Fish and Game PCDEH = Placer County Division of Environmental Health PCFCWCD = Placer County Flood Control and Water Conservation District PCAPCD = Placer County Air Pollution Control District</p>	<p>JPA = SR65 Joint Powers Authority RUSD = Rocklin Unified School District</p>	

Mitigation Measure

Monitoring Program **Implementation Responsibility** **Monitoring Responsibility** **Timing**

Option 2: The applicant shall pay into the USFWS vernal pool crustacean mitigation fund. The replacement ratio would be 1:1 for vernal pool crustacean habitat creation AND 2:1 for vernal pool crustacean habitat preservation for each acre of vernal pool crustacean habitat impacted.
 Option 3: The applicant shall purchase vernal pool crustacean mitigation credits from an existing mitigation bank. The replacement ratio would be 1:1 for vernal pool crustaceans habitat creation AND 2:1 for vernal pool crustacean habitat preservation for each acre of vernal pool crustacean habitat impacted.

Implement Mitigation Measures QMM-1, and QMMM-3 through QMM-7.

See QMM-1, and QMM-3 through QMM-7.

See QMM-1, and QMM-3 through QMM-7.

See QMM-1, and QMM-3 through QMM-7.

Timing

IP = Identified on Improvement Plans
 BP = Implement at Building Permit
 TM = Tentative Map, Prior to Approval
 FM = Final Map
 GDP = General Development Plan, prior to approval

Monitoring Responsibility

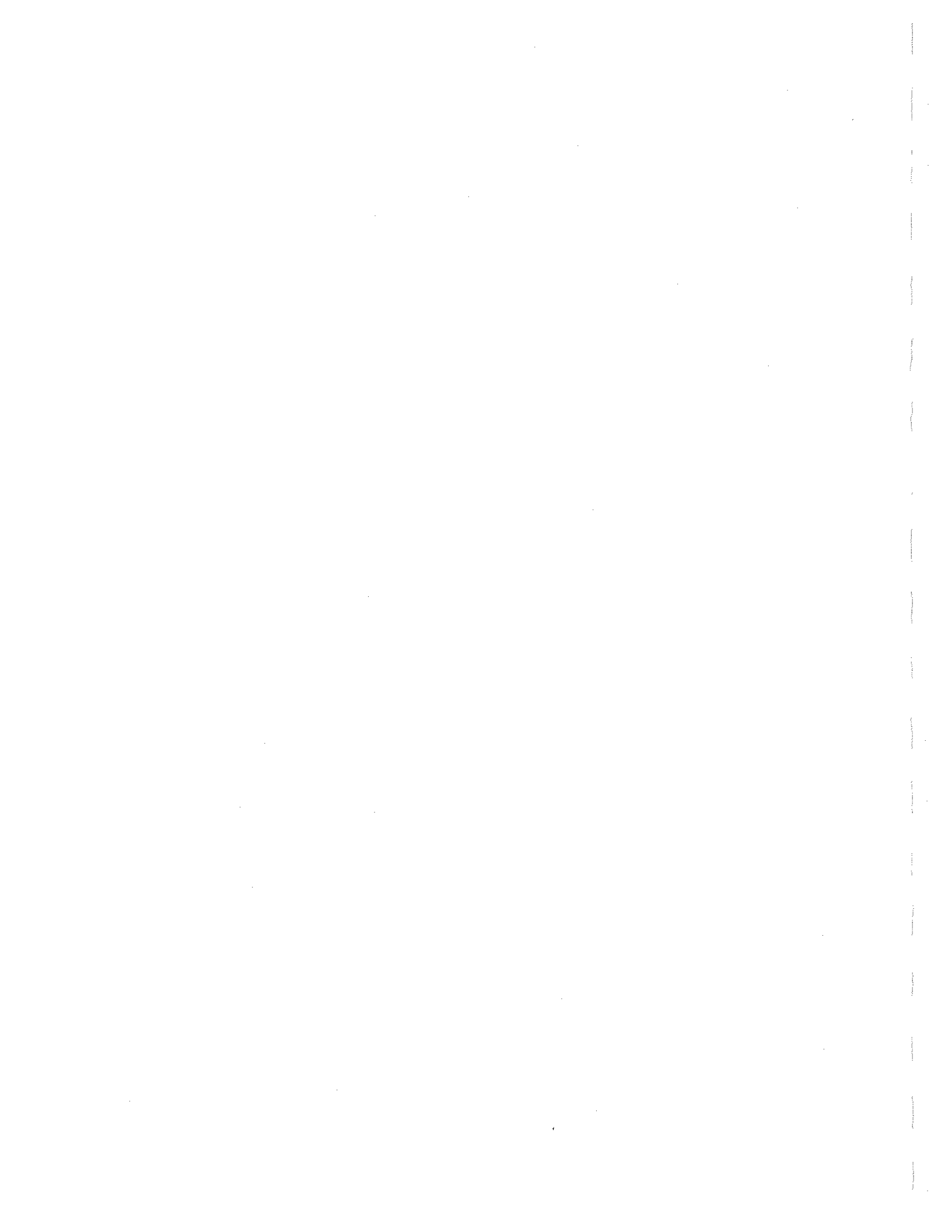
CDD = Community Development Department
 DPW = Department of Public Works
 PCWA = Placer County Water Agency
 PLAN = Planning Division
 BD = Building Division
 ED = Engineering Division

PD = Police Department
 FD = Fire Department
 CDFG = California Department of Fish and Game
 PCDEH = Placer County Division of Environmental Health
 PCFCWCD = Placer County Flood Control and Water Conservation District
 PCAPCD = Placer County Air Pollution Control District

JPA = SR65 Joint Powers Authority
 RUSD = Rocklin Unified School District

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Appendix C
Distribution List



DISTRIBUTION LIST FOR
MAILINGS
UPDATED 02-12-02

G:\labels\Sunset Ranchos FEIR.doc

RALPH COLEMAN
3425 CIMMERON CT.
ROCKLIN, CA 95677

KEN YORDE
4335 MIDAS AVENUE
ROCKLIN, CA 95677

GEORGE MAGNUSON
3842 RAWHIDE
ROCKLIN, CA 95677

CITY OF ROCKLIN
CARLOS URRUTIA
CITY MANAGER

CITY OF ROCKLIN
KENT FOSTER
DIRECTOR OF PUBLIC WORKS

FRED YEAGER/PAUL THOMPSON
PLACER COUNTY PLANNING
11414 B AVENUE
AUBURN, CA 95603

LESLIE GAULT/ANDREW DARROW
P.C. FLOOD CONTROL AND WATER
CONSERVATION DISTRICT
11444 B AVENUE
AUBURN, CA 95603

PLACER GROUP SIERRA CLUB
PO BOX 7167
AUBURN, CA 95604

LARRY STARK,
DIRECTOR OF FACILITIES
ROCKLIN UNIFIED SCHOOL DIST.
5035 MEYERS STREET
ROCKLIN, CA 95677

LYNNE SULLY
5317 HUMBOLDT DRIVE
ROCKLIN, CA 95765

KEN O BRIEN
55602 COLEMAN CT
ROCKLIN, CA 95677

PETER HILL
4069 SILVER ST.
ROCKLIN, CA 95677

KATHY LUND
3840 CLOVER VALLEY ROAD
ROCKLIN, CA 95677

CITY OF ROCKLIN
SABINA GILBERT
CITY ATTORNEY

KATHY Kerdus
TOWN OF LOOMIS
PLANNING DEPARTMENT
6140 HORSESHOE BAR RD., SUITE K
LOOMIS, CA 95650

DAVE BINGEN/WILLIAM MOORE/
TIM HACKWORTH
PLACER COUNTY PUBLIC WORKS
11444 B AVENUE
AUBURN, CA 95603

JEFF PULVERMAN
CALTRANS DISTRICT 3
OFFICE OF TRANS PLNNG-METRO
P.O. BOX 942874,MS-41
SACRAMENTO, CA 94274-0001

RICHARD STEIN
ENGINEERING ADMIN/ASSISTANT
SOUTH PLACER MUD
P.O. BOX 45
LOOMIS, CA 95650

SIERRA COLLEGE LIBRARY
ATTN: ROBERT SMITH
5000 ROCKLIN ROAD
ROCKLIN, CA 95677

LARRY MENTH
5825 PEBBLE CREEK DR
ROCKLIN CA 95765

SCOTT BARBER
2555 BUCKEYE DR.
ROCKLIN, CA 95677

BRET STOREY
2728 FIELD CT
ROCKLIN CA 95765

CITY OF ROCKLIN
RUSSELL HILDEBRAND
DEPUTY CITY ATTORNEY

CITY OF ROCKLIN
LARRY WING
ENGINEERING SERVICES MANAGER

MARK MORSE
CITY OF ROSEVILLE
EIR COORDINATOR
316 VERNON STREET #102
ROSEVILLE, CA 95678

TODD NISHIKAWA/DAVE VINTZE
PLACER COUNTY
AIR POLLUTION CONTROL BOARD
11464 B AVENUE
AUBURN, CA 95603

ENVIRONMENTAL SERVICES
DEPT. OF FISH AND GAME
REGION 2
1701 NIMBUS ROAD, #A
RANCHO CORDOVA, CA 95670

JIM MOOSE
REMY, THOMAS & MOOSE
455 CAPITOL MALL, SUITE 210
SACRAMENTO, CA 95814

ROCKLIN BRANCH
PLACER COUNTY LIBRARY
5460 FIFTH STREET
ROCKLIN, CA 95677

CITY OF ROCKLIN
TIM MROZINSKI
FIRE CHIEF

CITY OF ROCKLIN
SHERRI ABBAS
PLANNING SERVICES MANAGER

CITY OF ROCKLIN
LAURA WEBSTER
SENIOR PLANNER

THE GRUPE COMPANY
3255 W. MARCH LANE, 4TH FLOOR
P.O. BOX 7576
STOCKTON, CA 95267-0576

DEPT. OF TOXIC SUBSTANCES CTRL
ATTN: STEVEN BECKER
8800 CAL CENTER DR., SUITE 350
SACRAMENTO, CA 95826

CITY OF ROCKLIN
CINDY SCHAER
ECONOMIC DEVELOPMENT MGR.

SUTTER COUNTY CDD
TOM LAST/DOUGLAS LIBBY
1160 CIVIC CENTER BLVD., STE E
YUBA CITY, CA 95993

DEPT. OF TOXIC SUBSTANCES CTRL
ATTN: GUENTHER W. MOSKAT
1001 "I" STREET, 25TH FLOOR
SACRAMENTO, CA 95812-0806

TLA
ATTN: GEORGE DJAN
1528 EUREKA RD., SUITE 100
ROSEVILLE, CA 95661

PLACER MOSQUITO ABATEMENT
ATTN: CHARLES DILL
P.O. BOX 216
LINCOLN, CA 95648

FRED BARNETT
RECLAMATION DISTRICT NO. 1001
1959 CORNELIUS AVE.
RIO OSO, CA 95674

PLACER COUNTY WATER AGENCY
ATTN: MAL TOY
P.O. BOX 6570
AUBURN, CA 95604

CITY OF LINCOLN PUBLIC WORKS
ATTN: JOHN PEDRI, P.E.
640 5TH STREET
LINCOLN, CA 95648

BRADLEY CUTLER
CITADEL EQUITIES GROUP LLC
1512 EUREKA ROAD, SUITE 130
ROSEVILLE, CA 95661

ED PANDOLFINO, PH. D.
SIERRA FOOTHILLS AUDUBON
SOCIETY
4807 MINERS COVE CIRCLE
LOOMIS, CA 95650

CLOVER VALLEY FOUNDATION
ATTN: MARILYN JASPER
P.O. BOX 713
LOOMIS, CA 95650

PETER BRIDGES
WHITNEY OAKS
4308 LIVE OAK LANE
ROCKLIN, CA 95765

BRIAN M. & SHAWN C. BAIE
4902 BRADFORD PLACE
ROCKLIN, CA 95765

HAVEN T. BAYS
2160 CAMPTON CIRCLE
GOLD RIVER, CA 95670

TONY RAKOCIJA
2724 KLAMMATH DR.
ROCKLIN, CA 95765

ERIK & HILARY VOS
4412 PEBBLE BEACH RD.
ROCKLIN, CA 95765

JOHN MARGOWSKI
2508 KNOLL CT.
ROCKLIN, CA 95765

DENISE REGNANI
4414 PEBBLE BEACH RD.
ROCKLIN, CA 95765

LARRY & LORI HILL
4427 PEBBLE BEACH RD.
ROCKLIN, CA 95765

CRAIG & JOANNA LARREW
4444 PEBBLE BEACH RD.
ROCKLIN, CA 95765

JOHN W. WAYNE
4900 BRADFORD PLACE
ROCKLIN, CA 95765

BRIAN CURTIS OSTROW
P.O. BOX 610
ROCKLIN, CA 95677

WILLIAM OSTROW
720 HOWE AVE., #104
SACRAMENTO, CA 95825

MARY BATTISTA
5239 WINDHAM WAY
ROCKLIN, CA 95765

CITY OF ROCKLIN
TERRY RICHARDSON
DIRECTOR OF COMMUNITY
DEVELOPMENT

**NOTICE OF AVAILABILITY
FOR
NORTH WEST ROCKLIN ANNEXATION
(SUNSET RANCHOS)
FINAL EIR**

SUNSET RANCHOS
LIST FOR NOTICES ONLY
UPDATED 03/15/02

LabelsSunsetRanchos notice only FEIR

WOODROW WILSON
DIRECTOR OF PLANNING
SIERRA COMMUNITY COLLEGE
5000 ROCKLIN ROAD
ROCKLIN, CA 95677

SORE (SAVE OUR ROCKLIN
ENVIRONMENT)
C/O CRAIG WOOD
6050 STONE HILL DR.
ROCKLIN, CA 95677

BOB PATTERSON
PLACER COUNTY HEALTH DEPT.
11454 B AVENUE
AUBURN, CA 95603

POSTMASTER
ATTN: KAREN YOUMAN
5515 PACIFIC ST.
ROCKLIN, CA 95677

KELLY RICH
C/O DEL WEBB
985 SUN CITY LANE
LINCOLN, CA 95648

PCCCA
(PLACER COUNTY COALITION OF
COMMUNITY ASSOCIATIONS)
5005 SHADY CREEK LANE
GRANITE BAY, CA 95661

ATTN: ART CAMPOS
SACRAMENTO BEE
SOUTH PLACER BUREAU
5 SIERRAGATE PLAZA, SUITE 360
ROSEVILLE, CA 95678

PLACER HERALD
4253 ROCKLIN RD.
ROCKLIN, CA 95677

ROCKLIN CHAMBER OF COMMERCE
5055 PACIFIC ST.
ROCKLIN, CA 95677

KRIS & TODD HAIGHT
5321 CLIPPER CT.
ROCKLIN, CA 95765

PLACER COUNTY CLERK
2954 RICHARDSON BLVD.
AUBURN, CA 95603

ED PANDOLFINO
AUDOBON SOCIETY
4807 MINERS COVE CIRCLE
LOOMIS, CA 95650

LARRY HILL
4427 PEBBLE BEACH RD.
ROCKLIN, CA 95765

AUBURN LAND RIGHTS OFFICE
P.G. & E.
333 SACRAMENTO STREET
AUBURN, CA 95603

JIM JOHNSON
PACIFIC BELL
12920 EARHART AVENUE
AUBURN, CA 95602-9538

ROSEVILLE TELEPHONE CO.
OUTSIDE PLANT ENGINEERING
P.O. BOX 969
ROSEVILLE, CA 95678

DEAN HENDERSON
STARSTREAM COMMUNICATION
CABLE T.V.
P.O. BOX 637
ROCKLIN, CA 95677

EILEEN DOMINGUEZ
AUBURN PLACER DISPOSAL
P.O. BOX 6566
AUBURN, CA 95604

PATTY DUNN
CITY OF ROSEVILLE
PLANNING DEPARTMENT
316 VERNON STREET #104
ROSEVILLE, CA 95678

LAFCO
DEBORAH CUBBERLY
175 FULWEILER
AUBURN, CA 95603

CITY OF ROCKLIN
MARK SIEMENS
POLICE CHIEF

CITY OF ROCKLIN
MARK RIEMER
DIRECTOR OF COMMUNITY
SERVICES

CA NATIVE PLANT SOCIETY
REGIONAL OFFICE
ATTN: CHRIS LEWIS
4900 KENNETH AVE.
CARMICHAEL, CA 95608

CITY OF ROCKLIN
REX MILLER
DIRECTOR OF ADMINSTRATIVE
SERVICES

CITY OF ROSEVILLE
CITY MANAGER
311 VERNON STREET
ROSEVILLE, CA 95678

ROB JENSEN
CITY OF ROSEVILLE
PUBLIC WORKS DEPARTMENT
316 VERNON STREET
ROSEVILLE, CA 95678

CITY OF LINCOLN
PLANNING DEPARTMENT
1390 FIRST STREET
LINCOLN, CA 95648

CELIA MC ADAM
PLACER CO. TRANSPORTATION &
PLANNING AGENCY
550 HIGH ST., #107
AUBURN CA 95603

SUPERINTENDENT/MANAGER
NEWCASTLE, ROCKLIN, GOLD HILL
CEMETARY DISTRICT
850 TAYLOR ROAD
NEWCASTLE, CA 95658-9780

DAVID BOYER
SACOG
3000 S STREET #300
SACRAMENTO, CA 95816

REBECCA SANCHEZ
CALTRANS DISTRICT 3, SAC
P.O. BOX 942874, MS-41
SACRAMENTO, CA 94274-0001

AMES B. MAUGHAN
ASSOCIATE WATER RESOURCE
CONTROL ENGINEER - EPA
433 ROUTIER RD. SUITE A
SACRAMENTO, CA 95827-3098

REGIONAL WATER QUALITY
CONTROL BOARD
GARY CARLTON, DIRECTOR
3443 ROUTIER RD., STE. A
SACRAMENTO CA 95027

CA NATIVE PLANT SOCIETY
REDBUD CHAPTER
ATTN: MONICA FINN
106 LINCOLN WAY
AUBURN, CA 95603

SOUTH PLACER WASTE WATER
MANAGEMENT AUTHORITY
2005 HILLTOP CIRCLE
ROSEVILLE, CA 95747

DAVE CAMPBELL
ENGINEERING
P.C.W.A.
P.O. BOX 6570
AUBURN, CA 95604

U.S. ARMY CORPS OF ENGINEERS
ATTN: PLANNING DIVISION
1325 J STREET, ROOM 1320
SACRAMENTO, CA 95814-2922

CA NATIVE PLANT SOCIETY
STATE OFFICE
1722 J ST., SUITE 17
SACRAMENTO, CA 95814

ENVIRONMENTAL PROTECTION
AGENCY
75 HAWTHORNE STREET
SAN FRANCISCO, CA 94105

USFWS
ATTN: CAY GOUDE
ECOLOGICAL SERV. FED. BLDG.
2800 COTTAGE WAY, RM. 3-1803
SACRAMENTO, CA 95825

MARC & ROBIN BUZDON
5756 RIVER RUN CIRCLE
ROCKLIN, CA 95765

RICHARD OWENS
1912 COBBLER COURT
MODESTO, CA 95356

ROBERT & SHIRLEY GONZALEZ
6937 MURICATIA DRIVE
ORANGEVALE, CA 95662

NICK BURTON
6848 DOMINGO DRIVE
RANCHO MURIETA, CA 95683

KIRBY & LAURIE JESSEN
2620 NAVAJO DRIVE
ROCKLIN, CA 95765

DAVE THOMLEY
8901 GULFPORT WAY
SACRAMENTO, CA 95826

4-27-01 600 Radius List for Sunset Ranches

017 081 001 000
Scott Wen-Chang Wang
580 Wagner St
Fremont, CA 94539

017 081 002 000
Romero Properties Ltd
106 L St #C
Sacramento, CA 95814

017 081 003 000
Wks Venture I Llc
2481 Sunrise Blvd #100
Gold River, CA 95670

017 081 004 000
H J & P E Investment
1415 Lower Paseo La Cresta
Palos Verdes Estates, CA 90274

017 081 005 000
River South Holdings Llc
7700 College Town Dr #215
Sacramento, CA 95826

~~017 081 006 000
River South Holdings Llc
7700 College Town Dr #215
Sacramento, CA 95826~~ Repeat

017 081 007 000
Townsend Rocklin Llc
210 W Pennsylvania Ave #610
Towson, MD 21204

~~017 081 008 000
Townsend Rocklin Llc
210 W Pennsylvania Ave #610
Towson, MD 21204~~ repeat

017 081 009 000
Pacific Bell
430 Bush St #3Rd
San Francisco, CA 94108

017 081 010 000
Placer Ranch Inc
6731 Five Star Blvd #F
Rocklin, CA 95677

017 081 011 000
Reynen & Bardis Development Llc
9848 Business Park Dr #H
Sacramento, CA 95827

~~017 081 012 000
Reynen & Bardis Development Llc
9848 Business Park Dr #H
Sacramento, CA 95827~~ Repeat

~~017 081 013 000
Reynen & Bardis Development Llc
9848 Business Park Dr #H
Sacramento, CA 95827~~ Repeat

017 081 014 000
Stanford Ranch I Llc Talliasmith Cheryl
PO Box 1200
Rocklin, CA 95677

017 081 027 000
Ubs Lease Finance Llc
500 Oracle Pkwy
Redwood City, CA 94065

~~017 081 035 000
Stanford Ranch I Llc Talliasmith Cheryl
PO Box 1200
Rocklin, CA 95677~~ Repeat

~~017 081 037 000
Stanford Ranch I Llc Talliasmith Cheryl
PO Box 1200
Rocklin, CA 95677~~ Repeat

~~017 081 039 000
Stanford Ranch I Llc Talliasmith Cheryl
PO Box 1200
Rocklin, CA 95677~~ Repeat

~~017 081 040 000
Stanford Ranch I Llc Talliasmith Cheryl
PO Box 1200
Rocklin, CA 95677~~ Repeat

017 170 001 000
Ahmad & Mohammad Shehadeh
6841 Woodchase Dr
Granite Bay, CA 95746

017 170 002 000
Marchbrook Building Company
3255 W March Ln #400
Stockton, CA 95219

017 170 003 000
Sunset Ranchos Investors Llc
3255 W March Ln #400
Stockton, CA 95219

017 170 004 000
B V S Family Limited Partnership
4975 Topaz Ave
Rocklin, CA 95677

017 170 005 000
W & S Ostrow Family Partnership
2800 Kadema Dr
Sacramento, CA 95864

017 170 006 000
Dorothy Rice & Butler Anita
6940 Country Ct
Granite Bay, CA 95746

017 170 007 000
Kenneth & Francine Yorde
4335 Midas Ave
Rocklin, CA 95677

~~017 170 008 000
B V S Family Limited Partnership
4975 Topaz Ave
Rocklin, CA 95677~~ Repeat

~~017 170 009 000
Sunset Ranchos Investors Llc
3255 W March Ln #400
Stockton, CA 95219~~ Repeat

017 170 010 000
Charles & Connie Demas May
G Mark Hardy
6301 Perrin Way
Carmichael, CA 95608

~~017 170 011 000
Sunset Ranchos Investors Llc
3255 W March Ln #400
Stockton, CA 95219~~ Repeat

017 170 012 000
Zlatko Vasilj & Vasilj
1865 Ridgeview Dr
Roseville, CA 95661

017 170 013 000
Daniel
PO Box 86691
San Diego, CA 92138

017 170 014 000
Brian Curtis Ostrow
PO Box 610
Rocklin, CA 95677

017 170 015 000 -
Danielson
PO Box 86691
San Diego, CA 92138

017 170 016 000
Ana Clark
110 Balsam Dr
Oldsmar, FL 34677

017 170 017 000
B L T - 30 Ostrow Michael
PO Box 661592
Sacramento, CA 95866

~~017 170 018 000
W & S Ostrow Family Partnership
2800 Kadema Dr
Sacramento, CA 95864 Repeat~~

017 170 019 000
Anita Kevin & Anita Butler
6940 Country Ct
Granite Bay, CA 95746

017 170 020 000
Danielson & Brian Ira Ostrow
PO Box 86691
San Diego, CA 92138

~~017 170 021 000
Sunset Ranchos Investors Llc
3255 W March Ln #400
Stockton, CA 95219 Repeat~~

017 170 022 000
Marchbrook Building Company
3255 W March Ln #4Th
Stockton, CA 95219

~~017 170 023 000
Sunset Ranchos Investors Llc
3255 W March Ln #400
Stockton, CA 95219 Repeat~~

017 170 024 000
Sunset Ranchos Investors Llc
Apache Dr
Roseville, CA

~~017 170 025 000
B L T - 30
PO Box 661592
Sacramento, CA 95866 Repeat~~

~~017 170 026 000
B L T - 30 Ostrow Michael
PO Box 661592
Sacramento, CA 95866 Repeat~~

~~017 170 027 000
Sunset Ranchos Investors Llc
3255 W March Ln #400
Stockton, CA 95219~~

~~017 170 028 000
W & S Ostrow Family Partnership
2800 Kadema Dr
Sacramento, CA 95864 Repeat~~

~~017 170 029 000
Sunset Rancho Investors Llc
3255 W Marchbrook Ln #400
Stockton, CA 95219 Repeat~~

~~017 170 030 000
Sunset Ranchos Investors Llc
3255 W March Ln
Stockton, CA 95219~~

~~017 170 031 000
W & S Ostrow Family Partnership
2800 Kadema Dr
Sacramento, CA 95864~~

017 170 032 000
Ahmad & Mohammad Shehadeh
6841 Woodchase Dr
Granite Bay, CA 95746

017 170 033 000
A Grenier
PO Box 338
San Bruno, CA 94066

~~017 170 034 000
B V S Family Limited Partnership
4975 Topaz Ave
Rocklin, CA 95677 Repeat~~

017 170 035 000
Donald & Barbara Ansel
Donald & Barba Ansel
5777 Maidson Ave #910
Sacramento, CA 95841

