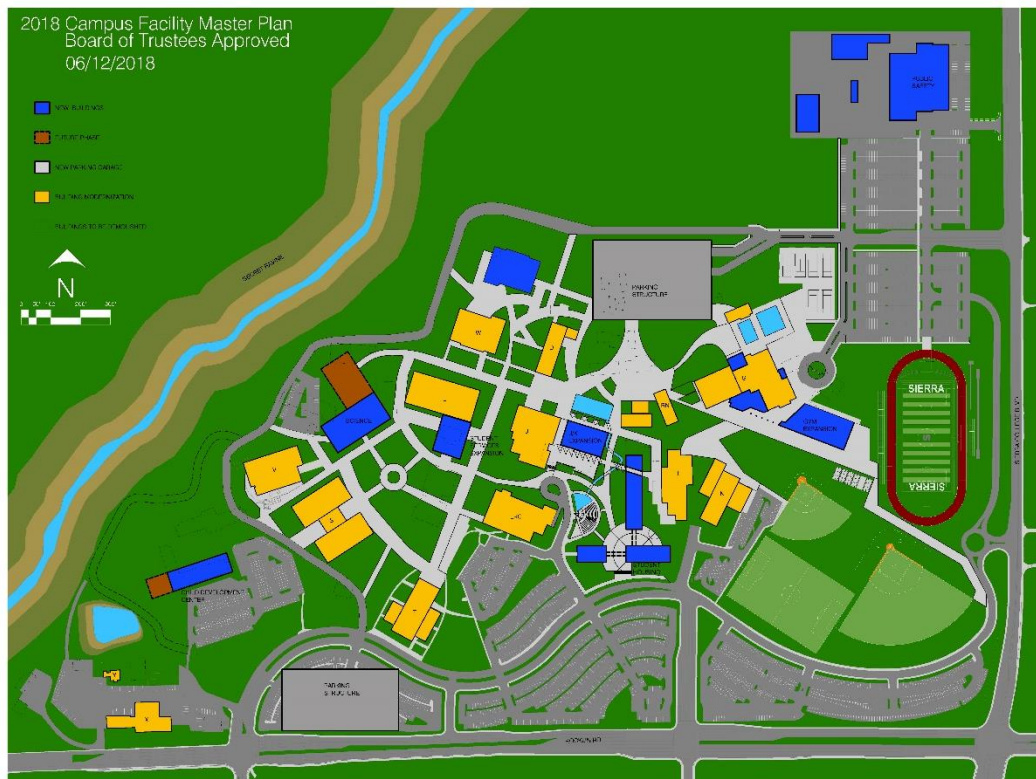


DRAFT
ENVIRONMENTAL IMPACT REPORT

SIERRA JOINT COMMUNITY COLLEGE DISTRICT
SIERRA COLLEGE ROCKLIN CAMPUS
FACILITIES MASTER PLAN
(SCH #2014042088)



NOVEMBER 2018



DRAFT ENVIRONMENTAL IMPACT REPORT

SIERRA COLLEGE ROCKLIN CAMPUS FACILITIES MASTER PLAN (SCH #2014042088)

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November 2018

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CHAPTER 1 - EXECUTIVE SUMMARY

1.1 - Introduction

Under the California Environmental Quality Act (CEQA), when discretionary projects are undertaken by public agencies, an Environmental Impact Report (EIR) is required if the Lead Agency determines that the project may cause a significant environmental impact. This was concluded by the Notice of Preparation (NOP) prepared and published for this project on October 6, 2018 (Appendix A). Comments received during the Notice of Preparation circulation period follow the NOP in Appendix A.

The purpose of an EIR is to provide full disclosure of the potentially significant environmental effects of the project to the public and the decision-makers and explore the means to mitigate (i.e., reduce, avoid, or eliminate) those impacts through mitigation measures or alternatives to the project. CEQA intends that preparation of an EIR shall be a public process that provides meaningful opportunities for public input with regard to environmental effects.

Section 15123 of the CEQA Guidelines requires that an EIR contain a brief summary of the proposed action and its consequences. This Executive Summary is required to identify the following: 1) each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect; 2) areas of controversy known to the Lead Agency including issues raised by agencies and the public; and 3) issues to be resolved including the choice among alternatives and whether or how to mitigate the significant effects.

This EIR will be used as both a project-level EIR and a program EIR, depending on the future individual projects in question. As explained below and again in section 2.1, the EIR provides project-level coverage for “near-term” projects but provides only programmatic coverage for “long-term projects.” For the latter types of projects, further environmental review in the form of site-specific mitigated negative declarations or EIRs may be required, depending on the outcome of site-specific analyses addressing whether this EIR sufficiently covers the impacts and required mitigation for such projects. (See CEQA Guidelines, § 15168, subd. (c).)

1.2 - Project Location

The Sierra College Rocklin Campus (Campus) is located at the eastern edge of the Sacramento Valley, along I-80, approximately 21 miles northeast of Sacramento and 14 miles southwest of Auburn (see Figures 3-1 and 3-2). The Campus sits on the edge of urbanized land and lower density, agricultural residential land entirely within the City of Rocklin, Placer County, CA. The main campus is bounded by I-80, Rocklin Road, and Sierra College Boulevard on three sides. The District owns two additional parcels, across Rocklin Road and across Sierra College Boulevard, totaling 108 acres. While the entire campus consists of approximately 300 acres, the Facilities Master Plan (FMP) focuses solely on the facility planning and site development of the primary 192 acres.

1.3 - Project Description

Sierra College, Rocklin Campus is the Lead Agency for the preparation of the Project and Program EIR for their 2018 FMP. The student population on the Rocklin Campus is growing. Projections confirm that growth will continue for the foreseeable future. The FMP is structured to accommodate this long-term increase in student demand through the phasing and scale of the projects to be constructed through the 20-year time horizon of the Plan.

The intent of the FMP is to address anticipated increases in student population, update classroom and campus technology, and implement building and site improvements needed on the Campus. The FMP describes a 20-year, conceptual development program, which includes demolition of certain existing structures, construction of new structures, and rehabilitation of numerous existing structures. FMP components include both “near-term projects” and “long-term projects.” Near-term projects are those that Sierra College anticipates will be funded within a period of approximately five years and are considered to have a higher degree of certainty than other components in the FMP. These near-term projects will be analyzed at the project level and include the following:

- Parking garage;
- Infrastructure improvements – north side of Campus;
- New instructional building;
- Modernization of Weaver Hall; and
- Gymnasium modernization.

The remaining long-term projects will be analyzed at the program level. Collectively, the near-term projects (analyzed at a project level) and long-term projects are referred to as the FMP or Project. Please refer to Chapter 2, Introduction, for a discussion of the difference between project- and program-level analyses and their CEQA implications.

1.4 - Project Components

The overall proposed Project addressed in this EIR is referred to as the FMP. Buildings have not yet been designed, and detailed floor plans, elevations, materials, and colors will be determined during the design review process. The proposed Project is comprised of the following preliminary components including the five near-term projects, to be evaluated on a project level, and the long-term projects, evaluated on a programmatic level in this EIR.

1.4.1 - PARKING GARAGE

This project will build a new parking structure on the northern edge of the developed campus, west of the campus tennis courts and east of the new instructional building. This multi-story structure will be approximately 50 feet in height with a capacity up to 1,500 vehicles.

1.4.2 - INFRASTRUCTURE IMPROVEMENTS – NORTH SIDE OF CAMPUS

This project will upsize or replace, as needed, utility and technology services to and around the existing northside of campus and will provide the necessary utility and technology infrastructure to the new campus facilities. The infrastructure services include electrical service, low voltage (data) service, water service (potable and non-potable), sanitary sewer, and storm water systems.

1.4.3 - NEW INSTRUCTIONAL BUILDING

This project will construct a multi-story classroom building between Weaver Hall and the northern edge of the developed campus. It will consolidate and replace the classrooms, labs, and office spaces in Buildings B, C, M, Mt, E, F, and Dts, which will be demolished following Project completion. Although the square footage of the new structure will be approximately equal to the buildings demolished, the new building will be two story, so that the footprint will be smaller.

1.4.4 - MODERNIZATION OF WEAVER HALL

This project will modernize the two-story, 32,641 gross square feet (GSF) Weaver Hall. Weaver Hall was built in 1971 and has had no renovations since its construction. The modernized building will provide current technology instructional spaces and be brought up to current accessibility and building code requirements.

1.4.5 - GYMNASIUM MODERNIZATION

Existing PE facilities at the Campus include a gymnasium, locker rooms, classrooms, and a weight room (G and Gt Buildings; see Figure 3-5); 25-yard lap pool; diving pool; five tennis courts; football, baseball, softball, and soccer fields, and four beach volleyball courts. This project will modernize the existing 57-year old gym buildings and add an additional building, which will allow for the consolidation of the PE classes currently taught in five portable buildings.

1.4.6 - LONG-TERM PROJECTS

- **Student Union:** This project will renovate and update the current Rocklin Campus cafeteria, bookstore, and student engagement center spaces into a student union;
- **Science Building Phase 1:** This project will build the first phase of the new science building, a 50,000 GSF facility which will consolidate and replace the classrooms and labs in Sewell Hall and the four St and three at portable buildings;
- **Student Housing:** This project will construct a new student housing building on the Campus with 350 to 400 beds, most likely a combination of traditional double occupancy rooms on a common hallway, and multi-bedroom suites with double and single occupancy bedrooms;
- **Public Training Safety Center:** The highly popular public safety programs have never had a home on the Rocklin Campus. This project will establish the first Public Safety

Training Center on the Rocklin Campus for the Administration of Justice, Health Science, and Fire Technology programs;

- **Winstead Modernization:** Most Student Services functions are currently located in the Winstead Hall, Administration, Campus Center/Dining, Bookstore, and Learning Center buildings; however, related services are also scattered throughout the Campus. This project will modernize and expand the primary Student Services building on the Rocklin campus, Winstead Hall, allowing for the consolidation of the most critical student support services.
- **West Placer – CSUS Transfer Center:** This locally funded project will establish a Sierra College presence on the future CSUS satellite campus in western Placer County. The Sierra College Building will be approximately 30,000 GSF;
- **Performing Arts Modernization/Expansion:** This project will modernize the Dietrich Theater on the Rocklin Campus, and expand the facility to incorporate the functions of the music building (D Bldg.) into an integrated performing arts building;
- **Infrastructure – South Side of Campus:** This project will upsize or replace, as needed, utility and technology services to and around the existing southside of campus;
- **Vocational Modernization:** This project will modernize the current automotive technology and woods/metals technology instructional buildings that total 36,700 GSF;
- **Additional Building Modernizations:** All remaining instructional and support buildings will be modernized. The buildings would be upgraded for compliance with current building and ADA codes. Chapter 2 provides a complete list of buildings to be modernized;
- **Demolition:** The FMP includes the demolition of most of the temporary and portable buildings, in addition to nine permanent structures. The permanent buildings are shown in Figure 3-5, and include various uses; administration (Bldgs. A and U), academic (Bldgs. B, C, and M), art (Bldg. E), agriculture (Bldg. I), and dormitory (Bldg. Z);
- **Open Areas:** The FMP features a new open space in the heart of the Campus, encouraging a communal campus atmosphere. Located where the A Building currently stands, the FMP proposes an expansive courtyard with an amphitheater style setting along the north side of the courtyard, providing students with terraced seating overlooking a centralized water feature; and
- **Nature Area:** The nature area is a unique biological asset to the Rocklin Campus and a rare feature for a community college campus. Many disciplines use this outdoor space for educational purposes. To preserve the uniqueness of the nature area, it is the desire of the FMP task force to minimize encroachment of new development, both in size and nature of impact, into this portion of the Campus.

In addition to the improvements, modernization, and new construction planned to meet the needs of increasing enrollment, the College plans to make improvements to the circulation on the Campus and at intersections with Rocklin Road and Sierra College Boulevard. Improvements will include:

- **Campus Drive:** Campus Drive is proposed as a five-lane cross section to accommodate the future travel demand. This was done, in part, to provide direct access to a second future parking garage on the south side of campus. At the west entrance, two left turn lanes are recommended from east bound Rocklin Road onto Campus Drive, and the creation of a new right turn pocket on west bound Rocklin Road onto Campus Drive. At the east entrance, two left turn lanes are also recommended from Rocklin Road onto Campus Drive, along with the creation of a new right turn pocket on west bound Rocklin Road onto Campus Drive;
- **Stadium Drive:** The FMP describes widening and extending the stadium entrance to accommodate the additional traffic associated with the 1,500-space parking garage, which will be located east of the proposed new instructional building. The entrance would consist of five lanes as it runs through the existing J and K Lots and then it would narrow to two lanes as it continues westerly to the new garage;
- **Rocklin Road:** Along Rocklin Road, the plan calls for enlarging both the east (Havenhurst Circle) and west (El Don Drive) entrances by adding new lanes at each entrance, which would greatly improve the flow of traffic both on and off Campus;
- **Sierra College Boulevard:** Rocklin Road is currently used to access the Campus by approximately 78 percent of students. The addition of the parking garage with its central campus location will encourage students to use the Sierra College Boulevard as their main campus access/egress. This plan seeks to take advantage of currently available roadway capacity at the I-80/Sierra College Boulevard interchange through parking garage placement, campus access provisions, and on-campus circulation;
- **Parking Facilities:** Currently, the Rocklin Campus has a total of approximately 4,330 spaces. The FMP contains plans to increase parking to approximately 6,830 spaces, including the addition of two parking structures; and
- **Bicycle and Pedestrian Circulation:** There are no bike lane or bike path connections into the Campus, and no dedicated bicycle facilities along Campus Drive. There are existing pedestrian facilities, comprised of sidewalks and crosswalks, present throughout much of the campus, although the system lacks continuity, best practice pedestrian treatments, and other key pedestrian linkages. Sierra College developed an American's with Disabilities Act (ADA) Transition Plan in 2014 (updated in 2017) that is used to guide annual campus-wide ADA compliance efforts. As the FMP is implemented, building and path of travel improvements will be included.

1.4.7 - PHASING

The Project is proposed to be developed throughout the 20-year FMP, with near-term projects planned within the next five years as funding becomes available. Long-term projects would be planned for five or greater years in the future. Because the schedule for construction of these projects is dependent on funding availability, these projects are less certain to occur than the near-term projects.

1.4.8 - SITE PLAN AND TIMING

Projects are located throughout the main portion of the Rocklin Campus, with new construction to occur primarily on the northern portion in the near term. The concentration

on improvements to circulation and infrastructure, and the new buildings on the part of Campus is intention, with one objective to encourage students to use the Stadium Drive/Sierra College Boulevard entrance and exit.

The near-term improvements will combine administrative functions, improve academic facilities and technology, provide additional parking, and will upgrade infrastructure to allow the campus to become more energy efficient.

1.5 - Background and Characteristics

The Campus consists of 57 buildings totaling 616,857 GSF. Included as buildings are classrooms, offices, lobbies, storage, and similar campus uses, as well as out-buildings, sports field buildings (announcer stands, team rooms), maintenance buildings, and other uses.

The Rocklin Campus opened in 1961 with an enrollment of 1,500 students and growth was immediate. By the end of the 1960s, the Campus included 100 full-time faculty members, nine new Campus buildings, and enrollment was nearly 4,000 students. New facilities were continuously constructed throughout the decades. By 2013, the Rocklin Campus enrollment was 14,300 students. In addition to the Campus in Rocklin, CA, the District also serves students from campuses in Roseville, Truckee, and Grass Valley, CA.

During fall 2014, the College Research Office determined that the Rocklin Campus served as many as 6,000 students at any given time during peak times of day, Monday through Thursday.

1.6 - Potential Areas of Concern or Controversy and Issues to be Addressed

Scoping meetings were held on October 26, 2017 to accept comments on the scope of the Draft EIR. The public review period was open from October 6 through November 6, 2017. It should also be noted that a Notice of Preparation (NOP) was prepared in 2013 for an earlier version of the FMP, and that some agencies that commented on that NOP reiterated their concerns during the 2017 scoping period (included below). Although College staff, the site architect, and QK were on site for the 2017 scoping meetings, no one from public agencies was present. Based on the NOP and comments received during the scoping process, the following were identified as potential areas of concern (these are described in greater detail in Chapter 2).

- Traffic, especially traffic along Rocklin Road and intersections leading into nearby neighborhoods, as well as at the Rocklin Road/I-80 interchange;
- Potential impacts to the nature area at the northern end of the campus;
- Potential impacts to Secret Ravine, west and south of the campus;
- Wastewater and stormwater issues, including amounts to be generated/dischARGE and associated rates and fees;
- Public transit and bicycles;
- Parking facilities; and
- Removal of oak trees.

1.7 - Unavoidable Significant Environmental Impacts

1.7.1 - CULTURAL RESOURCES

Impact #4.4-a: Would the Project Cause a substantial adverse change in the significance of an historical resource as defined in Section 15064.5? The College includes a number of buildings constructed since the 1970s. Structures planned for demolition or modification in the long-term will meet the 50-year age criterion during that time. If any meet the criteria to qualify as historic resources and the District decides to move ahead with modification or demolition, the impact would be *significant and unavoidable*.

1.7.2 - GREENHOUSE GAS EMISSIONS

Impact #4.6-a: Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? Implementation of the proposed Project would contribute to increases of GHG emissions that are associated with global climate change. The model quantifies direct GHG emissions from construction and operation (including vehicle use), as well as indirect GHG emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. Their incremental contribution to global climatic change could be considered *significant and unavoidable*. The proposed Project could potentially generate direct and/or indirect GHG emissions that may have a *significant cumulative* impact on the environment.

1.7.3 - TRAFFIC AND TRANSPORTATION

The Project would result in unavoidable significant impacts regarding conflicts with applicable plans and policies and decrease the performance of public transit.

Impact #4.13-a: Would the Project Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation? The Project would cause significant impacts at City of Rocklin intersections under existing plus project conditions, because there is a lack of capacity at the I-80/Rocklin interchange, particularly the westbound left-turn movement onto westbound I-80. Implementation of mitigation measures would reduce impacts, but because level of impacts cannot be measured, impacts would remain *significant and unavoidable*.

Impact #4.13-f: The Project Would Not Conflict with Adopted Policies, Plans, or Programs Regarding Public Transit, Bicycle, or Pedestrian Facilities, or Otherwise Decrease the Performance or Safety of Such Facilities. The Project would add travel time to transit vehicles operating along Rocklin Road during peak hours, which could adversely effect on-time bus service. Implementation of mitigation measures would reduce impacts, but because level of impacts cannot be measured, impacts would remain *significant and unavoidable*.

1.8 - Cumulative Impacts

Cumulative impacts would occur to Cultural Resources, Greenhouse Gas Emissions, Noise, and Traffic and Transportation.

Although not likely, construction activities associated with the proposed Project could contribute to the cumulative loss of historical, and archaeological resources result in adverse cumulative impacts. With implementation of MM CUL-1, CUL-2 and CUL-4, cumulative impacts on these resources and buried human remains including those interred outside of formal cemeteries resulting from the Project construction would be less than cumulatively considerable. Of those buildings that reach the 50-year age requirement for consideration as an historic resource during the 20-year FMP, few, if any, would qualify as an historic resource. However, if the District should decide to alter or demolish a structure that has been determined to be an historic resource, the impact would be significant and unavoidable. The Project would contribute to cumulatively significant impacts when considered with other past, present, and proposed future projects. Therefore, impacts of the proposed Project would be *cumulatively considerable*.

Unlike criteria air pollutants, GHGs are global pollutants that are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one year to several thousand years). The quantity of GHGs that it takes to ultimately result in climate change is not precisely known; however, it is clear that the quantity is enormous, and no single Project alone would measurably contribute to a noticeable incremental change in the global average temperature, or to global, local, or micro climate. Therefore, from the standpoint of CEQA, GHG impacts to global climate change are inherently cumulative. This fact has been emphasized by the California Supreme Court. “[B]ecause of the global scale of climate change, any one project's contribution is unlikely to be significant by itself. Implementation of the proposed Project would contribute to increases of GHG emissions that are associated with global climate change. The model quantifies direct GHG emissions from construction and operation (including vehicle use), as well as indirect GHG emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. The PCAPCD concluded that existing science is inadequate to support quantification of impacts that project-specific GHG emissions may have on global climatic change and that the effects of project-specific GHG emissions are essentially cumulative, and unless reduced or mitigated, their incremental contribution to global climatic change could be considered significant. The proposed Project could potentially generate direct and/or indirect GHG emissions that may have a *significant cumulative* impact on the environment.

The Environmental Noise Analysis prepared for the Project analyzed future cumulative conditions (Appendix H). A total of 14 existing roadway segments were evaluated, and it was determined that the Project-related traffic noise level increase relative to existing traffic noise levels without the Project would not be noticeable. However, because the existing noise level (baseline) already exceeds the threshold, the Project's contribution to the cumulative noise environment is considerable. The Project would make a cumulatively considerable contribution to a cumulative impact in connection with impacts from past, present, or

reasonably foreseeable future projects. Impacts, with implementation of mitigation, would be *cumulatively considerable*.

The Project would cause significant impacts at both City of Rocklin and Caltrans intersections under cumulative plus project conditions. Here the addition of trips would result in a westbound Rocklin Road vehicular queue spillback, impacting upstream Rocklin intersections. The Project would cause significant and unavoidable impacts during the PM peak hour under existing plus approved projects plus project conditions at Rocklin Road and the following intersections: Granite Drive, Aguilar Road, El Don Drive/Campus Drive, and Sierra College Boulevard. The Project would exacerbate queuing deficiencies on the I-80 eastbound Sierra College Boulevard off-ramp under cumulative plus project conditions and would cause the Sierra College Boulevard diagonal eastbound on-ramp merge movement to worsen. These are considered significant impacts.

Because the effectiveness of the TDM strategies to be implemented as mitigation are difficult to measure and results are unknown, this impact is considered significant and unavoidable for the six intersections along Rocklin Road and one intersection along Sierra College Boulevard, and for the transit service along Rocklin Road. Although the Project could contribute a fair share payment for its increase in traffic at the two intersections in the Town of Loomis, such a payment would not ensure that the specified improvements would be constructed because the remaining funding for the improvements has not been identified. Therefore, this impact is considered *significant and unavoidable*.

1.9 - Alternatives to the Project

This EIR includes an evaluation of the alternatives described below. These alternatives are compared with the proposed Project. For each resource topic there is a description of how the potential environmental impact compares to that of the proposed Project. The difference is characterized as either less impact, similar impact, or greater impact. An analysis of the comparative environmental superiority of the various alternatives is provided, as required by CEQA. The threshold criteria used in Chapter 4 (derived from Appendix G of the CEQA Guidelines) is also used to judge the significance of and compare the impact conclusions related to each criterion for the Project versus each alternative.

1.9.1 - No PROJECT

For this analysis, the No Project Alternative is the continuation of the existing Rocklin Campus FMP. Under this Alternative, the status quo would be maintained, and the College would continue to operate without a formally adopted Facilities Master Plan. The current enrollment of 14,300 (2013) would be maintained, and no new facilities that would accommodate increased enrollment would be constructed. The only construction permitted would be rehabilitation and replacement of existing facilities without classroom construction that would accommodate additional enrollment.

Without an adopted FMP, the District would assume that improvements, such as the replacement of temporary buildings, or road widening and parking lot expansion would not

occur. Instead, only maintenance projects and improvements to infrastructure not based on enrollment (e.g., ongoing maintenance and upgrades to existing infrastructure) would continue to occur to ensure the College was compliant with safety and building codes. Improvements to the College's technology, including computers, servers, and associated technology and research facilities would occur as funding permitted.

the No Project alternative has the fewest impacts to the Project area: impacts to all resources and issues are **Less** than impacts from the Proposed Project alternative, except one. That one is cultural resources, and impacts would be the same for cultural resources under either of these alternatives.

1.9.2 - SITE PLAN ALTERNATIVE

The District considered a Facilities Master Plan that provided a different outlay for new construction and included a different set of short-term and long-term projects than the proposed Project Alternative. Under the Site Plan Alternative, short-term projects, compared with the proposed Project Alternative, are 1) the new dormitory will be located west of Lot J near the nature area and not mid-campus, to be accessed from Sierra College Drive and Stadium Drive; 2) the new science building will be located at the northwest corner of the campus along the service road, not among other instructional buildings at the west end of the campus; and 3) the instructional building will be located at the western end of campus. Under both scenarios, the north parking structure and north-side infrastructure improvements remain the same, and both occur during the short term. The Site Plan Alternative site plan encourages students to use the Sierra College Boulevard access both the new dormitory and new parking, in an effort to reduce traffic at the Rocklin Road access and egress driveways.

The Site Plan alternative has **Greater** impacts than the Proposed Project alternative to aesthetics; biological resources; land use and planning, recreation, and tribal and cultural resources. This alternative has **Less** impacts than the Proposed Project alternative to air quality, transportation and traffic. All other resources would have similar impacts.

1.9.3 - CONDENSED FOOTPRINT ALTERNATIVE

The District is considering an alternative to limit the new construction of the facilities planned under the proposed Project alternative that are near the nature area (North Parking Garage, Public Safety Training Center, and New Instructional Building) to the already developed campus. This alternative would relocate the north parking garage on top of K lot on the north side of Stadium Drive and relocate the Public Safety Training Center and the new Instructional Building on top of surface parking nearer to the heart of campus. The intent of this alternative is to move proposed structures from within or near the nature area to reduce impacts there. In order to do this, the Public Safety Training Center would be in Lot H, north of Rocklin Road and east of the East Entrance. The New Instructional Building would be located between the existing Theatre (Bldg T) and the Natural History Museum (Bldg S). Because a significant amount of surface parking is lost in this alternative, a third parking garage would need to be added along Rocklin Road, probably in Lot E or Lot I. This

alternative would reduce the number of classroom building improvements in order to free up funding for the additional parking garage, and this alternative would significantly impact the Rocklin Road traffic flow and viewshed.

The Condensed Footprint alternative would have *Greater* impacts to air quality, recreation, and transportation and traffic, and *Less* impact to aesthetics (less impact to the nature area but more impact from Rocklin Road and Sierra College Boulevard with tall parking structures), biological resources, cultural resources, land use and planning. All other impacts would be similar.