017 170 036 000
Dooda Limited Partnership
21331 Meadow Oaks Ln
Colfax, CA 95713

~~017 170 037 000
B L T - 30 Ostrow Michael
PO Box 661592
Sacramento, CA 95866~~

~~017 170 038 000
B V S Family Limited Partnership
4975 Topaz Ave
Rocklin, CA 95677~~

~~017 170 039 000
Dooda Limited Partnership
NO STREET NAME or NUMBER
, CA~~

~~017 170 040 000
Anita Kevin & Anita Butler
6940 Country Ct
Granite Bay, CA 95746~~

~~017 170 041 000
B V S Family Limited Partnership
4975 Topaz Ave
Rocklin, CA 95677 Repeat~~

017 170 042 000
David Ohara
1237 58Th Ave
Sacramento, CA 95831

017 170 043 000
Dorothy Rice & Butler, Anita
6940 Country Ct
Granite Bay, CA 95746

017 170 044 000
~~California Baptist Foundation
7120 N Whitney Ave #105
Fresno, CA 93720 Repeat~~

017 170 045 000
California Baptist Foundation
7120 N Whitney Ave #105
Fresno, CA 93720

017 170 046 000
B P Irrevocable
6940 Country Ct
Roseville, CA 95746

017 170 047 000
Gust & Mary Thomatos
571 Pala Way
Sacramento, CA 95819

~~017 170 048 000
W & S Ostrow Family Partnership
2800 Kadema Dr Repeat
Sacramento, CA 95864~~

~~017 170 049 000
Sunset Ranchos Investors Llc
3255 W March Ln #400 Repeat
Stockton, CA 95219~~

~~017 170 050 000
B P Irrevocable Repeat
6940 Country Ct Repeat
Roseville, CA 95746~~

~~017 170 051 000
B P Irrevocable
6940 Country Ct
Roseville, CA 95746~~

017 170 052 000
Dershing & Jiunn Huang
104 Engelhart Dr
Folsom, CA 95630

017 170 053 000
John & Despina Demas
6137 Tremain Dr
Citrus Heights, CA 95621

017 170 054 000
Carl Hsu
120 Hartnell Pl
Sacramento, CA 95825

~~017 170 055 000
Sunset Ranchos Investors Llc
3255 W March Ln #400 Repeat
Stockton, CA 95219~~

~~017 170 056 000
B V S Family Limited Partnership
4975 Topaz Ave Repeat
Rocklin, CA 95677~~

017 170 057 000
Robert & Shirley Gonzalez
PO Box 731
Somerset, CA 95684

~~017 170 058 000
W & S Ostrow Family Partnership
2800 Kadema Dr
Sacramento, CA 95864~~

017 170 059 000
Jack Rice
7525 Auburn Blvd #3
Citrus Heights, CA 95610

~~017 170 060 000
B V S Family Limited Partnership
4975 Topaz Ave
Rocklin, CA 95677~~

~~017 170 061 000
B V S Family Limited Partnership
4975 Topaz Ave
Rocklin, CA 95677~~

~~017 170 062 000
B V S Family Limited Partnership
4975 Topaz Ave
Rocklin, CA 95677~~

017 170 063 000
Alois Fischer & ALLEE DU RIONZI
Ch 1028 Preverenges
SWITZERLAND

017 170 064 000
Haven Bays Jr.
2160 Campton Cir
Gold River, CA 95670

~~017 170 065 000
W & S Ostrow Family Partnership
2800 Kadema Dr
Sacramento, CA 95864~~

~~017 170 066 000
W & S Ostrow Family Partnership
2800 Kadema Dr
Sacramento, CA 95864~~

~~017 170 067 000
Sunset Ranchos Investors Llc
3255 W March Ln #400
Stockton, CA 95219~~

~~017 170 068 000
W & S Ostrow Family Partnership
2800 Kadema Dr
Sacramento, CA 95864~~

~~017 170 069 000
Sunset Ranchos Investors Llc
3255 W March Ln #400
Stockton, CA 95219~~

~~017 170 070 000
Title Insurance & WILDER ROBERT
NO STREET NAME or NUMBER
, CA~~

~~017 180 001 000
B V S Family Limited Partnership
4975 Topaz Ave
Rocklin, CA 95677~~

~~017 180 002 000
Sunset Ranchos Investors Llc
3255 W March Ln #400
Stockton, CA 95219~~

~~017 180 003 000
W & S Ostrow Family Partnership
2800 Kadema Dr
Sacramento, CA 95864~~

~~017 180 004 000
Dorothy Rice & Butler Anita
6940 Country Ct Repeat
Granite Bay, CA 95746~~

~~017 180 005 000
California Baptist Foundation
7120 N Whitney Ave #105
Fresno, CA 93720~~

~~017 180 006 000
Sunset Ranchos Investors Llc
3255 W March Ln #400
Stockton, CA 95219~~

~~017 180 007 000
B V S Family Limited Partnership
4975 Topaz Ave
Rocklin, CA 95677~~

~~017 180 008 000
B V S Family Limited Partnership
4975 Topaz Ave
Rocklin, CA 95677~~

~~017 180 009 000
W & S Ostrow Family Partnership
2800 Kadema Dr
Sacramento, CA 95864~~

~~017 180 010 000
Dorothy Rice & Butler Anita
PO Box 2421
Granite Bay, CA 95746~~

~~017 180 011 000
Edward Aranki
7160 Gail Way
Fair Oaks, CA 95628~~

~~017 180 012 000
William & Stella Pettit
PO Box 382
Oroville, CA 95965~~

~~017 180 013 000
Sunset Ranchos Investors Llc
3255 W March Ln #400
Stockton, CA 95219~~

~~017 180 014 000
California Baptist Foundation
7120 N Whitney Ave #105
Fresno, CA 93720~~

~~017 180 015 000
California Baptist Foundation
7120 N Whitney Ave #105
Fresno, CA 93720~~

~~017 180 016 000
California Baptist Foundation
7120 N Whitney Ave #105
Fresno, CA 93720~~

~~017 180 017 000
Sunset Ranchos Investors Llc
3203 W March Ln #120
Stockton, CA 95219~~

~~017 180 018 000
Sau Lam & Khiem Chac
2536 47Th Ave
Sacramento, CA 95822~~

~~017 180 019 000
Leland & Connie Kato
18 Parkshore Cir
Sacramento, CA 95831~~

~~017 180 020 000
Sunset Ranchos Investors Llc
3255 W March Ln #400
Stockton, CA 95219~~

~~017 180 021 000
Dooda Limited Partnership
NO STREET NAME or NUMBER
, CA~~

~~017 180 022 000
William Ostrow
720 Howe Ave #104
Sacramento, CA 95825~~

~~017 180 023 000
B V S Family Limited Partnership
4975 Topaz Ave
Rocklin, CA 95677~~

~~017 180 024 000
Brian Curtis Ostrow
PO Box 610
Rocklin, CA 95677~~

~~017 180 025 000
Cal-Stanford Oaks Llc
9404 Genesee Ave #230
La Jolla, CA 92037~~

~~017 180 026 000
Charles & Leonie Walters
201 Vanderpool Ln #72
Houston, TX 77024~~

~~017 180 027 000
Kirby & Laurie Jessen
2620 Navajo Dr
Rocklin, CA 95765~~

~~017 180 028 000
Richard & Debra Vaquero
9162 Billy Mitchell Blvd
Roseville, CA 95747~~

~~017 180 029 000
Sunset Ranchos Investors Llc
3255 W March Ln #400
Stockton, CA 95219~~

~~017 180 030 000
Sunset Ranchos Investors Llc
3255 W March Ln #400
Stockton, CA 95219~~

~~017 180 031 000
Sunset Ranchos Investors Llc
3255 W March Ln #400
Stockton, CA 95219~~

017 180 032 000
John Matthew Demas
6137 Tremain Dr
Citrus Heights, CA 95621

017 180 033 000
John & Nancy Davis
3155 Yuma Way
Rocklin, CA 95765

017 180 034 000
California Baptist Foundation
7120 N Whitney Ave #105
Fresno, CA 93720

017 180 035 000
W & S Ostrow Family Partnership
2800 Kadema Dr
Sacramento, CA 95864

017 180 036 000
Dorothy Rice & Butler Anita
6940 Country Ct
Granite Bay, CA 95746

017 180 037 000
Dorothy Rice & Butler Anita
6940 Country Ct
Granite Bay, CA 95746

017 180 038 000
B V S Family Limited Partnership
4975 Topaz Ave
Rocklin, CA 95677

017 180 039 000
B P Irrevocable
6940 Country Ct
Roseville, CA 95746

017 180 040 000
Leh An Hsieh
10004 Flower Gate Ter
Potomac, MD 20854

017 180 041 000
B V S Family Limited Partnership
4975 Topaz Ave
Rocklin, CA 95677

017 180 042 000
Dooda Limited Partnership
NO STREET NAME or NUMBER
, CA

017 180 043 000
Sunset Ranchos Investors Llc
3255 W March Ln #400
Stockton, CA 95219

017 180 044 000
Dooda Limited Partnership
NO STREET NAME or NUMBER
, CA

017 180 045 000
Sunset Rancho Investors Llc
3203 W March Ln #120
Stockton, CA 95219

017 180 046 000
B V S Family Limited Partnership
4975 Topaz Ave
Rocklin, CA 95677

017 180 047 000
Sunset Ranchos Investors Llc
3255 W March Ln #400
Stockton, CA 95219

017 180 048 000
B V S Family Limited Partnership
4975 Topaz Ave
Rocklin, CA 95677

017 180 049 000
W & S Ostrow Family Partnership
2800 Kadema Dr
Sacramento, CA 95864

017 180 050 000
Sunset Ranchos Investors Llc
3255 W March Ln #400
Stockton, CA 95219

017 180 056 000
Chesbury Unit
1875 Century Park E
Los Angeles, CA 90067

017 270 001 000
Pacific Bell
430 Bush St #3Rd
San Francisco, CA 94108

017 270 002 000
Ksk Rocklin Llc
3190 S Bascom Ave #200
San Jose, CA 95124

017 270 004 000
Sierra Calvine Llc
3600 American River Dr #105
Sacramento, CA 95864

017 270 007 000
Herman Miller Inc Corp Tax Dept
855 E Main Ave
Zeeland, MI 49464

017 270 012 000
Reynen & Bardis Development Llc
9848 Business Park Dr #H
Sacramento, CA 95827

017 270 013 000
Reynen & Bardis Development Llc
9848 Business Park Dr #H
Sacramento, CA 95827

017 280 003 000
Sierra Calvine Llc
3600 American River Dr #105
Sacramento, CA 95864

017 280 008 000
Gregory & Seta Tcherkoyan
157 Emmons Canyon Ln
Alamo, CA 94507

017 280 011 000
Bart Volen
3335 Longview Dr
North Highlands, CA 95660

017 280 012 000
Pomfret Estates Incorporated
675 Ygnacio Valley Rd #B209
Walnut Creek, CA 94596

017 280 013 000
Charles Gracey II
599 Menlo Dr
Rocklin, CA 95765

017 280 019 000
Donald & Mary Rosenberg
Donald & M Rosenberg
865 Ridge Dr
Concord, CA 94518

017 280 031 000
The Gap Inc
900 Cherry Ave
San Bruno, CA 94066

017 280 038 000
John L Trust & Griffin
Family Ptshp Griffin
1500 E Hamilton Ave #201
Campbell, CA 95008

017 280 042 000
The Gap Inc
900 Cherry Ave
San Bruno, CA 94066

~~017 280 051 000
Rocklin Corporate Center Llc
1500 E Hamilton Ave
Campbell, CA 95008~~

~~017 280 059 000
Stanford Ranch I Llc
PO Box 1200
Rocklin, CA 95677~~

017 280 064 000
Stephen & Dale Block
PO Box 405
Moraga, CA 94556

017 280 067 000
Noel Properties Llc
55 Kemline Ct
Alamo, CA 94507

017 280 070 000
John Kniveton & John Kniveton
236 Saint Andrews Dr
Napa, CA 94558

~~017 280 014 000
Ksk Rocklin Llc
3190 S Bascom Ave #200
San Jose, CA 95124~~

017 280 020 000
Kee Lum Yip Limited & Twin Trees Db
80 N King St
Honolulu, HI 96817

017 280 036 000
North American Resort Properties Inc
100 Bayview Cir #4500
Newport Beach, CA 92660

~~017 280 039 000
The Gap Inc
900 Cherry Ave
San Bruno, CA 94066~~

~~017 280 047 000
Gregory & Seta Tcherkoyan
Tcherko
157 Emmons Canyon Ln
Alamo, CA 94507~~

~~017 280 052 000
Rocklin Corporate Center Llc
1500 E Hamilton Ave
Campbell, CA 95008~~

017 280 060 000
Atherton Tech Center
5665 Power Inn Rd #140
Sacramento, CA 95824

017 280 065 000
Ransom & Nan Cook
1 Embarcadero Ctr #26
San Francisco, CA 94111

017 280 068 000
Lee Sammis
3186 Airway Ave #C
Costa Mesa, CA 92626

017 280 072 000
Gregory & Seta Tcherkoyan
Tcherko
157 Emmons Canyon Ln
Alamo, CA 94507

017 280 018 000
Financial Pacific Insurance Company
3850 Atherton Rd
Rocklin, CA 95765

017 280 023 000
Kft Properties Inc
1401 N Broadway #210
Walnut Creek, CA 94596

017 280 037 000
John Griffin
1500 E Hamilton Ave #201
Campbell, CA 95008

017 280 040 000
Rocklin Corporate Center Llc
1500 E Hamilton Ave
Campbell, CA 95008

~~017 280 050 000
Rocklin Corporate Center Llc
1500 E Hamilton Ave
Campbell, CA 95008~~

~~017 280 053 000
Rocklin Corporate Center Llc
1500 E Hamilton Ave
Campbell, CA 95008~~

017 280 063 000
Michael & Sarah Butler
Inter Vivos Butler
PO Box 460
Chicago Park, CA 95712

017 280 066 000
Akihiro Fred & Linda Joy Takagi
390 Valley View Dr
Los Altos, CA 94024

017 280 069 000
Logical Investments Llc
3005 Douglas Blvd #200
Roseville, CA 95661

021 290 018 000
Palisades Properties Inc
7700 College Town Dr #101
Sacramento, CA 95826

365 020 001 000
Rocklin Partners
201 Hoffman Ave
Monterey, CA 93940

~~365 020 002 000
Rocklin Partners
201 Hoffman Ave
Monterey, CA 93940~~

~~365 020 003 000
Rocklin Partners
201 Hoffman Ave
Monterey, CA 93940~~

367 150 001 000
Roberta Casey
2405 Stefanie Dr
Rocklin, CA 95765

367 150 002 000
Jana Johnson
2403 Stefanie Dr
Rocklin, CA 95765

367 150 003 000
Robert & Danita Quinn II
2401 Stefanie Dr
Rocklin, CA 95765

367 150 004 000
Timothy & Tiffany Ragan
2302 Stefanie Ct
Rocklin, CA 95765

367 150 005 000
Julie Burnett Moeller
2304 Stefanie Ct
Rocklin, CA 95765

367 150 006 000
Kitrick & Shelly Hall
2306 Stefanie Ct
Rocklin, CA 95765

367 150 007 000
Ronald & Lynne Cascella
2308 Stefanie Ct
Rocklin, CA 95765

367 150 008 000
Marlene Van Vooren
1198 Hearst Dr
Pleasanton, CA 94566

367 150 009 000
King Howard & Janice Elizabeth Lees
2312 Stefanie Ct
Rocklin, CA 95765

367 150 010 000
Claudia Helms
2314 Stefanie Ct
Rocklin, CA 95765

367 150 011 000
Rolando & Lisa Martinez
2315 Stefanie Ct
Rocklin, CA 95765

367 250 001 000
Todd & Donna Mattingly
5103 Windham Way
Rocklin, CA 95765

367 250 002 000
Carolyn Foster
5107 Windham Way
Rocklin, CA 95765

367 250 003 000
Karen Roberts
5111 Windham Way
Rocklin, CA 95765

367 250 004 000
Charles & Mary Ann Ebeling
5115 Windham Way
Rocklin, CA 95765

367 250 005 000
Karen Pascoe
5119 Windham Way
Rocklin, CA 95765

367 250 006 000
Ashil & Kimberly Webb Abhat
5123 Windham Way
Rocklin, CA 95765

367 250 007 000
Kathryn Perry
5127 Windham Way
Rocklin, CA 95765

367 250 008 000
Joel & Tomalyn Rae Cabezuela
5131 Windham Way
Rocklin, CA 95765

367 250 009 000
Craig & Janis Speck
5135 Windham Way
Rocklin, CA 95765

367 250 010 000
Sarah Rath
5146 Windham Way
Rocklin, CA 95765

367 250 011 000
Charles Allen
5142 Windham Way
Rocklin, CA 95765

367 250 012 000
Bret Linton
5138 Windham Way
Rocklin, CA 95765

367 250 013 000
Sidne Clark George
5134 Windham Way
Rocklin, CA 95765

367 250 014 000
John & Jean Huck
5130 Windham Way
Rocklin, CA 95765

367 250 015 000
Glen & Darcelle Weller
5126 Windham Way
Rocklin, CA 95765

367 250 016 000
Wayne & Rose Rule
5122 Windham Way
Rocklin, CA 95765

367 250 017 000
Dimitri & Luba Karnoookh
5118 Windham Way
Rocklin, CA 95765

367 250 018 000
Jimmy Lee & Boydetta Linda Allen
5114 Windham Way
Rocklin, CA 95765

367 250 019 000
Bruce & Shirlee Bowers
Bruce & Shirl Bowers
5110 Windham Way
Rocklin, CA 95765

367 250 020 000
Timothy Williams
5106 Windham Way
Rocklin, CA 95765

367 250 021 000
Jeremiah & Rachel Trousdale
5102 Windham Way
Rocklin, CA 95765

367 250 022 000
Manuel & Maria Silveira Sr.
5100 Stratton Ct
Rocklin, CA 95765

367 250 023 000
Michelle & Donald Lynam
4116 Coldwater Dr
Rocklin, CA 95765

367 250 024 000
Ross Miller Jr. & Ross Jr Miller
5108 Stratton Ct
Rocklin, CA 95765

367 250 025 000
Charles & Juanita Webb Jr.
5112 Stratton Ct
Rocklin, CA 95765

367 250 026 000
Richard & Rhonda Scangarello
5109 Stratton Ct
Rocklin, CA 95765

367 260 001 000
Heminover
5201 Windham Way
Rocklin, CA 95765

367 260 002 000
Harold Poage
5203 Windham Way
Rocklin, CA 95765

367 260 003 000
Ronald Alexander & Courtney Thornbu
5205 Windham Way
Rocklin, CA 95765

367 260 004 000
Bruce & Linda Blincow
5207 Windham Way
Rocklin, CA 95765

367 260 005 000
David Calia
5209 Windham Way
Rocklin, CA 95765

367 260 006 000
Darren & Christina Sullivanstauts
5211 Windham Way
Rocklin, CA 95765

367 260 007 000
Mathew & Kerry Nieberger
5213 Windham Way
Rocklin, CA 95765

367 260 008 000
Howard & Kelly Skalet
5215 Windham Way
Rocklin, CA 95765

367 260 009 000
Douglas & Cheryl Verner
5217 Windham Way
Rocklin, CA 95765

367 260 010 000
William Johnson & William Johnson
5219 Windham Way
Rocklin, CA 95765

367 260 011 000
Reggie & Paula Mitchem
5221 Windham Way
Rocklin, CA 95765

367 260 012 000
Tom & Marla Mays
5223 Windham Way
Rocklin, CA 95765

367 260 013 000
Priscilla Little
9411 Swan Lake Dr
Granite Bay, CA 95746

367 260 014 000
Scott & Karren McDonald
2817 Augusta Way
Rocklin, CA 95765

367 260 015 000
Joan Sage
2819 Augusta Way
Rocklin, CA 95765

367 260 016 000
Jenny Ybarra
2821 Augusta Way
Rocklin, CA 95765

367 260 017 000
Corey & Stacy Tracey
2823 Augusta Way
Rocklin, CA 95765

367 260 018 000
Jian Gum Ma & Rui Juan Jenny
2825 Augusta Way
Rocklin, CA 95765

367 260 019 000
Kevin Tom
2827 Augusta Way
Rocklin, CA 95765

367 260 020 000
David John & Kathleen Ohara Patterson
2829 Augusta Way
Rocklin, CA 95765

367 260 021 000
Gregory & Shelly Mahaffey
2831 Augusta Way
Rocklin, CA 95765

367 260 022 000
Mark & Tina Pierini
2833 Augusta Way
Rocklin, CA 95765

367 260 023 000
Denise Schutmaat
2835 Augusta Ct
Rocklin, CA 95765

367 260 024 000
Stanley & Mary Elaine Cortland
4378 Brisbane Cir
El Dorado Hills, CA 95762

367 260 025 000
Patrick Woo
2839 Augusta Ct
Rocklin, CA 95765

367 260 026 000
Anna Lambourne & Alfred Lambourne
249 Forest Ridge Rd
Monterey, CA 93940

367 260 031 000
Christopher & Leanne Sublette
2701 Genesee Dr
Rocklin, CA 95765

367 260 033 000
Virginia Edwin Carlson
7101 Glass Slipper Way
Citrus Heights, CA 95621

367 260 034 000
James & Angela Cone
2828 Augusta Way
Rocklin, CA 95765

367 260 035 000
James Stanley & Nancy Lennon Hansen
2826 Augusta Way
Rocklin, CA 95765

367 260 036 000
Brian & Tammy Obrien
2824 Augusta Way
Rocklin, CA 95765

367 260 037 000
Daniel Edward Desmet
2822 Augusta Way
Rocklin, CA 95765

367 260 038 000
Kevin & Beverly Pellegrino
2820 Augusta Way
Rocklin, CA 95765

367 260 039 000
Roger & L Suzanne Rocha
2818 Augusta Way
Rocklin, CA 95765

367 260 040 000
Shirley Anne Blue-Harvey & Itty-Bitty
5812 Colwell Rd
Penryn, CA 95663

367 260 041 000
Gabriel & Joann Ortiz
5222 Windham Way
Rocklin, CA 95765

367 260 042 000
Keith Watson
5220 Windham Way
Rocklin, CA 95765

367 260 043 000
Stephen Baron
5218 Windham Way
Rocklin, CA 95765

367 260 044 000
Eric William Post
5216 Windham Way
Rocklin, CA 95765

367 260 045 000
Paresh Patel
5214 Windham Way
Rocklin, CA 95765

367 260 046 000
Mark & Genevieve Wright
5212 Windham Way
Rocklin, CA 95765

367 260 047 000
William & Jody Rosecrance
5210 Windham Way
Rocklin, CA 95765

367 260 048 000
Shannon & Jeffrey Rice
5208 Windham Way
Rocklin, CA 95765

367 260 049 000
Michael & Elinor Gregory
5206 Windham Way
Rocklin, CA 95765

367 260 050 000
Harriet Karol
2486 Waldemar Dr
Thousand Oaks, CA 91361

367 270 001 000
Michael & Kristina Beltzer
5227 Windham Way
Rocklin, CA 95765

367 270 002 000
Duane & Shari Phillips
5229 Windham Way
Rocklin, CA 95765

367 270 003 000
Robert & Dianne Fenton
PO Box 2143
Nevada City, CA 95959

367 270 004 000
Joanne Woldhagen
5233 Windham Way
Rocklin, CA 95765

367 270 005 000
C & D E Hunter
5235 Windham Way
Rocklin, CA 95765

367 270 006 000
Donna Anne Croker
5237 Windham Way
Rocklin, CA 95765

367 270 007 000
Daniel & Mary Rose Battista
5239 Windham Way
Rocklin, CA 95765

367 270 008 000
Craig & Elizabeth Ross
5241 Windham Way
Rocklin, CA 95765

367 270 009 000
Brian & Kelly Menold
2801 Augusta Way
Rocklin, CA 95765

367 270 010 000
Doug & Mary Gack
2803 Augusta Way
Rocklin, CA 95765

367 270 011 000
Ronald & Kristiana Ardissonne Jr.
2805 Augusta Way
Rocklin, CA 95765

367 270 012 000
R Shawn & Diana Monsen
2807 Augusta Way
Rocklin, CA 95765

367 270 013 000
Douglas & Sylvia Miersch
2809 Augusta Way
Rocklin, CA 95765

367 270 014 000
Mark & Cynthia Harmon
2811 Augusta Way
Rocklin, CA 95765

367 270 015 000
Gary & Ruth Hobson
2813 Augusta Way
Rocklin, CA 95765

367 270 016 000
Vincent & Deborah Bernot
1403 Glen View Ct
Roseville, CA 95747

367 270 017 000
Gene & Helen Martinez
2816 Augusta Way
Rocklin, CA 95765

367 270 018 000
Taidon & Haisun Chung
2814 Augusta Way
Rocklin, CA 95765

367 270 019 000
Richard & Christine Weinert
2812 Augusta Way
Rocklin, CA 95765

367 270 020 000
William & Deanna Torrington
2810 Augusta Way
Rocklin, CA 95765

367 270 021 000
Douglas & Karen Keeney
2808 Augusta Way
Rocklin, CA 95765

367 270 022 000
Cathleen Russell
2806 Augusta Way
Rocklin, CA 95765

367 270 023 000
Michael & Libby Feyh
2804 Augusta Way
Rocklin, CA 95765

367 270 024 000
Charles Gracey III
2802 Augusta Way
Rocklin, CA 95765

367 270 025 000
Darold Sauber
5258 Windham Way
Rocklin, CA 95765

367 270 026 000
Jeric & Rosarita Reyes
5256 Windham Way
Rocklin, CA 95765

367 270 027 000
Michael & Geni Atkinson
6272 Brookside Cir
Rocklin, CA 95677

367 270 028 000
Marshall & Stacy Grant
5252 Windham Way
Rocklin, CA 95765

367 270 029 000
Jeffery Zane & Kelly Brooks
5250 Windham Way
Rocklin, CA 95765

367 270 030 000
Michael & Beatrice Chavez
5248 Windham Way
Rocklin, CA 95765

367 270 031 000
Kent & Joan Hein
5246 Windham Way
Rocklin, CA 95765

367 270 032 000
Cari & Raymond Day
5244 Windham Way
Rocklin, CA 95765

367 270 033 000
Richard & Mary Ann Cunningham
5242 Windham Way
Rocklin, CA 95765

367 270 034 000
Louis Joseph Katherine Rae Verna III
5240 Windham Way
Rocklin, CA 95765

367 270 035 000
Kevin & Mei Li Koscki
5238 Windham Way
Rocklin, CA 95765

367 270 036 000
Kraig Hutton
5236 Windham Way
Rocklin, CA 95765

367 270 037 000
Kevin & Lori Fox
5234 Windham Way
Rocklin, CA 95765

367 270 038 000
Gregg & Sandra Witcosky
5232 Windham Way
Rocklin, CA 95765

367 270 039 000
Kenneth Mollison
5230 Windham Way
Rocklin, CA 95765

367 270 040 000
Richard & Omega Lafleur
5228 Windham Way
Rocklin, CA 95765

367 270 041 000
William Eric & Lisa Ruffner
5226 Windham Way
Rocklin, CA 95765

367 280 001 000
Lawrence Craft
5003 Bradford Dr
Rocklin, CA 95765

367 280 002 000
Charles & Maria Meeks
5005 Bradford Dr
Rocklin, CA 95765

367 280 003 000
Jeanne Arena
5007 Bradford Dr
Rocklin, CA 95765

367 280 004 000
Karen Clark
5009 Bradford Dr
Rocklin, CA 95765

367 280 005 000
Susan Marie Allison
5011 Bradford Dr
Rocklin, CA 95765

367 280 006 000
Kerry Clayton & Tracey Howeth
5013 Bradford Dr
Rocklin, CA 95765

367 280 007 000
Susan Bloom
5015 Bradford Dr
Rocklin, CA 95765

367 280 008 000
Sean & Stephanie Cooley
5017 Bradford Dr
Rocklin, CA 95765

367 280 009 000
Michele & Mark Verhaag
5019 Bradford Dr
Rocklin, CA 95765

367 280 010 000
Mario & Linda Munos
5021 Bradford Dr
Rocklin, CA 95765

367 280 011 000
Lloyd Burton & Dorothy Near Jr.
5023 Bradford Dr
Rocklin, CA 95765

367 280 012 000
Kevin Edward & Angela Kay Mcgoldri
5025 Bradford Dr
Rocklin, CA 95765

367 280 013 000
Robert & Sandra Dixon
5028 Bradford Dr
Rocklin, CA 95765

367 280 014 000
Michael & Zenda Snell
5026 Bradford Dr
Rocklin, CA 95765

367 280 015 000
Keith & Betty Steinhart
5024 Bradford Dr
Rocklin, CA 95765

367 280 016 000
Michael Kern
5022 Bradford Dr
Rocklin, CA 95765

367 280 017 000
June Maloney
5020 Bradford Dr
Rocklin, CA 95765

367 280 018 000
Paul & Paulette Boucher
5018 Bradford Dr
Rocklin, CA 95765

367 280 019 000
David & Lisa Michael
5016 Bradford Dr
Rocklin, CA 95765

367 280 020 000
Allen Hrenyk
5014 Bradford Dr
Rocklin, CA 95765

367 280 021 000
J Robert Harrison
5012 Bradford Dr
Rocklin, CA 95765

367 280 022 000
David Rasanen
5010 Bradford Dr
Rocklin, CA 95765

367 280 023 000
Lynn Backes
5008 Bradford Dr
Rocklin, CA 95765

367 280 024 000
Dennis & Colleen Carroll
5006 Bradford Dr
Rocklin, CA 95765

367 280 025 000
Steve & Micah Porter
5004 Bradford Dr
Rocklin, CA 95765

367 290 002 000
Jaime & Ana Cardenas
4646 Mountaingate Dr
Rocklin, CA 95765

367 290 005 000
David & Sherry Briney
4640 Mountaingate Dr
Rocklin, CA 95765

367 290 009 000
Joe & Angelette Silva
4641 Mountaingate Dr
Rocklin, CA 95765

367 290 012 000
Robert & Julie Martinez
4647 Mountaingate Dr
Rocklin, CA 95765

~~367 290 018 000
Stanford Ranch LLC
PO Box 1200
Rocklin, CA 95767~~

367 310 070 000
Marion Frost
4938 Charter Rd
Rocklin, CA 95765

367 310 073 000
Doug & Colleen Crowe
2415 Stefanie Dr
Rocklin, CA 95765

367 310 076 000
Edmond & Rubina Matevosian
2423 Stefanie Dr
Rocklin, CA 95765

367 310 079 000
Roxanne Eileen Farrell
2429 Stefanie Dr
Rocklin, CA 95765

367 280 026 000
Betty Follansbee
PO Box 35
Los Altos, CA 94023

367 290 003 000
Mark & Donna Chapple
4644 Mountaingate Dr
Rocklin, CA 95765

367 290 007 000
Bernard & Lione Morgalis
4637 Mountaingate Dr
Rocklin, CA 95765

367 290 010 000
Larry & Shelley Paris
4643 Mountaingate Dr
Rocklin, CA 95765

367 290 013 000
Robert & Shirley Mcgee
2601 Wyckford Blvd
Rocklin, CA 95765

367 290 019 000
Barry & Janet Rosman
4638 Mountaingate Dr
Rocklin, CA 95765

367 310 071 000
Chad & Tammara Mayne
2411 Stefanie Dr
Rocklin, CA 95765

367 310 074 000
Steven & Diane Chan
2419 Stefanie Dr
Rocklin, CA 95765

367 310 077 000
Kieran Morgan & Ann Carla
2425 Stefanie Dr
Rocklin, CA 95765

367 310 080 000
Marion Frost
4938 Charter Rd
Rocklin, CA 95765

367 290 001 000
Kelly Baxter
4648 Mountaingate Dr
Rocklin, CA 95765

367 290 004 000
Bradford & Brenda Ahlf
4642 Mountaingate Dr
Rocklin, CA 95765

367 290 008 000
John Ramones
4639 Mountaingate Dr
Rocklin, CA 95765

367 290 011 000
Carlos & Sonia Solorzano
4645 Mountaingate Dr
Rocklin, CA 95765

367 290 014 000
Stephen & Leinaala Kineret
2603 Wyckford Blvd
Rocklin, CA 95765

367 310 069 000
Mark Wayne Walker
2407 Stefanie Dr
Rocklin, CA 95765

367 310 072 000
Merrilee Morrell
2413 Stefanie Dr
Rocklin, CA 95765

367 310 075 000
Salah & Kenza Bouzid
2421 Stefanie Dr
Rocklin, CA 95765

367 310 078 000
Janice Ilene Tognetti
Janice Ilen Tognetti
3794 Hillside Dr
Rocklin, CA 95677

367 310 081 000
Clorinda Merrifield
4505 Nashua Ct
Rocklin, CA 95765

367 310 082 000
Alexander & Patrice Fecanin
2404 Horseshoe Ct
Rocklin, CA 95765

367 310 083 000
Patricia Rowland
2437 Stefanie Dr
Rocklin, CA 95765

367 310 084 000
Henry Dean & Mary Ann Younger
2439 Stefanie Dr
Rocklin, CA 95765

367 310 085 000
Gretchen Larson
2441 Stefanie Dr
Rocklin, CA 95765

367 310 086 000
Daniel Armstrong
2443 Stefanie Dr
Rocklin, CA 95765

367 310 087 000
Teri Victorino
2445 Stefanie Dr
Rocklin, CA 95765

372 010 002 000
Basil Smith
4414 Pebble Beach Rd
Rocklin, CA 95765

372 010 003 000
Erik & Hilary Vos
4412 Pebble Beach Rd
Rocklin, CA 95765

372 010 004 000
Robert & Margarita Cerletti
6348 Riviera Cir
Long Beach, CA 90815

372 010 005 000
David & Michele Adams
4408 Pebble Beach Rd
Rocklin, CA 95765

372 010 006 000
James & Karen Henry
4406 Pebble Beach Rd
Rocklin, CA 95765

372 010 007 000
Steve & Kimber Peterson
1413 Linden Lake Rd
Fort Collins, CO 80524

372 010 008 000
Bruce & Susan Croopnick
4402 Pebble Beach Rd
Rocklin, CA 95765

372 010 009 000
Richard & Deborah Smith
4400 Pebble Beach Rd
Rocklin, CA 95765

372 010 010 000
Chatham Group Llc
PO Box 4740
Auburn, CA 95604

372 010 011 000
Paul & Dione Aguirre
201 Gold Cir
Rocklin, CA 95765

372 010 012 000
John & Kelly Green
4505 Mountaingate Dr
Rocklin, CA 95765

372 010 013 000
Timothy & Lori Caywood
4507 Mountaingate Dr
Rocklin, CA 95765

372 010 014 000
Bruce & Shirlee Bowers
Bruce & Shirl Bowers
5321 Swindon Rd
Rocklin, CA 95765

372 010 024 000
Thomas & Shawn Mcvey
4510 Mountaingate Dr
Rocklin, CA 95765

372 010 025 000
Kelly & Tanya Dulaney
4508 Mountaingate Dr
Rocklin, CA 95765

372 010 026 000
Gary & Janet Shipman
4506 Mountaingate Dr
Rocklin, CA 95765

372 010 027 000
Susan Irion & Wade Nonnenberg
4504 Mountaingate Dr
Rocklin, CA 95765

372 010 028 000
Thomas & Cathleen Hall
4502 Mountaingate Dr
Rocklin, CA 95765

372 010 029 000
Stephen Deigert & L M Debra
5002 Bradford Dr
Rocklin, CA 95765

372 030 002 000
Charles & Elaine Brewer
4912 Bradford Pl
Rocklin, CA 95765

372 030 003 000
Lawrence & Dorothea Eyre
4910 Bradford Pl
Rocklin, CA 95765

372 030 004 000
Robert Rael
4908 Bradford Pl
Rocklin, CA 95765

372 030 005 000
Frank & Marie Strasser
4906 Bradford Pl
Rocklin, CA 95765

372 030 006 000
Eric & Darlene Hall
4904 Bradford Pl
Rocklin, CA 95765

372 030 007 000
Brian & Shawn Baie
4902 Bradford Pl
Rocklin, CA 95765

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John & Jo Wayne
4900 Bradford Pl
Rocklin, CA 95765

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James & Florence Trout
4901 Bradford Pl
Rocklin, CA 95765

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Steven Zarwell
4903 Bradford Pl
Rocklin, CA 95765

372 030 011 000
James & Patricia Rasmus
4905 Bradford Pl
Rocklin, CA 95765

372 030 012 000
Cynthia & Timothy Facha
4907 Bradford Pl
Rocklin, CA 95765

372 030 013 000
Mayze & Jennifer Fowler III
4909 Bradford Pl
Rocklin, CA 95765

372 030 014 000
Richard & Kathryn Maxey
4911 Bradford Pl
Rocklin, CA 95765

372 030 015 000
Roger & Dionne King
4458 Pebble Beach Rd
Rocklin, CA 95765

372 030 016 000
James & Lorraine Mack
4456 Pebble Beach Rd
Rocklin, CA 95765

372 030 017 000
Cheryl Tompkins
4454 Pebble Beach Rd
Rocklin, CA 95765

372 030 018 000
Ronald & Cindy Huber
4452 Pebble Beach Rd
Rocklin, CA 95765

372 030 019 000
Mark & Melanie Decocq
4450 Pebble Beach Rd
Rocklin, CA 95765

372 030 020 000
Marino Olondriz
4448 Pebble Beach Rd
Rocklin, CA 95765

372 030 021 000
Miles & Marie Kotuc
4446 Pebble Beach Rd
Rocklin, CA 95765

372 030 022 000
Kim & Karie Porterfield
4444 Pebble Beach Rd
Rocklin, CA 95765

372 030 023 000
Andrew & Christina Walton
4445 Pebble Beach Rd
Rocklin, CA 95765

372 030 024 000
Gene Ryan & Nancy Schroeder
4449 Pebble Beach Rd
Rocklin, CA 95765

372 030 025 000
Ronald & Carrie Dick
4451 Pebble Beach Rd
Rocklin, CA 95765

372 030 026 000
Rocco & Jody Ciesco
4453 Pebble Beach Rd
Rocklin, CA 95765

372 030 027 000
D Gary & Susan Mcvay
4455 Pebble Beach Rd
Rocklin, CA 95765

372 040 001 000
Eric & Laura Morgan
4442 Pebble Beach Rd
Rocklin, CA 95765

372 040 002 000
Benjamin & Marietta Dunevitz
4440 Pebble Beach Rd
Rocklin, CA 95765

372 040 003 000
Lloyd & Bonnie Miller
4438 Pebble Beach Rd
Rocklin, CA 95765

372 040 004 000
Gary & Diane Huebgen
4436 Pebble Beach Rd
Rocklin, CA 95765

372 040 005 000
Alexis & Jacqueline Shimonauuff
4434 Pebble Beach Rd
Rocklin, CA 95765

372 040 006 000
Jean Onesi
4432 Pebble Beach Rd
Rocklin, CA 95765

372 040 007 000
Sidney & Joyce Fender
4430 Pebble Beach Rd
Rocklin, CA 95765

372 040 008 000
Kenneth & Donna Vonrajcs
2402 Kali Pl
Rocklin, CA 95765

372 040 009 000
Ralph Smith & S S Jeanne
4428 Pebble Beach Rd
Rocklin, CA 95765

372 040 010 000
Lawrence & Janet Hoffmann
4426 Pebble Beach Rd
Rocklin, CA 95765

372 040 011 000
Robert Mitchell
4424 Pebble Beach Rd
Rocklin, CA 95765

372 040 012 000
Lawrence Hill & Ann Lincoln Lori
4427 Pebble Beach Rd
Rocklin, CA 95765

372 040 013 000
Rene Watson
4429 Pebble Beach Rd
Rocklin, CA 95765

372 040 014 000
Thomas McMahon
4431 Pebble Beach Rd
Rocklin, CA 95765

372 040 015 000
Jamer Sauer
5 Sierra Gate Plz
Roseville, CA 95678

372 040 016 000
Mark Alan & Christine Risney
4435 Pebble Beach Rd
Rocklin, CA 95765

372 040 017 000
Glenn & Joyce Davis Pulley
4437 Pebble Beach Rd
Rocklin, CA 95765

372 040 018 000
William & Cassandra Schwenning Jr.
4439 Pebble Beach Rd
Rocklin, CA 95765

372 040 019 000
James & Maureen England
4441 Pebble Beach Rd
Rocklin, CA 95765

373 050 001 000
Don & Hayley Bauer
5322 Brandon Dr
Rocklin, CA 95765

373 050 002 000
Eric & Margaret Hansen
5324 Brandon Dr
Rocklin, CA 95765

373 050 003 000
Phillip Noel & Andrea Misao Shea
5326 Brandon Dr
Rocklin, CA 95765

373 050 004 000
Chester & Deborah Chiu
2314 Holly Ct
Rocklin, CA 95765

373 050 005 000
David & Keril Hodgson
2316 Holly Ct
Rocklin, CA 95765

373 050 006 000
Juan & Zoya Murillo
2318 Holly Ct
Rocklin, CA 95765

373 050 007 000
Stan Eisen
2320 Holly Ct
Rocklin, CA 95765

373 050 008 000
Mark Kyle & Diana Wallin
2324 Holly Ct
Rocklin, CA 95765

373 050 009 000
Nathan Chesmore
2328 Holly Ct
Rocklin, CA 95765

373 050 010 000
Ted & Donna Scheerer Treleven
2330 Holly Ct
Rocklin, CA 95765

373 050 011 000
Scott & Alisa Weaver
2331 Holly Ct
Rocklin, CA 95765

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Brent & Laura Snyder
2329 Holly Ct
Rocklin, CA 95765

373 050 013 000
Christy Jackman
2327 Holly Ct
Rocklin, CA 95765

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Donavan Anderson Jr.
2325 Holly Ct
Rocklin, CA 95765

373 050 015 000
Scott Ingalls
2323 Holly Ct
Rocklin, CA 95765

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Robert & Suzanne Browning
2321 Holly Ct
Rocklin, CA 95765

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Jeffrey Pilby
2319 Holly Ct
Rocklin, CA 95765

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Paul & Dena Kosturos
2317 Holly Ct
Rocklin, CA 95765

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Philip & Debra Scott
2315 Holly Ct
Rocklin, CA 95765

373 050 020 000
Phillip & Shellie Ogino
2313 Holly Ct
Rocklin, CA 95765

373 050 021 000
George John & Eva Frayji
2311 Holly Ct
Rocklin, CA 95765

373 050 024 000
Martin Harris
2303 Holly Dr
Rocklin, CA 95765

373 050 027 000
Kevin Bowers
2302 Holly Dr
Rocklin, CA 95765

373 050 030 000
Eric & Joyce Inouye
2308 Holly Dr
Rocklin, CA 95765

373 050 033 000
Kenneth Broadous
5317 Brandon Dr
Rocklin, CA 95765

373 050 036 000
Steve & Diana Moraga
5311 Brandon Dr
Rocklin, CA 95765

373 060 011 000
Antonio Morabito
1815 Kendall Ct
Rocklin, CA 95765

373 060 014 000
Carl & Jennifer Fessenden
1809 Kendall Ct
Rocklin, CA 95765

373 060 017 000
Richard & Jennifer Thustosch
5308 Brandon Dr
Rocklin, CA 95765

373 060 020 000
Eric Allison
5320 Brandon Dr
Rocklin, CA 95765

373 050 022 000
Daniel Mata
2309 Holly Dr
Rocklin, CA 95765

373 050 025 000
Michael & Cynthia Mitchener
2301 Holly Dr
Rocklin, CA 95765

373 050 028 000
Robyn Boan
2304 Holly Dr
Rocklin, CA 95765

373 050 031 000
Rodger & Patricia Buckholz
5321 Brandon Dr
Rocklin, CA 95765

373 050 034 000
Laura Schneider
5315 Brandon Dr
Rocklin, CA 95765

373 060 001 000
John Mark & Dena Weaver
1800 Kendall Dr
Rocklin, CA 95765

373 060 012 000
Eric & Mary Reisig
1813 Kendall Ct
Rocklin, CA 95765

373 060 015 000
Steven Rogers
1807 Kendall Ct
Rocklin, CA 95765

373 060 018 000
Peter & Crystal Ragan
5310 Brandon Dr
Rocklin, CA 95765

373 060 021 000
Bert Wenzel
5309 Brandon Dr
Rocklin, CA 95765

373 050 023 000
Robert Brian & Audra Ayn Branco
Bonnie Elizab Branco
2307 Holly Dr
Rocklin, CA 95765

373 050 026 000
Aleksy & Lyubov Zamayev
2300 Holly Dr
Rocklin, CA 95765

373 050 029 000
Tom & Heather Janis
2306 Holly Dr
Rocklin, CA 95765

373 050 032 000
Bart & Amy Ellsworth
5319 Brandon Dr
Rocklin, CA 95765

373 050 035 000
Robert & A Michelle Rossetti
5313 Brandon Dr
Rocklin, CA 95765

373 060 002 000
Jeffery & Cheri Mcclaughry
1802 Kendall Dr
Rocklin, CA 95765

373 060 013 000
Alois & Rose Jug
1811 Kendall Ct
Rocklin, CA 95765

373 060 016 000
Steve & Kathie Nevins
5306 Brandon Dr
Rocklin, CA 95765

373 060 019 000
Shawn Alexander
5318 Brandon Dr
Rocklin, CA 95765

373 060 022 000
Richard & Tracey Jones
5307 Brandon Dr
Rocklin, CA 95765

373 060 023 000
Joseph & Kathryn Delacruz
5305 Brandon Dr
Rocklin, CA 95765

373 060 024 000
Christina & Bedford Williams
5303 Brandon Dr
Rocklin, CA 95765

373 060 025 000
Mark & Cynthia Storace Sr.
5301 Brandon Dr
Rocklin, CA 95765

373 090 003 000
Charles & Diane Couchot
1205 Regina St
Rocklin, CA 95765

373 090 004 000
Lezlie & Larry Dorsett
1203 Regina St
Rocklin, CA 95765

373 090 005 000
Rory & Susan Czapkay
1514 Peninsula Dr
Rocklin, CA 95765

373 090 006 000
Wayne & Georgia Colwell
1516 Peninsula Dr
Rocklin, CA 95765

373 090 007 000
Larry & Kathryn Ballard
1517 Peninsula Dr
Rocklin, CA 95765

373 090 008 000
Ronald & Barbara Bickford
1515 Peninsula Dr
Rocklin, CA 95765

373 090 009 000
John & Phyliss Savage
PO Box 1075
Rocklin, CA 95677

373 090 010 000
Robert & Julie Hays
1511 Peninsula Dr
Rocklin, CA 95765

373 090 011 000
Ricardo Victor Vergara
1509 Peninsula Dr
Rocklin, CA 95765

373 090 012 000
Cathleen Benzing
1507 Peninsula Dr
Rocklin, CA 95765

373 090 013 000
James Edmondson
1505 Peninsula Dr
Rocklin, CA 95765

373 090 014 000
Gary Wayne & Tina Smith
1000 Sedona Ct
Rocklin, CA 95765

373 090 015 000
Mark Scott
1004 Sedona Ct
Rocklin, CA 95765

373 090 016 000
Cac Pham
1008 Sedona Ct
Rocklin, CA 95765

373 090 017 000
David & Gina Bowman
1009 Sedona Ct
Rocklin, CA 95765

373 090 018 000
Rafael & Sonia Yapdiangco
1005 Sedona Ct
Rocklin, CA 95765

373 090 019 000
Michael & Kimberlee Mcpherson
1001 Sedona Ct
Rocklin, CA 95765

373 090 020 000
Victor & Cathy Humphrey
1200 Regina St
Rocklin, CA 95765

373 090 021 000
Anthony & Lisa Avila
1202 Regina St
Rocklin, CA 95765

373 090 022 000
Nereida Martinez
1204 Regina St
Rocklin, CA 95765

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Scott Day
1206 Regina St
Rocklin, CA 95765

373 090 024 000
Daniel & Virginia Knox
1208 Regina St
Rocklin, CA 95765

373 090 025 000
Wayne & Rolellen Bigelow
1109 Sedona St
Rocklin, CA 95765

373 090 026 000
Richard & Diana Matthews
Matthews
1107 Sedona St
Rocklin, CA 95765

373 090 027 000
Manjit & Manjit Takhar
1105 Sedona St
Rocklin, CA 95765

373 090 028 000
Kendra Ki & Francis Lee Cendana
1103 Sedona St
Rocklin, CA 95765

373 090 029 000
Juergen & Denise Martens
1101 Sedona St
Rocklin, CA 95765

373 090 030 000
Perrie & Jancie Costa
1100 Sedona St
Rocklin, CA 95765

373 090 031 000
Alan Miller & K W Keli
1102 Sedona St
Rocklin, CA 95765

373 090 032 000
Trueman & Phyllis Douglass
1104 Sedona St
Rocklin, CA 95765

373 090 033 000
Christopher Bryan Shea & Dahl Stacey
7539 Gibraltar St
Carlsbad, CA 92009

373 100 001 000
Richard Edwards
233 Rogue River Hwy #269
Grants Pass, OR 97527

373 100 002 000
Bill & Laurel Dyck
1600 Peninsula Ct
Rocklin, CA 95765

373 100 003 000
Glenn & Angela Langstrom
1602 Peninsula Ct
Rocklin, CA 95765

373 100 004 000
Matthew & Catherine Juri
1604 Peninsula Ct
Rocklin, CA 95765

373 100 005 000
Kennan & Catherine Bridge
1606 Peninsula Ct
Rocklin, CA 95765

373 100 006 000
Gary Becker
1608 Peninsula Ct
Rocklin, CA 95765

373 100 007 000
Lewis & Deborahlyn Harding II
1610 Peninsula Ct
Rocklin, CA 95765

373 100 008 000
Gilbert Russell & Nadja Tiana Melende
1612 Peninsula Ct
Rocklin, CA 95765

373 100 009 000
Daniel Brian & Nobuko Clark
1614 Peninsula Ct
Rocklin, CA 95765

373 100 010 000
Bryan Settje
1616 Peninsula Ct
Rocklin, CA 95765

373 100 011 000
Leonard & Huifen Lee
1618 Peninsula Ct
Rocklin, CA 95765

373 100 012 000
Wildberger Jon F & T A 1995
1620 Peninsula Ct
Rocklin, CA 95765

373 100 013 000
Gordon & Sonnet Fairrington
1211 Regina St
Rocklin, CA 95765

373 100 014 000
Michele & Alfred Ahlm
1619 Peninsula Ct
Rocklin, CA 95765

373 100 015 000
Stephen & Marcie Solomon
1617 Peninsula Ct
Rocklin, CA 95765

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Anthony & Kimberly Cole
1615 Peninsula Ct
Rocklin, CA 95765

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Ken & Erin Chimarusti
1613 Peninsula Ct
Rocklin, CA 95765

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James & Jennifer Lewis
1611 Peninsula Ct
Rocklin, CA 95765

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Gregory & Dorothy Chapman
1609 Peninsula Ct
Rocklin, CA 95765

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Martin & Lorraine Read
1607 Peninsula Ct
Rocklin, CA 95765