1.10 - Summary of Impacts and Mitigation Measures

Section 15123(b)(1) of the CEQA Guidelines provides that this summary shall identify each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect. Information regarding the significant impacts of the proposed Project and proposed mitigation measures to address those impacts is summarized in Table 1-1 Summary of Impacts and Mitigation Measures. Chapter 4 should be consulted for the full text of impacts and mitigation measures. Impacts that would be less than significant even without proposed mitigation measures are not included in Table 1-1. Where an impact is shown in the column on the far right as “less than significant,” this means that the impact would be significant without mitigation but could be mitigated to less than significant levels with the adoption of recommended mitigation measures. Where an impact is shown in the column on the far right as significant and unavoidable, this means that the impact will remain significant even with the adoption of all proposed mitigation measures.

Immediately following Table 1-1 is Table 1-2, which is identical to Table 7-1 from Chapter 7 (Significance of Environmental Effects under Alternatives Compared to proposed Project). Table 1-2 identifies each of the Alternatives described earlier and each of the environmental effects identified for the proposed Project, and then indicates whether for each Alternative, the impact would be less than significant without mitigation, less than significant with mitigation, or significant and unavoidable, even with the adoption of all proposed mitigation. The table also indicates whether, as compared with the proposed Project, the impacts of an Alternative would be of the same severity, lesser severity, or greater severity. Although it is duplicative to include this same table twice within this Draft EIR, the placement here of Table 1-2 is necessary to satisfy the requirements of CEQA Guidelines Section 15132(b)(1).

**Table 1-1
Summary of Impacts and Mitigation Measures**

Impact #	Mitigation Measure(s)	Level of Significance
AESTHETICS		
Impact #4.1-c – Impacts to existing visual character or quality of the site surroundings	Implement MM BIO-8.	Less than significant
BIOLOGICAL RESOURCES		
Impact #4.3-a – Impact to any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service	<p>MM BIO-1 (Western pond turtle): A qualified biologist shall conduct a preconstruction survey for the western pond turtle within three days before commencement of ground-disturbance activity in areas where there is a potential for the western pond turtle to occur. Those areas include Pond 1, Wetland 1, Ditches 1 through 5, Secret Ravine, and upland habitat (potential nesting areas) within 500 feet of those water features. If western pond turtles are identified within disturbance areas, exclusion fencing for turtles shall be installed after the turtles have vacated the disturbance area. If the turtles do not vacate the area within 24 hours, they shall be relocated at least 500 feet away from construction activities.</p> <p>The exclusion fencing shall be installed around the limits of construction activities in a manner that will prohibit turtles from re-entering the work area. The exclusion fence shall include metal flashing, 1/8-inch mesh hardware cloth, or other material such as ©Animex that is at least 24 inches tall secured to metal posts around the work area. The material shall be buried at least six inches into the ground and have a four-inch fold at the top that faces away from the construction zone. It shall be installed at an approximately 85° angle to the ground, leaning away from the construction zone. Once the fence around the construction area has been installed, the construction zone shall be examined by a qualified biologist immediately after fence installation and on a weekly basis, and any western pond turtle found within the area shall be relocated to suitable habitat at least 500 feet away from construction activities.</p>	Less than significant

Impact #	Mitigation Measure(s)	Level of Significance
	<p>A qualified biologist shall be present during the construction of the exclusion fence to ensure that the fence will serve as an effective barrier to turtles. Construction Best Management Practices (BMPs), such as installation of straw waddles around the banks of the ditches, will be implemented to preclude siltation and other water quality issues that could indirectly impact this species or its habitat. Some individuals may venture away from the existing water source and may seek shelter in and among staged construction equipment and material. To avoid impacting those individuals, no equipment or materials shall be staged within 100 feet the bank of the ditches, Pond 1, or Wetland 1, unless the staging area is within a fenced construction zone.</p> <p>MM BIO-2 (Valley elderberry longhorn beetle): For indirect impacts to VELB or its habitat, appropriate avoidance and minimization measures are required. These measures, taken from the <i>Framework for Assessing Impacts to the Valley Elderberry Longhorn Beetle</i> (2017) include:</p> <ul style="list-style-type: none"> • Fencing. During construction, all areas within 165 feet of construction will be fenced and/or flagged as close to the limits of construction as feasible. • Avoidance area. Activities that may damage or kill an elderberry shrub (e.g., trenching, paving, etc.) may need an avoidance area of at least six meters (20 feet) from the drip-line, depending on the type of activity. • Worker education. A qualified biologist will provide training for all contractors, work crews, and any onsite personnel on the status of the VELB, its host plant and habitat, the need to avoid damaging the elderberry shrubs, and the possible penalties for noncompliance. • Construction monitoring. A qualified biologist will monitor the work areas at the project site at appropriate intervals to ensure that all avoidance and minimization measures are implemented. The amount and duration of monitoring will depend on the project specifics and shall be discussed with a USFWS biologist. • Timing. As much as feasible, all activities that could occur within 165 feet of an elderberry shrub, will be conducted outside of the flight season of the VELB (which is March - July). 	

Impact #	Mitigation Measure(s)	Level of Significance
	<ul style="list-style-type: none"> • Trimming. Trimming may remove or destroy VELB eggs and/or larvae and may reduce the health and vigor of the elderberry shrub. To avoid and minimize adverse effects to VELB from trimming, trimming will occur between November and February. The removal of any branches or stems that are ≥ 1 inch in diameter will not occur. An assessment of the shrub and risk of “take” from trimming activities shall occur prior to any trimming. This assessment shall include an exit hole survey of the plant, an evaluation of the surrounding habitat, and an evaluation of the potential suitability of the plant to provide VELB habitat. Measures to address regular and/or large-scale maintenance (trimming) shall be established in consultation with the USFWS. • Chemical Usage. Herbicides will not be used within the drip-line of the shrub. Insecticides will not be used within 30 meters (98 feet) of an elderberry shrub. All chemicals will be applied using a backpack sprayer or similar direct application method. • Mowing. Mechanical weed removal within the drip-line of the shrub will be limited to the season when adults are not active (August - February) and will avoid damaging the elderberry. • Erosion Control and Re-vegetation. Erosion control will be implemented, and the affected area will be re-vegetated with appropriate native plants. <p>MM BIO-3 (Pallid bat and Townsend’s big-eared Bat): Preconstruction surveys shall be performed on the project site in areas where there is a potential for the pallid bat to roost. Survey areas shall include all mature trees with cavities within woodland or riparian habitats on the project site. Surveys shall include a daytime inspection to identify roosts, potential roosts, and signs of bat species (e.g. guano) and a subsequent flyout inspection at dusk. These surveys shall be performed between 14 and 30 days prior to construction. If bats are found to be present, then acoustical analysis shall be conducted to identify the species. If the pallid bat is determined to be roosting on the project site, roosts shall be avoided by 100 feet unless CDFW is consulted and a CDFW approved exclusion plan and CDFW approved compensatory habitat is provided.</p>	

Impact #	Mitigation Measure(s)	Level of Significance
	<p>MM BIO-4 (American badger): Because there is the potential for the American badger to occur within or near the Project, the USFWS <i>Standardized Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance</i> shall be followed (USFWS 2011, Appendix G). The measures that are listed below have been excerpted from those guidelines and would protect American badger from direct mortality. The Lead Agency or Designee should determine the applicability of these measures depending on specific construction activities and should implement and/or modify them when required through consultation with the CDFW.</p> <ul style="list-style-type: none"> • Pre-construction surveys shall be conducted no fewer than 14 days and no more than 30 days prior to the beginning of ground disturbance and/or construction activities, or any project activity likely to impact the American badger. • Project-related vehicles shall observe a daytime speed limit of 20-mph throughout the site in all project areas, except on county roads and State and federal highways; this is particularly important at night when American badger are most active. Although not anticipated for this project, night-time construction shall be minimized to the extent possible. However, if night construction should occur, then the speed limit shall be reduced to 10-mph. Off-road traffic outside of designated project areas should be prohibited. • To prevent inadvertent entrapment of American badger or other animals during the construction phase of a project, all excavated, steep-walled holes or trenches more than two-feet deep shall be covered at the close of each working day by plywood or similar materials. If the trenches cannot be closed, one or more escape ramps constructed of earthen-fill or wooden planks shall be installed. Before such holes or trenches are filled, they should be thoroughly inspected for trapped animals. • American badgers are attracted to den-like structures such as pipes and may enter stored pipes and become trapped or injured. All construction pipes, culverts, or similar structures with a diameter of 4-inches or greater that are stored at a construction site for one or more overnight periods shall be thoroughly inspected for American badgers before the 	

Impact #	Mitigation Measure(s)	Level of Significance
	<p>pipe is subsequently buried, capped, or otherwise used or moved in any way.</p> <ul style="list-style-type: none"> • All food-related trash items such as wrappers, cans, bottles, and food scraps shall be disposed of in securely closed containers and removed at least once a week from a construction or project site. • No pets, such as dogs or cats, shall be permitted on the project site to prevent harassment, mortality of American badger, or destruction of dens. • Use of rodenticides and herbicides in project areas should be restricted. This is necessary to prevent primary or secondary poisoning of American badger and the depletion of prey populations on which they depend. All uses of such compounds should observe label and other restrictions mandated by the U.S. Environmental Protection Agency, California Department of Food and Agriculture, and other State and federal legislation, as well as additional project-related restrictions deemed necessary by the Service. If rodent control must be conducted, zinc phosphide should be used because of a proven lower risk to American badger. • A representative shall be appointed by the project proponent who will be the contact source for any employee or contractor who might observe an American badger. The representative will be identified during the employee education program and their name and telephone number shall be provided to the CDFW. • An employee education program shall be conducted for any project that has anticipated impacts to American badger or other endangered species. The program shall consist of a brief presentation by persons knowledgeable in American badger biology and legislative protection to explain endangered species concerns to contractors, their employees, and military and/or agency personnel involved in the project. The program shall include the following: A description of the American badger and its habitat needs; a report of the occurrence of American badger in the project area; an explanation of the status of the species and its protection under the Endangered Species Act; and a list of measures being taken to reduce impacts to the species during project construction 	

Impact #	Mitigation Measure(s)	Level of Significance
	<p>and implementation. A fact sheet conveying this information shall be prepared for distribution to the previously referenced people and anyone else who may enter the project site.</p> <ul style="list-style-type: none"> • Upon completion of the project, all areas subject to temporary ground disturbances, including storage and staging areas, temporary roads, pipeline corridors, etc. shall be re-contoured if necessary, and revegetated to promote restoration of the area to pre-project conditions. An area subject to "temporary" disturbance means any area that is disturbed during the project, but after project completion will not be subject to further disturbance and has the potential to be revegetated. Appropriate methods and plant species used to revegetate such areas shall be determined on a site-specific basis in consultation with the CDFW and revegetation experts. • In the case of trapped animals, escape ramps or structures shall be installed immediately to allow the animal(s) to escape, or the CDFW shall be contacted for guidance. • New sightings of American badger shall be reported to the CNDDDB. A copy of the reporting form and a topographic map clearly marked with the location of where the American badger was observed shall also be provided to the CDFW. <p>MM BIO-5 (Swainson's hawk): Nesting surveys for the Swainson's hawks shall be conducted by a qualified biologist in accordance with the protocol outlined in the <i>Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley</i> (Swainson's Hawk Technical Advisory Committee 2000). If potential Swainson's hawk nests or nesting substrates are located within 0.5 mile of the Project, then those nests or substrates must be monitored for activity on a routine and repeating basis throughout the breeding season, or until Swainson's hawks or other raptor species are verified to be using them. The protocol recommends that ten visits be made to each nest or nesting site: one during January 1 to March 20 to identify potential nest sites, three during March 20 to April 5, three during April 5 to April 20, and three during June 10 to July 30. To meet the minimum level of protection for the species, surveys shall be completed for at least the two survey periods immediately prior</p>	

Impact #	Mitigation Measure(s)	Level of Significance
	<p>to ground disturbance activities. If Swainson's hawks are not found to nest within the survey area, then no further action is warranted.</p> <p>If Swainson's hawks are found to nest within the survey area during the nesting period (February 15 through September 15), active Swainson's hawk nests shall be avoided by 0.5 mile unless this avoidance buffer is reduced through consultation with the CDFW and/or USFWS.</p> <p>MM BIO-6 (Other raptors and migratory birds): A qualified biologist shall conduct a preconstruction survey on the Project site and within 500 feet of its perimeter, if construction occurs during the breeding season (February 1 to August 31). Any survey will be conducted in areas where there is a potential for nesting raptors and nesting migratory birds to occur. These areas include power poles or trees that are suitable for the establishment of nests. These areas also include non-native annual grassland habitat and un-harvested alfalfa and grain crops (which occur off-site but within 500 feet of the Project), which provide potential breeding habitat for ground-nesting birds such as the California quail (<i>Callipepla californica</i>), killdeer (<i>Charadrius vociferus</i>), western meadowlark (<i>Sturnella neglecta</i>), and northern harrier (<i>Circus cyaneus</i>). The preconstruction survey shall be performed within 30 days of construction to identify and mark active nests for avoidance.</p> <p>Active raptor nests shall be avoided by 500 feet and all other migratory bird nests shall be avoided by 250 feet. These avoidance areas shall be designated as Biologically Sensitive Areas (BSAs). The standard sizes of the BSAs may be reduced through consultation with the CDFW and/or USFWS. No construction or earth-moving activity shall occur within the BSAs until it is determined by a qualified biologist that the young have fledged (that is, left the nest) and have attained sufficient flight skills to avoid project construction zones. This typically occurs by early July, but August 31st is considered the end of the nesting period unless otherwise determined by a qualified biologist. Once raptors have completed nesting and young have fledged, the BSAs will no longer be needed and can be removed, and monitoring can be terminated.</p>	

Impact #	Mitigation Measure(s)	Level of Significance
<p>Impact #4.3-b – Impacts on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service</p>	<p>MM BIO-7 (Riparian habitat):</p> <ul style="list-style-type: none"> Riparian vegetation shall be avoided to the maximum extent practicable. All riparian habitats within 100 feet of construction activities shall be designated as BSAs. BSA limits shall be marked along the perimeters of work areas using orange construction fencing, or equivalent, and shall be maintained until construction is complete. A biologist shall oversee all clearing and grubbing activities to ensure that impacts to riparian habitats are avoided or documented. Riparian habitats that are impacted shall be restored as follows: <ul style="list-style-type: none"> All directly impacted riparian trees and shrubs that are ≥ 4 inches in DBH (as required by CDFW) shall be replaced through compensatory planting that includes in-kind replacement trees and shrubs at a 3:1 ratio. Planting on the Project site is recommended to restore and maintain the viability of the affected habitat. Off-site planting should occur only if on-site planting is not feasible. A restoration plan shall be prepared that identifies the compensatory plantings that shall be needed, the success criteria that will be acceptable, and the degree of monitoring that shall be required. At a minimum, the compensatory plantings shall be monitored and maintained for at least five years. Herbaceous layers that are removed shall be planted on exposed soil to prevent erosion and facilitate succession of the riparian habitat. <p>MM BIO-8 (Oak trees): Oak trees shall be avoided to the maximum extent practicable by implementing the following measures (Appendix D):</p> <ul style="list-style-type: none"> Tree protection fencing, consisting of four-foot tall, brightly-colored, high-visibility plastic fencing, shall be placed around the perimeter of the tree protection zone (TPZ) (dripline radius plus three feet). The TPZ is the minimum distance for placing protective fencing. Tree protection fencing shall be placed as far outside of the TPZ as possible. Signs shall be placed along the fence denoting this as a Tree Protection Zone that shall not be moved until construction is complete. In cases where proposed work infringes on the TPZ, fence shall be placed at edge of work. Whenever possible, fence multiple trees together in a single TPZ. 	<p>Less than significant</p>

Impact #	Mitigation Measure(s)	Level of Significance
	<ul style="list-style-type: none"> • Tree protection fencing shall not be moved without prior authorization from the Project Arborist. • No parking, portable toilets, dumping or storage of any construction materials, grading, excavation, trenching, or other infringement by workers or domesticated animals are allowed in the TPZ. • No signs, ropes, cables, or any other item shall be attached to a protected tree, unless recommended by an ISA-Certified Arborist. • Underground utilities shall be avoided in the TPZ, but if necessary shall be bored or drilled. If boring is impossible, all trenching will be done by hand under the supervision of an ISA-Certified Arborist. • No cut or fill within the dripline of existing native oak or landmark trees shall be allowed. If cut or fill within the dripline is unavoidable, any mitigation requirements shall be determined by the City of Rocklin. • Pruning of living limbs or roots over two inches in diameter shall be done under the supervision of an ISA-Certified Arborist. • All woody plant material smaller than six inches in diameter shall be mulched on site. Resulting mulch shall be spread in a layer four to six inches deep in the TPZ of preserved trees. Mulch shall not be placed touching the trunk of preserved trees. • At the discretion of Project supervisor and arborist, indirectly impacted trees shall be deep-watered once per month in July, August, September, and October to a soil saturation depth of 16 to 18 inches. • Appropriate fire prevention techniques shall be employed around all protected trees to be preserved. These include cutting tall grass, removing flammable debris within the TPZ, and prohibiting the use of tools that may cause sparks, such as metal-bladed trimmers or mowers. <p>To mitigate for impacts to oak trees that cannot be avoided, the Project shall either replace trees through compensatory planting or contribute moneys to a conservation/preservation fund. The State, per Section 21083.4 of the Public Resources Code, requires replacement of trees that are ≥ 5 inches in DBH. The City of Rocklin's Oak Tree Preservation Ordinance requires replacement of trees that are ≥ 6 inches in DBH. A combination of the State and Rocklin requirements will be used in the measures below to maximize</p>	

Impact #	Mitigation Measure(s)	Level of Significance
	<p>compensatory tree planting.</p> <ul style="list-style-type: none"> • All directly impacted oak trees that are between five inches and six inches DBH shall be replaced through compensatory planting of in-kind replacement trees at an appropriate ratio (typically a minimum 4:1 ratio). It is currently unknown how many trees between five inches and six inches DBH will be impacted. Prior to removal of trees at each development area, a tree survey shall be conducted to identify trees between five inches and six inches DBH that will be removed. The final number of trees to be replaced must be calculated based on the updated information gathered during these surveys. Planting on the Project site is recommended to restore and maintain the viability of the affected habitat. Off-site planting should only be permitted if on-site planting is not feasible. The compensatory plantings shall be monitored and maintained for a minimum of three years, with a maximum of seven years or until it can be shown that the plantings are successful. This measure shall not fulfill more than one-half of the mitigation required for Project impacts to oak trees. • For directly impacted oak trees that are ≥ 6 inches in DBH, the mitigation is calculated based on total trees removed multiplied by two (City of Rocklin 2006). At this rate, replacement would require 146 trees be planted using 15-gallon containers. • It is anticipated that, at full build-out of the Project, the service road improvements/widening will include changes to the footprint that could potentially impact up to 55 oak trees with DBH ≥ 6 inches. It is unknown when all improvements/widening will be done. If/when these changes occur, mitigation will follow the City of Rocklin's Tree Ordinance Guidelines. If contribution of funds is the selected mitigation measure, two contributions shall be made. • The first contribution shall be made for impacted oak trees between 5 inches and 6 inches DBH to the Oak Woodlands Conservation Fund, as established under subdivision (a) of Section 1363 of the Fish and Wildlife Code, for the purpose of purchasing oak woodlands conservation easements, as specified under paragraph (1) of subdivision (d) of that 	

Impact #	Mitigation Measure(s)	Level of Significance
	<p>section and the guidelines and criteria of the Wildlife Conservation Board. Because it is unknown how many trees between 5 inches and 6 inches DBH will be impacted, a survey prior to removal of trees at each development area shall be conducted to identify trees that will be removed. The final mitigation amount must be calculated based on the updated information gathered during these surveys.</p> <ul style="list-style-type: none"> • The second contribution will be made for trees that are ≥ 6 inches in DBH to the Rocklin Oak Tree Preservation Fund. The current mitigation fee is \$96 per trunk inch at DBH or per 15-gallon tree per the City of Rocklin's Development Fee Book effective July 1, 2017 (City of Rocklin 2017). The current fee formula uses a 2:1 ratio for removed trees, such that the total number of surveyed trees removed is multiplied by two, and then multiplied by the established fee for 15-gallon container trees (City of Rocklin 2006). At this rate, and if the Project were implemented under the current guidelines/fees, a mitigation fee of \$14,016 to the City of Rocklin for impacts to oak trees would be required as anticipated by current design plans. • Calculating the mitigation fee for trees impacted by service road improvements/widening will be determined once the exact impacts are known. 	
<p>Impact #4.3-c – Impacts to federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means</p>	<p>MM BIO-9 (Wetlands and other waters): No impacts will occur to wetlands on the Project site. Impacts to Pond 1 and Ditches 2 and 3 shall be mitigated by restoring the features to the maximum extent practicable. Habitat creation is not warranted to mitigate these impacts because the ditches provide little wetland functions and values. They are small manmade features that currently exist in a disturbed state. Installation of culverts beneath the new access road will preclude any disruption to their flow. No impacts will occur to the potential vernal pool features, except as might be associated with efforts to enlarge them for creating additional on-site wetland resources. To avoid and minimize impacts to wetlands and other waters to the maximum extent practicable, Best Management Practices (BMPs) to be implemented shall include:</p> <ul style="list-style-type: none"> • Installing erosion control measures (e.g. silt fence, staked bales, and revegetation) in disturbed areas. 	<p>Less than significant</p>

Impact #	Mitigation Measure(s)	Level of Significance
	<ul style="list-style-type: none"> • Placing exclusion fencing around the perimeters of disturbance areas to prevent encroachment beyond permitted limits. • Developing a spill prevention and countermeasure plan that will identify proper storage, collection, and disposal measures for potential pollutants (fuel, fertilizers, pesticides, etc.) used onsite. The plan shall also detail the proper storage, handling, use, and disposal of petroleum products, particularly for work within and adjacent to the creek. The materials necessary to implement the plan shall be accessible on site. All fueling, maintenance and staging of equipment and vehicles shall occur outside banks. Equipment with leaks shall not be used. Scheduling construction activities to minimize land disturbance during peak runoff periods. Soil conservation practices shall be completed during the fall or late winter to reduce erosion during spring runoff. Existing vegetation shall be retained where possible. To the extent feasible, grading activities shall be limited to the immediate area required for construction. • Using temporary sediment traps, filter fabric fences, inlet protectors, vegetative filters and buffers, or settling basins during extreme weather events to detain runoff water long enough for sediment particles to settle out. Construction materials, including topsoil and chemicals, shall be stored, covered, and isolated to prevent runoff losses and contamination of groundwater. • Carefully storing topsoil removed during construction and treating it as an important resource. Berms shall be placed around topsoil stockpiles to prevent runoff during storm events. • Establishing fuel and vehicle maintenance areas away from all drainage courses and these areas shall be designed to control runoff. • Revegetating disturbed areas after completion of construction activities. • Providing sanitary facilities for construction workers. • Storing hazardous materials in appropriate and approved containers, maintaining required clearances. Materials shall be handled in accordance with applicable federal, state and/or local regulatory agency protocols. <p>Consultation with the USACE, RWQCB, and CDFW shall occur to verify respective jurisdictional claims and proceed with permitting. A Nationwide Permit #39, or</p>	

Impact #	Mitigation Measure(s)	Level of Significance
	other Nationwide Permit as appropriate, shall be obtained from the USACE, and the requisite Preconstruction Notification should be submitted. A Water Quality Certification (WQC) shall be obtained from the RWQCB. An SAA should be obtained from the CDFW.	
Impact #4.3-d – Impacts to the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites	Implement MM BIO-7, MM BIO-8 and MM BIO-9.	Less than significant
Impact #4.3-e – Impacts to any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance	Implement MM BIO-8.	Less than significant
Impact 4.3-g: Would the Project substantially reduce the habitat of a fish or wildlife species	Implement Mitigation Measures MM BIO-7, MM BIO-8, and MM BIO-9.	Less than significant
Impact #4.4-h – Would the Project cause a fish or wildlife population to drop below self-sustaining levels or threaten to eliminate a plant or animal community	Implement Mitigation Measures MM BIO-1 through MM BIO-9.	Less than significant

Impact #	Mitigation Measure(s)	Level of Significance
Impact #4.3-i – Substantially reduce the number or restrict the range of an endangered, threatened, or rare species	Implement Mitigation Measures MM BIO-1 through MM BIO-6.	Less than significant
CULTURAL RESOURCES		
Impact #4.4-a – Impacts to a significant historical resource as defined in CEQA Guidelines Section 15064.4	<p>MM CUL-1: If any prehistoric or historic artifacts, or other indications of cultural deposits such as dark gray or black sediments with stone, bone or shell artifacts, or historic privy pits or trash deposits are found once ground-disturbing activities are underway, all ground disturbance activity within 50 feet of the find shall stop. The find(s) shall be immediately evaluated by a qualified archaeologist. If the find is determined to be a historical or unique archaeological resource, contingency funding and a time allotment to allow for implementation of avoidance measures or appropriate mitigation shall be made available, as provided in Section 15064.5 of the CEQA Guidelines. Work may continue on other parts of the project site while mitigation of the historical or unique archaeological resource takes place.</p> <p>MM CUL-2: Prior to demolition or modification of all structures in the built environment older than 50 years at the time of demolition, construction or modification, will be evaluated against the criteria for the National Register of Historic Places under Section 106 of the National Historic Preservation Act (Section 106) and the California Register of Historical Resources under CEQA. If it is determined a structure is a historic property (under Section 106) or a historic resource (under CEQA), all requirements for the evaluation, and mitigation of the structure will be complete before demolition or modification of the structure begins.</p>	Less than significant
Impact #4.4-b – Impacts to a unique archaeological resource, as defined in Public Resources Code Section 21083.2(g)	Implement Mitigation Measure MM CUL-1.	Less than significant

Impact #	Mitigation Measure(s)	Level of Significance
Impact #4.4-c – Impacts to a unique paleontological resource or site or unique geologic feature	<p>MM CUL-3: In the event that any excavation or ground disturbance proceeds into the Turlock Lake Formation along the unnamed creek in the center of the campus property, a qualified paleontologist as defined by the most current Society of Vertebrate Paleontology <i>Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources</i> shall be retained to monitor those excavations.</p> <p>MM CUL-4: If any fossil remain such as but not limited to vertebrate bones or teeth, or preserved parts of plants are uncovered during construction:</p> <ol style="list-style-type: none"> All work in that area shall cease and be diverted away until the qualified paleontologist can determine scientific importance of the find. If the fossils are evaluated to be scientifically important, the qualified paleontologist shall remove them. If warranted, the qualified paleontologist shall make collections of exposed fossils from the lithologic units of high paleontological importance. All vertebrate and representative samples of mega-invertebrate and plant fossils shall be collected. The qualified paleontologist shall be equipped to allow for the rapid removal of fossil remains and/or matrix and thus reduce the potential for any construction delays. Depending upon the paleontologic importance of the rock unit, the rock shall be examined periodically for microfossils by wet or dry screening. If important fossil remains are found as a result of screening, samples of sufficient size to generate a representation of the organisms preserved shall be collected and processed, if warranted, onsite or at a convenient location. The reports documenting the fossil finds shall be submitted to the Sierra College Natural History Museum or the University of California, Museum of Paleontology (UCMP), at the Berkeley Natural History Museum. Any such fossils should be offered to an appropriate repository such as the Sierra College Natural History Museum or University of California Museum of Paleontology. 	Less than significant