373 100 021 000
George & Regina Bilich
1605 Peninsula Ct
Rocklin, CA 95765

373 100 022 000
Ted & Dina Nicholas
1603 Peninsula Ct
Rocklin, CA 95765

373 100 023 000
Brian & Susie Miller
1601 Peninsula Ct
Rocklin, CA 95765

373 110 011 000
Bryan & Charlene Murphy
1215 Regina St
Rocklin, CA 95765

373 110 012 000
Ramiro & Jacque Martinez
1213 Regina St
Rocklin, CA 95765

373 110 013 000
Gordon & Sonnet Fairrington
1211 Regina St
Rocklin, CA 95765

373 110 014 000
Andrew Lee
1210 Regina St
Rocklin, CA 95765

373 110 015 000
Julie Worrell
1212 Regina St
Rocklin, CA 95765

373 110 016 000
Ronald & Michele Milam
1214 Regina St
Rocklin, CA 95765

373 110 023 000
Faustino & Alicia Guitron
1113 Sedona St
Rocklin, CA 95765

373 110 024 000
Thomas & Nancy Hrin
1111 Sedona St
Rocklin, CA 95765

373 110 025 000
Family Ristow
1108 Sedona St
Rocklin, CA 95765

373 110 026 000
E William & Nadyne Cato
1110 Sedona St
Rocklin, CA 95765

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Appendix D

Air Quality Model Outputs



Air Quality URBEMIS Model Output

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	PM10
Natural Gas	2.41	33.00	13.27	0.06
Wood Stoves - No summer emissions	0.00	0.00	0.00	0.00
Fireplaces - No summer emissions	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00
Consumer Prdcts	2.41	33.00	13.27	0.06
TOTALS (ppd, unmitigated)	2.41	33.00	13.27	0.06

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Mitigated)

Source	ROG	NOx	CO	PM10
Natural Gas	0.52	7.01	13.15	0.01
Wood Stoves - No summer emissions	0.00	0.00	0.00	0.00
Fireplaces - No summer emissions	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00
Consumer Prdcts	0.52	7.01	13.15	0.01
TOTALS (ppd, mitigated)	0.52	7.01	13.15	0.01

Area Source Mitigation Measures

URBEMIS 7G: Version 3.2

File Name: nwrock2.URH
 Project Name: NW Rocklin - Sc 2
 Project Location: Sacramento County

DETAILED REPORT - Summer

Total Land Use Area to be Developed (Estimated): 310 acres
 Retail/Office/Institutional Square Footage: 5810958
 Single Family Units 135 Multi-family Units 0

CONSTRUCTION EMISSION ESTIMATES

Source	ROG	NOx	CO	PM10
Demolition	10.38	164.70	-	0.00
Site Grading	15.56	22.01	41.74	114.66
Const. Worker Trips	3.70	3.01	-	4.22
Stationary Equip.	0.00	0.00	-	0.18
Mobile Equip. - Gas	15.60	224.48	-	0.00
Mobile Equip. - Diesel	0.00	-	-	18.66
Architectural Coatings	0.00	-	-	-
Asphalt Offgasing	45.24	414.21	41.74	137.71
TOTALS (ppd, unmitigated)	45.24	414.21	41.74	137.71

CONSTRUCTION EMISSION ESTIMATES

Source	ROG	NOx	CO	PM10
Demolition	10.38	164.70	-	0.00
Site Grading	15.56	22.01	41.74	114.66
Const. Worker Trips	3.70	3.01	-	4.22
Stationary Equip.	0.00	0.00	-	0.18
Mobile Equip. - Gas	15.60	224.48	-	0.00
Mobile Equip. - Diesel	0.00	-	-	18.66
Architectural Coatings	0.00	-	-	-
Asphalt Offgasing	45.24	414.21	41.74	137.71
TOTALS (ppd, mitigated)	45.24	414.21	41.74	137.71

Construction-Related Mitigation Measures

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2020 Temperature (F): 85 Season: Summer
 EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Single family housing	9.00 trips / dwelling unit	135.00	1,215.00
Office park	17.70 trips / 1000 sq. ft.	4286.00	75,862.20
Industrial park	125.15 trips / acres	70.00	8,760.50
Manufacturing	7.60 trips / 1000 sq. ft.	358.00	2,720.80

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	75.00	1.16	98.58	0.26
Light Duty Trucks	10.00	0.13	99.54	0.33
Medium Duty Trucks	3.00	1.44	98.56	
Lite-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Med.-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Heavy-Heavy Trucks	5.00			100.00
Urban Buses	2.00			100.00
Motorcycles	3.00			
		100.00	100.00	100.00

Travel Conditions

	Residential		Commercial	
	Home-Work	Home-Other	Commute	Non-Work Customer
Urban Trip Length (miles)	9.7	4.6	7.8	4.5
Rural Trip Length (miles)	16.8	7.9	14.7	6.6
Trip Speeds (mph)	35	35	35	35
% of Trips - Residential	27.3	21.2		

% of Trips - Commercial (by land use)

Office park	48.0	24.0	28.0
Industrial park	41.5	20.8	37.8
Manufacturing	48.0	24.0	28.0

ENVIRONMENTAL FACTORS APPLICABLE TO THE PROJECT

Pedestrian Environment
 0 Side Walks/Paths: No Sidewalks
 0 Street Trees Provide Shade: No Coverage
 0 Pedestrian Circulation Access: No Destinations
 0 Visually Interesting Uses: No Uses Within Walking Distance
 0 Street System Enhances Safety: No Streets
 0 Pedestrian Safety from Crime: No Degree of Safety
 0 Visually Interesting Walking Routes: No Visual Interest

0.0 <- Pedestrian Environmental Credit
 0.0 /19 = 0.00 <- Pedestrian Effectiveness Factor

Transit Service
 0 Transit Service: Dial-A-Ride or No Transit Service

0.0 <- Transit Effectiveness
 0.0 <- Pedestrian Factor
 0.0 <-TOTAL
 0.0 /110 = 0.00 <-Transit Effectiveness Factor

Bicycle Environment
 0 Interconnected Bikeways: No Bikeway Coverage
 0 Bike Routes Provide Paved Shoulders: No Routes
 0 Safe Vehicle Speed Limits: No Routes Provided
 0 Safe School Routes: No Schools
 0 Uses w/in Cycling Distance: No Uses w/in Cycling Distance
 0 Bike Parking Ordinance: No Ordinance or Unenforceable

0.0 <- Bike Environmental Credit
 0.0 /20 = 0.00 <- Bike Effectiveness Factor

UNMITIGATED EMISSIONS

Single family housing	ROG	NOx	CO	PM10
Office park	5.76	14.90	52.91	7.82
Industrial park	312.32	899.49	3155.26	468.98
Manufacturing	32.93	108.45	370.39	56.86
	13.50	34.79	119.84	18.30
TOTAL EMISSIONS (lbs/day)	ROG	NOx	CO	PM10
	364.52	1057.63	3698.39	551.96

Includes correction for passby trips.
 Does not include double counting adjustment for internal trips.

MITIGATED EMISSIONS

Single family housing	ROG	NOx	CO	PM10
Office park	5.76	14.90	52.91	7.82
Industrial park	312.32	899.49	3155.26	468.98
Manufacturing	32.93	108.45	370.39	56.86
	13.50	34.79	119.84	18.30
TOTAL EMISSIONS (lbs/day)	ROG	NOx	CO	PM10
	364.52	1057.63	3698.39	551.96

Includes correction for passby trips.
 Does not include double counting adjustment for internal trips.

MITIGATION MEASURES SELECTED FOR THIS PROJECT
 (All mitigation measures are printed, even if
 the selected land uses do not constitute a mixed use.)

Transit Infrastructure Measures
 % Trips Reduced Measure
 15 Credit for Existing or Planned Community Transit Service
 15 <- Totals

Pedestrian Enhancing Infrastructure Measures (Residential)
 % Trips Reduced Measure
 2 Credit for Surrounding Pedestrian Environment
 2 <- Totals

Pedestrian Enhancing Infrastructure Measures (Non-Residential)
 % Trips Reduced Measure
 2 Credit for Surrounding Pedestrian Environment
 2 <- Totals

Bicycle Enhancing Infrastructure Measures (Residential)
 % Trips Reduced Measure
 7 Credit for Surrounding Bicycle Environment
 7 <- Totals

Bike Enhancing Infrastructure Measures (Non-Residential)
 % Trips Reduced Measure
 5 Credit for Surrounding Area Bike Environment
 5 <- Totals

Operational Measures (Applying to Commute Trips)
 % Trips Reduced Measure
 0 <- Totals

Operational Measures (Applying to Employee Non-Commute Trips)
 % Trips Reduced Measure
 0 <- Totals

Operational Measures (Applying to Customer Trips)
 % Trips Reduced Measure
 0 <- Totals

Measures Reducing VMT (Non-Residential)
 VMT Reduced Measure
 0 <- Totals

Measures Reducing VMT (Residential)
 VMT Reduced Measure
 0 <- Totals

Total Percentage Trip Reduction
 with Environmental Factors and Mitigation Measures
 Travel Mode Home-Work Trips Home-Shop Trips Home-Other Trips
 Pedestrian 0.00 0.00 0.00
 Transit 0.00 0.00 0.00
 Bicycle 0.00 0.00 0.00

Totals
 Travel Mode Work Trips Employee Trips Customer Trips
 Pedestrian 0.00 0.00 0.00
 Transit 0.00 0.00 0.00
 Bicycle 0.00 0.00 0.00
 Other 0.00 0.00 0.00
 Totals 0.00 0.00 0.00

Changes Made to the Default Values

Construction Related:

The demolition emissions option switch has been changed

Area Source Related:

The amount of wood burned per year and/or the percentage of wood stoves has been modified by the user.

The fireplace default values have been modified by the user.

Operational/Vehicle Related:



URBEMIS 7G: Version 3.2
 File Name: nwrock2.URB
 Project Name: NW Rocklin - Sc 2
 Project Location: Sacramento County
 DETAILED REPORT - Winter

Total Land Use Area to be Developed (Estimated): 310 acres
 Retail/Office/Institutional Square Footage: 5910958
 Single Family Units 135 Multi-family Units 0

CONSTRUCTION EMISSION ESTIMATES

Source	ROG	NOx	CO	PM10
Demolition				0.00
Site Grading	10.38	164.70	-	0.00
Const. Worker Trips	15.56	22.01	41.74	114.66
Stationary Equip.	3.70	3.01	-	4.22
Mobile Equip. - Gas	0.00	0.00	-	0.18
Mobile Equip. - Diesel	15.60	224.48	-	0.00
Architectural Coatings	0.00			18.66
Asphalt Offgasing	0.00			
TOTALS (ppd, unmitigated)	45.24	414.21	41.74	137.71

CONSTRUCTION EMISSION ESTIMATES

Source	ROG	NOx	CO	PM10
Demolition				0.00
Site Grading	10.38	164.70	-	0.00
Const. Worker Trips	15.56	22.01	41.74	114.66
Stationary Equip.	3.70	3.01	-	4.22
Mobile Equip. - Gas	0.00	0.00	-	0.18
Mobile Equip. - Diesel	15.60	224.48	-	0.00
Architectural Coatings	0.00			18.66
Asphalt Offgasing	0.00			
TOTALS (ppd, unmitigated)	45.24	414.21	41.74	137.71

Area Source Mitigation Measures

Source	ROG	NOx	CO	PM10
Natural Gas	0.52	7.01	13.15	0.01
Wood Stoves	17.05	22.28	136.60	2.67
Fireplaces	102.17	1.16	112.70	15.44
Landscaping - No Winter Emissions				
Consumer Prdcts	0.00			
TOTALS (ppd, mitigated)	119.74	30.45	262.45	18.12

CONSTRUCTION-Related Mitigation Measures

Source	ROG	NOx	CO	PM10
Demolition				0.00
Site Grading	10.38	164.70	-	0.00
Const. Worker Trips	15.56	22.01	41.74	114.66
Stationary Equip.	3.70	3.01	-	4.22
Mobile Equip. - Gas	0.00	0.00	-	0.18
Mobile Equip. - Diesel	15.60	224.48	-	0.00
Architectural Coatings	0.00			18.66
Asphalt Offgasing	0.00			
TOTALS (ppd, mitigated)	45.24	414.21	41.74	137.71

AREA SOURCE EMISSION ESTIMATES (Winter Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	PM10
Natural Gas	2.41	33.00	13.27	0.06
Wood Stoves	17.05	22.28	136.60	2.67
Fireplaces	102.17	1.16	112.70	15.44
Landscaping - No winter emissions				
Consumer Prdcts	0.00			
TOTALS (ppd, unmitigated)	121.63	56.45	262.57	18.17

AREA SOURCE EMISSION ESTIMATES (Winter Pounds per Day, Mitigated)

Source	ROG	NOx	CO	PM10
Natural Gas	0.52	7.01	13.15	0.01
Wood Stoves	17.05	22.28	136.60	2.67
Fireplaces	102.17	1.16	112.70	15.44
Landscaping - No Winter Emissions				
Consumer Prdcts	0.00			
TOTALS (ppd, mitigated)	119.74	30.45	262.45	18.12

Travel Conditions

	Residential		Commercial	
	Home-Work	Home-Shop	Commute	Non-Work Customer
Urban Trip Length (miles)	9.7	3.8	7.8	4.5
Rural Trip Length (miles)	16.8	7.1	14.7	6.6
Trip Spends (mph)	35	35	35	35
% of Trips - Residential	27.3	21.2		

% of Trips - Commercial (by land use)

	Office park	Industrial park	Manufacturing
	48.0	41.5	48.0
	24.0	20.8	24.0
			28.0

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2020 Temperature (F): 40 Season: Winter

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Single family housing	9.00 trips / dwelling unit	135.00	1,215.00
Office park	17.70 trips / 1000 sq. ft.	4286.00	75,862.20
Industrial park	125.15 trips / acres	70.00	8,760.50
Manufacturing	7.60 trips / 1000 sq. ft.	358.00	2,720.80

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	75.00	1.16	98.58	0.26
Light Duty Trucks	10.00	0.13	99.54	0.33
Medium Duty Trucks	3.00	1.44	98.56	
Lite-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Med.-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Heavy-Heavy Trucks	5.00		100.00	100.00
Urban Buses	2.00		100.00	100.00
Motorcycles	3.00		100.00	% all fuels

ENVIRONMENTAL FACTORS APPLICABLE TO THE PROJECT

Pedestrian Environment
 0 Side Walks/Paths: No Sidewalks
 0 Street Trees Provide Shade: No Coverage
 0 Pedestrian Circulation Access: No Destinations
 0 Visually Interesting Uses: No Uses Within Walking Distance
 0 Street System Enhances Safety: No Streets
 0 Pedestrian Safety from Crime: No Degree of Safety
 0 Visually Interesting Walking Routes: No Visual Interest
 0.0 <- Pedestrian Environmental Credit
 0.0 /19 = 0.00 <- Pedestrian Effectiveness Factor
 Transit Service
 0 Transit Service: Dial-A-Ride or No Transit Service
 0.0 <- Transit Effectiveness
 0.0 <- Pedestrian Factor
 0.0 <-Total
 0.0 /110 = 0.00 <-Transit Effectiveness Factor
 Bicycle Environment
 0 Interconnected Bikeways: No Bikeway Coverage
 0 Bike Routes Provide Paved Shoulders: No Routes
 0.0 Safe Vehicle Speed Limits: No Routes Provided
 0 Safe School Routes: No Schools
 0 Uses w/in Cycling Distance: No Uses w/in Cycling Distance
 0 Bike Parking Ordinance: No Ordinance or Unenforceable
 0.0 <- Bike Environmental Credit
 0.0 /20 = 0.00 <- Bike Effectiveness Factor

UNMITIGATED EMISSIONS

Single family housing	ROG	NOX	CO	PM10
Office park	6.54	16.45	65.14	7.82
Industrial park	357.46	995.10	3871.16	468.98
Manufacturing	37.71	119.81	449.24	56.86
	15.06	38.40	145.65	18.30
TOTAL EMISSIONS (lbs/day)	416.77	1169.76	4531.18	551.96

Includes correction for passby trips.
 Does not include double counting adjustment for internal trips.

MITIGATED EMISSIONS

Single family housing	ROG	NOX	CO	PM10
Office park	6.54	16.45	65.14	7.82
Industrial park	357.46	995.10	3871.16	468.98
Manufacturing	37.71	119.81	449.24	56.86
	15.06	38.40	145.65	18.30
TOTAL EMISSIONS (lbs/day)	416.77	1169.76	4531.18	551.96

Includes correction for passby trips.
 Does not include double counting adjustment for internal trips.

MITIGATION MEASURES SELECTED FOR THIS PROJECT
 (All mitigation measures are printed, even if
 the selected land uses do not constitute a mixed use.)

Transit Infrastructure Measures									
% Trips Reduced	Measure								
15	Credit for Existing or Planned Community Transit Service								
	<- Totals								
Pedestrian Enhancing Infrastructure Measures (Residential)									
% Trips Reduced	Measure								
2	Credit for Surrounding Pedestrian Environment								
	<- Totals								
Pedestrian Enhancing Infrastructure Measures (Non-Residential)									
% Trips Reduced	Measure								
2	Credit for Surrounding Pedestrian Environment								
	<- Totals								
Bicycle Enhancing Infrastructure Measures (Residential)									
% Trips Reduced	Measure								
7	Credit for Surrounding Bicycle Environment								
	<- Totals								
Bike Enhancing Infrastructure Measures (Non-Residential)									
% Trips Reduced	Measure								
5	Credit for Surrounding Area Bike Environment								
	<- Totals								
Operational Measures (Applying to Commute Trips)									
% Trips Reduced	Measure								
0	<- Totals								
Operational Measures (Applying to Employee Non-Commute Trips)									
% Trips Reduced	Measure								
0	<- Totals								
Operational Measures (Applying to Customer Trips)									
% Trips Reduced	Measure								
0	<- Totals								
Measures Reducing VMT (Non-Residential)									
VMT Reduced	Measure								
0	<- Totals								
Measures Reducing VMT (Residential)									
VMT Reduced	Measure								
0	<- Totals								
Total Percentage Trip Reduction with Environmental Factors and Mitigation Measures									
Travel Mode	Home-Work Trips	Home-Shop Trips	Home-Other Trips						
Pedestrian	0.00	0.00	0.00						
Transit	0.00	0.00	0.00						
Bicycle	0.00	0.00	0.00						

Totals									
Travel Mode	Work Trips	Employee Trips	Customer Trips						
Pedestrian	0.00	0.00	0.00						
Transit	0.00	0.00	0.00						
Bicycle	0.00	0.00	0.00						
Other	0.00	0.00	0.00						
Totals	0.00	0.00	0.00						

Changes Made to the Default Values

Construction Related:

The demolition emissions option switch has been changed

Area Source Related:

The amount of wood burned per year and/or the percentage of wood stoves has been modified by the user.

The fireplace default values have been modified by the user.

Operational/Vehicle Related:

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File Name: nwrock3.URB
 Project Name: NW Rocklin - Sc 3
 Project Location: Sacramento County

URBEMIS 7G: Version 3.2

DETAILED REPORT - Summer

Total Land Use Area to be Developed (Estimated): 1012 acres
 Retail/Office/Institutional Square Footage: 6027958
 Single Family Units 3300 Multi-family Units 1186

CONSTRUCTION EMISSION ESTIMATES

Source	ROG	NOx	CO	PM10
Demolition				0.00
Site Grading	11.02	195.74	-	118.50
Const. Worker Trips	32.22	45.58	86.45	8.74
Stationary Equip.	3.70	3.01	-	0.18
Mobile Equip. - Gas	0.00	0.00	-	0.00
Mobile Equip. - Diesel	14.94	236.22	-	21.68
Architectural Coatings	0.00			
Asphalt Offgassing	0.00			
TOTALS (ppd, unmitigated)	61.89	480.56	86.45	149.09

CONSTRUCTION EMISSION ESTIMATES

Source	ROG	NOx	CO	PM10
Demolition				0.00
Site Grading	11.02	195.74	-	118.50
Const. Worker Trips	32.22	45.58	86.45	8.74
Stationary Equip.	3.70	3.01	-	0.18
Mobile Equip. - Gas	0.00	0.00	-	0.00
Mobile Equip. - Diesel	14.94	236.22	-	21.68
Architectural Coatings	0.00			
Asphalt Offgassing	0.00			
TOTALS (ppd, unmitigated)	61.89	480.56	86.45	149.09

CONSTRUCTION EMISSION ESTIMATES

Source	ROG	NOx	CO	PM10
Demolition				0.00
Site Grading	11.02	195.74	-	118.50
Const. Worker Trips	32.22	45.58	86.45	8.74
Stationary Equip.	3.70	3.01	-	0.18
Mobile Equip. - Gas	0.00	0.00	-	0.00
Mobile Equip. - Diesel	14.94	236.22	-	21.68
Architectural Coatings	0.00			
Asphalt Offgassing	0.00			
TOTALS (ppd, unmitigated)	61.89	480.56	86.45	149.09

CONSTRUCTION RELATED MITIGATION MEASURES

Source	ROG	NOx	CO	PM10
Demolition				0.00
Site Grading	11.02	195.74	-	118.50
Const. Worker Trips	32.22	45.58	86.45	8.74
Stationary Equip.	3.70	3.01	-	0.18
Mobile Equip. - Gas	0.00	0.00	-	0.00
Mobile Equip. - Diesel	14.94	236.22	-	21.68
Architectural Coatings	0.00			
Asphalt Offgassing	0.00			
TOTALS (ppd, mitigated)	61.89	480.56	86.45	149.09

CONSTRUCTION RELATED MITIGATION MEASURES

Source	ROG	NOx	CO	PM10
Demolition				0.00
Site Grading	11.02	195.74	-	118.50
Const. Worker Trips	32.22	45.58	86.45	8.74
Stationary Equip.	3.70	3.01	-	0.18
Mobile Equip. - Gas	0.00	0.00	-	0.00
Mobile Equip. - Diesel	14.94	236.22	-	21.68
Architectural Coatings	0.00			
Asphalt Offgassing	0.00			
TOTALS (ppd, mitigated)	61.89	480.56	86.45	149.09

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	PM10
Natural Gas	8.27	108.57	45.57	0.21
Wood Stoves - No summer emissions				
Fireplaces - No summer emissions				
Landscaping	0.00	0.00	0.00	0.00
Consumer Prdcts	0.00			
TOTALS (ppd, unmitigated)	8.27	108.57	45.57	0.21

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Mitigated)

Source	ROG	NOx	CO	PM10
Natural Gas	6.16	80.09	42.00	0.15
Wood Stoves - No summer emissions				
Fireplaces - No summer emissions				
Landscaping	0.00	0.00	0.00	0.00
Consumer Prdcts	0.00			
TOTALS (ppd, mitigated)	6.16	80.09	42.00	0.15

Area Source Mitigation Measures

Construction Related Mitigation Measures

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2020 Temperature (F): 85 Season: Summer

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Single family housing	9.00 trips / dwelling unit	3300.00	29,700.00
Condo/townhouse genera	6.50 trips / dwelling unit	1186.00	7,709.00
Regnl shop. center < 5	35.00 trips / 1000 sq. ft.	970.00	33,950.00
Office park	17.70 trips / 1000 sq. ft.	1943.00	34,391.10
General light industry	7.60 trips / 1000 sq. ft.	1590.00	12,084.00
Industrial park	125.10 trips / acres	70.00	8,757.00
Manufacturing	7.60 trips / 1000 sq. ft.	358.00	2,720.80

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	75.00	1.16	98.58	0.26
Light Duty Trucks	10.00	0.13	99.54	0.33
Medium Duty Trucks	3.00	1.44	98.56	
Lite-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Med.-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Heavy-Heavy Trucks	5.00			100.00
Urban Buses	2.00			100.00
Motorcycles	3.00			
		100.00 %	all fuels	

Travel Conditions

	Residential		Commercial	
	Home-Work	Home-Other	Commute	Non-Work Customer
Urban Trip Length (miles)	9.7	4.6	7.8	4.5
Rural Trip Length (miles)	16.8	7.9	14.7	6.6
Trip Speeds (mph)	35	35	35	35
% of Trips - Residential	27.3	21.2		

% of Trips - Commercial (by land use)

Regnl shop. center < 570000 sq	2.0	1.0	2.0	97.0
Office park	48.0	24.0	48.0	28.0
General light industry	50.0	25.0	50.0	25.0
Industrial park	41.5	20.8	41.5	37.8
Manufacturing	48.0	24.0	48.0	28.0

UNMITIGATED EMISSIONS

	ROG	NOx	CO	PM10
Single family housing	140.88	364.20	1293.25	191.22
Condo/townhouse general	39.44	94.53	335.68	49.63
Regnl shop. center < 5700	87.50	237.80	812.54	113.87
Office park	141.59	407.77	1430.39	212.60
General light industry	60.43	156.05	538.80	82.18
Industrial park	32.92	108.41	370.24	56.84
Manufacturing	13.50	34.79	119.84	18.30

TOTAL EMISSIONS (lbs/day)	ROG	NOx	CO	PM10
	516.26	1403.56	4900.74	724.65

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

MITIGATED EMISSIONS

	ROG	NOx	CO	PM10
Single family housing	140.88	364.20	1293.25	191.22
Condo/townhouse general	39.44	94.53	335.68	49.63
Regnl shop. center < 5700	87.50	237.80	812.54	113.87
Office park	141.59	407.77	1430.39	212.60
General light industry	60.43	156.05	538.80	82.18
Industrial park	32.92	108.41	370.24	56.84
Manufacturing	13.50	34.79	119.84	18.30

TOTAL EMISSIONS (lbs/day)	ROG	NOx	CO	PM10
	516.26	1403.56	4900.74	724.65

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

ENVIRONMENTAL FACTORS APPLICABLE TO THE PROJECT

Category	Value
0 Pedestrian Environment	
0 Side Walks/Paths: No Sidewalks	
0 Street Trees Provide Shade: No Coverage	
0 Pedestrian Circulation Access: No Destinations	
0 Visually Interesting Uses: No Uses Within Walking Distance	
0 Street System Enhances Safety: No Streets	
0 Pedestrian Safety from Crime: No Degree of Safety	
0 Visually Interesting Walking Routes: No Visual Interest	

0.0 <- Pedestrian Environmental Credit
0.0 /19 = 0.00 <- Pedestrian Effectiveness Factor

Transit Service

0 Transit Service: Dial-A-Ride or No Transit Service
--

0.0 <- Transit Effectiveness
0.0 <- Pedestrian Factor
0.0 <-Total
0.0 /110 = 0.00 <-Transit Effectiveness Factor

Bicycle Environment

0 Interconnected Bikeways: No Bikeway Coverage
0 Bike Routes Provide Paved Shoulders: No Routes
0 Safe Vehicle Speed Limits: No Routes Provided
0 Safe School Routes: No Schools
0 Uses w/in Cycling Distance: No Uses w/in Cycling Distance
0 Bike Parking Ordinance: No Ordinance or Unenforceable

0.0 <- Bike Environmental Credit
0.0 /20 = 0.00 <- Bike Effectiveness Factor

MITIGATION MEASURES SELECTED FOR THIS PROJECT
(All mitigation measures are printed, even if
the selected land uses do not constitute a mixed use.)

Transit Infrastructure Measures

% Trips Reduced Measure
15 Credit for Existing or Planned Community Transit Service
15 <- Totals

Pedestrian Enhancing Infrastructure Measures (Residential)

% Trips Reduced Measure
2 Credit for Surrounding Pedestrian Environment
2 <- Totals

Pedestrian Enhancing Infrastructure Measures (Non-Residential)

% Trips Reduced Measure
2 Credit for Surrounding Pedestrian Environment
2 <- Totals

Bicycle Enhancing Infrastructure Measures (Residential)

% Trips Reduced Measure
7 Credit for Surrounding Bicycle Environment
7 <- Totals

Bike Enhancing Infrastructure Measures (Non-Residential)

% Trips Reduced Measure
5 Credit for Surrounding Area Bike Environment
5 <- Totals

Operational Measures (Applying to Commute Trips)

% Trips Reduced Measure
0 <- Totals

Operational Measures (Applying to Employee Non-Commuter Trips)

% Trips Reduced Measure
0 <- Totals

Operational Measures (Applying to Customer Trips)

% Trips Reduced Measure
0 <- Totals

Measures Reducing VMT (Non-Residential)

VMT Reduced Measure
0 <- Totals

Measures Reducing VMT (Residential)

VMT Reduced Measure
0 <- Totals

Total Percentage Trip Reduction
with Environmental Factors and Mitigation Measures
Travel Mode Home-Work Trips Home-Shop Trips Home-Other Trips
Pedestrian 0.00 0.00 0.00
Transit 0.00 0.00 0.00
Bicycle 0.00 0.00 0.00

Totals	Work Trips	Employee Trips	Customer Trips
Travel Mode	0.00	0.00	0.00
Pedestrian	0.00	0.00	0.00
Transit	0.00	0.00	0.00
Bicycle	0.00	0.00	0.00
Other	0.00	0.00	0.00
Totals	0.00	0.00	0.00

Changes Made to the Default Values

Construction Related:

The demolition emissions option switch has been changed

Area Source Related:

The amount of wood burned per year and/or the percentage of wood stoves has been modified by the user.

The fireplace default values have been modified by the user.

Operational/Vehicle Related:

URBEMIS 7G: Version 3.2

File Name: nrock3.URB
 Project Name: NW Rocklin - Sc 3
 Project Location: Sacramento County

DETAILED REPORT - Winter

Total Land Use Area to be Developed (Estimated): 1012 acres
 Retail/Office/Institutional Square Footage: 6027958
 Single Family Units 3300 Multi-family Units 1186

CONSTRUCTION EMISSION ESTIMATES

Source	ROG	NOx	CO	PM10
Demolition				0.00
Site Grading	11.02	195.74	-	118.50
Const. Worker Trips	32.22	45.58	86.45	8.74
Stationary Equip.	3.70	3.01	-	0.18
Mobile Equip. - Gas	0.00	0.00	-	0.00
Mobile Equip. - Diesel	14.94	236.22	-	21.68
Architectural Coatings	0.00			
Asphalt Offgassing	0.00			
TOTALS (ppd, unmitigated)	61.89	480.56	86.45	149.09

CONSTRUCTION EMISSION ESTIMATES

Source	ROG	NOx	CO	PM10
Demolition				0.00
Site Grading	11.02	195.74	-	118.50
Const. Worker Trips	32.22	45.58	86.45	8.74
Stationary Equip.	3.70	3.01	-	0.18
Mobile Equip. - Gas	0.00	0.00	-	0.00
Mobile Equip. - Diesel	14.94	236.22	-	21.68
Architectural Coatings	0.00			
Asphalt Offgassing	0.00			
TOTALS (ppd, mitigated)	61.89	480.56	86.45	149.09

Construction-Related Mitigation Measures

AREA SOURCE EMISSION ESTIMATES (Winter Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	PM10
Natural Gas	8.27	108.57	45.57	0.21
Wood Stoves	566.46	740.48	4539.12	88.86
Fireplaces	3395.08	38.55	3744.97	512.97
Landscaping - No winter emissions				
Consumer Products	0.00			
TOTALS (ppd, unmitigated)	3969.82	887.59	8329.66	602.03

AREA SOURCE EMISSION ESTIMATES (Winter Pounds per Day, Mitigated)

Source	ROG	NOx	CO	PM10
Natural Gas	6.16	80.09	42.00	0.15
Wood Stoves	566.46	740.48	4539.12	88.86
Fireplaces	3395.08	38.55	3744.97	512.97
Landscaping - No Winter Emissions				
Consumer Products	0.00			
TOTALS (ppd, mitigated)	3967.71	859.11	8326.09	601.98

Area Source Mitigation Measures

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2020 Temperature (F): 40 Season: Winter

EMFAC Version: EMFAC7G (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Single family housing	9.00 trips / dwelling unit	3300.00	29,700.00
Condo/townhouse genera	6.50 trips / dwelling unit	1186.00	7,709.00
Regnl shop, center < 5	35.00 trips / 1000 sq. ft.	970.00	33,950.00
Office park	17.70 trips / 1000 sq. ft.	1943.00	34,391.10
General light industry	7.50 trips / 1000 sq. ft.	1590.00	12,084.00
Industrial park	125.10 trips / acres	70.00	8,757.00
Manufacturing	7.60 trips / 1000 sq. ft.	358.00	2,720.80

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	75.00	1.16	98.58	0.26
Light Duty Trucks	10.00	0.13	99.54	0.33
Medium Duty Trucks	3.00	1.44	98.56	
Lite-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Med.-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Heavy-Heavy Trucks	5.00			100.00
Urban Buses	2.00			100.00
Motorcycles	3.00		100.00	

Travel Conditions

	Home-Work	Home-Shop	Home-Other	Commuter	Non-Work Customer	Commercial
Urban Trip Length (miles)	9.7	3.8	4.6	7.8	4.5	4.5
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip Speeds (mph)	35	35	35	35	35	35
% of Trips - Residential	27.3	21.2	51.5			

% of Trips - Commercial (by land use)

Regnl shop, center < 570000 sf	2.0	1.0	97.0			
Office park	48.0	24.0	28.0			
General light industry	50.0	25.0	25.0			
Industrial park	41.5	20.8	37.8			
Manufacturing	48.0	24.0	28.0			

UNMITIGATED EMISSIONS

	ROG	NOx	CO	PM10
Single family housing	159.80	402.07	1592.20	191.22
Condo/townhouse general	44.35	104.36	413.28	49.63
Regnl shop. center < 5700	102.21	269.32	1012.42	113.87
Office park	162.05	451.11	1754.94	212.60
General light industry	67.48	172.16	655.25	82.18
Industrial park	37.69	119.77	449.06	56.84
Manufacturing	15.06	38.40	145.65	18.30

TOTAL EMISSIONS (lbs/day)	ROG	NOx	CO	PM10
	588.65	1557.19	6022.79	724.65

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

MITIGATED EMISSIONS

	ROG	NOx	CO	PM10
Single family housing	159.80	402.07	1592.20	191.22
Condo/townhouse general	44.35	104.36	413.28	49.63
Regnl shop. center < 5700	102.21	269.32	1012.42	113.87
Office park	162.05	451.11	1754.94	212.60
General light industry	67.48	172.16	655.25	82.18
Industrial park	37.69	119.77	449.06	56.84
Manufacturing	15.06	38.40	145.65	18.30

TOTAL EMISSIONS (lbs/day)	ROG	NOx	CO	PM10
	588.65	1557.19	6022.79	724.65

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

ENVIRONMENTAL FACTORS APPLICABLE TO THE PROJECT

Category	Value	Description
Pedestrian Environment	0	Side Walks/Paths: No Sidewalks
	0	Street Trees Provide Shade: No Coverage
	0	Pedestrian Circulation Access: No Destinations
	0	Visually Interesting Uses: No Uses Within Walking Distance
	0	Street System Enhances Safety: No Streets
	0	Pedestrian Safety from Crime: No Degree of Safety
	0	Visually Interesting Walking Routes: No Visual Interest
	0.0	<- Pedestrian Environmental Credit
	0.0	/19 = 0.00 <- Pedestrian Effectiveness Factor

Transit Service

0	Transit Service: Dial-A-Ride or No Transit Service
0.0	<- Transit Effectiveness
0.0	<- Pedestrian Factor
0.0	<-Total
0.0	/110 = 0.00 <-Transit Effectiveness Factor

Bicycle Environment

0	Interconnected Bikeways: No Bikeway Coverage
0	Bike Routes Provide Paved Shoulders: No Routes
0.0	Safe Vehicle Speed Limits: No Routes Provided
0	Safe School Routes: No Schools
0	Uses w/in Cycling Distance: No Uses w/in Cycling Distance
0	Bike Parking Ordinance: No Ordinance or Unenforceable
0.0	<- Bike Environmental Credit
0.0	/20 = 0.00 <- Bike Effectiveness Factor

MITIGATION MEASURES SELECTED FOR THIS PROJECT
 (All mitigation measures are printed, even if
 the selected land uses do not constitute a mixed use.)

Transit Infrastructure Measures

‡ Trips Reduced Measure
 15 Credit for Existing or Planned Community Transit Service
 15 <- Totals

Pedestrian Enhancing Infrastructure Measures (Residential)

‡ Trips Reduced Measure
 2 Credit for Surrounding Pedestrian Environment
 2 <- Totals

Pedestrian Enhancing Infrastructure Measures (Non-Residential)

‡ Trips Reduced Measure
 2 Credit for Surrounding Pedestrian Environment
 2 <- Totals

Bicycle Enhancing Infrastructure Measures (Residential)

‡ Trips Reduced Measure
 7 Credit for Surrounding Bicycle Environment
 7 <- Totals

Bike Enhancing Infrastructure Measures (Non-Residential)

‡ Trips Reduced Measure
 5 Credit for Surrounding Area Bike Environment
 5 <- Totals

Operational Measures (Applying to Commute Trips)

‡ Trips Reduced Measure
 0 <- Totals

Operational Measures (Applying to Employee Non-Commute Trips)

‡ Trips Reduced Measure
 0 <- Totals

Operational Measures (Applying to Customer Trips)

‡ Trips Reduced Measure
 0 <- Totals

Measures Reducing VMT (Non-Residential)

VMT Reduced Measure
 0 <- Totals

Measures Reducing VMT (Residential)

VMT Reduced Measure
 0 <- Totals

Total Percentage Trip Reduction
 with Environmental Factors and Mitigation Measures
 Travel Mode Home-Work Trips Home-Shop Trips Home-Other Trips
 Pedestrian 0.00 0.00 0.00
 Transit 0.00 0.00 0.00
 Bicycle 0.00 0.00 0.00

Totals	Work Trips	Employee Trips	Customer Trips
Travel Mode	0.00	0.00	0.00
Pedestrian	0.00	0.00	0.00
Transit	0.00	0.00	0.00
Bicycle	0.00	0.00	0.00
Other	0.00	0.00	0.00
Totals	0.00	0.00	0.00

Changes Made to the Default Values

Construction Related:

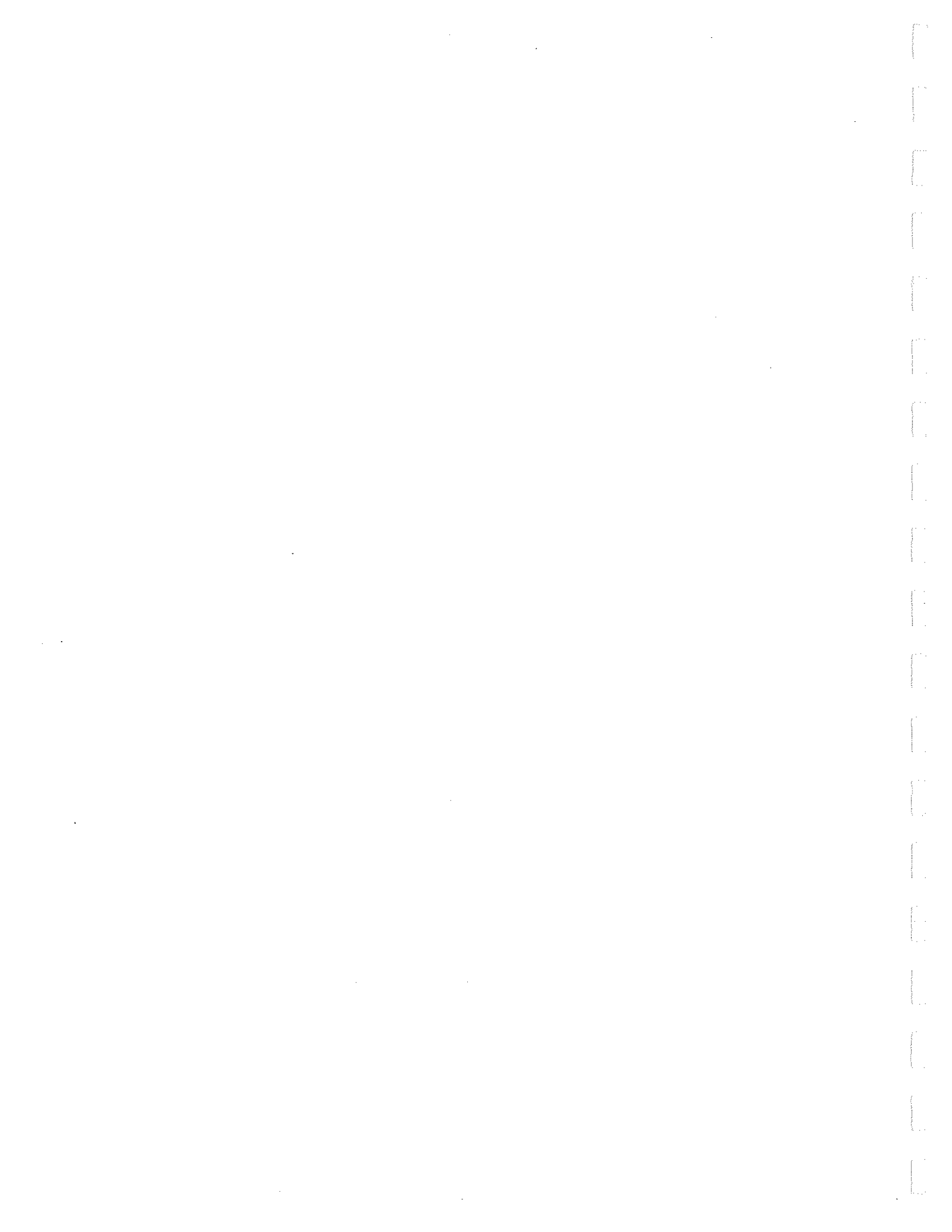
The demolition emissions option switch has been changed

Area Source Related:

The amount of wood burned per year and/or the percentage of wood stoves has been modified by the user.

The fireplace default values have been modified by the user.

Operational/Vehicle Related:



URBEMIS 7G: Version 3.2

File Name: nwrock4.URB
 Project Name: NW Rocklin - Sc 4
 Project Location: Sacramento County

DETAILED REPORT - Summer

Total Land Use Area to be Developed (Estimated): 905 acres
 Retail/Office/Institutional Square Footage: 5261958
 Single Family Units 2970 Multi-family Units 1067

CONSTRUCTION EMISSION ESTIMATES

Source	ROG	NOX	CO	PM10
Demolition				0.00
Site Grading	11.02	195.74	-	118.50
Const. Worker Trips	30.00	42.45	80.50	8.14
Stationary Equip.	3.70	3.01	-	0.18
Mobile Equip. - Gas	0.00	0.00	-	0.00
Mobile Equip. - Diesel	14.94	236.22	-	21.68
Architectural Coatings	0.00			
Asphalt Offgassing	0.00			
TOTALS (ppd, unmitigated)	59.67	477.43	80.50	148.49

CONSTRUCTION EMISSION ESTIMATES

Source	ROG	NOX	CO	PM10
Demolition				0.00
Site Grading	11.02	195.74	-	118.50
Const. Worker Trips	30.00	42.45	80.50	8.14
Stationary Equip.	3.70	3.01	-	0.18
Mobile Equip. - Gas	0.00	0.00	-	0.00
Mobile Equip. - Diesel	14.94	236.22	-	21.68
Architectural Coatings	0.00			
Asphalt Offgassing	0.00			
TOTALS (ppd, mitigated)	59.67	477.43	80.50	148.49

Construction-Related Mitigation Measures

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)

Source	ROG	NOX	CO	PM10
Natural Gas	7.60	99.90	41.89	0.19
Wood Stoves - No summer emissions				
Fireplaces - No summer emissions				
Landscaping	0.00	0.00	0.00	0.00
Consumer Prdcts	0.00			
TOTALS (ppd, unmitigated)	7.60	99.90	41.89	0.19

AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Mitigated)

Source	ROG	NOX	CO	PM10
Natural Gas	5.58	72.51	38.68	0.14
Wood Stoves - No summer emissions				
Fireplaces - No summer emissions				
Landscaping	0.00	0.00	0.00	0.00
Consumer Prdcts	0.00			
TOTALS (ppd, mitigated)	5.58	72.51	38.68	0.14

Area Source Mitigation Measures

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2020 Temperature (F): 85 Season: Summer

EMFAC Version: EMFACTG (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Single family housing	9.00 trips / dwelling unit	2970.00	26,730.00
Condo/townhouse genera	6.50 trips / dwelling unit	1067.00	6,935.50
Regnl shop. center < 5	35.00 trips / 1000 sq. ft.	871.00	30,555.00
Office park	17.70 trips / 1000 sq. ft.	2041.00	36,125.70
General light industry	7.60 trips / 1000 sq. ft.	823.00	6,254.80
Industrial park	125.10 trips / acres	70.00	8,757.00
Manufacturing	7.60 trips / 1000 sq. ft.	358.00	2,720.80

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	75.00	1.16	98.58	0.26
Light Duty Trucks	10.00	0.13	99.54	0.33
Medium Duty Trucks	3.00	1.44	98.56	
Lite-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Med.-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Heavy-Heavy Trucks	5.00			100.00
Urban Buses	2.00			100.00
Motorcycles	3.00			

100.00 % all fuels

Travel Conditions

	Residential		Commercial	
	Home-Work	Home-Other	Commute	Non-Work Customer
Urban Trip Length (miles)	9.7	4.6	7.8	4.5
Rural Trip Length (miles)	16.8	7.1	14.7	6.6
Trip Speeds (mph)	35	35	35	35
% of Trips - Residential	27.3	21.2	35	51.5

% of Trips - Commercial (by land use)

Regnl shop. center < 570000 sf	2.0	1.0	2.0	97.0
Office park	48.0	24.0	48.0	28.0
General light industry	50.0	25.0	50.0	25.0
Industrial park	41.5	20.8	41.5	37.8
Manufacturing	48.0	24.0	48.0	28.0

UNMITIGATED EMISSIONS

	ROG	NOX	CO	PM10
Single family housing	126.79	327.78	1163.93	172.10
Condo/townhouse general	35.48	85.05	302.00	44.65
Regnl shp. center < 5700	78.75	214.02	731.28	102.48
Office park	148.73	428.34	1502.54	223.33
General light industry	31.28	80.77	278.89	42.54
Industrial park	32.92	108.41	370.24	56.84
Manufacturing	13.50	34.79	119.84	18.30

TOTAL EMISSIONS (lbs/day)	ROG	NOX	CO	PM10
	467.45	1279.16	4468.72	660.24

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

MITIGATED EMISSIONS

	ROG	NOX	CO	PM10
Single family housing	126.79	327.78	1163.93	172.10
Condo/townhouse general	35.48	85.05	302.00	44.65
Regnl shp. center < 5700	78.75	214.02	731.28	102.48
Office park	148.73	428.34	1502.54	223.33
General light industry	31.28	80.77	278.89	42.54
Industrial park	32.92	108.41	370.24	56.84
Manufacturing	13.50	34.79	119.84	18.30

TOTAL EMISSIONS (lbs/day)	ROG	NOX	CO	PM10
	467.45	1279.16	4468.72	660.24

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

ENVIRONMENTAL FACTORS APPLICABLE TO THE PROJECT

Factor	Value
Pedestrian Environment	0
Side Walks/Paths: No Sidewalks	0
Street Trees Provide Shade: No Coverage	0
Pedestrian Circulation Access: No Destinations	0
Visually Interesting Uses: No Uses Within Walking Distance	0
Street System Enhances Safety: No Streets	0
Pedestrian Safety from Crime: No Degree of Safety	0
Visually Interesting Walking Routes: No Visual Interest	0

0.0	<- Pedestrian Environmental Credit
0.0 /19 = 0.00	<- Pedestrian Effectiveness Factor

Transit Service

0	Transit Service: Dial-A-Ride or No Transit Service
0.0	<- Transit Effectiveness
0.0	<- Pedestrian Factor
0.0	<-Total
0.0 /110 = 0.00	<-Transit Effectiveness Factor

Bicycle Environment

0	Interconnected Bikeways: No Bikeway Coverage
0	Bike Routes Provide Paved Shoulders: No Routes
0.0	Safe Vehicle Speed Limits: No Routes Provided
0	Safe School Routes: No Schools
0	Uses w/in Cycling Distance: No Uses w/in Cycling Distance
0	Bike Parking Ordinance: No Ordinance or Unenforceable

0.0	<- Bike Environmental Credit
0.0 /20 = 0.00	<- Bike Effectiveness Factor

MITIGATION MEASURES SELECTED FOR THIS PROJECT
 (All mitigation measures are printed, even if
 the selected land uses do not constitute a mixed use.)

Transit Infrastructure Measures

‡ Trips Reduced Measure 0.00
 15 Credit for Existing or Planned Community Transit Service 0.00
 15 <- Totals 0.00

Pedestrian Enhancing Infrastructure Measures (Residential)

‡ Trips Reduced Measure 0.00
 2 Credit for Surrounding Pedestrian Environment 0.00
 2 <- Totals 0.00

Pedestrian Enhancing Infrastructure Measures (Non-Residential)

‡ Trips Reduced Measure 0.00
 2 Credit for Surrounding Pedestrian Environment 0.00
 2 <- Totals 0.00

Bicycle Enhancing Infrastructure Measures (Residential)

‡ Trips Reduced Measure 0.00
 7 Credit for Surrounding Bicycle Environment 0.00
 7 <- Totals 0.00

Bike Enhancing Infrastructure Measures (Non-Residential)

‡ Trips Reduced Measure 0.00
 5 Credit for Surrounding Area Bike Environment 0.00
 5 <- Totals 0.00

Operational Measures (Applying to Commute Trips)

‡ Trips Reduced Measure 0.00
 0 <- Totals 0.00

Operational Measures (Applying to Employee Non-Commuter Trips)

‡ Trips Reduced Measure 0.00
 0 <- Totals 0.00

Operational Measures (Applying to Customer Trips)

‡ Trips Reduced Measure 0.00
 0 <- Totals 0.00

Measures Reducing VMT (Non-Residential)

VMT Reduced Measure 0.00
 0 <- Totals 0.00

Measures Reducing VMT (Residential)

VMT Reduced Measure 0.00
 0 <- Totals 0.00

Total Percentage Trip Reduction
 With Environmental Factors and Mitigation Measures

Travel Mode Home-Work Trips Home-Shop Trips Home-Other Trips
 Pedestrian 0.00 0.00 0.00
 Transit 0.00 0.00 0.00
 Bicycle 0.00 0.00 0.00

Totals 0.00
 Travel Mode Work Trips Employee Trips Customer Trips
 Pedestrian 0.00 0.00 0.00
 Transit 0.00 0.00 0.00
 Bicycle 0.00 0.00 0.00
 Other 0.00 0.00 0.00
 Totals 0.00 0.00 0.00

Changes Made to the Default Values

Construction Related:

The demolition emissions option switch has been changed

Area Source Related:

The amount of wood burned per year and/or the percentage of wood stoves has been modified by the user.

The fireplace default values have been modified by the user.