Impact #	Mitigation Measure(s)	Level of Significance
Impact #4.4-d – Impacts to human remains, including those interred outside of formal cemeteries	<p>MM CUL-5: In the event that human remains are discovered, further excavation or disturbance shall be prohibited pursuant to Section 7050.5 of the California Health and Safety Code. The specific protocol, guidelines, and channels of communication outlined by the Native American Heritage Commission (NAHC), in accordance with Section 7050.5 of the Health and Safety Code, Section 5097.98 of the Public Resources Code (Chapter 1492, Statutes 1982, Senate Bill 297), and Senate Bill 447 (Chapter 44, Statutes of 1987), shall be followed. All reports, correspondence, and determinations regarding the discovery of human remains on the project site shall be submitted to the Placer County Planning and Community Development Department.</p> <p>In the event of the discovery of human remains, at the direction of the county coroner, Section 7050.5(c) shall guide potential Native American consultation.</p>	Less than significant
GEOLOGY, SOILS, AND SEISMICITY		
Impact#4.5-a- (i, ii, iii, iv) – Impacts related to Fault rupture/seismic effects	MM GEO-1 - Prepare Geotechnical Study: Prior to final design of Phase 1 and prior to future development of the additional phases, a design-level geotechnical study shall be prepared and recommendations of the study, pursuant to California Building Code requirements, shall be incorporated into the final design of proposed development. The District shall submit future studies for review and approval by the Department of the State Architect. The studies shall also include an analysis of the potential for collapsible and expansive soils at a site as well as design remedies in the event that such soils are present and could pose a geotechnical hazard to proposed facilities. All on-site soil engineering activities shall be conducted under the supervision of a licensed Geotechnical Engineer or Certified Engineering Geologist.	Less than significant
Impact #4.5-b – Result in a loss of topsoil	Implement Mitigation Measure MM HYD-1.	Less than significant
Impact #4.5-c – Will result in substantial soil erosion or soil instability related to off-site infrastructure extension	Implement Mitigation Measure MM GEO-1	Less than significant

Impact #	Mitigation Measure(s)	Level of Significance
Impact #4.5-d – Be located on expansive soil	Implement Mitigation Measure MM GEO-1	Less than significant
GREENHOUSE GAS EMISSIONS		
Impact #4.6-a: Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<p>MM GHG-1: The District shall design buildings to meet all energy efficiency standards applicable and, at the time of construction the District shall comply with the energy performance standards found in CCR Title 24.</p> <p>MM GHG-2: The District will comply with BMPs as described in the Placer County Air Pollution Control District CEQA Handbook, Appendix F as follows:</p> <ul style="list-style-type: none"> • Prior to the issuance of a Building Permit, the floor plans and/or exterior elevations submitted in conjunction with the Building Permit application, shall show that each structure within the project includes energy efficient lighting (both indoor and outdoor). • Prior to the issuance of a Building Permit, the plans submitted in conjunction with the Building Permit application, shall show that each structure within the project includes HVAC duct sealing and that the ductwork shall be pressure balanced prior to the issuance of a certificate of occupancy. • Prior to the issuance of a Building Permit, the plans submitted in conjunction with the Building Permit application, shall show that each structure within the project shall only utilize programmable thermostat timers. • Prior to the issuance of a Building Permit, the plans submitted in conjunction with the Building Permit application, shall show that each structure shall only utilize low flow water fixtures such as low flow toilets, faucets, showers, etc. 	

Impact #	Mitigation Measure(s)	Level of Significance
	<p>MM GHG-3: The District shall design and construct structures with a minimum life cycle of 50 years.</p> <p>MM GHG-4: The District shall add a minimum of 1.5 MW of additional solar collectors to the campus compared to baseline levels as of November 2018.</p> <p>MM GHG-5: The District shall work with PCAPCD, the Project architects and traffic consultants, as well as the public to develop specific mitigation measures to further reduce greenhouse gases. Measures for near-term projects shall be in place before construction of these projects begin and shall be implemented concurrent with projects throughout the 20-year FMP.</p> <p>MM GHG-6: Implement MM TRA-1</p>	
HAZARDS AND HAZARDOUS MATERIALS		
<p>Impact #4.7-a – Impacts to the public or the environment through the routine transport, use, or disposal of hazardous materials</p>	<p>MM HAZ-1: Measures based on the recommendations outlined in the Phase I Environmental Site Assessment shall be implemented as follows:</p> <ul style="list-style-type: none"> • If the area west of MEI is planned to be redeveloped, petroleum impacts from a former UST may be encountered. If petroleum-based contaminated soil is present, the soil shall be removed with PCEHC oversight. • If Buildings N and/or X are demolished or redeveloped, in-ground hydraulic hoists must be removed. If impacts to soil and groundwater around and beneath the hoists is encountered, the soil shall be removed with PCEHC oversight. • If any of Buildings E, G-ME, H, N, S, T, W, X, and Yt2, the hazardous waste storage shed, or the grounds shed are renovated or 	<p>Less than significant</p>

Impact #	Mitigation Measure(s)	Level of Significance
	<p>demolished, the District shall either remove and store hazardous materials in other suitable locations or properly dispose of the materials prior to renovation or demolition.</p> <ul style="list-style-type: none"> • The District shall perform lead-contaminated paint and asbestos contaminated material surveys of the site buildings planned for renovation or removal. • If unknown USTs and/or impacted soil is encountered during redevelopment, they shall be assessed for removal and offsite disposal purposes. 	
<p>Impact #4.7-b – Impacts to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment</p>	<p>Implement MM HAZ-1.</p>	<p>Less than significant</p>
<p>Impact #4.7-d – Located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment</p>	<p>Implement MM HAZ-1.</p>	<p>Less than significant</p>
<p>HYDROLOGY AND WATER QUALITY</p>		

Impact #	Mitigation Measure(s)	Level of Significance
Impact #4.8-c – Alter the existing drainage pattern resulting in erosion or siltation	<p>MM HYD-1: The District shall comply with the Sierra College Rocklin Campus Land Use Development Plan 1995-2010 recommendations to maintain water quality. Any new development shall be clustered in areas less sensitive than the Secret Ravine, and detailed site surveys shall be conducted prior to construction.</p> <p>Implement MM BIO-9.</p>	Less than significant
Impact #4.8-d – Alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site	Implement MM HYD-1 and MM BIO-9.	Less than significant
Impact #4.8-g – Place housing within a 100-year flood hazard area	<p>MM HYD-2: If deemed necessary by Placer County Flood Control and Water Conservation District, the District shall pay a fair share of any additional drainage system improvements required for Secret Ravine in order to avoid significant impacts resulting from increased exposure to flood hazard. These improvements could include the flood flow reduction project at Secret Ravine, or the upgrading of the ALERT system in the City of Roseville and/or Rocklin. The District shall maintain participation in reporting stream monitoring data to the appropriate agencies in order to provide updated and accurate stream levels and minimize the risk posed by flooding.</p>	Less than significant
LAND USE		
Impact #4.9-b – Would the Project conflict with any applicable land use plan,	Implement MM BIO-8 (Oak Trees).	Less than significant

Impact #	Mitigation Measure(s)	Level of Significance
policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect		
NOISE		
Impact #4.10-4 – Result in a substantial temporary or periodic increase in ambient noise levels	MM NSE-1: Construction Related noise mitigation: <ol style="list-style-type: none"> Construction activities for all phases of construction occurring within 300 feet of campus dormitories, including servicing of construction equipment shall only be permitted during the hours of 7:00 a.m. and 5:00 p.m. Monday through Friday and between 9:00 a.m. to 5:00 p.m. on Saturdays and Sundays. Delivery of materials or equipment to the site and truck traffic coming to and from the site is restricted to the same construction hours specified in (a) above. All construction equipment powered by internal combustion engines shall be properly muffled and maintained. All equipment and vehicles shall be turned off when not in use. Unnecessary idling of internal combustion engines is prohibited. All stationary noise-generating construction equipment, such as air compressors, shall be located as far as practical from sensitive buildings. The equipment storage location shall be sited as far as possible from nearby sensitive receptors. Where it is not feasible to reduce construction-related noise to acceptable levels through the measures cited above, class schedules and locations should be modified as needed for the duration of the construction activity. 	Less than significant

Impact #	Mitigation Measure(s)	Level of Significance
TRANSPORTATION AND TRAFFIC		
Impact #4.13a: Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system	<p>MM TRF-1: Implement Transportation Demand Management Strategies: Sierra College shall implement all feasible transportation demand management (TDM) strategies that reduce single-occupant vehicle travel during peak hours. Examples of potential measures include (but are not limited to) dynamic rideshare matching, parking cost increases, staff telecommuting, expansion of transit service coverage/subsidized transit fares, enhanced bicycle and pedestrian connections, flexible work schedules, and greater temporal distribution of instruction schedules.</p> <p>The effectiveness of selected TDM strategies can be difficult to quantitatively measure due to the lack of TDM research effectiveness on college campuses. Sierra College shall investigate these TDM strategies and implement those that are considered feasible to reduce the number of vehicle trips generated by the campus during peak hours. In assessing and selecting these strategies, the District will follow this process:</p> <ol style="list-style-type: none"> 1. Proposed TDM strategies will be developed by the Director of Facilities, with input from its traffic consultant and the Facilities Council; and 2. Strategies will be reviewed and revised, as needed, by the Facilities Master Planning Task Force, which will then recommend the adoption of the final list of strategies by the District Strategic Council. Strategic Council is the primary governance body for the District, and reports through the College President to the Board of Trustees. Strategic Council meetings are governed by the Brown Act, and therefore are open to the public and to public comment. 	Significant and unavoidable

Impact #	Mitigation Measure(s)	Level of Significance
	<p>MM TRF-2 Pay Cost of Reoptimizing Signal Timings: Sierra College shall pay the cost of reoptimizing signal timings at Rocklin Road/Sierra College Boulevard intersection.</p> <p>MM TRA-3: Modify the Westbound Approach to the Rocklin Road/Sierra College Boulevard Intersection to convert the shared through/right lane to a right-turn only lane: to reduce impacts at the intersection under existing plus approved projects plus project conditions.</p>	
Impact 4.13-f: Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the Performance or Safety of Such Facilities	Implement MM TRF-1.	Significant and unavoidable
TRIBAL RESOURCES		
Impact #4.14-a(i) – Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is	Implement MM CUL-1 and MM CUL-4 as described in Section 4.4.	Less than significant

Impact #	Mitigation Measure(s)	Level of Significance
listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)		
Impact #4.14-a(ii) – Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section	Implement MM CUL-1 and MM CUL-4 as described in Section 4.4.	Less than significant

Impact #	Mitigation Measure(s)	Level of Significance
5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe		
UTILITIES AND SERVICES		
Impact #4.15-d: Would the Project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects	Implementation of Mitigation Measure MM HYD-1.	Less than significant

Table 1-2
Significance of Environmental Effects under Alternatives Compared to Proposed Project

Compared to Proposed Project Impact Topic	Proposed Project	No Project Alternative	Site Plan Alternative	Condensed Footprint Alternative
Aesthetics		<u>L</u>	<u>G</u>	<u>L</u>
4.1-a – Adverse effect on scenic vista	LTS	LTS	LTS	LTS
4.1-b – Damage scenic resources	LTS	LTS	LTS	LTS
4.1-c – Visual Character	LTSM	LTS	LTSM	LTSM
4.1-d – Substantial light and glare	LTS	LTS	LTS	LTS
Air Quality		<u>L</u>	<u>L</u>	<u>G</u>
4.2-a – Conflict with air quality plan	LTS	LTS	LTS	LTS
4.2-b – Violate air quality plan	LTS	LTS	LTS	LST
4.2-c – Cumulatively considerable increase	LTS	LTS	LTS	LST
4.2-d – Expose sensitive receptors	LTS	LTS	LTS	LTS
4.2-e – Create objectionable odors	LTS	LTS	LTS	LTS
Biological Resources		<u>L</u>	<u>G</u>	<u>L</u>
4.3-a – Adverse effect	LTSM	LTS	LTSM	LTSM
4.3-b – Riparian/sensitive habitat impact	LTSM	LTS	LTSM	LTSM
4.3-c – Wetlands impact	LTSM	LTS	LTSM	LTSM
4.3-d – Migratory fish/wildlife	LTSM	LTS	LTSM	LTSM
4.3-e – Local policies/ordinances	LTSM	LTS	LTSM	LTSM
4.3-f – Adopted HCP or NCCP	LTS	LTS	LTS	LTS
4.3-g – Reduce fish/wildlife habitat	LTS	LTS	LTS	LTS
4.3-h – Reduce fish/wildlife populations	LTS	LTS	LTS	LST
4.3-i – Reduce number/range of species	LTS	LTS	LTS	LST
Cultural Resources		<u>L</u>	<u>S</u>	<u>L</u>
4.4-a – Significant historic resource	SU	SU	SU	SU
4.4-b – Archaeological resource	LTSM	N	LTSM	LTSM
4.4-c – Paleontological resource	LTSM	N	LTSM	LTSM
4.4-d – Disturb human remains	LTSM	N	LTSM	LTSM
Geology, Soils, and Seismicity		<u>L</u>	<u>S</u>	<u>S</u>
4.5-a(i,ii,iii,iv) – Fault rupture/seismic effects	LTSM	LTS	LTSM	LTSM
4.5-b – Loss of Topsoil	LTSM	LTS	LTSM	LTSM
4.5-c – Unstable Soil	LTSM	LTS	LTSM	LTSM
4.5-d – Expansive Soil	LTSM	LTS	LTSM	LTSM
4.5-e – Septic Tank	N	N	N	N

Greenhouse Gases		<u>L</u>	<u>S</u>	<u>S</u>
4.6-a – Generate significant GHG	SU	SU	SU	SU
4.6-b – Conflict with plan, policy, or reg.	LTS	N	LTS	LTS
Hazards and Hazardous Materials		<u>L</u>	<u>S</u>	<u>S</u>
4.7-a – Transport, use, disposal hazard	LTS	N	LTS	LTS
4.7-b – Accidental release of materials	LTS	N	LTS	LTS
4.7-c – Impact on schools	LTS	N	LTS	LTS
4.7-d – Listed hazardous site	LTS	LTS	LTS	LTS
4.7-e – Within two miles of an airport	N	N	N	N
4.7-f – Near a private airstrip	N	N	N	N
4.7-g – Impair adopted emergency plan	LTS	LTS	LTS	LTS
4.7-h – Wildland fire	LTS	LTS	LTS	LTS
Hydrology and Water Quality		<u>L</u>	<u>S</u>	<u>S</u>
4.8-a – Violate water quality standards	N	N	N	N
4.8-b – Deplete groundwater supplies	N	N	N	N
4.8-c – Alter existing drainage -siltation	LTS	LTS	LTS	LTS
4.8-d – Alter existing drainage – flooding	LTS	LTS	LTS	LTS
4.8-e – Exceed drainage system capacity	LTS	N	LTS	LTS
4.8-f – Degrade water quality	N	N	N	N
4.8-g – Place housing in 100-year flood zone	N	N	N	N
4.8-h – Structures impede 100-year flood	N	N	N	N
4.8-i – Exposure to flood hazard	N	N	N	N
4.8-j – Contribute to inundation	N	N	N	N
Land Use and Planning		<u>L</u>	<u>G</u>	<u>L</u>
4.9-a – Physically divide community	N	N	N	N
4.9-b – Conflict with land use plan	LTS	N	LTS	LTS
4.9-c – Conflict with HCP or NCCP	N	N	N	N
Noise		<u>L</u>	<u>S</u>	<u>S</u>
4.10-a – Exposure to excessive noise	LTS	LTS	LTS	LTS
4.10-b – Exposure to excessive vibration	LTS	LTS	LTS	LTS
4.10-c – Permanent increase in noise	LTS	N	LTS	LTS
4.10-d – Temporary or period noise increase	LTS	LTS	LTS	LTS
4.10-e – Noise impact from airport	N	N	N	N
4.10-f – Noise impact from private airstrip	N	N	N	N
Population and Housing		<u>L</u>	<u>S</u>	<u>S</u>
4.11-a – Substantial population growth	LTS	N	LTS	LTS
4.11-b – Displace existing housing	N	N	N	LTS
4.11-c – Displace people	N	N	N	LTS
Recreation		<u>L</u>	<u>G</u>	<u>G</u>
4.12-a – Increase use of parks	LTS	N	LTS	LTS
4.12-b – Include recreational facilities	LTS	N	LTS	LTS
Transportation and Traffic		<u>L</u>	<u>L</u>	<u>G</u>
4.13-a – Conflict with transportation plan	SU	SU	SU	SU
4.13-b – Conflict with congestion plan	N	N	N	N
4.13-c – Change in air traffic patterns	N	N	N	N

4.13-d – Increase in hazardous design	N	N	N	N
4.13-e – Inadequate emergency response	LTS	LTS	LTS	LTS
4.13-f – Alternative transportation conflict	SU	SU	SU	SU
4.13-g – Conflict with adopted policies, plans, or programs	N	N	N	N
Tribal and Cultural Resources		<u>S</u>	<u>G</u>	<u>L</u>
4.14-a(i) – Adverse change in site, feature, place, cultural landscape	LTSM	N	LTSM	LTSM
4.14-a(ii) – Impact to native American tribe	LTSM	N	LTSM	LTSM
Utilities and Public Services		<u>L</u>	<u>S</u>	<u>S</u>
4.15-a – Result in new facilities (i, ii, iii, iv, v)	LTS	N	LTS	LTS
4.15-b – Need for expanded fire services	LTS	N	LTS	LTS
4.15-c – Need for expanded police services	LTS	N	LTS	LTS
4.15-d – Increased water demand	LTSM	N	LTSM	LTSM
4.15-e – Increased wastewater demand	LTS	N	LTS	LTS
4.15-f – Increased stormwater	LTS	N	LTS	LTS
4.15-g – Increased solid waste	LTS	N	LTS	LTS

Acronyms:

N= No impact

LTS = Less than significant

LTSM = Less than significant with mitigation

SU = Significant and unavoidable

S = Similar impact to proposed project

L = Less impact than proposed project

G = Greater impact than proposed project

CHAPTER 2 - INTRODUCTION

2.1 - Purpose of the Environmental Impact Report

This Draft Environmental Impact Report (EIR) was prepared to evaluate the potential environmental impacts associated with the Sierra College Rocklin Campus Facilities Master Plan Update (FMP or Project). This report also identifies mitigation measures and alternatives to the FMP that may reduce or eliminate significant impacts. State, regional, and local government agencies are required to consider the environmental consequences of projects over which they have discretionary authority prior to taking action on those projects. This document has been developed pursuant to the California Environmental Quality Act (CEQA) as set forth in Public Resources Code (PRC) Section 21000 et seq. and State CEQA Guidelines, Title 14 Section 15000 et seq.

An EIR is a public informational document used in the planning and decision-making process. This EIR will analyze the impacts of the FMP at both a project and program level, thus the EIR for the FMP is a joint Project/Program EIR.

Under CEQA generally, “[t]he degree of specificity required in an EIR will correspond to the degree of specificity involved in the underlying activity which is described in the EIR” (CEQA Guidelines Section 15146). Thus, “[a]n EIR on a construction project will necessarily be more detailed in the specific effects of the project than will be an EIR on the adoption of a local general plan or comprehensive zoning ordinance because the effects of the construction can be predicted with greater accuracy” (CEQA Guidelines Section [a]). On the other hand, “[a]n EIR on a project such as the adoption or amendment of a comprehensive zoning ordinance or a local general plan should focus on the secondary effects that can be expected to follow from the adoption or amendment, but the EIR need not be as detailed as an EIR on the specific construction projects that might follow” (CEQA Guidelines Section [b]).

The “near-term projects” described in Chapter 3, Project Description, will be analyzed at the project level because it is anticipated that these projects would be funded within a period of approximately five years after the potential approval of the FMP and are considered to have a higher degree of certainty than other components in the FMP. In accordance with CEQA Guidelines Section 15161, a Project EIR examines environmental impacts of a specific development project and focuses primarily on the changes in the environment that would result from the development project. A Project EIR must examine all phases of a project, including planning, construction, and operation. Where a Project EIR has been prepared, the project for which the document was prepared can be constructed and operated without any additional environmental review, absent grounds that would trigger the preparation of either a Subsequent EIR or a Supplement to an EIR. In general, these latter types of documents need only be prepared where project changes or changed circumstances give rise to either new significant environmental effects not previously disclosed in the prior EIR or substantial increases in the severity of previously-identified significant environmental effects (see CEQA Guidelines Sections 15162 and 15163).

The “long-term projects” under the proposed FMP will be analyzed at the program level because there is lesser certainty that these components will be funded or developed. The analysis of these components includes less specificity than for the “near-term projects.”

In accordance with CEQA Guidelines Section 15168, a Program EIR refers to an environmental document that examines a series of actions that can be characterized as one large project, with the component parts being related to each other either geographically or logical parts in a chain of contemplated issues. A Program EIR provides an occasion for a more exhaustive consideration of impacts and alternatives than would be practical in an EIR on an individual action and ensures consideration of cumulative impacts that might be slighted under-analyzed in a case-by-case analysis. Subsequent actions are examined in light of the program analysis to determine whether additional documentation is necessary in the future. If subsequent actions would have impacts not examined in the Program EIR, then additional CEQA documentation would be necessary. But, if the Program EIR deals with the impacts of the subsequent actions as specifically and comprehensively as possible, then future environmental documentation regarding subsequent actions need only to focus on new impacts, if any. In the absence of any new impacts or the need for any new mitigation measures, it may be possible to conclude that the individual project can be approved as “being within the scope of the project covered by the program EIR, and no new environmental document would be required.” See also CEQA Guidelines Section 15152, which sets forth the mechanics of “tiering,” a process that dovetails with reliance on Program EIRs.

It is important to note that regardless of the level of certainty associated with the near- and long-term projects, all potential projects as a result of the FMP will be analyzed to the greatest detail available. Notably, “[d]esignating an EIR as a Program EIR...does not by itself decrease the level of analysis otherwise required in the EIR.... All EIR’s must cover the same general content. The level of specificity of an EIR is determined by the nature of the project and the ‘rule of reason,’ rather than any semantic label accorded to the EIR” (*Citizens for a Sustainable Treasure Island v. City and County of San Francisco* (2014) 227 Cal.App.4th 1036). Throughout this EIR, the District also acknowledges, where applicable, the duty to perform additional, site-specific review as the FMP builds out over the 20-year development program.

The Sierra Joint Community College District or Sierra Community College District (Sierra College or District) is the Lead Agency for the FMP. The Lead Agency means “the public agency which has principal responsibility for carrying out or approving a project which may have significant effect upon the environment” (PRC Section 21067).

As the District’s decision-making body, the District’s Board of Trustees (Board) will consider the information in the EIR, including public comments and responses to those comments, during the public hearing process. Because the Project requires legislative action, the final decision must be made by the District Board, which may approve, conditionally approve, or deny the FMP.

The purposes of an EIR are:

- To identify a project's potential significant impacts on the environment and indicate how they can be avoided or mitigated;
- To identify any unavoidable significant impacts that cannot be mitigated; and
- To identify a range of reasonable alternatives that could feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project.

The EIR must disclose significant environmental impacts that cannot be avoided; impacts found not to be significant; significant cumulative impacts of all past, present, and reasonably foreseeable future projects; and growth-inducing impacts.

CEQA requires an EIR to reflect the independent judgment of the Lead Agency with respect to impacts, to disclose the level of significance of the impacts both with and without mitigation, and to describe mitigation measures proposed to reduce the severity of significant impacts. A Draft EIR for a project, such as the FMP, of "statewide, regional, or area wide significance" must be circulated to the following:

- Responsible Agencies;
- Trustee Agencies with resources that would be affected by the Project (e.g., the California Department of Fish and Wildlife);
- Any other federal, State, and local agencies that have jurisdiction by law with respect to the Project or that exercise authority over resources that may be affected by the Project;
- Any city or county that borders on a city or county within which the project is located;
- Transportation planning agencies and public agencies that have transportation facilities within their jurisdictions that could be affected by the Project;
- The appropriate metropolitan area council of governments (i.e., the Sacramento Area Council of Governments (SACOG)); and
- Interested parties and individuals.

A Responsible Agency is "a public agency, other than the lead agency which has responsibility for carrying out or approving a project" (PRC Section 21069) and a Trustee Agency is "a state agency that has jurisdiction by law over natural resources affected by a project, that are held in trust for the people of the State" (PRC Section 21070).

The review process gives applicable agencies, interested parties and individuals the opportunity to share expertise, discuss agency analyses, check for accuracy, detect omissions, discover public concerns, and solicit mitigation measures and alternatives capable of avoiding or reducing the significant impacts of the FMP while still attaining most of the basic objectives of the FMP. Reviewers of an EIR are requested to focus on the sufficiency of the document (i.e., the thoroughness of its identification and analysis of possible impacts on the environment as well as ways to avoid or mitigate such impacts). Comments are most helpful when they suggest better ways to avoid or mitigate significant environmental impacts (e.g., through additional alternatives or mitigation measures).

Section 15123, subdivisions (b)(2) and (b)(3) of the CEQA Guidelines, requires an EIR to discuss “[a]reas of controversy known to the Lead Agency including issues raised by agencies and the public” and “[i]ssues to be resolved including the choice among alternatives and whether or how to mitigate the significant effects.” The major issues to be resolved by the Lead Agency include the following:

- Does the EIR adequately describe the environmental impacts of the FMP?
- Should the recommended mitigation measures be adopted or modified?
- Do additional mitigation measures need to be developed?
- Will the FMP result in significant and unavoidable transportation and traffic impacts, which area known areas of controversy?
- Will the FMP result in significant and unavoidable impacts within the Nature Area within the FMP Project area, which is a known area of controversy?

2.2 - Notice of Preparation and Scoping Meeting

In accordance with Section 15082 of the CEQA Guidelines, a Notice of Preparation (NOP) was prepared and distributed to applicable agencies, interested parties, and individuals for a 30-day public review period. The public review period for the NOP began on October 6, 2017 and ended on November 6, 2017. The NOP was posted in the Placer County Clerk’s office for 30 days and sent to the State Clearinghouse (SCH) at the Governor’s Office of Planning and Research to solicit statewide agency participation in determining the scope of the Draft EIR. Public scoping meetings were held on October 26, 2017 at 2:00 p.m. and 5:00 p.m. at 5100 Sierra College Boulevard, Rocklin Campus Board Room 133, Rocklin, CA 95677 during the public review period to give the public an additional opportunity to comment on the NOP. Pursuant to Section 15082(c)(1) of the CEQA Guidelines, the Lead Agency is required to conduct at least one scoping meeting for all projects, such as the FMP, that are of statewide, regional, or area-wide significance, as defined in Section 15206 of CEQA.

During the public review period, comments were received regarding the FMP; a copy of the NOP and comments received during the review period are included in Appendix A. As a result of distributing the NOP, several emails and additional written comments regarding the FMP were received during the public review period. Names of Commenters and specific environmental concerns that were raised in the comment letters are summarized in Table 2-1. It should be noted that several comments from agencies were received in May 2014, when the Project was first proposed, and the original NOP was released to the public. The Project was placed on hold in 2016, before the Draft EIR was released for public review. The FMP was revised, and the CEQA process started anew with the release of the (second) NOP in October 2017. Both the 2018 and the original 2014 comments are therefore summarized in Table 2-1.

**Table 2-1
Summary of NOP and Scoping Comments**

Commenter	Summary of Comment
Department of Toxic Substances Control (DTSC) – Harold Duke, Senior Engineering Geologist (May 27, 2014)	The commenter requests that a Phase I Environmental Site Assessment (ESA) and/or Preliminary Endangerment Assessment (PEA) be conducted to determine whether there has been or may have been a release or threatened release of a hazardous material, or whether a naturally occurring hazardous material is present. The commenter also states that demolition may result in potential environmental concerns related to lead-based paint, termite pesticides, and polychlorinated biphenyls and that such concern are investigated in accordance with DTSC guidelines. The commenter goes on to state that, if previously agricultural areas are part of the Master Plan, environmentally persistent pesticides may be found in the ground and should be investigated and possibly mitigated. Finally, the commenter states that the Master Plan area is within 10 miles of naturally occurring asbestos and that further action may be required to determine if it is present.
South Placer Municipal Utility District – Sam Rose, Technical Services Manager (May 28, 2014)	The commenter requests that the EIR include a discussion and/or analysis of wastewater generation rates, proposed constituents to be discharged, and changes to sewer connection and service fees.
City of Roseville, City Manager – Mark Morse, Environmental Coordinator (May 29, 2014)	The commenter requests coordination between the City of Roseville and Sierra College to ensure that there is adequate wastewater treatment capacity. In addition, the commenter provides a list of comments from the City's Alternative Transportation Division asking Sierra College to address public transit and bicycle facilities.
County of Placer, Community Development Resources Agency – Maywan Krach, ECS (May 29, 2014)	The commenter states that that the EIR should address impacts to transit bus access, bus stop capacity for passengers, and impacts to transit level of service, including service frequency, span of service hours, and the need for additional routes.
Shingle Springs Rancheria – Daniel Fonseca, Cultural Resource Director (Oct. 17, 2017).	The commenter states that the Shingle Springs Band of Miwok Indians are not aware of any known cultural resources on the Master Plan site; however, the commenter would like to receive a copy of any record search or survey conducted including environmental, archaeological, and cultural reports. In addition,

Commenter	Summary of Comment
	the commenter has requested that if new information or human remains are found during the progress of the Master Plan that the Shingle Springs Rancheria be consulted to go over their process to protect important and sacred artifacts.
California Central Valley Regional Water Quality Control Board – Stephanie Tadlock, Environmental Scientist (Oct. 26, 2017) and Trevor Cleak, Environmental Scientist (May 12, 2014)	The commenters provide advisory information regarding standard State and federal permit requirements associated with ground disturbance and storm water release. These requirements include the following: Construction Storm Water General Permit, Phase I and II Municipal Separate Storm Sewer System Permits, Industrial Storm Water General Permit, Clean Water Act (CWA) Section 404 Permit, CWA 401 Permit, Waste Discharge Requirements, and Low or Limited Threat General National Pollutant Discharge Elimination System (NPDES) Permit.
Andrew Rolland, student (Oct. 26, 2017)	Suggested that monies slated for parking structures be considered to improve and increase bus routes. Also suggested that the College consider installing solar panels.
Roger Smith, Loomis resident (Oct. 26, 2017)	Thoroughly evaluate traffic and circulation, including projects effects in conjunction with other proposed/completed projects.
Ken Zenobia, resident (Oct. 25, 2017 and Oct. 27, 2017)	Commenter provided written comments at the meeting, and email comments as well. He asked if the College had considered teaming and collaborating with the City of Rocklin and the community to develop the FMP (e.g., reference to the College's core values). He wondered if the College considered integration of Secret Ravine Creek into the campus (it is outside the FMP area). He also suggested the College consider bike and pedestrian paths from satellite parking/transportation sites. Written comments included: concern regarding height of proposed parking structure – he suggested making them shorter and providing alternatives to on-campus parking; inclusion of more “sustainability” concepts throughout the campus and enhancing related courses; concern about development in the Nature Area; and concern regarding increased stormwater runoff.
Denise Gladdis, nearby resident (Oct. 25, 2017 and Oct. 27, 2017)	Commenter provided detailed comments summarized as: 1) concern with preservation of the Nature Area on the north end of campus, and how it would be affected by proposed development of the dormitory and Public Service Center; 2) status of “surplus land,” including parking (south of Rocklin

Commenter	Summary of Comment
Margo Rabin, nearby resident (Oct. 31, 2017)	<p>Road and not included in the FMP); 3) proposed second parking structure location – prefers location 2, which is closer to other campus buildings and not adjacent to Rocklin Road; 4) circulation issues created by increased student population, especially the proposed third entrance to campus from Rocklin Road; 5) analysis of proposed project when considered with other proposed and completed projects (cumulative effects); and 6) failure of the FMP to comprehensively address need for bicycle/pedestrian facilities. Additional comments included concerns about eventual closure of the overflow parking lot south of Rocklin Road on El Don; reiteration of the need for better pedestrian flow from the overflow lot; discourage more development on campus along Rocklin Road (to avoid additional impacts along that roadway); concern for traffic control near the proposed dormitory (now proposed to be located elsewhere on campus); concerns about selling, rather than utilizing lands deemed “surplus” off the 192-acre main campus; and encouraging development of a trail system to include the Secret Ravine area, as well as the main campus.</p> <p>The commenter was concerned with plans to develop within the Nature Area. She expressed concern about proposed traffic control, and addition of the third entry into the Campus from Rocklin Road. She wanted analysis and detail of proposed removal of parking spaces and addition of parking lots.</p>
Native American Heritage Commission – Shawna Martinez, Staff Services Analyst (Oct. 31, 2017)	The commenter provides advisory information regarding standard State and federal requirements associated with cultural resources and contact and consultation with Native American tribes under AB 52.
City of Rocklin – Dave Mohlenbrok, Public Services Deputy Director (Nov. 3, 2017) and May 29, 2014	The commenter states in both the 2014 and 2017 comments that any component not related to student education component of the Master Plan would be subject to the City’s zoning ordinance. The commenter states that potential light and glare impacts should be addressed, oak tree removal should be assessed, and the Master Plan’s storm water runoff and current NPDES and other water quality requirements should also be assessed and discussed. The commenter goes on to state that noise impacts, particularly, related to outdoor sporting events should be analyzed and that a traffic study should be conducted to assess effects on traffic and circulation and compliance with the City of Rocklin’s level of service policy. The commenter provides a number of scenarios that the City requests to be

Commenter	Summary of Comment
	included in the EIR analysis and requests that the traffic analysis include a proposed timeline for onsite traffic improvements and entryway modifications. The commenter goes on to recommend an EIR alternative that the redesigned fire lane be expanded to be a two-way road and that the EIR assess the proposed bike trail and its connection to Rocklin Road from an access and safety perspective.
Department of Transportation (Caltrans) – Kevin Yount, Branch Chief, Office of Transportation (Nov. 2, 2018) and Marlo Tinney, Chief, Office of Transportation Planning – East (May 29, 2014).	In May 2014, when the FMP was first considered, Caltrans provided comments, summarized here as: The commenter requests a Traffic Impact Study (TIS) in compliance with Caltrans guidelines be conducted to analyze direct and cumulative impacts to the local road network and Interstate (I) 80. The commenter specifically requests analysis of impacts to Rocklin Road/El Don Drive intersection and the I-80/Rocklin Road interchange and that the TIS analyze the effectiveness of a roundabout at the I-80/Rocklin Road eastbound on/off ramp. The commenter strongly suggests that Sierra College involve Caltrans to formulate the TIS scope and to provide Caltrans with copies of any further actions regarding the Master Plan. Additional comments in November 2018 reminded the College of the need to evaluate Vehicle Miles Traveled (VMT) and requested that runoff into the State right of way be minimized as much as possible. Caltrans reminded the College of the need for encroachment permits if/when projects included the State right of way.
Shawna Martinez, Professor of Biology, Sierra College (Nov. 2, 2017)	The commenter echoed the concerns expressed by Ms. Gilbert and added that the loss of the East Arboretum and greenhouses should also be considered, as there are mature trees and other plants that provided value to the campus.
Town of Loomis – Robert F. King, Town Planner (Nov. 2, 2017)	The commenter noted that the College is an important asset to the well-being of the Town, and that they are in favor of the project. Because of their proximity, and potential impacts from traffic, they request that the EIR evaluate the impacts at the I-80/Rocklin Road and I-80/Sierra College Boulevard interchanges, and that the Traffic Impact Study include various scenarios that would affect levels of service for Loomis.
Placer County Air Pollution Control District- Ann Hobbs, Associate Planner, Planning and	The District recommended use of the their CEQA Air Quality 2017 Handbook. The District reminded the College of the need to use CALINE 4 modeling analysis of carbon monoxide. They stated that asbestos should be analyzed for structures to be

Commenter	Summary of Comment
Monitoring Section (Nov. 3, 2017)	removed and asked that the College work with the District early to ensure permits were attained early in the process. They also reminded the College that intentional fires to control vegetation must meet the District's Regulation 3.
Kristine Gilbert, Professor, Environmental Studies and Sustainability Sierra College (Nov. 3, 2017)	The commenter reviewed the known information regarding the location of the Public Safety Center, proposed dormitory, and north parking structure, increased impervious services, and potential impacts to oak trees, increased runoff and effects air quality. She also discussed potential impacts from increased runoff to Secret Ravine and its ecology. The recommended that evacuation time be evaluated in the Traffic Impact Study (concern with increased student numbers on campus); and suggested that substrate geology be evaluated, and as development in some areas might not be cost effective. She suggested that the external costs such as decreased carbon sequestration, increased water and air pollution, etc. should be addressed from an economic perspective as well as from an environmental health and safety perspective.

2.3 - Scope of the EIR

The Draft EIR addresses the potential environmental impacts of the FMP, the scope of which is based on the NOP as well as input from the applicable agencies, interested parties, and individuals. Sierra College determined that an EIR would be required for this FMP and issued a NOP on October 6, 2017 (see Appendix A) to the SCH, responsible agencies, and interested parties. An Initial Study was not prepared, as permitted by CEQA Guidelines Section 15063(a), because it was determined by the District that an EIR would clearly be required for the FMP. Additionally, per CEQA Guidelines Section 15060(d), the District has:

[Determined] that an EIR will clearly be required for [the FMP and therefore,] may skip further initial review...and begin working directly on the EIR process...In the absence of an initial study, the lead agency shall still focus the EIR on the significant effects of the project and indicate briefly its reasons for determining that other effects would not be significant or potentially significant.

In accordance with CEQA Guidelines Sections 15128 and 15060(d), brief explanations of the reasons why the FMP would not result in significant or potential significant impacts to the following environmental issue areas are provided here and in Chapter 6 - Mandatory CEQA Sections:

- Agricultural and Forestry Resources – There are no lands designated as agricultural within the Project area, and there are no trees or other plant materials harvested as forestry resources within the Project area.

- Geology, Soils, and Seismicity - Septic systems and alternative waste disposal systems are not discussed further, as the Project proposes to connect to the city sewer system.
- Mineral resources – There are no records or other evidence of historical mining of minerals or gravel within the Project area.

This Draft EIR includes an analysis of the following environmental issue areas that were determined to be “potentially significant”:

- Aesthetics;
- Air Quality;
- Biological Resources;
- Cultural Resources;
- Geology and Soils;
- Greenhouse Gas Emissions;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Planning;
- Noise;
- Population and Housing;
- Public Services;
- Recreation;
- Transportation and Traffic;
- Tribal Cultural Resources; and
- Utilities and Service Systems.

Chapter 4 of this Draft EIR is divided into sections for each of these environmental issue areas listed above and includes a detailed discussion of the associated impacts. Mitigation measures to reduce impacts to a less than significant level, if feasible, are identified when there are potentially significant impacts.

2.4 - Required EIR Contents

In addition to the environmental issue areas identified above, this Draft EIR includes all of the information required by CEQA. Table 2-2 contains a list of information required under CEQA, along with reference to the chapter/section in which they can be found in this document.

**Table 2-2
Required EIR Contents**

Requirement (CEQA Guidelines Section)	Location in Draft EIR
Table of Contents (Section 15122)	Table of Contents
Summary (Section 15123)	Chapter 1
Project Description (Section 15124)	Chapter 3
Environmental Setting (Section 15125)	Chapter 4; Sections 4.1 – 4.15
Environmental Impacts (Section 15126)	Chapter 4; Sections 4.1 – 4.15
Significant Environmental Impacts (Section 15126.2)	Chapter 4; Sections 4.1 – 4.15
Cumulative Impacts	Chapter 5
Significant Impacts that Cannot Be Avoided (Section 15126.2)	Chapter 6; Section 6.1
Significant Irreversible Environmental Changes (Section 15126.2)	Chapter 6; Section 6.2
Growth-Inducing Impacts (Section 15126.2)	Chapter 6; Section 6.3
Effects Not Found to Be Significant (Section 15128)	Chapter 6; Section 6.4
Energy Conservation	Chapter 6; Section 6.5
Mitigation Measures (Section 15126.4)	Chapter 4; Sections 4.1 – 4.15
Alternatives to the Project (Section 15126.6)	Chapter 7
Organizations & Persons Consulted and References (Section 15129)	Chapter 8
List of Preparers (Section 15129)	Chapter 9

2.5 - EIR Organization

The contents and organization of this EIR are designed to meet the current requirements of the CEQA Statutes and the CEQA Guidelines. The Draft EIR is organized as described below:

- **Acronyms and Abbreviations**, lists all acronyms and abbreviations mentioned throughout the EIR with corresponding definitions. Follows the Table of Contents.
- **Chapter 1, Executive Summary**, presents a summary of the FMP and alternatives, and potential impacts and mitigation measures.
- **Chapter 2, Introduction**, describes the purpose and overview of the EIR process, scope of the EIR, this EIR's content and organization, the availability of the EIR, and FMP contacts.
- **Chapter 3, Project Description**, provides a description of the FMP's location, characteristics, and objectives, and description of short-term and long-term projects.
- **Chapter 4, Environmental Setting, Impacts, and Mitigation Measures**, contains a detailed environmental analysis of the existing environmental and regulatory conditions, FMP impacts, and mitigation measures. In addition, the beginning of this chapter contains a brief explanation of why the FMP would not result in significant or potential significant impacts to various environmental issue areas per CEQA Guidelines Sections 15060(d) and 15128.
- **Chapter 5, Cumulative Impacts**, evaluates the environmental impacts of the combined recent past, present, and reasonably foreseeable future projects in the area that have the potential to contribute to cumulative impacts. This chapter also discusses the FMP's contribution to cumulative conditions and determines whether that contribution would be "cumulatively" considerable.

- **Chapter 6, Mandatory CEQA Sections**, presents an analysis of the FMP's effects that are found not to be significant, significant impacts that cannot be avoided, significant cumulative impacts, significant irreversible environmental changes, and growth-inducing impacts. This section also includes energy conservation.
- **Chapter 7, Alternatives**, describes a reasonable range of potentially feasible alternatives to the FMP that could reduce significant environmental effects that cannot be avoided as well as identifying the environmentally superior FMP alternative.
- **Chapter 8, Organizations and Persons Consulted and References** lists the persons and organizations contacted during the preparation of this EIR, and all reference sources for the EIR.
- **Chapter 9, List of Preparers**, identifies persons involved in the preparation of the EIR.

The analysis of each environmental issue area in Chapter 4 is organized as listed below:

- "Introduction" provides a brief overview on the purpose of the section being analyzed with regard to the Facilities Master Plan Update.
- "Environmental Setting" describes the physical conditions that currently exist and may influence or affect the issue area being analyzed.
- "Regulatory Setting" provides federal, State, and local laws and the FMP's proposed goals, policies, and implementation measures intended to reduce potentially significant adverse impacts concerning the environmental issue area being analyzed in a section.
- "Impacts and Mitigation Measures" discusses the impacts of the FMP for each issue area, presents the determination of level of significance, and provides a discussion of the feasible mitigation measures to reduce any significant impacts.

2.6 - Availability of the EIR

The Draft EIR for the FMP is being circulated to the public and agencies for review and comment. One of the primary objectives of CEQA is to enhance public participation in the planning process and to gather input as to the important environmental issues to be analyzed in the EIR. Therefore, public involvement is considered an essential feature of CEQA, and community members are encouraged to participate in the environmental review process.

The 45-day review period has been established in accordance with Section 15087 of the CEQA Guidelines. During the 45-day public review period, which began on November 19, 2018, and which will end on January 2, 2019, the Draft EIR will be available for general public review at:

Sierra College
Facilities and Construction
5100 Sierra College Blvd.
Rocklin, CA 95677

Sierra College Library
5100 Sierra College Blvd.
Rocklin, CA 95677

City of Rocklin
Planning Division
3970 Rocklin Road
Rocklin, CA 95677

Supporting documents not included in the Draft EIR are available for public review at the Sierra College Library. Interested parties may provide written comments on the Draft EIR that must be postmarked by January 2, 2019 Please address comments to:

Laura Doty
Facilities and Construction Director
Sierra College
5100 Sierra College Boulevard
Rocklin, CA 95677
ldoty@sierracollege.edu

Upon completion of the 45-day review period, written responses to all comments on environmental issues discussed in the Draft EIR will be prepared and incorporated into the Final EIR. Within the 45-day public review period, the District will hold a hearing to receive public comments on the Draft EIR; written responses to comments received during the hearing will also be prepared and incorporated into the Final EIR. The public hearing will be held on November 26, 2018 at 2:00 p.m. and 5:30 p.m. at the Campus Board Room (located in the Learning Resources Center, Room 133) on the Sierra College Rocklin Campus. The District Board has final authority over certification of the Final EIR.

Written responses to comments received from any agencies will be made available to these agencies at least 10 days before the District Board meeting at which the certification of the Final EIR will be considered. These comments, and their responses, will be included in the Final EIR for consideration by the District Board.

2.7 - Project Contacts

Sierra College is the Lead Agency in the preparation of this Draft EIR. This Draft EIR has been prepared by QK as an independent contractor to the District. Preparers of this Draft EIR are provided in Chapter 9.

2.7.1 - LEAD AGENCY

Sierra College
5100 Sierra College Boulevard
Rocklin, CA 95677
Contact: Laura Doty, Facilities and Construction Director

2.7.2 - EIR CONSULTANT

QK
601 Pollasky Avenue, Suite 301
Clovis, CA 93612
Contact Ginger White, AICP, Project Manager

CHAPTER 3 - PROJECT DESCRIPTION

3.1 - Introduction

This EIR has been prepared to identify and evaluate potential environmental impacts associated with implementation of the Sierra College Rocklin Campus 2018 Facilities Master Plan Update (FMP) on the main part of the Rocklin Campus. This includes the 192-acre area inside the boundaries of Interstate 80 (I-80) to the west, Rocklin Road to the south, and Sierra College Boulevard to the east. The intent of the FMP is to address anticipated increases in student population, update classroom and campus technology, and implement building and site improvements needed on the Sierra College Rocklin Campus (Campus). The FMP describes a 20-year, conceptual development program, which includes demolition of certain existing structures, construction of new structures, and rehabilitation of numerous existing structures. FMP components include both “near-term projects” and “long-term projects.” Near-term projects are those that Sierra College anticipates will be funded within a period of approximately five years and are considered to have a higher degree of certainty than other components in the FMP. These near-term projects will be analyzed at the project level and include the following:

- Parking garage;
- Infrastructure – north side of Campus;
- New instructional building;
- Modernization of Weaver Hall; and
- Gym modernization.

The remaining long-term projects will be analyzed at the program level. Collectively, the near-term projects (analyzed at a project level) and long-term projects are referred to as the FMP or Project. Please refer to Chapter 2, Introduction, for a discussion of the difference between project- and program-level analyses and their CEQA implications.

The District is a public agency with discretion over the Project and therefore, is required to comply with the CEQA. As required by CEQA Guidelines Section 15124, this project description chapter includes:

- Precise location and boundaries of the Project, including a detailed map and a regional map;
- Statement of objectives;
- General description of the Project’s technical, economic, and environmental characteristics; and
- Brief statement of the intended uses of the EIR, including a list of agencies expected to use the EIR in their decision making, list of permits and other approvals required to implement the Project, and a list of related environmental review and consultation requirements.

3.2 - Environmental Setting

The following discussion provides the existing regional and local environmental setting of the Project site and its surroundings, as well as surrounding land uses and the Project site's location. This section also provides a brief overview of the existing College facilities, enrollment and amenities. Figure 3-1 provides a map of the regional location of the Project. Figure 3-2 shows the Project site's local vicinity.

3.2.1 - REGIONAL AND LOCAL SETTING

The Campus is located at the eastern edge of the Sacramento Valley, along I-80, approximately 21 miles northeast of Sacramento and 14 miles southwest of Auburn. The Campus sits on the edge of urbanized land and lower density, agricultural residential land entirely within the City of Rocklin, Placer County, CA. The natural landscape both within and surrounding the Campus consists of gently rolling topography and oak grassland.

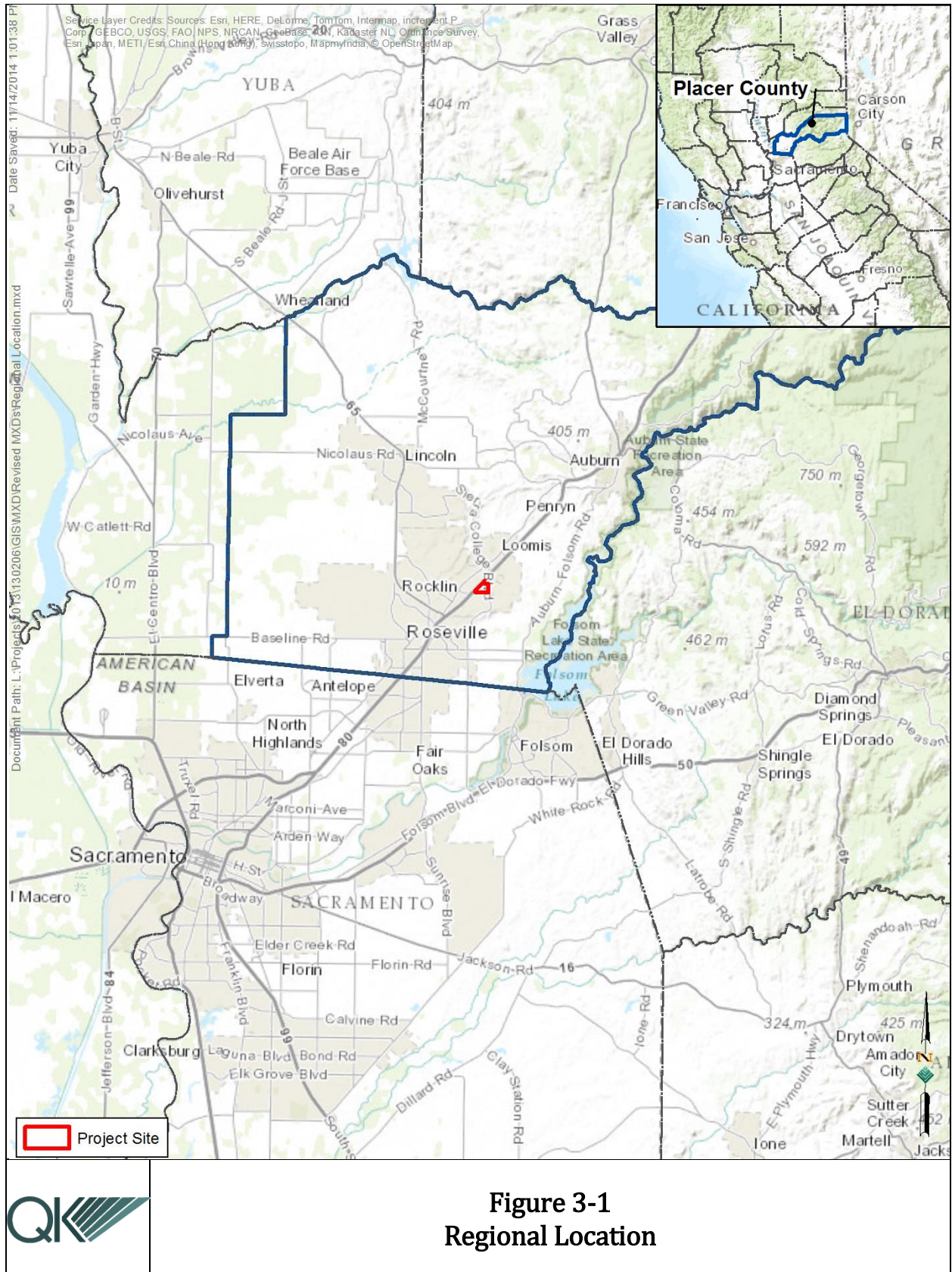
The *City of Rocklin General Plan* (City of Rocklin 2012) designates the 192-acre, main Campus, north of Rocklin Road and west of Sierra College Boulevard, as PQP (Public-Quasi Public). The Campus is within the PD-CC (Planned Development-Community College) zone district, except for the Secret Ravine Creek area, which is zoned OA (Open Area). The Project site also contains the R-C (Resource-Conservation) land use designation and PD-OA (Precise Development-Open Area) zone district, but the Project would not affect these areas. Figures 3-3 and 3-4 show the General Plan land use designations and zone districts, respectively, for the Project site and its vicinity.