Operational/Vehicle Related:



URBEMIS 7G: Version 3.2

File Name: nwrock4.URB
 Project Name: NW Rocklin - Sc 4
 Project Location: Sacramento County

DETAILED REPORT - Winter

Total Land Use Area to be Developed (Estimated): 905 acres
 Retail/Office/Institutional Square Footage: 5261958
 Single Family Units 2970 Multi-family Units 1067

CONSTRUCTION EMISSION ESTIMATES

Source	ROG	NOx	CO	PM10
Demolition				0.00
Site Grading				118.50
Const. Worker Trips	11.02	195.74	80.50	8.14
Stationary Equip.	30.00	42.45	-	0.18
Mobile Equip. - Gas	3.70	3.01	-	0.00
Mobile Equip. - Diesel	0.00	0.00	-	0.00
Architectural Coatings	14.94	236.22	-	21.68
Asphalt Offgasing	0.00			
TOTALS (ppd, unmitigated)	59.67	477.43	80.50	148.49

CONSTRUCTION EMISSION ESTIMATES

Source	ROG	NOx	CO	PM10
Demolition				0.00
Site Grading				118.50
Const. Worker Trips	11.02	195.74	80.50	8.14
Stationary Equip.	30.00	42.45	-	0.18
Mobile Equip. - Gas	3.70	3.01	-	0.00
Mobile Equip. - Diesel	0.00	0.00	-	0.00
Architectural Coatings	14.94	236.22	-	21.68
Asphalt Offgasing	0.00			
TOTALS (ppd, mitigated)	59.67	477.43	80.50	148.49

Construction-Related Mitigation Measures

URBEMIS 7G: Version 3.2

AREA SOURCE EMISSION ESTIMATES (Winter Pounds per Day, Unmitigated)

Source	ROG	NOx	CO	PM10
Natural Gas	7.60	99.90	41.89	0.19
Wood Stoves	509.77	666.36	4084.81	79.96
Fireplaces	3055.27	34.69	3370.14	461.63
Landscaping - NO Winter Emissions	0.00			
Consumer Products	0.00			
TOTALS (ppd, unmitigated)	3572.64	800.95	7496.83	541.78

AREA SOURCE EMISSION ESTIMATES (Winter Pounds per Day, Mitigated)

Source	ROG	NOx	CO	PM10
Natural Gas	5.58	72.51	38.68	0.14
Wood Stoves	509.77	666.36	4084.81	79.96
Fireplaces	3055.27	34.69	3370.14	461.63
Landscaping - NO Winter Emissions	0.00			
Consumer Products	0.00			
TOTALS (ppd, mitigated)	3570.62	773.56	7493.62	541.73

Area Source Mitigation Measures

OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2020 Temperature (F): 40 Season: Winter
 EMFAC Version: EMFACTG (10/96)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Total Trips
Single family housing	9.00 trips / dwelling unit	2970.00	26,730.00
Condo/townhouse genera	6.50 trips / dwelling unit	1067.00	6,935.50
Regnl shp. center < 5	35.00 trips / 1000 sq. ft.	873.00	30,555.00
Office park	17.70 trips / 1000 sq. ft.	2041.00	36,125.70
General light industry	7.60 trips / 1000 sq. ft.	823.00	6,254.80
Industrial park	125.10 trips / acres	70.00	8,757.00
Manufacturing	7.60 trips / 1000 sq. ft.	358.00	2,720.80

Vehicle Assumptions:

Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	75.00	1.16	98.58	0.26
Light Duty Trucks	10.00	0.13	99.54	0.33
Medium Duty Trucks	3.00	1.44	98.56	
Lite-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Med.-Heavy Duty Trucks	1.00	19.56	40.00	40.44
Heavy-Heavy Trucks	5.00			100.00
Urban Buses	2.00			100.00
Motorcycles	3.00			100.00

Travel Conditions

	Home-Work	Residential	Commercial
Urban Trip Length (miles)	9.7	Home-Shop 3.8	Commute 7.8
Rural Trip Length (miles)	16.8	7.1	14.7
Trip Speeds (mph)	35	35	35
% of Trips - Residential	27.3	21.2	51.5

% of Trips - Commercial (by land use)

Regnl shp. center < 570000 sf	2.0	1.0	97.0
Office park	48.0	24.0	28.0
General light industry	50.0	25.0	25.0
Industrial park	41.5	20.8	37.8
Manufacturing	48.0	24.0	28.0

UNMITIGATED EMISSIONS

	ROG	NOX	CO	PM10
Single family housing	143.82	361.87	1432.98	172.10
Condo/townhouse general	39.90	93.89	371.81	44.65
Regnl shop. center < 5700	91.99	242.39	911.18	102.48
Office park	170.22	473.87	1843.45	223.33
General light industry	34.93	89.11	339.16	42.54
Industrial park	37.69	119.77	449.06	56.84
Manufacturing	15.06	38.40	145.65	18.30
TOTAL EMISSIONS (lbs/day)	533.62	1419.29	5493.29	660.24

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

MITIGATED EMISSIONS

	ROG	NOX	CO	PM10
Single family housing	143.82	361.87	1432.98	172.10
Condo/townhouse general	39.90	93.89	371.81	44.65
Regnl shop. center < 5700	91.99	242.39	911.18	102.48
Office park	170.22	473.87	1843.45	223.33
General light industry	34.93	89.11	339.16	42.54
Industrial park	37.69	119.77	449.06	56.84
Manufacturing	15.06	38.40	145.65	18.30
TOTAL EMISSIONS (lbs/day)	533.62	1419.29	5493.29	660.24

Includes correction for passby trips.
Does not include double counting adjustment for internal trips.

ENVIRONMENTAL FACTORS APPLICABLE TO THE PROJECT

Factor	Value
Pedestrian Environment	0
Side Walks/Paths: No Sidewalks	0
Street Trees Provide Shade: No Coverage	0
Pedestrian Circulation Access: No Destinations	0
Visually Interesting Uses: No Uses Within Walking Distance	0
Street System Enhances Safety: No Streets	0
Pedestrian Safety from Crime: No Degree of Safety	0
Visually Interesting Walking Routes: No Visual Interest	0

0.0 <- Pedestrian Environmental Credit
0.0 /19 = 0.00 <- Pedestrian Effectiveness Factor

Transit Service

0 Transit Service: Dial-A-Ride or No Transit Service

0.0 <- Transit Effectiveness
0.0 <- Pedestrian Factor
0.0 <-Total
0.0 /110 = 0.00 <-Transit Effectiveness Factor

Bicycle Environment

0 Interconnected Bikeways: No Bikeway Coverage
0 Bike Routes Provide Paved Shoulders: No Routes
0 Safe Vehicle Speed Limits: No Routes Provided
0 Safe School Routes: No Schools
0 Uses w/in Cycling Distance: No Uses w/in Cycling Distance
0 Bike Parking Ordinance: No Ordinance or Unenforceable

0.0 <- Bike Environmental Credit
0.0 /20 = 0.00 <- Bike Effectiveness Factor

Totals 0.00 0.00 0.00
 Travel Mode Work Trips Employee Trips Customer Trips
 Pedestrian 0.00 0.00 0.00
 Transit 0.00 0.00 0.00
 Bicycle 0.00 0.00 0.00
 Other 0.00 0.00 0.00
 Totals 0.00 0.00 0.00

MITIGATION MEASURES SELECTED FOR THIS PROJECT
 (All mitigation measures are printed, even if
 the selected land uses do not constitute a mixed use.)

Transit Infrastructure Measures

‡ Trips Reduced Measure
 15 Credit for Existing or Planned Community Transit Service
 15 <- Totals

Pedestrian Enhancing Infrastructure Measures (Residential)

‡ Trips Reduced Measure
 2 Credit for Surrounding Pedestrian Environment
 2 <- Totals

Pedestrian Enhancing Infrastructure Measures (Non-Residential)

‡ Trips Reduced Measure
 2 Credit for Surrounding Pedestrian Environment
 2 <- Totals

Bicycle Enhancing Infrastructure Measures (Residential)

‡ Trips Reduced Measure
 7 Credit for Surrounding Bicycle Environment
 7 <- Totals

Bike Enhancing Infrastructure Measures (Non-Residential)

‡ Trips Reduced Measure
 5 Credit for Surrounding Area Bike Environment
 5 <- Totals

Operational Measures (Applying to Commute Trips)

‡ Trips Reduced Measure
 0 <- Totals

Operational Measures (Applying to Employee Non-Commute Trips)

‡ Trips Reduced Measure
 0 <- Totals

Operational Measures (Applying to Customer Trips)

‡ Trips Reduced Measure
 0 <- Totals

Measures Reducing VMT (Non-Residential)

VMT Reduced Measure
 0 <- Totals

Measures Reducing VMT (Residential)

VMT Reduced Measure
 0 <- Totals

Total Percentage Trip Reduction
 with Environmental Factors and Mitigation Measures

Travel Mode Home-Work Trips Home-Shop Trips Home-Other Trips
 Pedestrian 0.00 0.00 0.00
 Transit 0.00 0.00 0.00
 Bicycle 0.00 0.00 0.00

Changes Made to the Default Values

Construction Related:

The demolition emissions option switch has been changed

Area Source Related:

The amount of wood burned per year and/or the percentage of wood stoves has been modified by the user.

The fireplace default values have been modified by the user.

Operational/Vehicle Related:



Air Quality CALINE4 Model Output

Vertical text or markings along the right edge of the page, possibly bleed-through or scanning artifacts.

Summary of CALINE4 Results
SCENARIO 2 - PREDICTED MAXIMUM 1-HOUR AND 8-HOUR CARBON
MONOXIDE CONCENTRATIONS
(IN PARTS PER MILLION)

Location	Carbon Monoxide (Cumulative Conditons)	
	1-hour	8-hour
	pm	pm
Sunset Blvd./Atherton Dr.	8.5	4.7
Pleasant Grove Blvd./Fairway Dr.	5.4	3.0
Sunset Blvd./West Stanford Ranch Rd.	5.1	3.0
Sioux Dr./West Stanford Ranch Rd.	7.8	4.2
Ambient Background	3	1.6
California Standards	20.0	20.0

Summary of CALINE4 Results
SCENARIO 3 - PREDICTED MAXIMUM 1-HOUR AND 8-HOUR CARBON
MONOXIDE CONCENTRATIONS
(IN PARTS PER MILLION)

Location	Carbon Monoxide (Cumulative Conditons)	
	1-hour	8-hour
	pm	pm
Sunset Blvd./Atherton Dr.	6.1	3.4
Pleasant Grove Blvd./Fairway Dr.	5.5	3.1
Sunset Blvd./West Stanford Ranch Rd.	4.5	2.5
Sioux Dr./West Stanford Ranch Rd.	4.4	2.5
Ambient Background	3	1.6
California Standards	20.0	20.0

Summary of CALINE4 Results
SCENARIO 4 - PREDICTED MAXIMUM 1-HOUR AND 8-HOUR CARBON
MONOXIDE CONCENTRATIONS
(IN PARTS PER MILLION)

Location	Carbon Monoxide (Cumulative Conditions)	
	1-hour	8-hour
	ppm	ppm
Sunset Blvd./Atherton Dr.	4.5	2.5
Pleasant Grove Blvd./Fairway Dr.	5.5	3.1
Sunset Blvd./West Stanford Ranch Rd.	4.4	2.5
Sioux Dr./West Stanford Ranch Rd.	5.4	2.9
Ambient Background	3	1.6
California Standards	20.0	20.0

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Intersection Turning Movements/CALINE Input

Project Number: 10481-00
 Project Name: NW Rocklin Annex EIR
 Traffic Volumes: Cumulative Conditions-Scenario 2
 Emission Factors: ITS CO Protocol, p.A-8, p.B-7, December 1997

Sunset Blvd./Atherton Dr. (pm)		Sunset Blvd./Atherton Dr. (pm)		Sunset Blvd./Atherton Dr. (pm)		Sunset Blvd./Atherton Dr. (pm)		Sunset Blvd./Atherton Dr. (pm)	
	NB-a	NB-d	SB-a	SB-d	EB-a	EB-d	WB-a	WB-d	
Sunset Blvd./Atherton Dr. (pm)									
Existing (2000)	0	0	0	0	0	0	0	0	0
Existing+Proj (2000)	0	0	0	0	0	0	0	0	0
Future (2020)	0	0	0	0	0	0	0	0	0
Future+Proj (2020)	825	505	1505	55	1995	2660	2570	3675	
# Lanes - (vphpl)									
Existing (2000)	3	2	3	2	6	4	4	3	
Existing+Proj (2000)	0	0	0	0	0	0	0	0	
Future (2020)	0	0	0	0	0	0	0	0	
Future+Proj (2020)	275	253	502	28	333	665	643	1225	
Average Speeds (mph)									
Existing (2000)	40	40	40	40	40	40	40	40	
Existing+Proj (2000)	50	50	50	50	50	50	50	50	
Future (2020)	12.3	30.6	12.3	30.6	12.3	30.6	12.3	30.6	
Future+Proj (2020)	12.3	30.6	12.3	30.6	12.3	30.6	12.3	30.6	
Emission Factor (g/mi)									
Existing (2000)	17.20	6.88	17.20	6.88	17.20	6.88	17.20	6.88	
Existing+Proj (2000)	17.20	6.88	17.20	6.88	17.20	6.88	17.20	6.88	
Future (2020)	8.11	3.25	8.11	3.25	8.11	3.25	8.11	3.25	
Future+Proj (2020)	8.70	3.25	10.84	3.25	8.70	4.41	12.39	15.48	
Pleasant Grove Blvd./Fairway Dr. (pm)									
	NB-a	NB-d	SB-a	SB-d	EB-a	EB-d	WB-a	WB-d	
Pleasant Grove Blvd./Fairway Dr. (pm)									
Existing (2000)	0	0	0	0	0	0	0	0	
Existing+Proj (2000)	0	0	0	0	0	0	0	0	
Future (2020)	0	0	0	0	0	0	0	0	
Future+Proj (2020)	2245	1625	890	2080	1390	1045	980	755	
# Lanes - (vphpl)									
Existing (2000)	6	3	6	3	5	2	5	2	
Existing+Proj (2000)	0	0	0	0	0	0	0	0	
Future (2020)	0	0	0	0	0	0	0	0	
Future+Proj (2020)	374	542	148	693	278	523	196	378	
Average Speeds (mph)									
Existing (2000)	40	40	40	40	40	40	40	40	
Existing+Proj (2000)	50	50	50	50	50	50	50	50	
Future (2020)	12.3	30.6	12.3	30.6	12.3	30.6	12.3	30.6	
Future+Proj (2020)	12.3	30.6	12.3	30.6	12.3	30.6	12.3	30.6	
Emission Factor (g/mi)									
Existing (2000)	17.20	6.88	17.20	6.88	17.20	6.88	17.20	6.88	
Existing+Proj (2000)	17.20	6.88	17.20	6.88	17.20	6.88	17.20	6.88	
Future (2020)	8.11	3.25	8.11	3.25	8.11	3.25	8.11	3.25	
Future+Proj (2020)	9.30	3.49	8.11	4.41	8.70	3.49	8.11	3.37	

Intersection Turning Movements/CALINE Input

Project Number: 10481-00
 Project Name: NW Rocklin Annex EIR
 Traffic Volumes: Cumulative Conditions-Scenario 2
 Emission Factors: ITS CO Protocol, p.A-8, p.B-7, December 1997

Sunset Blvd./W. Stanford Ranch Rd.		Sunset Blvd./W. Stanford Ranch Rd.		Sunset Blvd./W. Stanford Ranch Rd.		Sunset Blvd./W. Stanford Ranch Rd.		Sunset Blvd./W. Stanford Ranch Rd.	
	NB-a	NB-d	SB-a	SB-d	EB-a	EB-d	WB-a	WB-d	
Sunset Blvd./W. Stanford Ranch Rd.									
Existing (2000)	0	0	0	0	0	0	0	0	0
Existing+Proj (2000)	0	0	0	0	0	0	0	0	0
Future (2020)	0	0	0	0	0	0	0	0	0
Future+Proj (2020)	565	1840	1830	195	1960	2405	1130	1045	
# Lanes - (vphpl)									
Existing (2000)	5	3	6	3	5	3	6	3	
Existing+Proj (2000)	0	0	0	0	0	0	0	0	
Future (2020)	0	0	0	0	0	0	0	0	
Future+Proj (2020)	113	613	305	65	392	802	188	348	
Average Speeds (mph)									
Existing (2000)	40	40	40	40	40	40	40	40	
Existing+Proj (2000)	12.3	30.6	12.3	30.6	12.3	30.6	12.3	30.6	
Future (2020)	12.3	30.6	12.3	30.6	12.3	30.6	12.3	30.6	
Future+Proj (2020)	12.3	26.6	11.5	30.6	10.7	15.7	12.3	30.2	
% Red Time									
Existing (2000)	50	50	50	50	50	50	50	50	
Existing+Proj (2000)	12.3	30.6	12.3	30.6	12.3	30.6	12.3	30.6	
Future (2020)	12.3	30.6	12.3	30.6	12.3	30.6	12.3	30.6	
Future+Proj (2020)	12.3	26.6	11.5	30.6	10.7	15.7	12.3	30.2	
Emission Factor (g/mi)									
Existing (2000)	17.20	6.88	17.20	6.88	17.20	6.88	17.20	6.88	
Existing+Proj (2000)	17.20	6.88	17.20	6.88	17.20	6.88	17.20	6.88	
Future (2020)	8.11	3.25	8.11	3.25	8.11	3.25	8.11	3.25	
Future+Proj (2020)	8.11	3.73	8.70	3.25	9.30	6.32	8.11	3.25	
Sioux Dr./W. Stanford Ranch Rd.									
	NB-a	NB-d	SB-a	SB-d	EB-a	EB-d	WB-a	WB-d	
Sioux Dr./W. Stanford Ranch Rd.									
Existing (2000)	0	0	0	0	0	0	0	0	0
Existing+Proj (2000)	0	0	0	0	0	0	0	0	0
Future (2020)	0	0	0	0	0	0	0	0	0
Future+Proj (2020)	595	1090	2170	70	1775	1700	395	2075	
# Lanes - (vphpl)									
Existing (2000)	3	1	3	1	6	3	5	3	
Existing+Proj (2000)	0	0	0	0	0	0	0	0	
Future (2020)	0	0	0	0	0	0	0	0	
Future+Proj (2020)	198	1090	723	70	296	567	79	692	
Average Speeds (mph)									
Existing (2000)	40	40	40	40	40	40	40	40	
Existing+Proj (2000)	12.3	30.6	12.3	30.6	12.3	30.6	12.3	30.6	
Future (2020)	12.3	30.6	12.3	30.6	12.3	30.6	12.3	30.6	
Future+Proj (2020)	12.3	6.5	5.7	30.6	11.5	26.6	12.3	22.1	
% Red Time									
Existing (2000)	50	50	50	50	50	50	50	50	
Existing+Proj (2000)	12.3	30.6	12.3	30.6	12.3	30.6	12.3	30.6	
Future (2020)	12.3	30.6	12.3	30.6	12.3	30.6	12.3	30.6	
Future+Proj (2020)	12.3	6.5	5.7	30.6	11.5	26.6	12.3	22.1	
Emission Factor (g/mi)									
Existing (2000)	17.20	6.88	17.20	6.88	17.20	6.88	17.20	6.88	
Existing+Proj (2000)	17.20	6.88	17.20	6.88	17.20	6.88	17.20	6.88	
Future (2020)	8.11	3.25	8.11	3.25	8.11	3.25	8.11	3.25	
Future+Proj (2020)	8.11	15.48	17.03	3.25	8.70	3.73	8.11	4.41	

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 1

JOB: Rocklin-Scenario 2-Sunset (pm)
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (M)
 BRG= WORST CASE VD= .0 CM/S
 CLAS= 7 (G) VS= .0 CM/S
 MIXH= 1000. M AMB= .0 PPM
 SIGTH= 10. DEGREES TEMP= 7.5 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* *	LINK COORDINATES (M)				* *	EF (G/MI)	H (M)	W (M)
		X1	Y1	X2	Y2	* TYPE	VPH		
A. NB-Left	*	4	-150	4	0	* AG	570	8.7	.0 10.0
B. NB-Thru	*	8	-150	8	0	* AG	5	8.7	.0 10.0
C. NB-Right	*	12	-150	12	0	* AG	250	8.7	.0 10.0
D. SB-Left	*	-4	150	-4	0	* AG	800	10.8	.0 10.0
E. SB-Thru	*	-8	150	-8	0	* AG	5	10.8	.0 10.0
F. SB-Right	*	-12	150	-12	0	* AG	700	10.8	.0 10.0
G. EB-Left	*	-150	-6	0	-6	* AG	350	8.7	.0 14.0
H. EB-Thru	*	-150	-16	0	-16	* AG	1610	8.7	.0 18.0
I. EB-right	*	-150	-24	0	-24	* AG	35	8.7	.0 10.0
J. WB-Left	*	150	4	0	4	* AG	15	12.4	.0 10.0
K. WB-Thru	*	150	10	0	10	* AG	2405	12.4	.0 14.0
L. WB-Right	*	150	16	0	16	* AG	150	12.4	.0 10.0
M. NB-Depart	*	8	0	8	150	* AG	505	3.3	.0 10.0
N. SB-Depart	*	-8	0	-8	-150	* AG	55	3.3	.0 10.0
O. EB-Depart	*	0	-16	150	-16	* AG	2660	4.4	.0 18.0
P. WB-Depart	*	0	10	-150	10	* AG	3675	15.5	.0 14.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 2

JOB: Rocklin-Scenario 2-Sunset (pm)
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M)		
	*	X	Y	Z
1. Recpt 1	*	17	21	1.8
2. Recpt 2	*	-17	21	1.8
3. Recpt 3	*	-17	-25	1.8
4. Recpt 4	*	17	-25	1.8
5. Recpt 5	*	21	25	1.8
6. Recpt 6	*	-21	25	1.8
7. Recpt 7	*	-21	-29	1.8
8. Recpt 8	*	21	-29	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	*	BRG (DEG)	* PRED	CONC/LINK (PPM)							
	*		* CONC (PPM)	* A	B	C	D	E	F	G	H
1. Recpt 1	*	255.	* 5.5 *	.0	.0	.0	.3	.0	.2	.2	.4
2. Recpt 2	*	252.	* 5.0 *	.0	.0	.0	.0	.0	.0	.2	.4
3. Recpt 3	*	8.	* 3.6 *	.0	.0	.0	.6	.0	.7	.1	.8
4. Recpt 4	*	290.	* 3.6 *	.2	.0	.2	.0	.0	.0	.2	.8
5. Recpt 5	*	252.	* 4.4 *	.0	.0	.0	.3	.0	.2	.2	.4
6. Recpt 6	*	140.	* 4.0 *	.1	.0	.0	.3	.0	.5	.0	.0
7. Recpt 7	*	10.	* 3.2 *	.0	.0	.0	.5	.0	.6	.1	.7
8. Recpt 8	*	291.	* 3.1 *	.2	.0	.1	.0	.0	.0	.2	.7



CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 1

JOB: Rocklin-Scenario 2-Pleasant (pm)
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (M)
 BRG= WORST CASE VD= .0 CM/S
 CLAS= 7 (G) VS= .0 CM/S
 MIXH= 1000. M AMB= .0 PPM
 SIGTH= 10. DEGREES TEMP= 7.5 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* *	LINK COORDINATES (M)				* *	EF (G/MI)	H (M)	W (M)
		X1	Y1	X2	Y2	* TYPE	VPH		
A. NB-Left	*	6	-150	6	0	* AG	430	9.3	.0 14.0
B. NB-Thru	*	16	-150	16	0	* AG	1225	9.3	.0 18.0
C. NB-Right	*	24	-150	24	0	* AG	590	9.3	.0 10.0
D. SB-Left	*	-6	150	-6	0	* AG	105	8.1	.0 14.0
E. SB-Thru	*	-16	150	-16	0	* AG	685	8.1	.0 18.0
F. SB-Right	*	-24	150	-24	0	* AG	100	8.1	.0 10.0
G. EB-Left	*	-150	-6	0	-6	* AG	280	8.7	.0 14.0
H. EB-Thru	*	-150	-14	0	-14	* AG	350	8.7	.0 14.0
I. EB-right	*	-150	-20	0	-20	* AG	760	8.7	.0 10.0
J. WB-Left	*	150	6	0	6	* AG	635	8.1	.0 14.0
K. WB-Thru	*	150	14	0	14	* AG	225	8.1	.0 14.0
L. WB-Right	*	150	20	0	20	* AG	120	8.1	.0 10.0
M. NB-Depart	*	16	0	16	150	* AG	1625	3.5	.0 18.0
N. SB-Depart	*	-16	0	-16	-150	* AG	2080	4.4	.0 18.0
O. EB-Depart	*	0	-14	150	-14	* AG	1045	3.5	.0 14.0
P. WB-Depart	*	0	14	-150	14	* AG	755	3.4	.0 14.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 2

JOB: Rocklin-Scenario 2-Pleasant (pm)
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M)		
	*	X	Y	Z
1. Recpt 1	*	29	25	1.8
2. Recpt 2	*	-29	25	1.8
3. Recpt 3	*	-29	-25	1.8
4. Recpt 4	*	29	-25	1.8
5. Recpt 5	*	33	29	1.8
6. Recpt 6	*	-33	29	1.8
7. Recpt 7	*	-33	-29	1.8
8. Recpt 8	*	33	-29	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

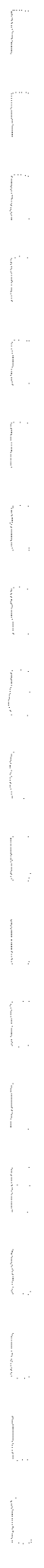
RECEPTOR	*	BRG	* PRED	* CONC	*	CONC/LINK							
	*	(DEG)	* (PPM)	*	*	A	B	C	D	E	F	G	H
1. Recpt 1	*	191.	* 2.1	*	*	.2	.8	.4	.0	.0	.0	.0	.0
2. Recpt 2	*	159.	* 1.9	*	*	.2	.4	.2	.0	.2	.0	.0	.0
3. Recpt 3	*	72.	* 2.4	*	*	.1	.3	.1	.0	.0	.0	.0	.1
4. Recpt 4	*	277.	* 2.3	*	*	.1	.6	.4	.0	.0	.0	.1	.3
5. Recpt 5	*	193.	* 1.8	*	*	.2	.7	.4	.0	.0	.0	.0	.0
6. Recpt 6	*	158.	* 1.7	*	*	.2	.3	.1	.0	.1	.0	.0	.0
7. Recpt 7	*	68.	* 1.9	*	*	.1	.2	.0	.0	.0	.0	.0	.0
8. Recpt 8	*	280.	* 2.0	*	*	.1	.5	.3	.0	.0	.0	.1	.2

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 3

JOB: Rocklin-Scenario 2-Pleasant (pm)
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK (PPM)							
		I	J	K	L	M	N	O	P
1. Recpt 1	*	.0	.2	.0	.0	.0	.0	.0	.0
2. Recpt 2	*	.2	.0	.0	.0	.0	.4	.0	.1
3. Recpt 3	*	.8	.2	.0	.0	.0	.5	.2	.0
4. Recpt 4	*	.6	.0	.0	.0	.0	.2	.0	.0
5. Recpt 5	*	.0	.2	.0	.0	.0	.1	.0	.0
6. Recpt 6	*	.2	.0	.0	.0	.0	.4	.0	.1
7. Recpt 7	*	.5	.2	.0	.0	.0	.4	.1	.0
8. Recpt 8	*	.5	.0	.0	.0	.0	.2	.0	.0



CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 1

JOB: Rocklin-Scenario 2-Sunset/W.Stanford
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (M)
 BRG= WORST CASE VD= .0 CM/S
 CLAS= 7 (G) VS= .0 CM/S
 MIXH= 1000. M AMB= .0 PPM
 SIGTH= 10. DEGREES TEMP= 7.5 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* *	LINK COORDINATES (M)				* *	* *	EF (G/MI)	H (M)	W (M)
		X1	Y1	X2	Y2	TYPE	VPH			
A. NB-Thru	*	12	-150	12	0	AG	565	8.1	.0	26.0
B. SB-Thru	*	-14	150	-14	0	AG	1830	8.7	.0	30.0
C. EB-Thru	*	-150	-12	0	-12	AG	1960	9.3	.0	26.0
D. WB-Thru	*	150	14	0	14	AG	1130	8.1	.0	30.0
E. NB-Depart	*	12	0	12	150	AG	1840	3.7	.0	26.0
F. SB-Depart	*	-14	0	-14	-150	AG	195	3.3	.0	30.0
G. EB-Depart	*	0	-12	150	-12	AG	2405	6.3	.0	26.0
H. WB-Depart	*	0	14	-150	14	AG	1045	3.3	.0	30.0

III. RECEPTOR LOCATIONS

RECEPTOR	* *	COORDINATES (M)		
		X	Y	Z
1. Recpt 1	*	23	27	1.8
2. Recpt 2	*	-27	27	1.8
3. Recpt 3	*	-27	-23	1.8
4. Recpt 4	*	23	-23	1.8
5. Recpt 5	*	27	31	1.8

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6. Recpt 6	*	-31	31	1.8
7. Recpt 7	*	-31	-27	1.8
8. Recpt 8	*	27	-27	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 2

JOB: Rocklin-Scenario 2-Sunset/W.Stanford
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	*	BRG	* PRED	*	CONC/LINK							
	*	(DEG)	* CONC	*	(PPM)							
	*		* (PPM)	*	A	B	C	D	E	F	G	H
1. Recpt 1	*	249.	* 1.8	*	.0	.4	.6	.3	.3	.0	.0	.1
2. Recpt 2	*	107.	* 1.9	*	.0	.7	.0	.4	.2	.0	.5	.1
3. Recpt 3	*	11.	* 2.1	*	.0	1.0	.9	.0	.1	.0	.0	.0
4. Recpt 4	*	277.	* 2.1	*	.2	.0	1.3	.0	.0	.0	.5	.0
5. Recpt 5	*	247.	* 1.7	*	.0	.4	.6	.3	.3	.0	.0	.1
6. Recpt 6	*	108.	* 1.8	*	.0	.7	.0	.4	.2	.0	.4	.1
7. Recpt 7	*	13.	* 2.0	*	.0	.9	.8	.0	.1	.0	.0	.0
8. Recpt 8	*	340.	* 1.9	*	.2	.5	.0	.2	.3	.0	.7	.0



CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 1

JOB: Rocklin-Scenario 2-Sioux/W.Stanford
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (M)
 BRG= WORST CASE VD= .0 CM/S
 CLAS= 7 (G) VS= .0 CM/S
 MIXH= 1000. M AMB= .0 PPM
 SIGTH= 10. DEGREES TEMP= 7.5 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* *	LINK COORDINATES (M)				* *	TYPE	VPH	EF (G/MI)	H (M)	W (M)
		X1	Y1	X2	Y2						
A. NB-Thru	*	8	-150	8	0	* AG	595	8.1	.0	18.0	
B. SB-Thru	*	-8	150	-8	0	* AG	2170	17.0	.0	18.0	
C. EB-Thru	*	-150	-14	0	-14	* AG	1775	8.7	.0	30.0	
D. WB-Thru	*	150	12	0	12	* AG	395	8.1	.0	26.0	
E. NB-Depart	*	8	0	8	150	* AG	1090	15.5	.0	18.0	
F. SB-Depart	*	-8	0	-8	-150	* AG	70	3.3	.0	18.0	
G. EB-Depart	*	0	-14	150	-14	* AG	1700	3.7	.0	30.0	
H. WB-Depart	*	0	12	-150	12	* AG	2075	4.4	.0	26.0	

III. RECEPTOR LOCATIONS

RECEPTOR	* *	COORDINATES (M)		
		X	Y	Z
1. Recpt 1	*	17	25	1.8
2. Recpt 2	*	-17	25	1.8
3. Recpt 3	*	-17	-29	1.8
4. Recpt 4	*	17	-29	1.8
5. Recpt 5	*	21	29	1.8

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6. Recpt 6	*	-21	29	1.8
7. Recpt 7	*	-21	-33	1.8
8. Recpt 8	*	21	-33	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 2

JOB: Rocklin-Scenario 2-Sioux/W.Stanford
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	* * BRG * (DEG)	* PRED * CONC * (PPM)	CONC/LINK (PPM)									
			A	B	C	D	E	F	G	H		
1. Recpt 1	* 250.	* 3.3 *	.0	1.2	.5	.0	1.0	.0	.0	.5		
2. Recpt 2	* 13.	* 4.8 *	.0	4.2	.0	.0	.6	.0	.0	.0		
3. Recpt 3	* 8.	* 4.1 *	.0	2.6	.7	.0	.6	.0	.0	.2		
4. Recpt 4	* 347.	* 3.3 *	.3	1.6	.0	.0	1.0	.0	.3	.0		
5. Recpt 5	* 248.	* 3.0 *	.0	1.1	.5	.0	.9	.0	.0	.4		
6. Recpt 6	* 18.	* 3.6 *	.0	2.9	.0	.0	.6	.0	.0	.0		
7. Recpt 7	* 11.	* 3.7 *	.0	2.2	.6	.0	.6	.0	.0	.2		
8. Recpt 8	* 345.	* 2.9 *	.2	1.5	.0	.0	.9	.0	.3	.0		

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Intersection Turning Movements/CALINE Input

Project Number: 10481-00
 Project Name: NW Rocklin Annex EIR
 Traffic Volumes: Cumulative Conditions-Scenario 3
 Emission Factors: ITS CO Protocol, p.A-8, p.B-7, December 1997

Sunset Blvd./Atherton Dr. (pm)		Sunset Blvd./Atherton Dr. (pm)		Sunset Blvd./Atherton Dr. (pm)		Sunset Blvd./Atherton Dr. (pm)		Sunset Blvd./Atherton Dr. (pm)	
Sunset Blvd./Atherton Dr. (pm)		NB-a	NB-d	SB-a	SB-d	EB-a	EB-d	WB-a	WB-d
Existing (2000)		0	0	0	0	0	0	0	0
Existing+Proj (2000)		0	0	0	0	0	0	0	0
Future (2020)		0	0	0	0	0	0	0	0
Future+Proj (2020)		710	975	1855	205	1550	1835	1145	2245
# Lanes - (vphpl)		3	2	3	2	6	4	4	3
Existing (2000)		0	0	0	0	0	0	0	0
Existing+Proj (2000)		0	0	0	0	0	0	0	0
Future (2020)		0	0	0	0	0	0	0	0
Future+Proj (2020)		237	488	618	103	258	459	286	748
Average Speeds (mph)		40	40	40	40	40	40	40	40
% Red Time		50	50	50	50	50	50	50	50
Existing (2000)		12.3	30.6	12.3	30.6	12.3	30.6	12.3	30.6
Existing+Proj (2000)		12.3	30.6	12.3	30.6	12.3	30.6	12.3	30.6
Future (2020)		12.3	30.6	12.3	30.6	12.3	30.6	12.3	30.6
Future+Proj (2020)		12.3	28.2	8.2	30.6	11.5	28.2	11.5	22.1
Emission Factor (g/ml)									
Existing (2000)		17.20	6.88	17.20	6.88	17.20	6.88	17.20	6.88
Existing+Proj (2000)		17.20	6.88	17.20	6.88	17.20	6.88	17.20	6.88
Future (2020)		8.11	3.25	8.11	3.25	8.11	3.25	8.11	3.25
Future+Proj (2020)		8.11	3.49	12.39	3.25	8.70	3.49	8.70	4.41
Pleasant Grove Blvd./Fairway Dr. (pm)		Pleasant Grove Blvd./Fairway Dr. (pm)		Pleasant Grove Blvd./Fairway Dr. (pm)		Pleasant Grove Blvd./Fairway Dr. (pm)		Pleasant Grove Blvd./Fairway Dr. (pm)	
Pleasant Grove Blvd./Fairway Dr. (pm)		NB-a	NB-d	SB-a	SB-d	EB-a	EB-d	WB-a	WB-d
Existing (2000)		0	0	0	0	0	0	0	0
Existing+Proj (2000)		0	0	0	0	0	0	0	0
Future (2020)		0	0	0	0	0	0	0	0
Future+Proj (2020)		2450	2010	940	2070	1440	1010	940	680
# Lanes - (vphpl)		6	3	6	3	5	2	5	2
Existing (2000)		0	0	0	0	0	0	0	0
Existing+Proj (2000)		0	0	0	0	0	0	0	0
Future (2020)		0	0	0	0	0	0	0	0
Future+Proj (2020)		408	670	157	690	288	505	188	340
Average Speeds (mph)		40	40	40	40	40	40	40	40
% Red Time		50	50	50	50	50	50	50	50
Existing (2000)		12.3	30.6	12.3	30.6	12.3	30.6	12.3	30.6
Existing+Proj (2000)		12.3	30.6	12.3	30.6	12.3	30.6	12.3	30.6
Future (2020)		12.3	30.6	12.3	30.6	12.3	30.6	12.3	30.6
Future+Proj (2020)		10.7	22.1	12.3	22.1	11.5	28.2	12.3	30.2
Emission Factor (g/ml)									
Existing (2000)		17.20	6.88	17.20	6.88	17.20	6.88	17.20	6.88
Existing+Proj (2000)		17.20	6.88	17.20	6.88	17.20	6.88	17.20	6.88
Future (2020)		8.11	3.25	8.11	3.25	8.11	3.25	8.11	3.25
Future+Proj (2020)		9.30	4.41	8.11	4.41	8.70	3.49	8.11	3.25

Intersection Turning Movements/CALINE Input

Project Number: 10481-00
 Project Name: NW Rocklin Annex EIR
 Traffic Volumes: Cumulative Conditions-Scenario 3
 Emission Factors: ITS CO Protocol, p.A-8, p.B-7, December 1997

Sunset Blvd./W. Stanford Ranch Rd.		Sunset Blvd./W. Stanford Ranch Rd.		Sunset Blvd./W. Stanford Ranch Rd.		Sunset Blvd./W. Stanford Ranch Rd.		
	NB-a	NB-d	SB-a	SB-d	EB-a	EB-d	WB-a	WB-d
Sunset Blvd./W. Stanford Ranch Rd.								
Existing (2000)	0	0	0	0	0	0	0	0
Existing+Proj (2000)	0	0	0	0	0	0	0	0
Future (2020)	0	0	0	0	0	0	0	0
Future+Proj (2020)	620	1040	595	160	1555	1900	1005	675
# Lanes - (vphpl)								
Existing (2000)	5	3	6	3	5	3	6	3
Existing+Proj (2000)	0	0	0	0	0	0	0	0
Future (2020)	0	0	0	0	0	0	0	0
Future+Proj (2020)	124	347	99	53	311	633	168	225
Average Speeds (mph)								
Existing (2000)	40	40	40	40	40	40	40	40
% Red Time								
Existing (2000)	50	50	50	50	50	50	50	50
Existing+Proj (2000)	12.3	30.6	12.3	30.6	12.3	30.6	12.3	30.6
Future (2020)	12.3	30.6	12.3	30.6	12.3	30.6	12.3	30.6
Future+Proj (2020)	12.3	30.2	12.3	30.6	11.5	26.6	12.3	30.6
Emission Factor (g/mi)								
Existing (2000)	17.20	6.88	17.20	6.88	17.20	6.88	17.20	6.88
Existing+Proj (2000)	17.20	6.88	17.20	6.88	17.20	6.88	17.20	6.88
Future (2020)	8.11	3.25	8.11	3.25	8.11	3.25	8.11	3.25
Future+Proj (2020)	8.11	3.25	8.11	3.25	8.70	3.73	8.11	3.25

Sioux Dr./W. Stanford Ranch Rd.		Sioux Dr./W. Stanford Ranch Rd.		Sioux Dr./W. Stanford Ranch Rd.		Sioux Dr./W. Stanford Ranch Rd.		
	NB-a	NB-d	SB-a	SB-d	EB-a	EB-d	WB-a	WB-d
Sioux Dr./W. Stanford Ranch Rd.								
Existing (2000)	0	0	0	0	0	0	0	0
Existing+Proj (2000)	0	0	0	0	0	0	0	0
Future (2020)	0	0	0	0	0	0	0	0
Future+Proj (2020)	595	850	1075	70	1035	1325	425	885
# Lanes - (vphpl)								
Existing (2000)	3	1	3	1	6	3	5	3
Existing+Proj (2000)	0	0	0	0	0	0	0	0
Future (2020)	0	0	0	0	0	0	0	0
Future+Proj (2020)	198	850	358	70	173	442	85	295
Average Speeds (mph)								
Existing (2000)	40	40	40	40	40	40	40	40
% Red Time								
Existing (2000)	50	50	50	50	50	50	50	50
Existing+Proj (2000)	12.3	30.6	12.3	30.6	12.3	30.6	12.3	30.6
Future (2020)	12.3	30.6	12.3	30.6	12.3	30.6	12.3	30.6
Future+Proj (2020)	12.3	15.7	10.7	30.6	12.3	29.4	12.3	30.2
Emission Factor (g/mi)								
Existing (2000)	17.20	6.88	17.20	6.88	17.20	6.88	17.20	6.88
Existing+Proj (2000)	17.20	6.88	17.20	6.88	17.20	6.88	17.20	6.88
Future (2020)	8.11	3.25	8.11	3.25	8.11	3.25	8.11	3.25
Future+Proj (2020)	8.11	6.32	9.30	3.25	8.11	3.37	8.11	3.25

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 1

JOB: Rocklin-Scenario 3-Sunset (pm)
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (M)
 BRG= WORST CASE VD= .0 CM/S
 CLAS= 7 (G) VS= .0 CM/S
 MIXH= 1000. M AMB= .0 PPM
 SIGTH= 10. DEGREES TEMP= 7.5 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M)				*	EF (G/MI)	H (M)	W (M)	
		X1	Y1	X2	Y2					
A. NB-Left	*	4	-150	4	0	* AG	420	8.1	.0	10.0
B. NB-Thru	*	8	-150	8	0	* AG	40	8.1	.0	10.0
C. NB-Right	*	12	-150	12	0	* AG	250	8.1	.0	10.0
D. SB-Left	*	-4	150	-4	0	* AG	740	12.4	.0	10.0
E. SB-Thru	*	-8	150	-8	0	* AG	35	12.4	.0	10.0
F. SB-Right	*	-12	150	-12	0	* AG	1080	12.4	.0	10.0
G. EB-Left	*	-150	-6	0	-6	* AG	590	8.7	.0	14.0
H. EB-Thru	*	-150	-16	0	-16	* AG	845	8.7	.0	18.0
I. EB-right	*	-150	-24	0	-24	* AG	115	8.7	.0	10.0
J. WB-Left	*	150	4	0	4	* AG	55	8.7	.0	10.0
K. WB-Thru	*	150	10	0	10	* AG	745	8.7	.0	14.0
L. WB-Right	*	150	16	0	16	* AG	345	8.7	.0	10.0
M. NB-Depart	*	8	0	8	150	* AG	975	3.5	.0	10.0
N. SB-Depart	*	-8	0	-8	-150	* AG	205	3.3	.0	10.0
O. EB-Depart	*	0	-16	150	-16	* AG	1835	3.5	.0	18.0
P. WB-Depart	*	0	10	-150	10	* AG	2245	4.4	.0	14.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 2

JOB: Rocklin-Scenario 3-Sunset (pm)
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M)		
	*	X	Y	Z
1. Recpt 1	*	17	21	1.8
2. Recpt 2	*	-17	21	1.8
3. Recpt 3	*	-17	-25	1.8
4. Recpt 4	*	17	-25	1.8
5. Recpt 5	*	21	25	1.8
6. Recpt 6	*	-21	25	1.8
7. Recpt 7	*	-21	-29	1.8
8. Recpt 8	*	21	-29	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	*	BRG (DEG)	* PRED CONC (PPM)	*	CONC/LINK (PPM)							
	*			*	A	B	C	D	E	F	G	H
1. Recpt 1	*	252.	* 2.5 *	*	.0	.0	.0	.3	.0	.4	.3	.3
2. Recpt 2	*	10.	* 3.1 *	*	.0	.0	.0	.6	.0	2.3	.0	.0
3. Recpt 3	*	7.	* 2.9 *	*	.0	.0	.0	.6	.0	1.2	.2	.4
4. Recpt 4	*	343.	* 2.3 *	*	.0	.0	.2	.5	.0	.6	.0	.0
5. Recpt 5	*	247.	* 2.1 *	*	.0	.0	.0	.3	.0	.4	.2	.3
6. Recpt 6	*	140.	* 2.2 *	*	.1	.0	.0	.3	.0	.9	.0	.0
7. Recpt 7	*	10.	* 2.6 *	*	.0	.0	.0	.6	.0	1.0	.2	.4
8. Recpt 8	*	341.	* 1.9 *	*	.0	.0	.1	.5	.0	.5	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 3

JOB: Rocklin-Scenario 3-Sunset (pm)
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK							
		I	J	K	L	M	N	O	P
1. Recpt 1	*	.0	.0	.1	.3	.2	.0	.0	.6
2. Recpt 2	*	.0	.0	.0	.0	.0	.0	.0	.0
3. Recpt 3	*	.0	.0	.0	.0	.0	.0	.0	.2
4. Recpt 4	*	.0	.0	.2	.0	.2	.0	.4	.0
5. Recpt 5	*	.0	.0	.0	.2	.2	.0	.0	.5
6. Recpt 6	*	.0	.0	.0	.0	.0	.0	.2	.4
7. Recpt 7	*	.0	.0	.0	.0	.0	.0	.0	.2
8. Recpt 8	*	.0	.0	.2	.0	.2	.0	.3	.0

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CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 1

JOB: Rocklin-Scenario 3-Pleasant (pm)
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (M)
 BRG= WORST CASE VD= .0 CM/S
 CLAS= 7 (G) VS= .0 CM/S
 MIXH= 1000. M AMB= .0 PPM
 SIGTH= 10. DEGREES TEMP= 7.5 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* *	LINK COORDINATES (M)				* *	EF (G/MI)	H (M)	W (M)
		X1	Y1	X2	Y2	* TYPE	VPH		
A. NB-Left	*	6	-150	6	0	* AG	330	9.3	.0 14.0
B. NB-Thru	*	16	-150	16	0	* AG	1570	9.3	.0 18.0
C. NB-Right	*	24	-150	24	0	* AG	550	9.3	.0 10.0
D. SB-Left	*	-6	150	-6	0	* AG	110	8.1	.0 14.0
E. SB-Thru	*	-16	150	-16	0	* AG	680	8.1	.0 18.0
F. SB-Right	*	-24	150	-24	0	* AG	150	8.1	.0 10.0
G. EB-Left	*	-150	-6	0	-6	* AG	285	8.7	.0 14.0
H. EB-Thru	*	-150	-14	0	-14	* AG	350	8.7	.0 14.0
I. EB-right	*	-150	-20	0	-20	* AG	805	8.7	.0 10.0
J. WB-Left	*	150	6	0	6	* AG	585	8.1	.0 14.0
K. WB-Thru	*	150	14	0	14	* AG	200	8.1	.0 14.0
L. WB-Right	*	150	20	0	20	* AG	155	8.1	.0 10.0
M. NB-Depart	*	16	0	16	150	* AG	2010	4.4	.0 18.0
N. SB-Depart	*	-16	0	-16	-150	* AG	2070	4.4	.0 18.0
O. EB-Depart	*	0	-14	150	-14	* AG	1010	3.5	.0 14.0
P. WB-Depart	*	0	14	-150	14	* AG	680	3.3	.0 14.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 2

JOB: Rocklin-Scenario 3-Pleasant (pm)
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M)		
	*	X	Y	Z
1. Recpt 1	*	29	25	1.8
2. Recpt 2	*	-29	25	1.8
3. Recpt 3	*	-29	-25	1.8
4. Recpt 4	*	29	-25	1.8
5. Recpt 5	*	33	29	1.8
6. Recpt 6	*	-33	29	1.8
7. Recpt 7	*	-33	-29	1.8
8. Recpt 8	*	33	-29	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	*	BRG (DEG)	* PRED * CONC (PPM)	*	CONC/LINK (PPM)							
					A	B	C	D	E	F	G	H
1. Recpt 1	*	191.	* 2.3	*	.2	1.0	.4	.0	.0	.0	.0	.0
2. Recpt 2	*	159.	* 1.9	*	.1	.4	.1	.0	.2	.1	.0	.0
3. Recpt 3	*	72.	* 2.5	*	.0	.3	.1	.0	.0	.0	.0	.1
4. Recpt 4	*	277.	* 2.4	*	.1	.7	.4	.0	.0	.0	.1	.3
5. Recpt 5	*	193.	* 2.0	*	.2	.9	.4	.0	.0	.0	.0	.0
6. Recpt 6	*	156.	* 1.7	*	.1	.4	.1	.0	.1	.0	.0	.0
7. Recpt 7	*	67.	* 2.0	*	.0	.3	.0	.0	.0	.0	.0	.1
8. Recpt 8	*	280.	* 2.1	*	.1	.6	.3	.0	.0	.0	.1	.2

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 3

JOB: Rocklin-Scenario 3-Pleasant (pm)
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK							
		I	J	K	L	M	N	O	P
1. Recpt 1	*	.0	.2	.0	.0	.1	.0	.0	.0
2. Recpt 2	*	.2	.0	.0	.0	.0	.4	.0	.1
3. Recpt 3	*	.8	.2	.0	.0	.0	.5	.2	.0
4. Recpt 4	*	.6	.0	.0	.0	.0	.2	.0	.0
5. Recpt 5	*	.0	.2	.0	.0	.0	.1	.0	.0
6. Recpt 6	*	.2	.0	.0	.0	.0	.4	.0	.1
7. Recpt 7	*	.5	.2	.0	.0	.0	.4	.1	.0
8. Recpt 8	*	.5	.0	.0	.0	.0	.2	.0	.0

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CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 1

JOB: Rocklin-Scenario 3-Sunset/W.Stanford
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (M)
 BRG= WORST CASE VD= .0 CM/S
 CLAS= 7 (G) VS= .0 CM/S
 MIXH= 1000. M AMB= .0 PPM
 SIGTH= 10. DEGREES TEMP= 7.5 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* *	LINK COORDINATES (M)				* *	EF (G/MI)	H (M)	W (M)
		X1	Y1	X2	Y2	* TYPE	VPH		
A. NB-Thru	*	12	-150	12	0	* AG	620	8.1	.0 26.0
B. SB-Thru	*	-14	150	-14	0	* AG	595	8.1	.0 30.0
C. EB-Thru	*	-150	-12	0	-12	* AG	1555	8.7	.0 26.0
D. WB-Thru	*	150	14	0	14	* AG	1005	8.1	.0 30.0
E. NB-Depart	*	12	0	12	150	* AG	1040	3.3	.0 26.0
F. SB-Depart	*	-14	0	-14	-150	* AG	160	3.3	.0 30.0
G. EB-Depart	*	0	-12	150	-12	* AG	1900	3.7	.0 26.0
H. WB-Depart	*	0	14	-150	14	* AG	675	3.3	.0 30.0

III. RECEPTOR LOCATIONS

RECEPTOR	* *	COORDINATES (M)		
		X	Y	Z
1. Recpt 1	*	23	27	1.8
2. Recpt 2	*	-27	27	1.8
3. Recpt 3	*	-27	-23	1.8
4. Recpt 4	*	23	-23	1.8
5. Recpt 5	*	27	31	1.8

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6. Recpt 6	*	-31	31	1.8
7. Recpt 7	*	-31	-27	1.8
8. Recpt 8	*	27	-27	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 2

JOB: Rocklin-Scenario 3-Sunset/W.Stanford
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	* * BRG * (DEG)	* PRED * CONC * (PPM)	CONC/LINK (PPM)									
			A	B	C	D	E	F	G	H		
1. Recpt 1	* 248.	* 1.1 *	.0	.1	.5	.2	.2	.0	.0	.0	.0	
2. Recpt 2	* 103.	* 1.0 *	.0	.2	.0	.5	.0	.0	.2	.0	.0	
3. Recpt 3	* 75.	* 1.4 *	.1	.0	.6	.3	.0	.0	.4	.0	.0	
4. Recpt 4	* 277.	* 1.5 *	.2	.0	1.0	.0	.0	.0	.2	.0	.0	
5. Recpt 5	* 247.	* 1.1 *	.0	.1	.4	.2	.2	.0	.0	.0	.0	
6. Recpt 6	* 106.	* 1.0 *	.0	.2	.0	.4	.0	.0	.2	.0	.0	
7. Recpt 7	* 71.	* 1.2 *	.1	.0	.5	.3	.0	.0	.3	.0	.0	
8. Recpt 8	* 282.	* 1.3 *	.2	.0	.8	.0	.0	.0	.2	.0	.0	

1. The first part of the document discusses the importance of maintaining accurate records of all transactions and activities. It emphasizes the need for transparency and accountability in financial reporting.