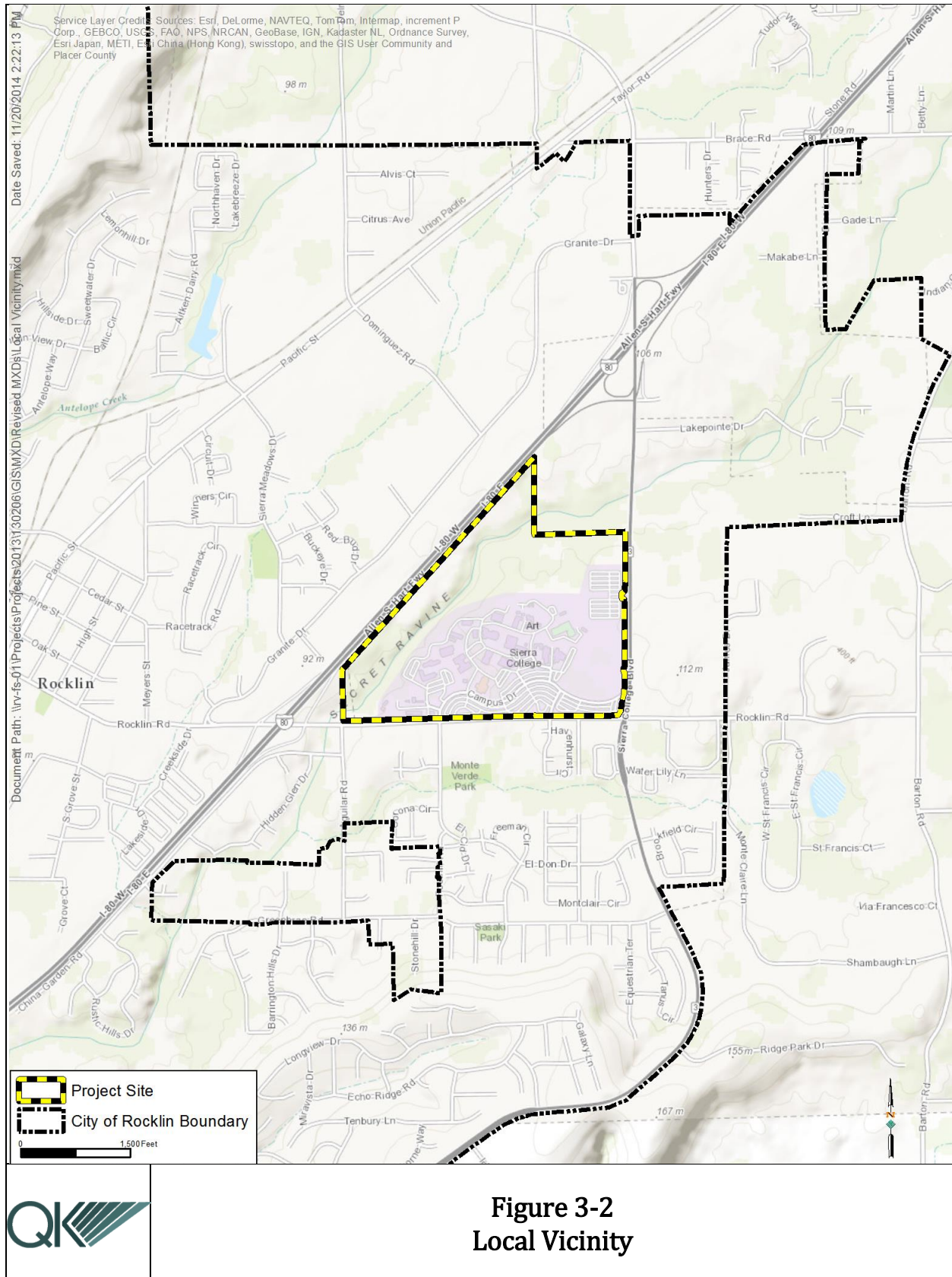
3.2.2 - SURROUNDING LAND USES

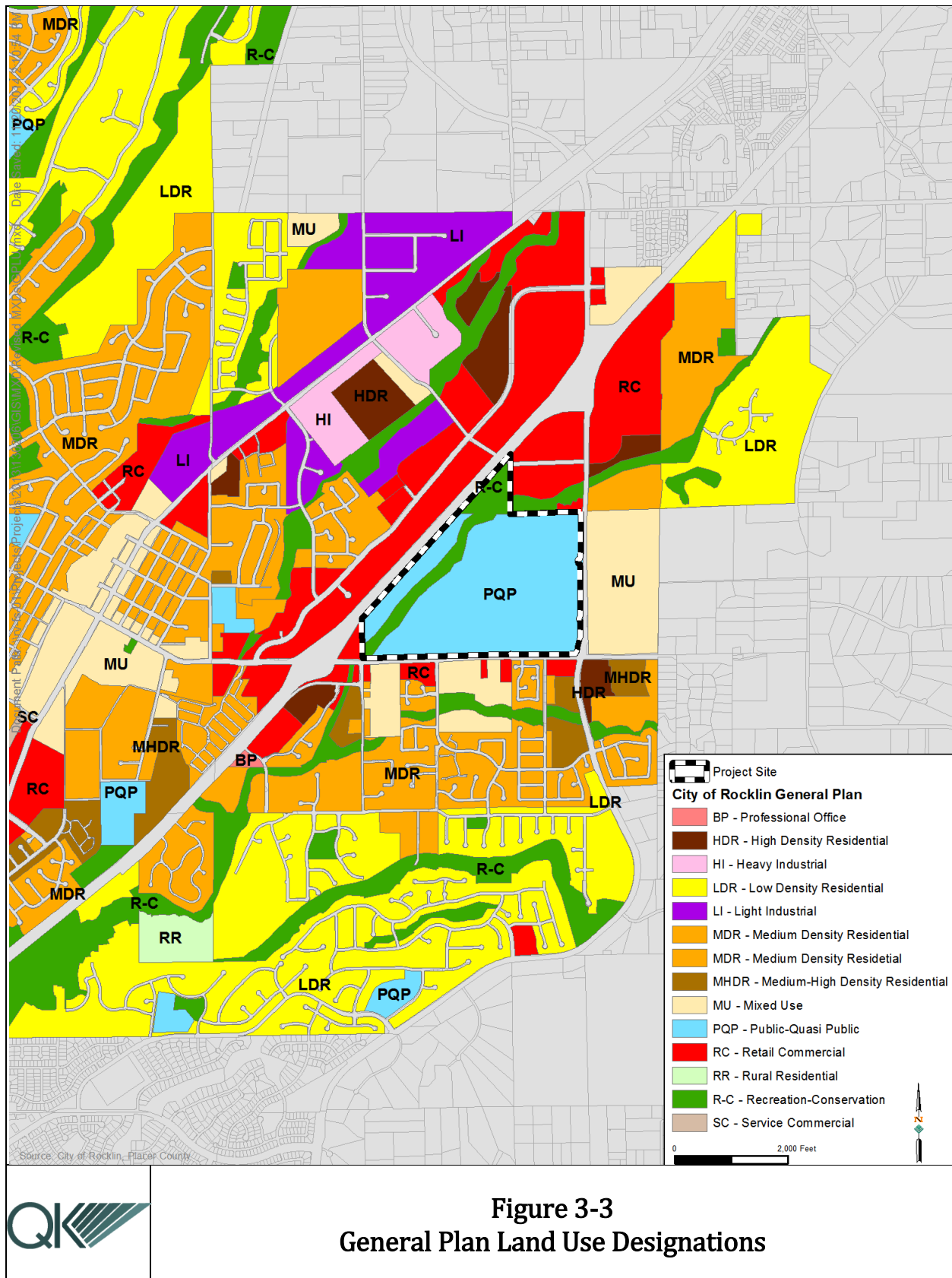
Land use surrounding the Campus is mixed. Land to the south, across Rocklin Road, includes medium-density residential and retail commercial. Land to the west, beyond I-80, is devoted to retail commercial and office uses. The District owns 72 acres east of Sierra College Boulevard and 36 acres south of Rocklin Road, which are now considered "surplus," and have been excluded from the FMP. These properties are currently being considered for development by a local developer. Land immediately north of the Campus, between Sierra College Boulevard and I-80, includes two single-family dwellings and a church. An apartment complex is proposed at the Rocklin Road/Sierra College Boulevard intersection, anticipated to encompass areas both north and south of Rocklin Road. New retail commercial shopping centers are on both sides of I-80 at the Sierra College Boulevard interchange.

3.2.3 - PROJECT LOCATION

The main Campus is bound by I-80, Rocklin Road, and Sierra College Boulevard on three sides. The College owns two additional parcels, across Rocklin Road and across Sierra







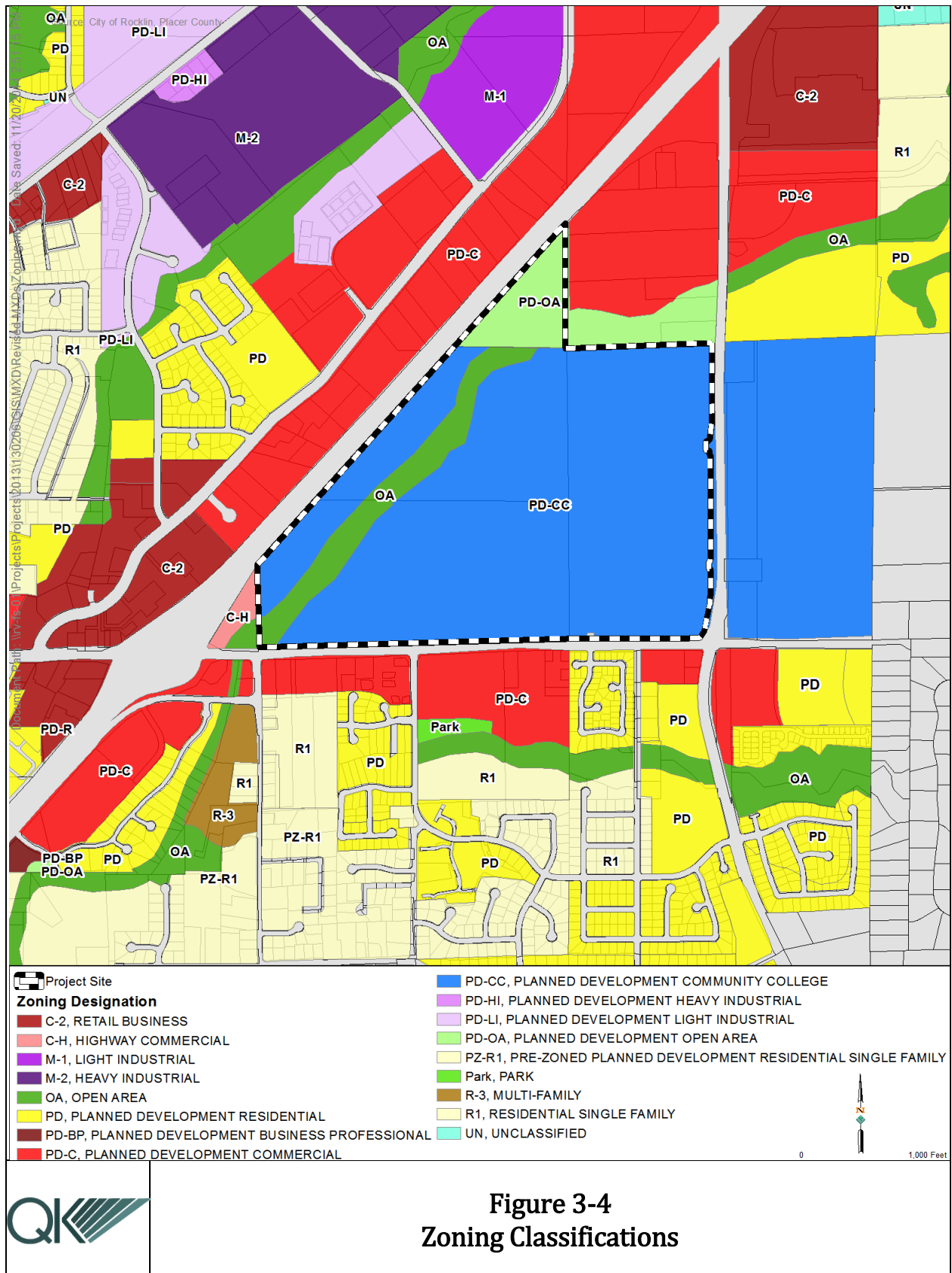


Figure 3-4
Zoning Classifications

College Boulevard, totaling 108 acres. While the entire Campus consists of approximately 300 acres, the FMP focuses solely on the facility planning and site development of the primary 192 acres.

3.2.4 - SIERRA COLLEGE BACKGROUND

The Campus opened in 1961 with an enrollment of 1,500 students and growth was immediate. By the end of the 1960s, the Campus included 100 full-time faculty members, nine new Campus buildings, and enrollment was nearly 4,000 students. New facilities were continuously constructed throughout the decades. By 2013, the Rocklin Campus enrollment was 14,300 students. In addition to the Campus in Rocklin, CA, the District also serves students from campuses in Roseville, Truckee, and Grass Valley, CA.

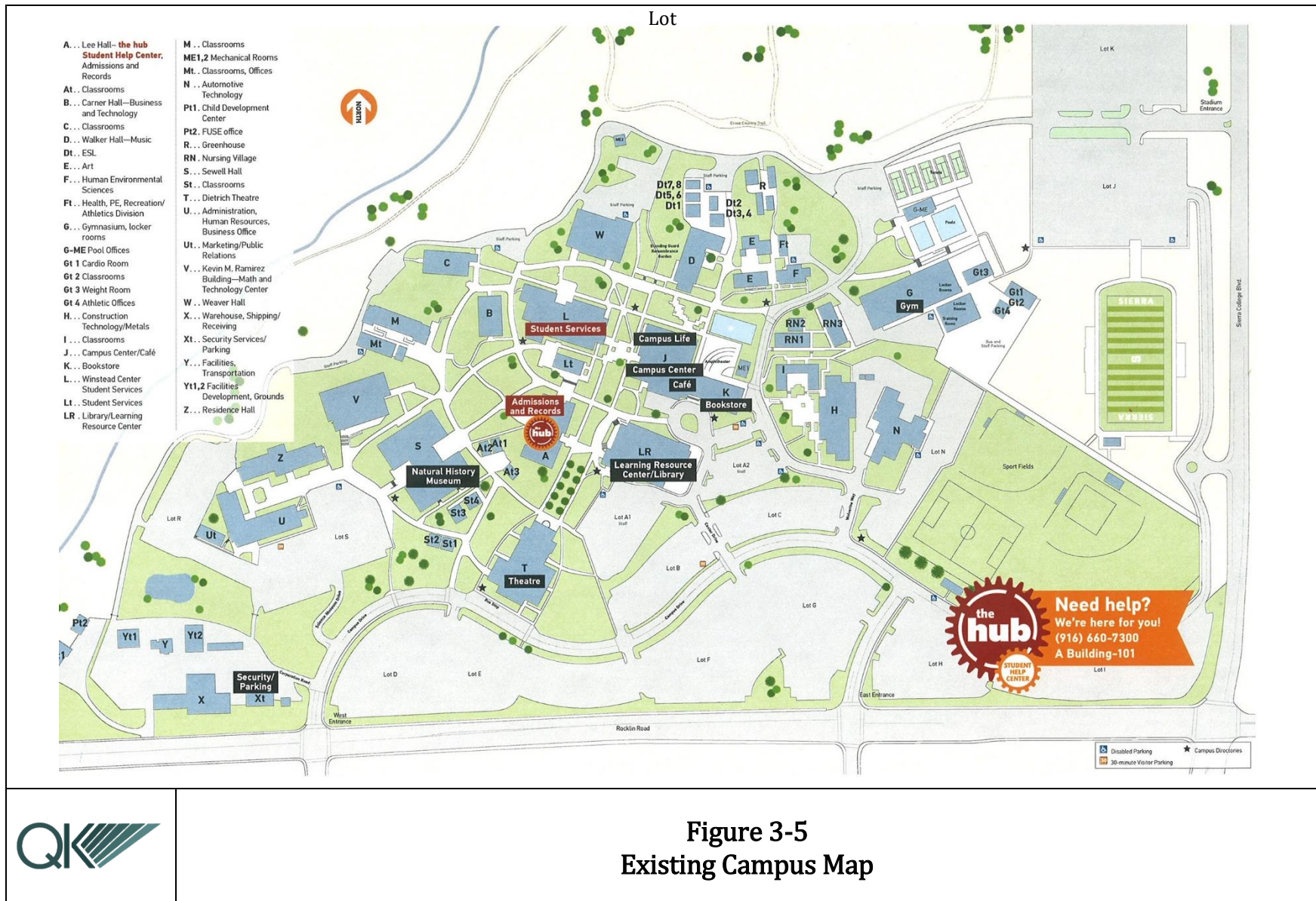
The Campus consists of 57 buildings totaling 616,857 gross square feet (GSF). Included as buildings are classrooms, offices, lobbies, storage, and similar campus uses, as well as out-buildings, sports field buildings (announcer stands, team rooms), maintenance buildings, and other uses.

One of the facilities department buildings (Building Y, 1,530 GSF), a vestige of the period of occupation prior to establishment of the Sierra College campus, is believed to have been built in 1940 as the original homestead for the property. Twenty of the existing buildings around Campus (310,595 GSF) were constructed in the 1960s. Twelve of these buildings have been expanded and/or modernized at least once since their inception, with a majority of those renovations occurring in the 1970s. As shown in Figure 3-5, some of the original 1960s buildings, with letters keyed to buildings, are listed below (note, those with a “t” after the building letter, such as “Yt2,” denote a ‘temporary’ building):

A	Administration	K	Bookstore
B	Academic	L	Winstead Hall (Student Serv.)
C	Academic	M	Academic
D	Music	ME-1	Central Plant 1
E	Art	N	Vocational
F	Human Development	R	Greenhouses
G	Gymnasium/Lockers	S	Sewell Hall (Science)
H	Vocational	U	Admin./H.R./Bus. Services
I	Agriculture	Yt2	M & O Shop
J	Campus Center/Dining	Z	Dormitory

Following the initial phase of buildings was the construction of 186,708 GSF of new facilities, which was completed between 1971 and 1996. These buildings include:

Ft	PE/Athletics	Pt1	Child Development Center
G-ME	PE/Pool Building	T	Dietrich Theatre
Gt3	PE/Weight Room	W	Weaver Hall (Academic)
LR	Library/Learning Resource Center	X	Warehouse/Maintenance Shop
Mt	Classroom	Xt	Security



The District also ended its long-term lease at the Roseville Gateway Building and moved the Public Safety and Community Education programs from Roseville Gateway to a new, city building on Vernon Street in Roseville (Roseville Center; the District leases 30,966 GSF of the building). Prior to that the Math and Technology Center and three temporary buildings were constructed in 2007. The Math and Technology Center (V Building) features more than 53,000 GSF of laboratory, lecture, and office space. Sixty-four percent of the existing buildings on Campus range from 14 to 58 years old with an additional structure of 78 years old. The age of each facility has made it increasingly difficult for the Sierra College to meet the maintenance demands given the growing enrollment and how often the buildings are used. In addition to the aged facilities, the physical room sizes and outdated infrastructure prevent instructional flexibility and opportunities for repurposing these spaces for other instructional uses.

The Campus generally operates from 8:00 a.m. until 10:00 p.m. Monday through Thursday, with some classes offered on Friday.

3.2.5 - EXISTING ENROLLMENT AND AVERAGE DAILY HEADCOUNT

The College tracks, records, and submits to the State Community College Chancellor's Office student enrollment data for each semester. The accuracy of this data is critical to the Campus because it receives its operating funding from the State based on the number of full-time students that are served by the Campus.

According to the College Research Office, nearly 15,000 students were enrolled at the Campus during the fall 2013 term. For planning purposes, this does not imply that all of those students were on Campus at one particular time. When considering the number of full-time and part-time students, as well as the impacts of class scheduling, it is complex to determine the maximum number of students at the Campus on a daily basis. For example, one student may attend a one-hour-class, four days a week, while another student may be on Campus for eight hours, two days a week. Some students may choose to stay on Campus for long periods of time between classes, while others leave and return later. Evening classes contribute to the unknown number of students on Campus, as these students may or may not also attend classes during the daytime hours.

During fall 2014, the College Research Office determined that the Rocklin Campus served as many as 6,000 students at any given time during peak times of day, Monday through Thursday.

3.2.6 - EXISTING VEHICULAR CIRCULATION

Most of the Campus students and staff driving to and from the Rocklin Campus utilize I-80. Two interchanges, at Rocklin Road and Sierra College Boulevard, serve the Campus and neighboring areas. Both interchanges are located within a mile of the Campus. Rocklin Road extends east from I-80 at the south end of the Campus, while the Sierra College Boulevard exit is to the northeast of Rocklin Road and extends south, along the eastern boundary of the Campus (see Figure 3-5). Since a majority of vehicles arrive from the northeast-bound

direction of I-80, it is common practice for students to assume that the first (southern) exit, Rocklin Road, is closer to the Campus and the quicker route of the two. Rocklin Road includes two lanes of traffic in each direction. The District owns a parcel of land south of Rocklin Road, which is currently a dirt lot providing overflow parking to students during daylight hours. Students parking in this lot must access Campus by crossing Rocklin Road on foot. While this may be suitable for the flow of everyday traffic, circulation issues at the intersections and within the perimeter roads of the Campus ultimately create gridlock along Rocklin Road during peak instructional periods.

For drivers approaching the Campus on Rocklin Road during peak periods, left turn lanes into Campus are inadequate and cannot dispense traffic quickly enough to alleviate congestion from I-80. A recent traffic study has found that the intersection of Rocklin Road and El Don Drive currently operates at an unacceptable level of service (LOS) because of this problem.

While Sierra College Boulevard also provides two lanes of traffic in each direction, the multi-lane entrance into parking lots J and K (see Figure 3-5) is sufficient for receiving large traffic volume during peak periods. A meandering single-lane access drive exists along the northwest edge of the developed Campus and provides a one-way traffic route for staff and service vehicles from Weaver Hall westbound, and a bi-directional route between Weaver Hall eastbound and the J and K parking lots. This service road, also known as Campus Drive North serves as a natural boundary between the campus and nature area and as a fire lane. The service road was originally a dirt trail for emergency vehicles but was improved many years ago by adding an asphalt surface. While this is not an engineered road and cannot support a significant increase in traffic, it is also inadequate for large first responder vehicles. The District plans to improve and widen the road as a part of the FMP circulation improvements within five years, although it is expected to remain one-lane and one-way from the north parking garage to Campus Drive, with continued, limited access.

3.2.7 - EXISTING PARKING

More than 4,300 parking spaces are currently provided for students, staff, and faculty at the Rocklin Campus. The majority of parking is located along the perimeter of the Campus, primarily at the south edge along Rocklin Road (2,300 spaces) and the northeast corner at Sierra College Boulevard (774 spaces). Several smaller parking lots are situated in the middle of campus and along the rear access drive (760 spaces).

A portion of the District-owned 36 acres at Rocklin Road and El Don Drive is currently utilized for overflow parking (approximately 500 spaces). This lot is opened on an as-needed basis, typically at the beginning of each term, and is heavily used by students, due to its proximity to the Campus. Unfortunately, the students are forced to cross Rocklin Road at the El Don Drive intersection, lengthening the red-light intervals for east and westbound traffic and further contributing to the traffic congestion in that area. In an attempt to save time by avoiding the parking scene on campus, students also resort to parking in nearby shopping centers and residential areas. The City of Rocklin recently implemented parking restrictions

in designated neighborhoods adjacent to Campus and requires residents to display parking permits when parking in the street.

Recent traffic studies show that parking demands at the Campus have significantly increased since 2011. While experiencing a subtle decline in total enrollment during this period, these findings are most likely due to the increase in the number of students taking one or two classes (part-time students). At the beginning of the fall 2017 term, all parking areas approached capacity very quickly in the early morning hours and the number of occupied spaces lessened as the day progressed.

3.2.8 - EXISTING ATHLETICS AND PHYSICAL EDUCATION FACILITIES

Existing facilities at the Campus include a gymnasium and locker rooms (G and Gt Buildings; see Figure 3-5); 25-yard lap pool and pool building (G-ME); diving pool; five tennis courts; football, baseball, softball, and soccer fields, and four beach volleyball courts. The fields are very independent from each other in that there is no sense of shared space among the athletic facilities. Training, locker, and team rooms are inadequate and do not currently meet the requirements of the instructional and athletics programs, and there are no restrooms near the sports fields.

3.2.9 - EXISTING STUDENT HOUSING

Currently, the dormitory on campus houses a maximum of 121 students. In a typical year, the requests for dormitory space outnumber the existing space by a ratio of 3 to 1. The dormitory is proposed to be phased out and replaced with a larger dormitory as part of the FMP.

3.2.10 - EXISTING NATURAL OPEN SPACE

Sierra College's Rocklin Campus was part of several agricultural properties developed in the early 1900s and used largely for grazing livestock. The vestiges of that period of occupation and use are still present in several buildings on the campus, including the homestead in the campus corporation yard (Bldg. Y). Believed to have been built in 1940, this modest ranch building formed the backbone of the property that was acquired in the 1950s and redeveloped as a college campus. Since the 1950s, an oak woodland has replaced the open agricultural fields on the northern and western perimeters of the campus.

The Campus now features approximately 90 acres of oak woodland, located between I-80 and the developed campus. This area is densely populated with natural vegetation, primarily oak trees, shrubs and grassland, and is home to many species of reptiles, amphibians, fish, insects, and other wildlife. This open space area is rich in biodiversity, as it is home to more than 900 species of plants and animals. Lists maintained by the Sierra College Biology Department include approximately 550 plant species, 220 species of invertebrates, 14 species of fish, 24 species of reptiles and amphibians, 33 species of mammals, and 92 species of birds. Numerous habitats are also featured in the natural area, including oak woodlands, grasslands, oak savannas, riparian zones, ponds, springs, and vernal pools. In addition, evidence of past Native American settlement, such as bedrock mortars, pestles and

subterranean structures, have been found throughout the area as well as vestiges of the gold-mining era of the late 1800s.

A prominent element of the natural open space area is Secret Ravine Creek, a perennial tributary that spans approximately 10.5 miles through surrounding communities and unincorporated portions of Placer County. The stream runs along I-80, extending from the northeast to the southwest corners of the campus (see Figure 3-2). The Campus is located within the Secret Ravine Subwatershed, which is located within the Dry Creek Watershed, which in turn is located within the larger Sacramento River Hydrologic Region. Secret Ravine is a tributary to the Sacramento River.

The natural open space area is a unique biological asset to the Campus and a rare feature for a community college campus. Many disciplines use this outdoor space for educational purposes, including biology, botany, zoology, microbiology, environmental studies, geology, geography, anthropology, agriculture, physical education, art, and music, among others. In addition to the collegiate disciplines, this area is also used extensively by the public, as well as other school and community groups.

The natural open space area is not encumbered by an open space easement, deed restriction, or any other legal document that would limit development or preserve it in its present state. The zoning and General Plan designations for the Secret Ravine Creek area, (zoned OA - Open Area and R-C - Resource-Conservation land use designation) do, however, have restrictions for use and development that offer protections to the area. In an effort to ease the traffic congestion along Rocklin Road, and instead encourage traffic to use Sierra College Boulevard to enter the campus at Stadium Entrance, the FMP considers limited expansion into this zone for the public safety facilities, the new instructional building, and access to the new parking garage.

3.2.11 - EXISTING PERFORMING ARTS

The Rocklin Campus includes the 500-seat Dietrich Theater, which is the venue for a robust performing arts program that includes instrumental and vocal music concerts, theater arts, dramas, comedies, and lectures.

3.2.12 - EXISTING UTILITIES

The Campus is served by existing urban infrastructure to serve the needs of the Campus. Domestic and raw water are provided by Placer County Water Agency. Raw water (untreated water or canal water) is used for landscape irrigation. Wastewater disposal is provided by South Placer Municipal Utility District. Electrical and natural gas services are provided by Pacific Gas and Electric Company, and telecommunications is provided by AT&T, CENIC, and Wave Broadband. Utility usage by the Campus for 2017 is as follows:

- Electricity (purchased): 7 megawatt hours;
- Electricity (from onsite photovoltaic arrays): 1.4 megawatt hours;
- Natural Gas: 224,000 therms;

- Domestic water: 35.3 acre-feet per year (does not include raw water, which is not metered); and
- Garbage Produced: 375 tons (in addition to 550 tons that are recycled).

3.3 - Master Plan

3.3.1 - MASTER PLAN BACKGROUND

The following provides background for the FMP process, environmental constraints analysis for the FMP, and previous master planning and development projects on the Campus.

Master Plan Process

In March 2012, the District established the Facilities Master Planning Task Force to prepare a master plan that illustrated the long-term vision of facility planning at the Rocklin Campus. The FMP Task Force met on a regular basis to identify planning interests, propose ideas, and ultimately recommend a Facilities Master Plan to the District's Board of Trustees (Board) for approval. The Task Force, guided by the Sierra College President and the Vice President of Administrative Services, has provided guidance to a master planning architect, who prepared the Draft Master Plan. The first version of the Rocklin Campus FMP update was approved by the Board of Trustees in June 2014. Because the Task Force continued to meet to further refine the FMP, additional revisions were proposed and approved for incorporation into the FMP in June 2017. However, the FMP Task Force proposed a subsequent revision in December 2017 in response to faculty concerns about the location of the new science building and other changes. The Board of Trustees approved the December 2017 FMP update; however, additional changes in building location and proposed schedule were made and approved by the Board of Trustees in June 2018, as shown in Figure 3-6. This EIR has therefore been scoped to identify the environmental impacts of the June 2018 FMP.

Environmental Constraints Analysis

The preparer of this EIR was commissioned by Sierra College to conduct an environmental constraints analysis of the Draft Rocklin Campus FMP Update. The purpose of the analysis was to identify sensitive environmental features that could be disturbed by proposed construction, thereby allowing for revisions to the preliminary site plan in order to avoid potential environmental impacts as early in the master planning process as possible. This is a process commonly referred to as "self-mitigation." The environmental constraints analysis was focused on biological resources, cultural resources, and oak trees that could be potentially impacted along the edge of the natural open space.

Previous Master Planning and Development Projects

Until recently Sierra College did not have a current, adopted Facilities Master Plan, and previous efforts to prepare a Facilities Master Plan were not completed. For example, the Land Use Development Plan 1995 – 2010 was prepared but never adopted by the Board.



Figure 3-6
Facilities Master Plan for the Rocklin Campus

Similarly, a plan called Future Growth Plan – 2025 was also drafted but never adopted. Recent projects completed at the Rocklin Campus, which involved the preparation of a California Environmental Quality Act document, include the following:

- Math-Tech Project (2004);
- Classroom and Lab Project (2004); and
- Parking Access Project (2009).

3.3.2 - MASTER PLAN PROJECTED ENROLLMENT AND AVERAGE DAILY HEADCOUNT

Campus enrollment is expected to steadily increase for the next 20 years based on Placer County demographic data. The FMP has been designed to serve a maximum projected enrollment of 22,500 students¹ (or peak hourly load of approximately 9,420 students, Monday through Thursday). The 22,500-student-enrollment capacity for the campus was established by the District Board as a reasonable growth goal and is consistent with the student enrollment assumed in the *City of Rocklin General Plan* (City of Rocklin 2012) at full build-out.

3.3.3 - MASTER PLAN COMPONENTS

This section provides an overview of the FMP and describes its components. Figure 3-6 provides the illustrative site plan for the FMP, as approved by the District's Board of Trustees in June 2018. Certain components (namely, new buildings and circulation and parking facilities) described below have been categorized as either near-term (project level) or long-term (program level) projects. This section is based on the *Facilities Master Plan Update, Sierra College, Rocklin Campus*, and the site plan, which was adopted in December 2017.

The student population on the Rocklin Campus is growing. Projections confirm that growth will continue for the foreseeable future. The FMP is structured to accommodate this long-term increase in student demand through the phasing and scale of the projects to be constructed through the 20-year time horizon of the Plan.

The projected growth of the Campus introduces a need for increased instructional space. The FMP proposes a modernization of all existing instructional facilities, as well as the construction of new instructional buildings, a new dormitory and parking structures, and improvements and additions to the circulation system. Some new buildings, as conceptualized by the architect and described below, will be located along the redesigned service road. Larger, multi-story buildings would replace small, one-story buildings, providing a higher level of efficiency and decreased carbon footprint as compared to the current layout of facilities. In comparison to other buildings in the Campus core, the larger scale of the new buildings would create a backdrop for the Campus and outline the implied boundary of the developed campus. One of the new buildings is simply identified as

¹ The projections for student enrollment are based on a 57% increase in overall 2013 enrollment of 14,300 students ($14,300 \times 57\% = 22,451$ rounded up to 22,500) and a 57% increase of the peak hourly load of 6,000 students in 2013 ($6,000 \times 57\% = 9,420$ peak hourly load).

“instructional” due to the unknowns related to the specific instructional programs that would be offered once this building is completed.

The architect and the Task Force developed a set of criteria and priorities that would best address the challenges of the Campus: increasing student population, outdated facilities and technology, compliance with current State and federal regulations, and transportation and circulation issues. They developed a conceptual plan to address these challenges over a 20-year period, while also considering aesthetic components, best use of existing facilities, and conservation of campus resources. The proposed FMP describes a development program that includes demolition of some existing structures, construction of new structures, and rehabilitation of numerous existing structures. FMP components include both near-term and long-term projects. Near-term projects are those that the College anticipates will be funded within a period of five years and are considered to have a higher degree of certainty than other components in the Plan. Near-term components may include the following: a new instructional building, parking garage (North), infrastructure improvements on the north side of the campus, and modernization of Weaver Hall (W) and the gymnasium (G). Details of these near-term projects are provided below. Near-term improvements to the Campus circulation include improvements between Stadium Entrance and the new structures to encourage student access and parking at the northern end of the Campus.

The College estimates that a peak load of 9,420 students would be on the Campus Monday through Thursday at any given time upon full build out of the FMP. All potential environmental impacts will be based on this number, which represents a 57 percent increase of the current baseline of 6,000 students and staff at the Campus during the busiest (peak) times of day, Monday through Thursday. This is based on the following:

- 14,300 students were enrolled in fall 2013;
- The Board of Trustees capped growth at 22,500 students enrolled during any one semester (approximately 57 percent increase);
- During fall 2014, the Campus Research Office determined that the Rocklin Campus served as many as 6,000 students at any given time during peak hours, Monday through Thursday; and
- A 57 percent increase in students would result in a maximum of 9,420 students on campus at any given time during the busiest times of day on the Rocklin Campus, Monday through Thursday.

Near-Term Projects

These are projects that are slated to be built within the first five years after adoption of the FMP and this associated EIR. In addition to the construction of new buildings, as detailed below, the near-term projects will include the demolition of permanent structures and removal of temporary structures in locations where new structures will be constructed. Some existing structures will be updated with energy-efficient LED lighting, low-flow toilets, Americans with Disabilities Act (ADA) compliance measures, and other improvements.

PARKING GARAGE

This project will build a new parking structure on the northern edge of the developed campus, west of the campus tennis courts and east of the new instructional building. This multi-story structure will be approximately 50 feet in height with a capacity up to 1,500 vehicles. The road between Stadium Entrance and the new garage will also be realigned and expanded, as needed, to allow for safe and efficient access and egress to and from the new garage. This structure may be constructed concurrently with the construction of the new instructional building. The central location of the new garage will attract many students and help to balance the traffic volume to and from campus between Rocklin Road and Sierra College Boulevard.

INFRASTRUCTURE UPGRADES/IMPROVEMENTS – NORTHSIDE OF CAMPUS

This project will upsize or replace, as needed, utility and technology services to and around the existing northside of campus and will provide the necessary utility and technology infrastructure to the new campus facilities. The infrastructure services include electrical service, low voltage (data) service, water service (potable and non-potable), sanitary sewer, and storm water systems. The natural gas infrastructure was recently replaced but will need to be extended to the new instructional building and the new science building.

NEW INSTRUCTIONAL BUILDING

This project will construct a multi-story classroom building between Weaver Hall and the northern edge of the developed campus. It will consolidate and replace the classrooms, labs, and office spaces in Buildings B, C, M, Mt, E, F, and Dt's, which will be demolished following project completion. The size of the new building will be roughly equal to the sum of the buildings that will be replaced (approximately 45,000 GSF). Because the new building will be multi-story, the resulting footprint will be much less than the sum of the existing buildings.

WEAVER HALL MODERNIZATION

This project will modernize the two-story, 32,641 GSF Weaver Hall. Weaver Hall was built in 1971 and has had no renovations since its construction. The modernized building will provide current technology instructional spaces and be brought up to current accessibility and building code requirements. Instructional functions currently conducted in Weaver Hall will be moved into the new instructional building to facilitate the modernization.

GYMNASIUM MODERNIZATION

Existing PE facilities at the Campus include a gymnasium, locker rooms, classrooms, and a weight room (G and Gt Buildings; see Figure 3-5); 25-yard lap pool; diving pool; five tennis courts; football, baseball, softball, and soccer fields, and four beach volleyball courts. This project will modernize the existing 57-year old gym buildings and add an additional building, which will allow for the consolidation of the PE classes currently taught in five portable buildings (all five portables will be demolished following the completion of the project).

Long-Term Projects

These projects are slated to be built after the near-term projects, and over the remainder of the FMP's 20-year planning period. Long-term projects would include all building, street, sidewalk and other improvements to existing structures not occurring within the first five years. Long-term projects may include construction of additional buildings, such as a student housing, public safety center, and the West Placer CSUS Transfer Center described below. Improvements to vehicle, bicycle, and pedestrian circulation and parking conditions will also occur during this period.

All modernization/expansion projects described below would bring the facilities into compliance with current building codes, health and safety requirements, and accessibility regulations. Additionally, reconfiguration or expansion of the buildings may be included in order to better support current instructional programming and a larger student body.

STUDENT UNION

This project will renovate and update the current Rocklin campus cafeteria, bookstore, and student engagement center spaces into a student union. Current spaces will be increased to support the FMP build-out goal of a student population of 22,500 students.

SCIENCE BUILDING PHASE I

This project will build the first phase of the new science building, a 50,000 GSF facility which will consolidate and replace the classrooms and labs in Sewell Hall and the four St and three at portable buildings (the portables will be removed from campus or repurposed following completion of the project). The new building will be located on the current site of the B, C, M, and Mt Buildings, which will be demolished to establish the building site.

STUDENT HOUSING

This project will construct a new student housing building on the Campus with 350 to 400 beds, most likely a combination of traditional double occupancy rooms on a common hallway, and multi-bedroom suites with double and single occupancy bedrooms. The new facility will replace the existing 121 bed dorm. This dormitory would be located south of and adjacent to the new Student Union.

PUBLIC SAFETY TRAINING CENTER

Sierra College offers numerous courses in public safety instruction that are currently taught in multiple locations in Placer County, including downtown Roseville and the Rocklin Campus. However, the highly popular Public Safety programs have never had a home on the Rocklin Campus. This project will establish the first Public Safety Training Center on the Rocklin Campus for the administration of justice, health science, and fire technology programs.

WINSTEAD MODERNIZATION

Most Student Services functions are currently located in the Winstead Hall, Administration, Campus Center/Dining, Bookstore, and Learning Center buildings; however, related services are also scattered throughout the Campus. This project will modernize and expand the primary Student Services building on the Rocklin campus, Winstead Hall, allowing for the consolidation of the most critical student support services.

WEST PLACER-CSUS TRANSFER CENTER

This locally funded project would establish a Sierra College presence on the proposed future CSUS satellite campus in western Placer County. California State University (CSU) proposes to develop a public university on a 301.3-acre site in the center of the proposed Placer Ranch Specific Plan (PRSP), which would be located within the proposed Sunset Area Plan (SAP). At full build out, the satellite CSUS campus would be a four-year university sized to serve 30,000 full-time equivalent students (5,000 of which would be associated with Sierra College) and 4,000 to 5,000 faculty and staff. The proposed university site includes approximately 58 acres of internal open space areas to accommodate natural features (tributaries to Pleasant Grove Creek, wetland features) and to create natural amenities on the campus. The Sierra College Building would be approximately 30,000 GSF in size. (Placer County Sunset Area Plan 2018).

Because the proposed Sierra College satellite facility would not be located on the Rocklin Campus but instead would be located within the proposed CSUS satellite campus, the environmental effects of the proposed Sierra College satellite facility are not evaluated in this EIR. Rather, they will be addressed by Placer County in an upcoming EIR for the proposed SAP and PRSP. Placer County issued a Notice of Preparation of a Draft EIR for the SAP and PRSP in November 2016.

PERFORMING ARTS MODERNIZATION/EXPANSION

This project will modernize the Dietrich Theater on the Rocklin Campus, and expand the facility to incorporate the functions of the music Building (D Bldg.) into an integrated performing arts building. Once completed, D Bldg. will be repurposed or deactivated.

INFRASTRUCTURE – SOUTH SIDE OF CAMPUS

This project will upsize or replace, as needed, utility and technology services to and around the existing southside of campus. The infrastructure services include electrical service, low voltage (data) service, water service (potable and non-potable), sanitary sewer, and storm water systems.

VOCATIONAL MODERNIZATION

This project will modernize the current automotive technology and woods/metals technology instructional buildings that total 36,700 GSF. These buildings were built in the

1960's and renovated in the late 1970s and are in need of new instructional delivery methods to catch up to current industry standards and building and accessibility codes.

ADDITIONAL BUILDING IMPROVEMENTS

All remaining instructional and support buildings will be modernized. The buildings would be upgraded for compliance with current building and ADA codes. The modernizations will improve energy efficiency and when possible reconfigure the existing spaces to improve efficiency. The following is a list of all the buildings proposed for modernization, including those discussed in detail above:

1. Music - Building D, Walker Hall – Building D
2. Gymnasium/Lockers - Building G
3. Vocational Education - Building H
4. Campus Center/Cafeteria – Building J
5. Bookstore – Building K
6. Student Services – Building L
7. Learning Resource Center – Building LRC
8. Automotive - Building N
9. Classroom Buildings – Buildings RN1, RN2, RN3
10. Science – Sewell Hall – Building S
11. Dietrich Theater – Building T
12. Academic – Weaver Hall – Building W
13. Warehouse/Maintenance Shop - Building X
14. Facilities Dept - Building Y

Other Master Plan Considerations

OPEN AREAS

The FMP features a new open space in the heart of the Campus, encouraging a communal Campus atmosphere. Located where Building A currently stands, the FMP proposes an expansive courtyard with an amphitheater style setting along the north side of the courtyard, providing students with terraced seating overlooking a centralized water feature. This area is designed to encourage student interaction and learning opportunities outside of the classroom. The walkways and landscaping would take full advantage of the natural topography, creating a flexible outdoor space that compliments the buildings that surround it.

NATURE AREA

The nature area is a unique biological asset to the Rocklin Campus and a rare feature for a community college campus. Many disciplines use this outdoor space for educational purposes including biology, botany, zoology, microbiology, environmental studies, geology, geography, anthropology, agriculture, physical education, art and music, among others. In addition to the collegiate disciplines, this area is also used extensively by the public, as well as by other school and community groups. To preserve the uniqueness of the nature area, it

is the desire of the FMP task force to minimize encroachment of new development, both in size and nature of impact, into this portion of the campus.

The Secret Ravine drainage would remain untouched throughout implementation of the FMP. At the southern end of the Campus, the existing service road would be relocated to the east to allow the natural area to recover. The redesigned service road between the natural open area and the Campus core defines the northern limit of the FMP, except at the northeastern edge where the new Public Safety Training Center will be constructed. In attempts to offset encroachment impacts of the FMP, the routing of the redesigned service road is intended to expand the natural open area by meandering closely behind the FMP's proposed facilities. The redesigned service road, as depicted in Figure 3-6 is closer to the Campus core in many areas than the existing roadway, as shown in Figure 3-5. The Public Safety Training Center is planned on approximately three acres directly north of existing parking lot K and would encroach on the natural area north of parking lot K.

DESIGN GUIDELINES

The Sierra College Campus has a unique and diverse architectural vernacular that has evolved over the last 60 years. Many of the buildings were built in the 1960s and exhibit qualities associated with the mid-century modern style. These single-story structures utilize exposed steel frames with CMU masonry, brick, precast concrete and stone panels that give the campus a sophisticated charm and provide an existing palette of materials as a basis for future design.

The Sierra College Rocklin Campus has been built in multiple phases over the last 60 years. A few design themes are seen in the original buildings, such as exposed concrete aggregate tilt-up panels, concrete block exterior walls, exposed and painted wide flange beam and column framing, and weathered copper roofing. Some of the features have been continued in the buildings that followed the initial Campus construction; however, a blend of more modern finishes like stucco, concrete exterior wall panels and copper metal wall panels are now present. Two of the more recent buildings constructed on the campus, the LRC (Learning Resources Center) and the Building V (math and technology), are made of stucco with elements of either copper or tin.

Recently, the College received proposed Design Guidelines from the City of Rocklin that established design standards for certain designated "districts" within city limits. The Rocklin Campus resides within the "College District," with the use of brick as a design standard for new construction.

It is not recommended that the Campus introduce additional building materials to the existing exterior material palette. Instead, it is recommended that the Campus develop and implement design standards that will be compatible with the existing palette of exterior materials and provide consideration to the City's design guidelines. Such guidelines should address massing, materials and color. The guidelines should also address pedestrian circulation and methods to provide access compliance to various site locations. The goal of

the guidelines should be to promote a cohesive campus architectural texture and fabric as buildings are renewed or added to the campus.

CAMPUS CIRCULATION

In consideration of the expected increase in student enrollment, the current FMP proposes to widen the major vehicular circulation drives. Because future parking needs are uncertain based in part on future modes of transportation, enrollment and the long-range scope of the FMP, the District will continue to evaluate the vehicular circulation plan and its impact campus wide. The FMP proposes changes along Campus Drive and between Stadium Entrance and the new north garage, as well as changes to existing parking lots and parking structures intended to improve vehicular circulation and accommodate an increase in daily traffic volume.

ROCKLIN ROAD

Along Rocklin Road, the plan calls for enlarging both the east (Havenhurst Circle) and west (El Don Drive) entrances by adding new lanes at each entrance, which would greatly improve the flow of traffic both on and off campus. At the west entrance, two left turn lanes are recommended from east bound Rocklin Road onto Campus Drive, and the creation of a new right turn pocket on west bound Rocklin Road onto Campus Drive. At the east entrance, two left turn lanes are also recommended from Rocklin Road onto Campus Drive, along with the creation of a new right turn pocket on west bound Rocklin Road onto Campus Drive (see Figure 3-6).

The Draft Circulation Plan calls for the main route through the campus, Campus Drive, to be expanded from two to five lanes with two lanes running in each direction with a dedicated center lane. The plan also calls for adding a third entrance from Rocklin Road onto the campus and connecting with Campus Drive. The new entrance would be roughly equal-distance between the two existing entrances. This new entrance and road would consist of only two lanes and would provide only west bound right in/right out access/egress.

SIERRA COLLEGE BOULEVARD

Sierra College Boulevard is a north-south arterial that extends south from State Route 193 in Placer County until it becomes Hazel Avenue as it enters Orangevale. Adjacent to Sierra College, it has a posted speed limit of 50 mph with two travel lanes in each direction separated by a center median or channelized left-turn pockets.

Along Sierra College Boulevard, the FMP describes widening and extending the Stadium Entrance to accommodate the additional traffic associated with the 1,500-space Parking garage, which will be located east of the proposed new instructional building. The entrance would consist of five lanes as it runs through the existing J and K Lots and then it would narrow to two lanes as it continues westerly to the new garage.

Rocklin Road is currently used to access the Campus by approximately 78 percent of students. The addition of the Parking garage with its central campus location will encourage

students to use the Sierra College Boulevard as their main campus access/egress. This plan seeks to take advantage of currently available roadway capacity at the I-80/Sierra College Boulevard interchange through parking garage placement, campus access provisions, and on-campus circulation.

CAMPUS DRIVE

Campus Drive is proposed as a five-lane cross section to accommodate the future travel demand. This was done, in part, to provide direct access to a second future parking garage on the south side of campus.

PARKING FACILITIES

The FMP features additional surface parking along with parking garages, with an increase of almost 2,500 spaces. All parking has been located at the perimeter of the developed campus in an effort to keep vehicular circulation away from pedestrians as much as possible. This includes the removal of a few existing parking spaces on campus and the eventual removal of overflow parking on the 35-acre parcel across Rocklin Road at El Don Drive. Currently, the Rocklin Campus has a total of approximately 4,330 spaces. The FMP contains plans to increase parking to approximately 6,830 spaces, including the addition of two parking structures, the first being the Parking garage described under “near-term” projects on the northside of campus. The second 1,500-space, parking garage on the southside of campus would be constructed later in the 20-year plan, as population on the campus increased to the target full capacity of 22,500 students and it is determined that additional parking is needed.

BICYCLE AND PEDESTRIAN CIRCULATION

Class II bikeways (bike lanes) exist on both sides of Rocklin Road and Sierra College Boulevard adjacent to the Campus. However, there are no bike lane or bike path connections into the Campus, and no dedicated bicycle facilities along Campus Drive. There are existing pedestrian facilities, comprised of sidewalks and crosswalks, present throughout much of the campus, although the system lacks continuity, best practice pedestrian treatments, and other key pedestrian linkages. Fewer than one percent of students bicycle on campus, and only a maximum of two percent of students arrive on campus on foot (including to/from adjacent bus stop and nearby primary locations). The College is considering various measures to reduce vehicular traffic and improve conditions for alternative transportation, including enhanced bicycle and pedestrian connections.

Sidewalks exist on both sides of Rocklin Road and portions of Sierra College Boulevard adjacent to campus. The Campus includes sidewalks on the north side of Campus Drive, and the east side of Campus Drive East, opposite Havenhurst Circle (see Figure 3-6). Vehicular circulation remains in parking areas along the Campus perimeter and allows pedestrians to filter into the campus core. Sierra College developed an American’s with Disabilities Act (ADA) transition plan in 2014 (updated in 2017) that is used to guide annual campus-wide ADA compliance efforts. As the FMP is implemented, building and path of travel improvements will be included.

A variety of pedestrian walks within the developed campus are strategically located and sized to provide students and staff with a direct connection between buildings. Ranging from six to 40 feet in width, the scale of the walk would provide pedestrians with a certain comfort level based on the surrounding environment. While also serving as emergency fire lanes through Campus, these walks are designed to receive high levels of foot traffic and effectively transfer masses of students from one area to another during peak instructional periods. In contrast, the smaller tree-lined corridor between the L and J Buildings serves as a secondary connector for students walking through Campus and features a more intimate setting among the dense arrangement of buildings. However, although pedestrian facilities are present throughout much of the Rocklin Campus, the system lacks continuity, best practice pedestrian treatments, and other key pedestrian linkages.

INTERIOR CAMPUS AREAS

The FMP features a new open space in the heart of the Campus that encourages a communal campus atmosphere. Located where the Building A currently stands, the FMP proposes an expansive courtyard surrounded by primary instructional and support facilities on campus: LR Building (learning resources/library), T Building (theatre), S Building (administration), V Building (math & technology), new science building, L Building (student services), J Building (student union), and K Building (student union). An amphitheater-style setting along the north side of the courtyard provides students with terraced seating overlooking green space. This area is designed to encourage student interaction and learning opportunities outside of the classroom.

The smaller outdoor spaces between buildings are equally important to the success of the FMP and should be consciously designed to contribute to Sierra College's goal of providing students with the best educational experience possible.

3.3.4 - DEMOLITION AND GROUND DISTURBANCE

The FMP calls for the demolition of nine permanent buildings (see Figures 3-5 and 3-6). Table 3-1 provides the buildings and square footages of the permanent buildings to be demolished.

Table 3-1
Permanent Buildings to be Demolished

Building	Square Footage
Administration (A)	16,744
Academic (B)	7,425
Academic (C)	8,970
Art (E)	9,180
Human Development (F)	3,597
Agriculture (I)	6,473
Academic (M)	11,155
Administration (U)	13,773
Dormitory (Z)	23,581
Total	100,898

In addition, most of the portable or temporary buildings would also be removed.