2. The second part of the document outlines the various methods and techniques used to collect and analyze data. It highlights the importance of using reliable sources and ensuring the accuracy of the information gathered.

3. The third part of the document focuses on the interpretation and analysis of the collected data. It discusses the various statistical and analytical tools used to identify trends and patterns in the data.

4. The fourth part of the document provides a detailed overview of the findings and conclusions drawn from the analysis. It discusses the implications of the results and offers recommendations for future research and practice.

5. The fifth part of the document discusses the challenges and limitations of the study. It acknowledges the potential biases and errors that may have occurred during the data collection and analysis process.

6. The sixth part of the document provides a summary of the key findings and conclusions. It emphasizes the importance of the research and offers suggestions for further exploration of the topic.

7. The seventh part of the document discusses the broader context of the research and its contribution to the field. It highlights the significance of the findings and their potential impact on practice and policy.

8. The eighth part of the document provides a final summary and conclusion. It reiterates the main points of the study and offers a final thought on the importance of the research.

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 1

JOB: Rocklin-Scenario 3-Sioux/W.Stanford
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (M)
 BRG= WORST CASE VD= .0 CM/S
 CLAS= 7 (G) VS= .0 CM/S
 MIXH= 1000. M AMB= .0 PPM
 SIGTH= 10. DEGREES TEMP= 7.5 DEGREE (C)

II. LINK VARIABLES

LINK	*	LINK COORDINATES (M)				*	EF	H	W
DESCRIPTION	*	X1	Y1	X2	Y2	* TYPE	(G/MI)	(M)	(M)
A. NB-Thru	*	8	-150	8	0	* AG	595	8.1	.0 18.0
B. SB-Thru	*	-8	150	-8	0	* AG	1075	9.3	.0 18.0
C. EB-Thru	*	-150	-14	0	-14	* AG	1035	8.1	.0 30.0
D. WB-Thru	*	150	12	0	12	* AG	425	8.1	.0 26.0
E. NB-Depart	*	8	0	8	150	* AG	850	6.3	.0 18.0
F. SB-Depart	*	-8	0	-8	-150	* AG	70	3.3	.0 18.0
G. EB-Depart	*	0	-14	150	-14	* AG	1325	3.4	.0 30.0
H. WB-Depart	*	0	12	-150	12	* AG	885	3.3	.0 26.0

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M)		
	*	X	Y	Z
1. Recpt 1	*	17	25	1.8
2. Recpt 2	*	-17	25	1.8
3. Recpt 3	*	-17	-29	1.8
4. Recpt 4	*	17	-29	1.8
5. Recpt 5	*	21	29	1.8

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6. Recpt 6	*	-21	29	1.8
7. Recpt 7	*	-21	-33	1.8
8. Recpt 8	*	21	-33	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 2

JOB: Rocklin-Scenario 3-Sioux/W.Stanford
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	* * BRG * (DEG)	* PRED * CONC * (PPM)	CONC/LINK (PPM)								
			A	B	C	D	E	F	G	H	
1. Recpt 1	* 248.	* 1.2 *	.0	.3	.3	.0	.3	.0	.0	.0	.2
2. Recpt 2	* 13.	* 1.4 *	.0	1.2	.0	.0	.2	.0	.0	.0	.0
3. Recpt 3	* 8.	* 1.4 *	.0	.8	.4	.0	.2	.0	.0	.0	.0
4. Recpt 4	* 347.	* 1.4 *	.3	.5	.0	.0	.3	.0	.2	.0	.0
5. Recpt 5	* 246.	* 1.1 *	.0	.3	.3	.0	.3	.0	.0	.0	.1
6. Recpt 6	* 111.	* 1.1 *	.0	.5	.0	.2	.2	.0	.1	.0	.0
7. Recpt 7	* 11.	* 1.3 *	.0	.7	.3	.0	.2	.0	.0	.0	.0
8. Recpt 8	* 345.	* 1.2 *	.2	.4	.0	.0	.3	.0	.2	.0	.0

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Intersection Turning Movements/CALINE Input

Project Number: 10481-00
 Project Name: NW Rocklin Annex EIR
 Traffic Volumes: Cumulative Conditions-Scenario 4
 Emission Factors: ITS CO Protocol, p.A-8, p.B-7, December 1997

Sunset Blvd./Atherton Dr. (pm)		Sunset Blvd./Atherton Dr. (pm)						
	NB-a	NB-d	SB-a	SB-d	EB-a	EB-d	WB-a	WB-d
Sunset Blvd./Atherton Dr. (pm)								
Existing (2000)	0	0	0	0	0	0	0	0
Existing+Proj (2000)	0	0	0	0	0	0	0	0
Future (2020)	0	0	0	0	0	0	0	0
Future+Proj (2020)	710	475	880	210	1220	1515	985	1595
# Lanes - (vphpl)								
Existing (2000)	3	2	3	2	6	4	4	3
Existing+Proj (2000)	0	0	0	0	0	0	0	0
Future (2020)	0	0	0	0	0	0	0	0
Future+Proj (2020)	237	238	293	105	203	379	246	532
Average Speeds (mph)								
Existing (2000)	40	40	40	40	40	40	40	40
Existing+Proj (2000)	12.3	30.6	12.3	30.6	12.3	30.6	12.3	30.6
Future (2020)	12.3	30.6	12.3	30.6	12.3	30.6	12.3	30.6
Future+Proj (2020)	12.3	30.6	11.5	30.6	12.3	29.4	12.3	28.2
Emission Factor (g/mi)								
Existing (2000)	17.20	6.88	17.20	6.88	17.20	6.88	17.20	6.88
Existing+Proj (2000)	17.20	6.88	17.20	6.88	17.20	6.88	17.20	6.88
Future (2020)	8.11	3.25	8.11	3.25	8.11	3.25	8.11	3.25
Future+Proj (2020)	8.11	3.25	8.70	3.25	8.11	3.37	8.11	3.49
Pleasant Grove Blvd./Fairway Dr. (pm)		Pleasant Grove Blvd./Fairway Dr. (pm)						
	NB-a	NB-d	SB-a	SB-d	EB-a	EB-d	WB-a	WB-d
Pleasant Grove Blvd./Fairway Dr. (pm)								
Existing (2000)	0	0	0	0	0	0	0	0
Existing+Proj (2000)	0	0	0	0	0	0	0	0
Future (2020)	0	0	0	0	0	0	0	0
Future+Proj (2020)	2435	2030	925	2035	1410	1010	945	640
# Lanes - (vphpl)								
Existing (2000)	6	3	6	3	5	2	5	2
Existing+Proj (2000)	0	0	0	0	0	0	0	0
Future (2020)	0	0	0	0	0	0	0	0
Future+Proj (2020)	406	677	154	678	282	505	189	320
Average Speeds (mph)								
Existing (2000)	40	40	40	40	40	40	40	40
Existing+Proj (2000)	12.3	30.6	12.3	30.6	12.3	30.6	12.3	30.6
Future (2020)	12.3	30.6	12.3	30.6	12.3	30.6	12.3	30.6
Future+Proj (2020)	10.7	22.1	12.3	22.1	11.5	28.2	12.3	30.2
Emission Factor (g/mi)								
Existing (2000)	17.20	6.88	17.20	6.88	17.20	6.88	17.20	6.88
Existing+Proj (2000)	17.20	6.88	17.20	6.88	17.20	6.88	17.20	6.88
Future (2020)	8.11	3.25	8.11	3.25	8.11	3.25	8.11	3.25
Future+Proj (2020)	9.30	4.41	8.11	4.41	8.70	3.49	8.11	3.25

Intersection Turning Movements/CALINE Input

Project Number: 10481-00
 Project Name: NW Rocklin Annex EIR
 Traffic Volumes: Cumulative Conditions-Scenario 4
 Emission Factors: ITS CO Protocol, p.A-8, p.B-7, December 1997

Sunset Blvd./W. Stanford Ranch Rd. Sunset Blvd./W. Stanford Ranch Rd.

	NB-a	NB-d	SB-a	SB-d	EB-a	EB-d	WB-a	WB-d
Sunset Blvd./W. Stanford Ranch Rd.								
Existing (2000)	0	0	0	0	0	0	0	0
Existing+Proj (2000)	0	0	0	0	0	0	0	0
Future (2020)	0	0	0	0	0	0	0	0
Future+Proj (2020)	610	1455	910	190	1500	1780	1025	620
# Lanes - (vphpl)								
Existing (2000)	5	3	6	3	5	3	6	3
Existing+Proj (2000)	0	0	0	0	0	0	0	0
Future (2020)	0	0	0	0	0	0	0	0
Future+Proj (2020)	122	485	152	63	300	593	171	207
Average Speeds (mph)								
Existing (2000)	40	40	40	40	40	40	40	40
Existing+Proj (2000)	12.3	30.6	12.3	30.6	12.3	30.6	12.3	30.6
Future (2020)	12.3	30.6	12.3	30.6	12.3	30.6	12.3	30.6
Future+Proj (2020)	12.3	28.2	12.3	30.6	11.5	26.6	12.3	30.6
% Red Time								
Existing (2000)	50	50	50	50	50	50	50	50
Existing+Proj (2000)	12.3	30.6	12.3	30.6	12.3	30.6	12.3	30.6
Future (2020)	12.3	30.6	12.3	30.6	12.3	30.6	12.3	30.6
Future+Proj (2020)	12.3	28.2	12.3	30.6	11.5	26.6	12.3	30.6
Emission Factor (g/mi)								
Existing (2000)	17.20	6.88	17.20	6.88	17.20	6.88	17.20	6.88
Existing+Proj (2000)	17.20	6.88	17.20	6.88	17.20	6.88	17.20	6.88
Future (2020)	8.11	3.25	8.11	3.25	8.11	3.25	8.11	3.25
Future+Proj (2020)	8.11	3.49	8.11	3.25	8.70	3.73	8.11	3.25

Sioux Dr./W. Stanford Ranch Rd. Sioux Dr./W. Stanford Ranch Rd.

	NB-a	NB-d	SB-a	SB-d	EB-a	EB-d	WB-a	WB-d
Sioux Dr./W. Stanford Ranch Rd.								
Existing (2000)	0	0	0	0	0	0	0	0
Existing+Proj (2000)	0	0	0	0	0	0	0	0
Future (2020)	0	0	0	0	0	0	0	0
Future+Proj (2020)	595	1065	1180	70	1465	1360	445	1190
# Lanes - (vphpl)								
Existing (2000)	3	1	3	1	6	3	5	3
Existing+Proj (2000)	0	0	0	0	0	0	0	0
Future (2020)	0	0	0	0	0	0	0	0
Future+Proj (2020)	198	1065	393	70	244	453	89	397
Average Speeds (mph)								
Existing (2000)	40	40	40	40	40	40	40	40
Existing+Proj (2000)	12.3	30.6	12.3	30.6	12.3	30.6	12.3	30.6
Future (2020)	12.3	30.6	12.3	30.6	12.3	30.6	12.3	30.6
Future+Proj (2020)	12.3	6.5	10.7	30.6	12.3	28.2	12.3	29.4
% Red Time								
Existing (2000)	50	50	50	50	50	50	50	50
Existing+Proj (2000)	12.3	30.6	12.3	30.6	12.3	30.6	12.3	30.6
Future (2020)	12.3	30.6	12.3	30.6	12.3	30.6	12.3	30.6
Future+Proj (2020)	12.3	6.5	10.7	30.6	12.3	28.2	12.3	29.4
Emission Factor (g/mi)								
Existing (2000)	17.20	6.88	17.20	6.88	17.20	6.88	17.20	6.88
Existing+Proj (2000)	17.20	6.88	17.20	6.88	17.20	6.88	17.20	6.88
Future (2020)	8.11	3.25	8.11	3.25	8.11	3.25	8.11	3.25
Future+Proj (2020)	8.11	15.48	9.30	3.25	8.11	3.49	8.11	3.37

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 1

JOB: Rocklin-Scenario 4-Sunset (pm)
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (M)
 BRG= WORST CASE VD= .0 CM/S
 CLAS= 7 (G) VS= .0 CM/S
 MIXH= 1000. M AMB= .0 PPM
 SIGTH= 10. DEGREES TEMP= 7.5 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* *	LINK COORDINATES (M)				* *	TYPE	VPH	EF (G/MI)	H (M)	W (M)
		X1	Y1	X2	Y2						
A. NB-Left	*	4	-150	4	0	* AG	420	8.1	.0	10.0	
B. NB-Thru	*	8	-150	8	0	* AG	40	8.1	.0	10.0	
C. NB-Right	*	12	-150	12	0	* AG	250	8.1	.0	10.0	
D. SB-Left	*	-4	150	-4	0	* AG	420	8.7	.0	10.0	
E. SB-Thru	*	-8	150	-8	0	* AG	40	8.7	.0	10.0	
F. SB-Right	*	-12	150	-12	0	* AG	420	8.7	.0	10.0	
G. EB-Left	*	-150	-6	0	-6	* AG	270	8.1	.0	14.0	
H. EB-Thru	*	-150	-16	0	-16	* AG	845	8.1	.0	18.0	
I. EB-right	*	-150	-24	0	-24	* AG	105	8.1	.0	10.0	
J. WB-Left	*	150	4	0	4	* AG	65	8.1	.0	10.0	
K. WB-Thru	*	150	10	0	10	* AG	755	8.1	.0	14.0	
L. WB-Right	*	150	16	0	16	* AG	165	8.1	.0	10.0	
M. NB-Depart	*	8	0	8	150	* AG	475	3.3	.0	10.0	
N. SB-Depart	*	-8	0	-8	-150	* AG	210	3.3	.0	10.0	
O. EB-Depart	*	0	-16	150	-16	* AG	1515	3.4	.0	18.0	
P. WB-Depart	*	0	10	-150	10	* AG	1595	3.5	.0	14.0	

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 2

JOB: Rocklin-Scenario 4-Sunset (pm)
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M)		
	*	X	Y	Z
1. Recpt 1	*	17	21	1.8
2. Recpt 2	*	-17	21	1.8
3. Recpt 3	*	-17	-25	1.8
4. Recpt 4	*	17	-25	1.8
5. Recpt 5	*	21	25	1.8
6. Recpt 6	*	-21	25	1.8
7. Recpt 7	*	-21	-29	1.8
8. Recpt 8	*	21	-29	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	*	BRG (DEG)	* PRED CONC (PPM)	*	CONC/LINK (PPM)							
	*	(DEG)	(PPM)	*	A	B	C	D	E	F	G	H
1. Recpt 1	*	250.	* 1.4	*	.0	.0	.0	.1	.0	.1	.1	.3
2. Recpt 2	*	104.	* 1.4	*	.0	.0	.0	.2	.0	.3	.0	.0
3. Recpt 3	*	8.	* 1.4	*	.0	.0	.0	.3	.0	.3	.0	.4
4. Recpt 4	*	281.	* 1.5	*	.2	.0	.1	.0	.0	.0	.1	.6
5. Recpt 5	*	247.	* 1.2	*	.0	.0	.0	.1	.0	.1	.1	.2
6. Recpt 6	*	106.	* 1.2	*	.0	.0	.0	.2	.0	.2	.0	.0
7. Recpt 7	*	11.	* 1.3	*	.0	.0	.0	.2	.0	.3	.0	.3
8. Recpt 8	*	285.	* 1.2	*	.1	.0	.1	.0	.0	.0	.1	.5

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CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 2

JOB: Rocklin-Scenario 4-Pleasant (pm)
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M)		
	*	X	Y	Z
1. Recpt 1	*	29	25	1.8
2. Recpt 2	*	-29	25	1.8
3. Recpt 3	*	-29	-25	1.8
4. Recpt 4	*	29	-25	1.8
5. Recpt 5	*	33	29	1.8
6. Recpt 6	*	-33	29	1.8
7. Recpt 7	*	-33	-29	1.8
8. Recpt 8	*	33	-29	1.8

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	*	BRG (DEG)	* PRED CONC (PPM)	*	CONC/LINK (PPM)							
	*			*	A	B	C	D	E	F	G	H
1. Recpt 1	*	191.	* 2.3	*	.2	1.0	.4	.0	.0	.0	.0	.0
2. Recpt 2	*	159.	* 1.9	*	.1	.4	.1	.0	.2	.1	.0	.0
3. Recpt 3	*	72.	* 2.5	*	.0	.3	.1	.0	.0	.0	.0	.1
4. Recpt 4	*	277.	* 2.4	*	.1	.7	.4	.0	.0	.0	.1	.3
5. Recpt 5	*	193.	* 2.0	*	.2	.9	.4	.0	.0	.0	.0	.0
6. Recpt 6	*	156.	* 1.7	*	.1	.4	.1	.0	.1	.0	.0	.0
7. Recpt 7	*	67.	* 2.0	*	.0	.3	.0	.0	.0	.0	.0	.1
8. Recpt 8	*	280.	* 2.1	*	.1	.6	.3	.0	.0	.0	.1	.2

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 3

JOB: Rocklin-Scenario 4-Pleasant (pm)
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	*	CONC/LINK							
		I	J	K	L	M	N	O	P
1. Recpt 1	*	.0	.2	.0	.0	.1	.0	.0	.0
2. Recpt 2	*	.2	.0	.0	.0	.0	.4	.0	.1
3. Recpt 3	*	.8	.2	.0	.0	.0	.4	.2	.0
4. Recpt 4	*	.6	.0	.0	.0	.0	.2	.0	.0
5. Recpt 5	*	.0	.2	.0	.0	.0	.1	.0	.0
6. Recpt 6	*	.1	.0	.0	.0	.0	.3	.0	.0
7. Recpt 7	*	.5	.2	.0	.0	.0	.4	.1	.0
8. Recpt 8	*	.5	.0	.0	.0	.0	.2	.0	.0



CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 1

JOB: Rocklin-Scenario 4-Sunset/W.Stanford
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (M)
 BRG= WORST CASE VD= .0 CM/S
 CLAS= 7 (G) VS= .0 CM/S
 MIXH= 1000. M AMB= .0 PPM
 SIGTH= 10. DEGREES TEMP= 7.5 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* X1	* Y1	* X2	* Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. NB-Thru	12	-150	12	0	AG	610	8.1	.0	26.0
B. SB-Thru	-14	150	-14	0	AG	910	8.1	.0	30.0
C. EB-Thru	-150	-12	0	-12	AG	1500	8.7	.0	26.0
D. WB-Thru	150	14	0	14	AG	1025	8.1	.0	30.0
E. NB-Depart	12	0	12	150	AG	1455	3.5	.0	26.0
F. SB-Depart	-14	0	-14	-150	AG	190	3.3	.0	30.0
G. EB-Depart	0	-12	150	-12	AG	1780	3.7	.0	26.0
H. WB-Depart	0	14	-150	14	AG	620	3.3	.0	30.0

III. RECEPTOR LOCATIONS

RECEPTOR	* X	* Y	* Z
1. Recpt 1	23	27	1.8
2. Recpt 2	-27	27	1.8
3. Recpt 3	-27	-23	1.8
4. Recpt 4	23	-23	1.8
5. Recpt 5	27	31	1.8

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6. Recpt 6	*	-31	31	1.8
7. Recpt 7	*	-31	-27	1.8
8. Recpt 8	*	27	-27	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 2

JOB: Rocklin-Scenario 4-Sunset/W.Stanford
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	* * BRG * (DEG)	* PRED * CONC * (PPM)	CONC/LINK (PPM)									
			A	B	C	D	E	F	G	H		
1. Recpt 1	* 248.	* 1.3	* .0	* .2	* .5	* .3	* .3	* .0	* .0	* .0	* .0	
2. Recpt 2	* 102.	* 1.2	* .0	* .3	* .0	* .5	* .1	* .0	* .1	* .0	* .0	
3. Recpt 3	* 75.	* 1.3	* .1	* .0	* .6	* .3	* .0	* .0	* .3	* .0	* .0	
4. Recpt 4	* 277.	* 1.4	* .2	* .0	* .9	* .0	* .0	* .0	* .2	* .0	* .0	
5. Recpt 5	* 247.	* 1.2	* .0	* .2	* .4	* .2	* .2	* .0	* .0	* .0	* .0	
6. Recpt 6	* 105.	* 1.1	* .0	* .3	* .0	* .4	* .1	* .0	* .2	* .0	* .0	
7. Recpt 7	* 70.	* 1.2	* .1	* .0	* .5	* .3	* .0	* .0	* .3	* .0	* .0	
8. Recpt 8	* 282.	* 1.3	* .2	* .0	* .8	* .0	* .0	* .0	* .2	* .0	* .0	

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CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 1

JOB: Rocklin-Scenario 4-Sioux/W.Stanford
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 0. (M)
 BRG= WORST CASE VD= .0 CM/S
 CLAS= 7 (G) VS= .0 CM/S
 MIXH= 1000. M AMB= .0 PPM
 SIGTH= 10. DEGREES TEMP= 7.5 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* X1	* Y1	* X2	* Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. NB-Thru	8	-150	8	0	AG	595	8.1	.0	18.0
B. SB-Thru	-8	150	-8	0	AG	1180	9.3	.0	18.0
C. EB-Thru	-150	-14	0	-14	AG	1465	8.1	.0	30.0
D. WB-Thru	150	12	0	12	AG	445	8.1	.0	26.0
E. NB-Depart	8	0	8	150	AG	1065	15.5	.0	18.0
F. SB-Depart	-8	0	-8	-150	AG	70	3.3	.0	18.0
G. EB-Depart	0	-14	150	-14	AG	1360	3.5	.0	30.0
H. WB-Depart	0	12	-150	12	AG	1190	3.4	.0	26.0

III. RECEPTOR LOCATIONS

RECEPTOR	* X	* Y	* Z
1. Recpt 1	17	25	1.8
2. Recpt 2	-17	25	1.8
3. Recpt 3	-17	-29	1.8
4. Recpt 4	17	-29	1.8
5. Recpt 5	21	29	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 2

JOB: Rocklin-Scenario 4-Sioux/W.Stanford
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	* * BRG * (DEG)	* PRED * CONC * (PPM)	CONC/LINK (PPM)							
			A	B	C	D	E	F	G	H
1. Recpt 1	* 347.	* 2.4 *	.0	.4	.0	.0	2.0	.0	.0	.0
2. Recpt 2	* 16.	* 1.9 *	.0	1.2	.0	.0	.7	.0	.0	.0
3. Recpt 3	* 12.	* 2.1 *	.0	.7	.6	.0	.8	.0	.0	.0
4. Recpt 4	* 351.	* 2.2 *	.3	.4	.0	.1	1.2	.0	.2	.0
5. Recpt 5	* 246.	* 1.8 *	.0	.4	.4	.0	.8	.0	.0	.2
6. Recpt 6	* 21.	* 1.6 *	.0	.9	.0	.0	.7	.0	.0	.0
7. Recpt 7	* 14.	* 1.9 *	.0	.6	.5	.0	.7	.0	.0	.0
8. Recpt 8	* 347.	* 1.9 *	.1	.4	.0	.0	1.0	.0	.2	.0

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Appendix E

Policy Regarding Land Use Air Quality Mitigation Funds



POLICY
REGARDING
LAND USE AIR QUALITY MITIGATION FUNDS

It is the Policy of the Placer County Air Pollution Control District to receive and distribute air quality mitigation funds pursuant to the guidelines listed below:

Guidelines

- The District shall continue to consider permanent on-site air quality mitigation the preferred method of reducing a project's emissions. However, if sufficient measures cannot be implemented on-site to adequately reduce a project's emissions, then payment into the District's Offsite Air Quality Mitigation Fund is preferred. The District shall continue to allow new development projects to contribute into the District's Offsite Air Quality Mitigation Fund as a means to offset air quality impacts from their development.
- The District shall continue to calculate the amount of the payment into the Offsite Air Quality Mitigation Fund as follows:

Aggregating the project's pollutants of concern (e.g. ozone precursor emissions over the ozone season of May-October) and applying a cost effectiveness factor (currently \$10,000 per ton) to calculate the funds required to attain the reduction through an offsite emission reduction program. The cost effectiveness factor may be adjusted to reflect current emission reduction market conditions, as reported by the California Air Resources Board.

Sample Calculation - A project is estimated to result in daily nitrogen oxide emissions of 430 pounds per day X 180 days per ozone season / 2000 pounds per ton X \$10,000 per ton to reduce emissions through offsite program = \$387,000

- An emission reduction project is eligible for mitigation funding only if the source of the emissions reduction (public or private project) is not required by existing State or federal law to reduce its emissions to the levels proposed by the project.
- The source of the emissions reduction is located within Placer County and for ozone

precursor emission reductions the source operates primarily within the Sacramento Valley Non-attainment Area.

- For pollutants to be reduced that are of localized concern (particulate matter, carbon monoxide) it is preferred that the location of the emissions reduction be as close as possible to the project that is to be mitigated.
- The type of emissions to be reduced (i.e. PM10, Ozone Precursors) are of the same type as those emissions for which the Air Quality Mitigation Fee was paid.
- Leveraging of the mitigation funds to reduce the direct contribution of mitigation funds to achieve emission reductions is preferred.
- Examples of the types of emissions reduction projects that may be qualifying :
 - A. Provide monetary incentives to homeowners to replace high polluting non-EPA certified woodstoves with new EPA certified low emission wood, pellet or gas burning appliances.
 - B. Purchase wood chippers for the California Department of Forestry and Fire Protection and or local fire departments to be used in a residential chipper program.
 - C. Provide monetary incentives to local transit operators, public and private owners of heavy duty diesel on-road trucks and off-road equipment to replace older high emission diesel engines with new, low emission diesel or compressed/liquefied natural gas engines.
 - D. Provide funding for regional air quality improvement programs such as the "Mow Down" program implemented by the Sacramento Metropolitan Air Quality Management District.
 - E. Use as matching funds to obtain "Carl Moyer" funding for public and private air quality improvement projects.
 - F. Provide monetary incentives to the agriculture industry to replace high polluting diesel powered water pumps with new cleaner burning diesel or natural gas powered agriculture pumps.

Adopted by the PCAPCD Board of Directors on December 14, 2000