3.3.5 - BEST PRACTICES

Water Conservation

Sierra College has been aggressively implementing water saving measures as technology has improved and aging infrastructure has been replaced. Specific examples include the following:

- Sierra College is gradually planting more drought-resistant and native plants, reducing turf, installing more advanced irrigation spray heads, and is installing an extensive system of landscape sprinkler controllers, some of which are weather sensitive. The goal is to reduce water use for landscaping by 20 percent over current use by 2037;
- The football field features artificial turf, and the turf at the soccer, softball, and multi-use fields has been converted to a drought-resistant variety of Bermuda grass;
- Pool covers are used to reduce evaporation;
- One hundred high-efficiency showerheads have been installed in the locker rooms;
- Low-flow plumbing fixtures have been installed throughout the Campus with plans for adding 100 more in existing structures. All new facilities will include low-flow toilets; and
- Thirty-three newly installed waterless urinals are each expected to save 40,000 gallons of water annually for a combined savings of 1.32 million gallons per year.

Electrical Energy Conservation

Sierra College has also been implementing multiple electrical energy conservation programs over the past few years. Specific examples include the following:

- The College has installed three thermal ice energy-storage systems that make ice overnight when electricity is the cleanest and cheapest, and use the ice during the daytime to cool the interior building air when the ambient temperatures increase;
- The Campus also has a 1.4 to 1.6 megawatt-hour photovoltaic system that provides approximately 20 percent of the electrical power for the Campus;
- In 2014, using State Proposition 39 Energy Efficiency funding, all Campus exterior pole lights were changed out from standard high-pressure sodium and metal halide fixtures to LED fixtures with an estimated energy savings of 112,000 kilowatt-hours per year; and
- In 2015, the College had energy saving Variable Frequency Drives (VFDs) installed on the air handling units for several buildings using the same Proposition 39 funding. This project is estimated to save the College 211,000 kilowatt-hours per year of electric energy.

- Starting in 2016 and continuing today, College staff again used Proposition 39 funding to start converting all interior lights from fluorescent to LED. To date, over 2,000 lights have been changed to LED lights.

3.4 - Project Phasing

The phasing of the FMP is driven by funding methods, enrollment projections and the spatial needs of the Campus. The priority of these projects may be adjusted, based on enrollment growth and the vision of the District. The near-term phase includes the construction of the new parking garage and new instructional building, modernization of Weaver Hall and the gym and the first phase of infrastructure upgrades for the north side of the campus. Permanent and temporary structures currently located where these new facilities are planned would be removed during this phase. Initial improvements to vehicular circulation and Campus entrances/exits would also be included in this phase.

The long-term (five to 20 years) phases include modernization of/improvements to most remaining buildings, including the expansion of student services building (L), construction of the first phase of a new science building, new student housing, a new public safety training center, the new West Placer-CSUS transfer center, and a second parking structure (if needed). Campus improvements will include vehicle circulation improvements and path of travel improvements.

3.4.1 - MASTER PLAN OBJECTIVES

The objectives of the FMP are as follows:

- Positively contribute to the South Placer County community by continuing to provide quality educational, sporting, arts, and entertainment programs;
- Provide code compliant educational facilities and academic support facilities that will accommodate projected increases in student enrollment;
- Improve the efficiency of vehicular circulation and parking onsite;
- Achieve a functional and aesthetically pleasing campus environment;
- Achieve architectural and site design compatible with the surrounding community;
- Meet the facilities and program needs of the Campus while minimizing significant impacts to the environment to the extent feasible;
- Minimize development within the nature area on the north side of campus;
- Incorporate American with Disabilities Act and similar accommodations to better facilitate students, staff, and visitors with disabilities or limitations; and
- Improve energy efficiencies in existing and replacement facilities to reduce impacts to air quality, and energy and water use.

3.5 - Issues Subject to Further Study

The following items were intentionally left unresolved by the Facilities Master Planning Task Force with an expectation to revisit and further develop them in future versions of the FMP.

3.5.1 - FIELD SPORTS

While the FMP features a concentrated area for physical education and athletic facilities, the layout does not meet the program requirements of the Campus. Flexible outdoor turf space is a key component of the physical education curriculum and is not provided in the plan. Athletic fields and supporting facilities must also be reviewed in detail to reflect the long-term vision of the Campus. The District is exploring opportunities through funding sources unrelated to the FMP for improvements to the sports fields and associated facilities.

3.5.2 - NATURE AREA PRESERVATION

Much of the nature area on the northern end of the Campus remains in an undeveloped state. The area contains a number of oak and other trees that grew to replace the fields there when the campus was purchased in the 1950s. The area north of parking lot K has been used in the recent past for dumping soil excavated elsewhere on the campus. The Public Safety Training Center is proposed for construction adjacent to the parking lot that currently abuts the nature area. This area was one on which the District received a number of comments during the scoping meetings. Members of the public and District staff consider the nature area as a resource that should be preserved and utilized by instructors. Others understand that in order for the District to provide sufficient space for public safety instruction, including instruction in driving emergency vehicles, expansion into this area is unavoidable.

3.5.3 - USE OF ADJACENT PROPERTIES

The 36- and 72-acre properties adjacent to the Rocklin Campus are currently identified by the District for development and revenue-generating purposes and are not included in the FMP.

3.6 - Decisions, Approvals, and Permits Required

The actions needed to approve the on-campus structures and other improvements associated with implementation of the Rocklin Campus Facilities Master Plan are under the jurisdiction of the State Architect. Therefore, all project permitting will be subject to State Architect review and approval. Because the District values its longstanding collaboration and partnership with the City of Rocklin, however, Sierra College staff will consult with Rocklin staff throughout the implementation of the FMP and will strive to comply with all City ordinances and regulations, including those detailed in the City's General Plan.

The District, as Lead Agency, has primary discretionary authority over the Project. There are also Responsible Agencies that are "public agencies other than the Lead Agency which have discretionary approval power over the project" (CEQA Guidelines Section 15381). To implement this Project, the following list of decisions, approvals, and permits would be required for the Project by the District and Responsible Agencies:

- Sierra Community College District Board of Trustees – consideration and certification of Final EIR with appropriate findings (CEQA Guidelines Section 15091 and 15093), and mitigation and monitoring program.

- California Division of the State Architect – plan review and construction oversight
- California Department of Fish and Wildlife – consideration and approval of Streambed Alteration Agreement
- Central Valley Regional Water Quality Control Board – consideration and approval of Section 401 permit and waiver of Water Discharge Requirements
- Placer County Environmental Health
- Regional Water Quality Control Board – General Permit for Stormwater Pollution Prevention Plan

Implementation of the FMA may also require Clean Water Act Section 404 permits from the United States Army Corps of Engineers. As a federal agency not subject to California law, the Corps of Engineers, strictly speaking, is neither a responsible agency nor a trustee agency. Instead, as a federal agency, it is subject to the National Environmental Policy Act (NEPA) rather than CEQA.

CHAPTER 4 - ENVIRONMENTAL IMPACT ANALYSES

Organization of Issue Areas

This Draft Environmental Impact Report (EIR) provides analysis of impacts for those environmental topics determined through the environmental scoping process as those that would result in “potentially significant impacts” as a result of project implementation. Sections 4.1 through 4.15 discuss the environmental impacts that may result with approval and implementation of the proposed Project.

Issues Addressed in this EIR

The following environmental issues are addressed in Chapter 4:

- Aesthetics;
- Air Quality;
- Biological Resources;
- Cultural Resources;
- Geology, Soils, and Seismicity;
- Greenhouse Gases;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Planning;
- Noise;
- Population;
- Recreation;
- Tribal Cultural Resources;
- Transportation and Traffic; and
- Utilities and Public Services.

As is described Chapter 2 - Introduction, the Project will not have adverse impacts to the issues noted below, and therefore, these issues are not included in Chapter 4:

- Agricultural and Forestry Resources – There are no lands designated as agricultural within the Project area, and there are no trees or other plant materials harvested as forestry resources within the Project area.
- Geology, Soils, and Seismicity - Septic systems and alternative waste disposal systems are not discussed further, as the Project proposes to connect to the city sewer system.
- Mineral resources – There are no records or other evidence of historical mining of minerals or gravel within the Project area.

Each environmental issue area in Section 4.1 through 4.15 contains a description of:

1. The environmental setting as it relates to the specific issue;
2. The regulatory framework governing that issue;

3. The methodology used in identifying the issues;
4. The significance criteria;
5. An evaluation of project-specific impacts and identification of mitigation measures; and
6. A determination of the level of significance after mitigation measures are implemented.

Level of Significance

Determining the severity of project impacts is fundamental to achieving the objectives of CEQA. CEQA Guidelines Section 15091 requires that decision makers mitigate, to the extent feasible, the significant impacts identified in the Draft EIR. If the EIR identifies any significant unmitigated impacts, CEQA Guidelines Section 15093 requires decision makers in approving a project to adopt a Statement of Overriding Considerations that explains why the benefits of the project outweigh the adverse environmental consequences identified in the EIR.

The level of significance for each impact examined in this Draft EIR was determined by considering the predicted magnitude of the impact against the applicable threshold. Thresholds were developed using criteria from the CEQA Guidelines and Appendix G Checklist; State, federal, and local regulatory schemes; local/regional plans and ordinances; accepted practice; consultation with recognized experts; and other professional opinions.

Impact Analysis and Mitigation Measure Format

The Impact Analysis section presents the analysis of whether there are any impacts and, if so, whether each can be mitigated to a less than significant level, and is comprised of the following subsections:

- **Impact #Title:** Each identified environmental impact is numbered for reference. Each impact is numbered in accord with the chapter subsection (e.g., #4.8-a);
- **Conclusion:** This is a statement of whether or not an identified impact is significant or less than significant. Significant environmental effects include direct, indirect, short-term, long-term, and unavoidable impacts;
- **Mitigation Measure #:** Each mitigation measure is numbered in accord with its chapter subsection and correlated with the impact to which it applies; and
- **Effectiveness of Measure:** For significant impacts, a statement is made regarding whether the impact can be mitigated to a less than significant level or, alternatively, whether the impact is only partially mitigated, immitigable, unavoidable, and/or irreversible, based on the Impact Evaluation Criteria.

The above format is intended to conform to standards for adequacy of an EIR as described in Section 15151 of the CEQA Guidelines, which states:

An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An

evaluation of the environmental effects of a proposed Project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection, but for adequacy, completeness, and good faith effort at full disclosure.

4.1 - Aesthetics

4.1.1 - INTRODUCTION

This section of the EIR describes the environmental and regulatory setting for aesthetics and analyzes potential impacts of the Facilities Master Plan (FMP) on scenic vistas, scenic resources, and the visual character and quality of the Project site and its surroundings. The FMP's potential to create a new source of substantial light or glare that would adversely affect day or nighttime views in the area are also analyzed. The existing conditions and impact analysis in this section are based on existing literature, available information, and professional judgment.

4.1.2 - ENVIRONMENTAL SETTING

Regional

The City of Rocklin is located within Placer County and consists of ranging elevations from 150 to 525 feet above mean sea level (msl). Typically, the region is characterized by grasslands, rolling hills, graded slopes, and woodlands. Antelope Creek, Secret Ravine Creek, and Sucker Ravine Creek are perennial streams that provide riparian habitat for a variety of animals. Pleasant Grove Creek and Clover Valley Creek are also significant streams in the community.

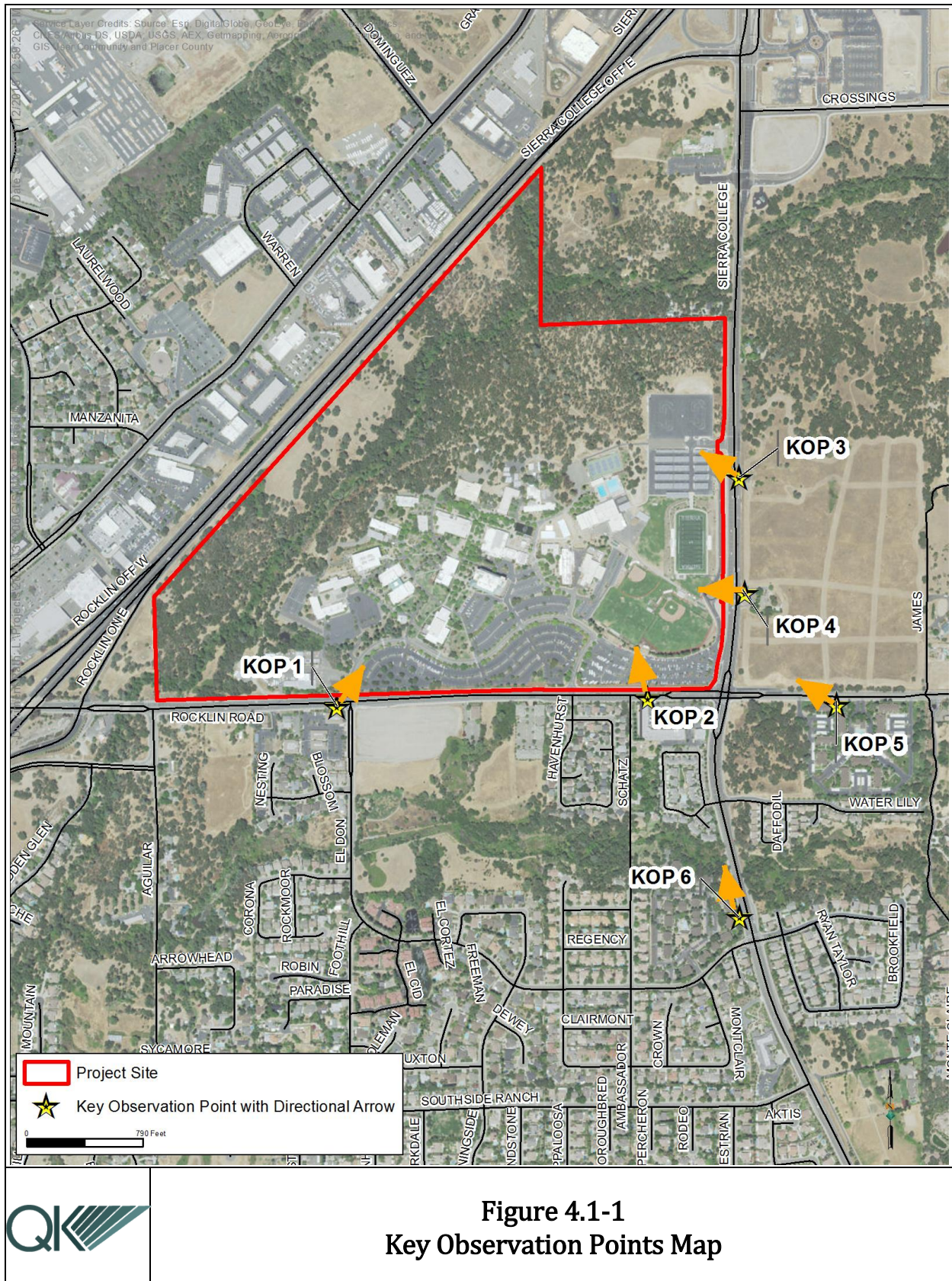
Local

PROJECT SITE

The Project site is located on the northwest corner of Rocklin Road and Sierra College Boulevard and is bounded by Interstate 80 (I-80) to the north. The elevation of the Project site ranges from 296 to 337 feet above msl with the lowest elevations along Secret Ravine Creek to the northwest of the site and the highest elevations on the eastern side of the existing Campus. The topography varies from flat ground toward the south east edge of the site to slopes of over 20 percent leading down to the Secret Ravine Creek.

In accordance with CEQA Guidelines Section 15125(a), the environmental baseline as analyzed in this EIR is the environmental setting as it existed at the time the Notice of Preparation was published. Therefore, the following discussion describes the site's aesthetic resources as they were on October 6, 2017. The descriptions of existing conditions are accompanied by photographs of representative views taken during a site visit on October 31, 2014, soon after planning for the project started. With the exception that trees in the photographs have grown, visual conditions did not change appreciably between fall of 2014 and 2017. The locations of various viewpoints of the Project site are shown in Figure 4.1-1.

The main Campus consists of the existing 192 acres, which includes a dense riparian corridor along the Secret Ravine, located on the northern edge of the existing campus. Scattered oak



woodlands are predominantly located toward the northern edge of the campus, shielding the campus buildings from I-80. The primarily developed 192-acre existing Campus consists of numerous academic buildings, an administrative building, parking facilities, an athletic field on the eastern portion of the site, an undeveloped portion of land consisting of oak woodlands on the northern end of the site, additional landscaped areas throughout the Rocklin Campus, and a network of pedestrian walkways and vehicle roads connecting these existing features (see Figure 3-5 for the Existing Campus Map). A vehicular roadway runs along the northern border of the developed portion of the Campus, to serve emergency vehicles. The number of parking spaces provided by the surface lots reflects the Campus's predominantly "commuter college" student body.

The landscaping features throughout the Campus primarily consist of a park-like setting with mature trees and large open space areas situated throughout, connected by a network of pedestrian pathways and vehicular roads. A courtyard plaza is situated within the center of the Project site which includes umbrella covered tables and a terrace-covered patio area to provide shade. Distinctive landscaping elements include both the nature and jogging trails on-site.

SURROUNDING AREAS

Existing retail-commercial and residential land uses exist to the northwest of the Project site across I-80. Large open spaces with rural residences are located to the east, on the opposite side of Sierra College Boulevard, and residential, office and commercial developments are located to the south of the Project site, on the opposite side of Rocklin Road. Adjacent lands surrounding the Project site in every direction are interspersed with oak woodlands. The general character of the surrounding areas of the existing Project is described below.

North: I-80, a six-lane interstate freeway, borders the Project site to the north, with retail-commercial land uses immediately beyond that. In general, areas north of the Project site include pockets of development interspersed within open grasslands and scattered oak woodlands.

East: Adjacent lands to the east consist of large areas of relatively undeveloped land interspersed with rural residences, oak woodlands, and open grasslands. The Sierra Nevada foothills are located in the distant background; however, they cannot be seen from the Project site primarily due to the intervening topography, vegetation, and buildings.

South: Existing land uses consist primarily of commercial, office, and residential land uses, interspersed within open grasslands and scattered oak woodlands on the south side of Rocklin Road.

West: Existing retail-commercial and residential land uses exist to the west of the Project site across I-80.

The Project site is clearly visible to motorists traveling northbound and southbound along Sierra College Boulevard between Rocklin Road and the northern boundary of the Project

site. Because of intervening vegetation north of the Project site, the site is not visible to southbound travelers on Sierra College Boulevard until they have reached the intersection at Stadium Entrance. Views of the Project site from the south are limited to an array of trees ranging from approximately 15 to 50 feet in height on-site, with views of the parking lot interspersed. Views of the Project sites from the eastbound and westbound I-80 lanes are primarily shielded due to the vast amount of dense oak woodlands on-site that run parallel along the Interstate. The only view of the Campus from the Interstate is of the tallest building on Campus; however, it is only briefly visible by passing vehicles.

Six Key Observation Point (KOP) locations discussed below were chosen to represent areas that were most sensitive to visual change generated by the proposed FMP (Figures 4.1-2 to 4.1-7). The general nature of those views of the Project site is described from the following KOP locations.

KOP 1: KOP 1 is located toward the southeast portion of the Campus, at a commercial/office center across the street. More specifically, this KOP is located toward the intersection of Rocklin Road and Sierra College Boulevard and provides a representative viewpoint from the nearby residential subdivision along Rocklin Road as well.

KOP 2: KOP 2 is located toward the southwest portion of the Campus, at a commercial center across the street. The views of the Campus from this location consist primarily of the parking lot and mature landscaping.

KOP 3: KOP 3 is located to the northeast of the Campus along Sierra College Boulevard. This viewpoint shows the existing solar-paneled parking lot that is located toward the northeastern portion of the campus. It also shows the landscape and hardscape features that separate the parking facilities with the road. Visible from here would be some of the proposed components of long-term projects. This may include portions of the parking structure (North).

KOP 4: KOP 4 is located from the viewpoint of a nearby rural single-family residence on the eastern portion of Sierra College Boulevard. The viewpoint from KOP 4 faces the football field and baseball diamonds. Also visible from this KOP is the newly constructed roundabout that provides for improved traffic flow for vehicles traveling along the eastern portion of the campus.

KOP 5: KOP 5 is located along Rocklin Road from the perspective of a nearby apartment complex. From this view, the primary visible elements from the Campus are the baseball diamonds and the football field. This view however is separated by a vacant field. If development were ever to occur on this vacant field, views of the sports fields would be obstructed.

KOP 6: KOP 6 is located on Sierra College Boulevard and south of Rocklin Road. This KOP is located at a slightly higher elevation compared to the other KOPs and shows the viewpoint from the single-family residences located in this area. This viewpoint shows that no physical



**Figure 4.1-2
KOP 1**



**Figure 4.1-3
KOP 2**



**Figure 4.1-4
KOP 3**



**Figure 4.1-5
KOP 4**



**Figure 4.1-6
KOP 5**



**Figure 4.1-7
KOP 6**

elements on the Campus are visible; however nighttime light may be visible from the sports fields.

EXISTING OAK WOODLANDS ON THE PROJECT SITE

The existing oak woodlands are primarily located on the northern portion of the Project site and along the Secret Ravine corridor, with additional interspersed mature trees throughout the Project site. Potential impacts to oak trees are addressed in the “Land Use and Planning” section of this EIR.

Light and Glare

OVERVIEW

Nighttime lighting is necessary to provide and maintain safe, secure, and attractive environments. Ideally, visual harmony should be achieved by the types of lighting that can provide the features of safety, security and attractiveness, without undue amounts of light spilling into the surrounding areas. Through early planning and by incorporating specific lighting design features, the chance to achieve this harmony will become more likely. The type of light fixture chosen to be incorporated into the design will ultimately determine the extent to which light will spill over onto surrounding areas. Light fixtures that are down-casting and low mounted to reduce light trespass onto adjacent land uses are a common design feature to mitigate light that falls beyond the intended area of illumination. Types of light that can spill onto neighboring properties include spillover light and glare. Spillover light is light that illuminates surfaces beyond the intended area and is typically caused by artificial lighting sources from building security lighting, illuminated signs, parking lot lights, street lights, and the Campus stadium field lights. Light trespass can unfavorably affect light-sensitive land uses, such as residential neighborhoods at nighttime.

Glare results when a person’s eyes have difficulty adjusting to bright lights while in a darker setting. Glare can occur from a direct light source, such as vehicle headlights in the night, or indirectly from reflection such as light shining off of a building. Glare can result from sunlight or from artificial light reflecting off reflective building materials or glass windows, depending on the angle of the sun. Glare resulting from sunlight reflecting off building exteriors can be reduced with design features that incorporate low-reflective glass and exterior materials and colors that absorb, rather than reflect, light. Glare can also be reduced by incorporating light sources that are designed to direct light downward rather than upward toward the sky.

PROJECT SITE

Under existing conditions, the Project site does not generate any significant permanent sources of light, glare, or light trespass into the night sky or surrounding areas. All existing lighting sources coming from the Project site are considered typical of those in a developed urban area. Aside from the typical safety path lighting and exterior building lighting sources from within the site, the main existing lighting sources that may be visible from adjoining streets would be the lighting poles of the parking lot located along the southern portion of

the Campus. The primary existing light source that produces light spillage beyond the campus is from the light that is emitted from the football field as a result of pole-mounted sports lighting; however, this type of lighting is intermittent and only visible during use of the fields at nighttime. Other than the typical nighttime light generated from the Campus and periodic sporting events, no other existing lighting sources were identified as producing light spillage into surrounding areas. The existing mature landscaping throughout the site and along the site borders facilitates in mitigating the light spillover into the surrounding land uses.

Typical glare that is commonly produced by the sun exists due to natural light reflection from Campus building glass windows. In addition, vehicles traveling to, from, and within the area, as well as idled cars, represent yet another source of glare. An array of solar panels exists on-site toward the northeastern edge of the Campus and may serve as another source of glare on-site as well.

4.1.3 - REGULATORY SETTING

Federal

There are no applicable federal regulations for environmental issue areas analyzed below.

State

CALIFORNIA SCENIC HIGHWAY PROGRAM

The California Department of Transportation (Caltrans) manages the California Scenic Highway Program. The goal of the program is to preserve and protect scenic highway corridors from changes that would affect the aesthetic value of the land adjacent to highways.

NIGHTTIME SKY – TITLE 24 OUTDOOR LIGHTING STANDARDS

The California legislature passed a bill in 2001 requiring the California Energy Commission (CEC) to adopt energy efficiency standards for outdoor lighting for both the public and private sectors. In November 2003, the CEC adopted changes to the Title 24, parts 1 and 6, Building Energy Efficiency Standards. These standards became effective on October 2005 and were most recently updated in 2013 and include changes to the requirements for outdoor lighting for residential and non-residential development. The standards will likely improve the quality of outdoor lighting and help to reduce the impacts of light pollution, light spillage, and glare. The standards regulate lighting characteristics such as maximum power and brightness, shielding, and sensor controls to turn lighting on and off.

Different lighting standards are set by classifying areas by lighting zone. The classification is based on population figures of the 2010 Census. Areas can be designated as LZ1 (dark), LZ2 (rural), or LZ3 (urban). Lighting requirements for dark and rural areas are stricter in order to protect the areas from new sources of light pollution and light trespass.

Local**CITY OF ROCKLIN GENERAL PLAN**

The following goal and policies from the Rocklin General Plan pertain to aesthetics:

Open Space, Conservation & Recreation Element**GOAL FOR THE PRESERVATION OF OPEN SPACE LAND FOR NATURAL RESOURCES**

To designate, protect, and conserve open space land in a manner that protects natural resources and balances needs for the economic, physical and social development of the city.

POLICIES FOR THE PRESERVATION OF OPEN SPACE LAND FOR NATURAL RESOURCES

OCR-1 To encourage the protection of natural resource areas, scenic areas, hilltops, open space areas and parks from encroachment or destruction by incompatible development through the use of conservation easements, buffers, setbacks or other measures. Developments shall be required to provide usable land areas outside of conservation easements or established natural resource buffers.

GOAL FOR THE CONSERVATION, DEVELOPMENT, AND UTILIZATION OF NATURAL RESOURCES

Conserve and protect natural resources while permitting their managed use, consistent with city, State, and federal requirements.

POLICIES FOR THE CONSERVATION, DEVELOPMENT AND UTILIZATION OF NATURAL RESOURCES

OCR-42 Encourage projects to be designed in a manner that protects heritage oak trees and other botanically unique vegetation designated to be retained.

OCR-43 Mitigate for removal of oak trees and impacts to oak woodlands in accordance with the City of Rocklin's Oak Tree Preservation Ordinance, or for projects located in zones not directly addressed by the Oak Tree Preservation Ordinance mitigation measures, on a project-by-project basis through the planning review and entitlement process.

OCR-55 Consider the visual qualities of development projects and project compatibility with surrounding areas, especially when projects are proposed in urbanizing areas abutting rural or semi-rural areas where significant natural resource values exist.

ROCKLIN MUNICIPAL CODE TITLE 17, SECTION 17

The Rocklin Municipal Code requires that all projects other than individual residences undergo design review (Municipal Code Section 17.72.020). As part of the design review

process, the project applicant is required to provide detailed information regarding the project's architectural design, including architectural elevations and renditions of all buildings, signs, light poles, walls and fences, and other structures, including materials to be used and color schemes. A landscape plan, including the location, type, quantity, and size of plant materials to be used needs to be submitted, as well as a description of site signage including dimensions, illumination and the lettering style of all signs (Municipal Code, Section 17.72.050).

4.1.4 - IMPACTS AND MITIGATION MEASURES

Methodology

Potential significant impacts associated with the FMP were evaluated on a qualitative basis through a review of existing literature and available information, and by using professional judgment in comparing the anticipated FMP effects on aesthetics with existing conditions. The evaluation of FMP impacts is based on significance criteria established by Appendix G of the State CEQA Guidelines, which the Lead Agency has determined to be appropriate criteria for this Draft EIR.

Thresholds of Significance

Based on criteria derived from questions found in Appendix G of the CEQA Guidelines, the District has determined that the project would have a significant impact on aesthetics if it would:

- a. Have a substantial adverse effect on a scenic vista;
- b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- c. Substantially degrade the existing visual character or quality of the site and its surroundings; or
- d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Project Impacts

Impact #4.1-a: Would the Project have a substantial adverse effect on a scenic vista?

The Project would not have a substantial adverse effect on a scenic vista.

A scenic vista is generally considered a view of an area that has remarkable scenery or a resource that is indigenous to the area. The Project site is in an urban area and does not include unique aesthetic resources that would be categorized as a scenic vista. The built environment that makes up the Project site is consistent with surrounding properties that contain similar visual built-environment resources.

CONCLUSION

The Project site provides minimal views of a grassland/oak woodland landscape, and the Project site does not contain resources that are exemplary or unique to the area or the region. The Sierra Nevada foothills are in the distant background; however, they cannot be seen from the Project site primarily due to the intervening topography, vegetation, and existing adjacent buildings. Therefore, implementation of the proposed FMP would not be expected to adversely affect views of any scenic vistas. The impact is considered less than significant.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

Impacts would be *less than significant*.

Impact #4.1-b: Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

A scenic resource is generally a resource, landmark, or area that has been noted for its outstanding scenic qualities and is thereby protected because of those qualities. A scenic resource within a State Scenic Highway is a resource that is noted for its outstanding scenic qualities and is visible from a State-designated Scenic Highway. There is no designated State or County Scenic Highway in Placer County identified by the California Scenic Highway Mapping System (Caltrans 2016).

However, there are four eligible but not currently designated State Scenic Highway segments within the County. The closest eligible segment is SR-49, which is approximately 13 miles northeast of the Project site.

CONCLUSION

Based on this analysis, the FMP would not substantially damage scenic resources within a State Scenic Highway and therefore, no impact on scenic resources would occur.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

There would be *no impact*.

Impact #4.1-c: Would the Project substantially degrade the existing visual character or quality of the site and its surroundings?

The Project would not substantially degrade the existing visual character or quality of the site and its surroundings.

The proposed FMP describes a development program for the next 20 years that includes demolition of existing structures, construction of new structures, and rehabilitation of numerous existing structures. FMP components include both the near-term projects and long-term projects. The near-term projects include components that the College anticipates would be funded within a period of five years and are considered to have a higher degree of certainty than other components in the FMP. Near-term projects include:

- Parking Structure (North) with related access road improvements; infrastructure improvements – North side of the Campus;
- New instructional building;
- Modernization of Weaver Hall; and
- Gym modernization.

The remaining long-term projects will be analyzed at the program level. Collectively, the near-term projects (analyzed at a project level) and long-term projects are referred to as the FMP or Project. Please refer to Chapter 2, Introduction, for a discussion of the difference between project- and program-level analyses and their CEQA implications.

The District's architect firm, AP Architects, is preparing design elements that will provide a more consistent visual character. Materials, such as stone, weathered steel and engineered wood will be used on building exteriors and signage, and can be installed on both existing and newly constructed buildings. Current buildings are rectilinear, primarily low slung, with flat roofs and flat wall faces. There are visual components, such as the Reflecting Pond and Dedication Sundial, that provide a unique identity to the campus. It is the intent of the FMP to better incorporate the existing features and new materials to give the campus an improved, cohesive visual character.

The Campus features approximately 90 acres of oak woodland located between I-80 and the developed Campus (see Appendix C). This area is densely populated with natural vegetation, primarily oak trees, shrubs and grassland. The FMP Task Force recommended minimizing encroachment of new development, both in size and nature of impact, into this woodland area. Land immediately adjacent on both sides of Secret Ravine has been designated as R-C, Recreation-Conservation, land by the City of Rocklin General Plan and given a zoning designation of OA or Open Area. The natural open space area, however, is not encumbered by an open space easement, deed restriction, or any other legal document that would limit development or preserve it in its present state.

North Parking Structure

The first of two planned parking structures to be built would be the North parking structure centrally located close to the Campus core and accessed from Sierra College Boulevard. The second structure will be constructed as a long-term project on the south side of campus when needed. Construction of the North Parking Structure will require removal of Buildings R and Dt1-8. The North Parking Structure would be a multi-story structure that would have a capacity of approximately 1,500 vehicles. This structure may be constructed concurrently with the construction of the new instructional building. This structure would attract many students to the northeast corner of Campus, helping to balance the traffic volume to and from Campus between Rocklin Road and Sierra College Boulevard.

In order to safely enter and exit the North Parking Structure, the service road between the structure and Stadium Entrance will need to be widened and improved.

A dense lining of mature oak woodland vegetation to the north of the parking structure will soften the transition from oak woodland to the campus buildings; however, due to the height of the structure it may be viewed from State Route 80. The parking structure is not expected to result in substantial degradation to the existing visual character or quality of the site and its surroundings. Parking Lot K the pool and tennis courts provide a visual transition between passing vehicles and the parking structure from passing vehicles on Sierra College Boulevard. The parking structure is buffered by the main campus from passing vehicles on Rocklin Road. Again, Mitigation Measure MM BIO-8 would reduce impacts to oak trees as a result of the development of this structure.

Infrastructure Upgrades/Improvements -North Side of Campus

Much of the existing campus infrastructure (electrical service, natural gas service, domestic water, irrigation (untreated) water, sanitary sewer, storm drain system) will need to be expanded to accommodate the new buildings and the anticipated increase in the student body. Additionally, older systems may need to be replaced as the more economical approach to bringing the systems into compliance with current building and health codes and standards. The first phase of the infrastructure project will expand or replace the systems needed to bring the new instructional building and the new science building online.

Current utilities, except electrical service are underground. The District would like to underground electrical services as well, but the final decision for this will be based on cost. During construction, it is anticipated that expansion of the pipelines and other services will require opening trenches. Changes in visual character are expected to occur on a temporary basis during construction, and will not result in substantial, permanent changes.

New Instructional Building

The new instructional building will be located behind Weaver Hall on the northwest edge of the campus, and will replace B, C, M, Mt, E, F and Ft Buildings. The size of the new instructional building will be roughly equal to the sum of the buildings that will be replaced,

but the new building will be multi-story and therefore the footprint will be much less than the sum of the buildings. Upon demolition of the existing buildings, the FMP proposes to restore the area to a natural condition with a bike trail extension tying local trails into the main campus. In addition, Mitigation Measure MM BIO-8 requires that oak trees be avoided to the maximum extent practicable and, if oak trees cannot be avoided, then the loss of trees would be compensated through one or more mechanisms described in the mitigation.

The new Instructional Building will be located in an area at the northwest edge of the campus, north of an existing building where a parking lot currently covers a portion of the site. As with the parking structure, a dense lining of mature oak woodland vegetation to the north will soften the transition from oak woodland to the campus buildings. This structure is west of the proposed parking structure and would be visible from State Route 80; the parking structure would block the view of the new Instructional Building from Sierra College Boulevard and is buffered from view from Rocklin Road by the main campus. The new Instructional Building is not expected to result in substantial degradation to the existing visual character or quality of the site and its surroundings. Mitigation Measure MM BIO-8 would reduce impacts to oak trees as a result of the development of this structure.

Modernization of Weaver Hall

Weaver Hall was built in 1971 and does not meet current code requirements nor meet instructional needs. Weaver Hall is south of the proposed new Instructional Building at the western edge of the Campus. Improvements are planned for both the interior and exterior of the building. The exterior is concrete and stone, and it will fit visually with the proposed structures. In addition, some of the architectural elements planned for existing and proposed buildings may be applied to the exterior to better connect it visually with other buildings, including new signage to be used throughout the campus.

Gym Modernization

Existing PE facilities at the Campus include a gymnasium, locker rooms, classrooms, and a weight room (G and Gt Buildings; see Figure 3-5); 25-yard lap pool; diving pool; five tennis courts; football, baseball, softball, and soccer fields, and four beach volleyball courts. The fields are very independent from each other in that there is no sense of shared space among the athletic facilities. Training, locker, and team rooms are inadequate and do not currently meet the requirements of the instructional and athletics programs, and there are no restrooms near the sports fields.

The buildings were constructed in the 1960s and do not meet current code requirements or meet instructional program needs. G Building would be expanded, and the portable facilities (Gt1-4) would be demolished. Two additional beach volleyball courts, an additional tennis court, a concession snack bar with restrooms and equipment storage would be constructed. The fields would eventually be upgraded from grass to synthetic turf (except the football field, which is already synthetic turf), which would allow broader use of the facilities and would reduce water consumption.

The gym expansion will occur on the northeast end of Building G. This area is currently covered by asphalt and Building Gt3, which will be demolished. No trees or vegetation will be removed to construct the gym expansion; however, oak trees exist along the footpath to the north. It is not expected that any of these trees will need to be removed during construction. In addition, Mitigation Measure MM BIO-8 requires that oak trees be avoided to the maximum extent practicable and, if oak trees cannot be avoided, then the loss of trees would be compensated through one or more mechanisms described in the mitigation. The other buildings to be demolished (Gt1, 2, 4) were constructed on an asphalt pad used for bus and staff parking. After demolition, this area will be replaced by turf and included as part of a soccer field. The gym expansion is not expected to result in substantial degradation to the existing visual character or quality of the site and its surroundings.

As seen by KOP 2, the Project site is bordered along Rocklin Road by a dense lining of mature vegetation. The landscaping serves to soften and create a visual transition between passing vehicle traffic and the buildings on the Project site and buffers passing traffic from the student parking facilities that are located along Rocklin Road. The Project site edge along Interstate 80 consists of a dense lining of oak woodlands, shielding all views from the freeway to the Campus. As seen by KOP 3 and 4, the vegetation along the eastern boundary of the Project site is intended to provide a buffer between the passing vehicles on Sierra College Boulevard and the Campus amenities. However, the vegetation along this side of the Campus consists primarily of newly-planted trees that have not yet reached their full growth. At the point of full growth, this landscaping would assist with screening the parking lot and recreational facilities located along this portion of the Campus. The interior landscaping is intended to provide a shade canopy and enhance the visual character of the on-Campus environment.

One single-family residence directly to the east of the Campus, along Sierra College Boulevard, and the residential subdivision located south of the Campus, along Rocklin Road, would be the only sensitive receptors to potentially be affected by the changes in the Campus' visual character. Nevertheless, both existing and proposed vegetation on Campus along Sierra College Boulevard and Rocklin Road would largely screen their views of the site. As seen in Figure 3-6 in Chapter 3 - Project Description, views of any new construction or proposed modernized facilities associated with implementation of the FMP would be visually screened by existing and new vegetation. In addition, the buildings would be situated toward the middle of the campus, set back from the street, and less visible from offsite.

Views of the campus from the commercial centers located to the south of the Project site on the south side of Rocklin Road would primarily remain the same after implementation of the proposed FMP. Although the campus' urban landscape of the proposed new construction and modernizations would transform over the 20-year phased build-out plan, the relatively dense vegetation along with the existing parking lot along Rocklin Road would continue to effectively screen on-site facilities.

CONCLUSION

Following full build out of the proposed FMP, the site would have an architecturally consistent, highly landscaped appearance that would blend with the built-environment of the existing campus, along with the undeveloped, oak-studded grasslands that are currently present along the northern boundary of the site. It is anticipated that materials and design features, such as the use of native stone, weathered steel, and engineered wood will be used on new buildings, and will be enhanced on existing structures where feasible. Signage for buildings and other features (directories, walkways, directions) will be replaced with a consistent material (likely weathered steel) and lettering, which will replace the many styles currently used. Future construction of long-term projects may require additional project-specific CEQA review. At that time, the projects would be further evaluated to assess their visual impact on the existing setting.

MITIGATION MEASURE(S)

Implement Mitigation Measure MM BIO-8.

EFFECTIVENESS OF MEASURE(S)

Implementation of Mitigation Measure MM BIO-8 would reduce impacts to *less than significant*.

Impact #4.1-d: Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

According to the City of Rocklin General Plan EIR (2012), the majority of the city is characterized as LZ3 (medium), which typifies denser areas of development such as the retail commercial areas along I-80, as well as the areas north and south of Sunset Boulevard, central Rocklin, and southeast Rocklin. The classification is based Title 24 Building Energy Efficiency Standards. The LZ3 areas generally include northwest Rocklin and the neighborhoods around Sierra College Boulevard in the southeast part of the city, where the proposed Project site is located.

The proposed FMP may construct facilities using reflective surfaces that could inadvertently cause light and glare for motorists on I-80, Sierra College Boulevard, Rocklin Road and adjacent land uses under day and nighttime conditions. However, the proposed new construction and modernization projects would be setback from roadways and screened by existing and new vegetation. Therefore, glare and light impacts to passing motorists is considered less than significant.

The existing and proposed internal campus and parking lot lighting sources would be downward-facing shielded lights and would be masked from the surrounding properties by dense vegetation throughout and along the Project site. The major potential light sources

would be generated by the recreational facilities located toward the east of the site along Sierra College Boulevard. Figure 4.1-8 shows an overlay graphic of how the proposed changes to the recreational facilities would differ compared to what currently exists. The color map consists of the proposed changes to the recreational facilities, while the line work on top indicates what currently exists. As seen by this graphic, the new recreational facilities include the relocation and expansion of the soccer field to be National Collegiate Athletic Association (NCAA) regulation-sized, relocation of the baseball and softball fields, and ten new tennis courts to replace the five that currently exist. The existing pool facilities would also be relocated to an area closer to the sports fields. The football field is shown to remain in its current location with no changes made to the existing layout or capacity.

CONCLUSION

Although the FMP would create new sources of light from the addition of newly constructed sports facilities, the proposed recreational facilities would be replacing what currently exists, and therefore, any new source of light would be comparable to what currently exists in this portion of the Project site. In addition, supplementary landscaping is proposed along the perimeter of these facilities to assist in shielding any potential for light spillover onto the adjacent land uses. As such, an impact from new light sources is considered less than significant.

Projects associated specifically with the near-term of the FMP are not expected to generate a new source of substantial light or glare for the area. Aside from typical lighting that may be associated with the exterior of the CDC and the science buildings, lighting would be included as part of the parking garage; however, this would be primarily for safety purposes and is not expected to be strong enough to create undue amounts of light on adjacent properties. Future construction of long-term projects may require additional project-specific CEQA review. At that time, each project would be further evaluated to assess their visual impact on the existing setting.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

Impacts would be *less than significant*.

4.2 - Air Quality

4.2.1 - INTRODUCTION

This section provides an evaluation of the potential air quality impacts related to the proposed project. The discussion starts with an overview of the environmental setting of the project site and a listing of regulations normally applicable to the air quality environmental factor. An analysis is then provided to determine whether the impact(s) would be less than significant, significant without mitigation, or significant and unavoidable. If an impact is significant and can be reduced with mitigation, then a description of the mitigation measure(s) is provided.

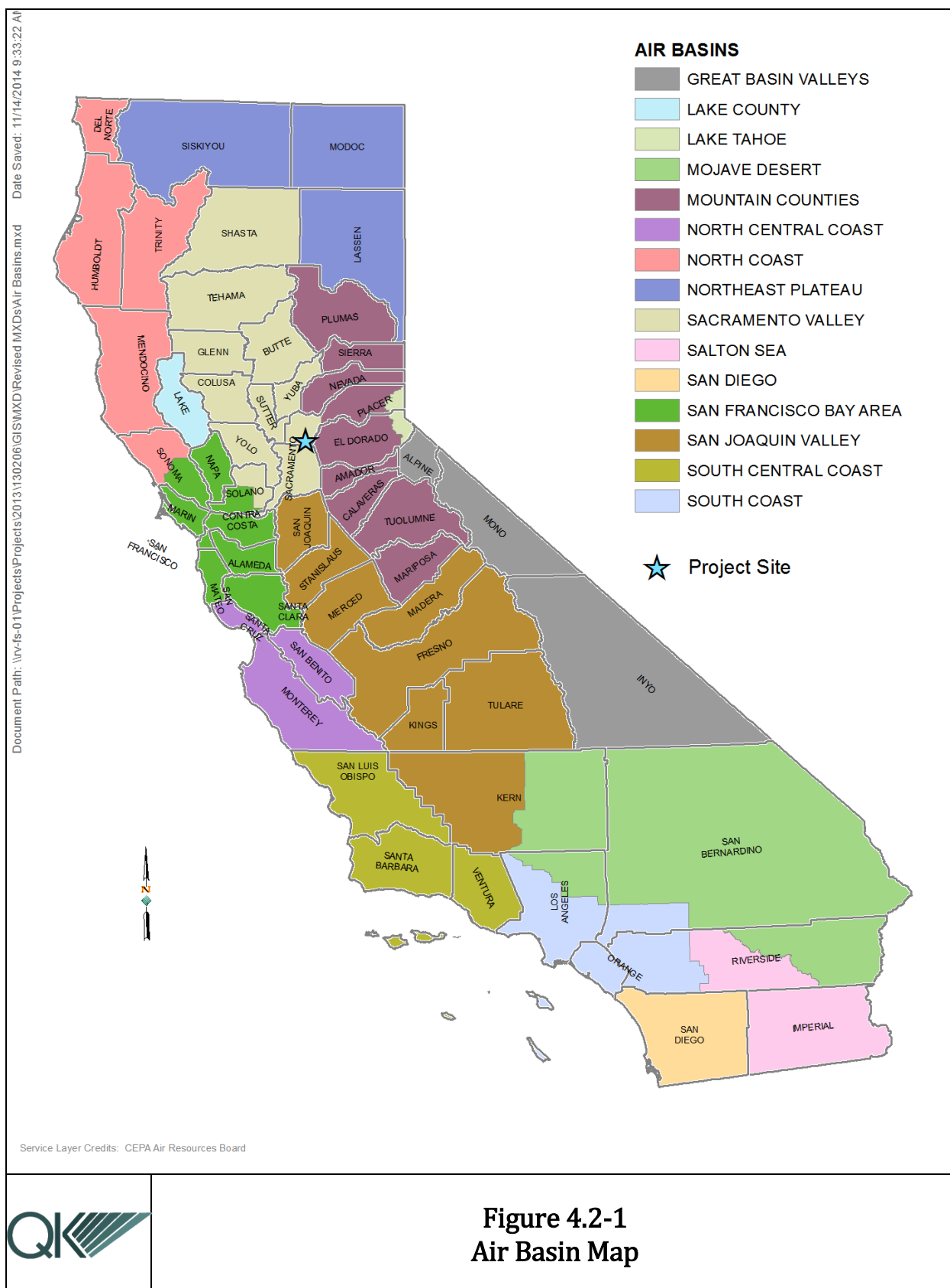
4.2.2 - ENVIRONMENTAL SETTING

The Sierra College, Rocklin Campus is located in western Placer County which is in the Sacramento Valley Air Basin (SVAB) (Figure 4.2-1). Regional and local air quality is impacted by the air basin's atmospheric conditions, which include wind speed, wind direction, and air temperature gradients that interact with the physical features of the landscape.

Surrounding the SVAB are the Coastal Mountain Range to the north and west, and the southern portion of the Cascade Mountain Range and the northern portion of the Sierra Nevada Mountains to the east. Elevations range from a low of 1,700 above msl in the southeast to a high of 10,500 feet above msl in the northeast. Pollutants from within and outside of the basin are trapped by the mountain ranges. The basin is approximately 216 miles long and 95 miles wide at its widest part (Sacramento Valley Basin-wide Air Pollution Control Council and Technical Advisory Committee 2010).

The SVAB has a mild climate that is characterized by hot, dry summers, and moist, mild winters. Wind flow in the valley is related to the valley alignment to the north and south, the coast range, and the Sierra Nevada Mountains. During the summer season, cool, marine air flows occasionally into the valley due to a sea-level gap in the coast range at the Carquinez Straits. Temperatures are lowered throughout the Sacramento-San Joaquin River Delta as far north as Sacramento due to the marine air. During "the spring and fall, a large north-to-south pressure gradient develops over the northern part of the state. Air flowing over the Siskiyou Mountains to the north warms and dries as it descends to the valley floor."

Temperature inversions often occur in the SVAB that inhibit the dispersion of pollutants. Concentrations of pollutants can occur locally near major roadways where inversions are near the ground and very little mixing or turbulence occurs. Meteorological phenomena can generate inversions which occur higher in the atmosphere. These higher inversions act as a barrier layer and restrict vertical mixing. Dispersion is not restricted below the elevated inversion. During summer months, mixing heights for elevated inversions are lower and more persistent. Low inversions over the SVAB are responsible for high levels of ozone in the SVAB during the summer months (Sacramento Valley Basin-wide Air Pollution Control Council and Technical Advisory Committee 2010).



4.2.3 - REGIONAL SETTING

For reasons described below in the Regulatory Framework section, the criteria pollutants of greatest concern for the Project area are ozone and Particulate Matter (PM₁₀). Although the air basin is in attainment of the Federal and state carbon monoxide (CO) standards, CO is a pollutant of concern, due to the potential for localized “hotspots” to occur. Other pollutants of concern are toxic air contaminants (TACs) and asbestos. The following provides a summary of the pollutants of concern for the Project area.

Ozone

Ozone is not emitted directly into the air but is formed by a photochemical reaction in the atmosphere. Ozone precursors, which include Reactive Organic Gases (ROG) and Nitrogen Oxide (NO_x) (ozone precursors are discussed below), react in the atmosphere in the presence of sunlight to form ozone. Because photochemical reaction rates depend on the intensity of ultraviolet light and air temperature, ozone is primarily a summer air pollution problem. Often, the effects of emitted ROG and NO_x are felt a distance downwind of the emission sources. Ozone is subsequently considered a regional pollutant. Ground-level ozone is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and can cause substantial damage to vegetation and other materials.

Ozone can irritate lung airways and cause inflammation much like a sunburn does to skin. Other symptoms include wheezing, coughing, pain when taking a deep breath, and breathing difficulties during exercise or outdoor activities. People with respiratory problems are most vulnerable, but even healthy people who are active outdoors can be affected when ozone levels are high. Chronic ozone exposure can induce morphological (tissue) changes throughout the respiratory tract, particularly at the junction of the conducting airways and the gas exchange zone in the deep lung. Anyone who spends time outdoors in the summer is at risk, particularly children and other people who are more active outdoors. Even at very low levels, ground-level ozone triggers a variety of health problems, including aggravated asthma, reduced lung capacity, and increased susceptibility to respiratory illnesses like pneumonia and bronchitis.

Ozone also damages vegetation and ecosystems. It leads to reduced agricultural crop and commercial forest yields; reduced growth and survivability of tree seedlings; and increased susceptibility to diseases, pests, and other stresses such as harsh weather. In the United States alone, ozone is responsible for an estimated \$500 million in reduced crop production each year. Ozone also damages the foliage of trees and other plants, affecting the landscape of cities, national parks and forests, and recreation areas. In addition, ozone causes damage to buildings, rubber, and some plastics.

Ozone is a regional pollutant, as the reactions forming it take place over time, and it materializes downwind from the sources of the emissions. As a photochemical pollutant, ozone is formed only during daylight hours under appropriate conditions, but it is destroyed throughout the day and night. Thus, ozone concentrations vary, depending upon both the

time of day and the location. Even in pristine areas, some ambient ozone forms from natural emissions that are not controllable. This is termed background ozone.

Reactive Organic Gases

Reactive organic gases (ROG) are defined as any compound of carbon, excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, which participate in atmospheric photochemical reactions. ROG consist of nonmethane hydrocarbons and oxygenated hydrocarbons. Hydrocarbons are organic compounds that contain only hydrogen and carbon atoms. It should be noted that there are no state or federal ambient air quality standards for ROG because they are not classified as criteria pollutants. They are regulated, however, because a reduction in ROG emissions reduces certain chemical reactions that contribute to the formulation of ozone. ROG are also transformed into organic aerosols in the atmosphere, which contribute to higher PM₁₀ levels and lower visibility.

Because ROG is an ozone precursor, the health effects associated with ROG emissions are due its role in ozone formation and, as discussed above, not due to direct effects.

Nitrogen Oxides

During combustion of fossil fuels, oxygen reacts with nitrogen to produce nitrogen oxides (NO_x). This occurs primarily in motor vehicle, internal combustion engines, and fossil fuel-fired, electric utility facilities and industrial boilers. The pollutant NO_x is a concern because it is an ozone precursor, which means that it helps form ozone. When NO_x and ROG are released into the atmosphere, they can chemically react with one another in the presence of sunlight and heat to form ozone. NO_x can also be a precursor to PM₁₀ and Particulate Matter (PM_{2.5}).

One of the most important health effects associated with NO_x emissions is related to its role in ozone formation, as discussed above. Its role in the secondary formation of ammonium nitrate results in particulate health effects described in the next section. Nitrogen dioxide (NO₂) is the largest and most important component of NO_x, which acts mainly as an irritant affecting the mucosa of the eyes, nose, throat, and respiratory tract. Extremely high-dose exposure (as in a building fire) to NO₂ may result in pulmonary edema and diffuse lung injury. Continued exposure to high NO₂ levels can contribute to the development of acute or chronic bronchitis. Low level NO₂ exposure may cause increased bronchial reactivity in some asthmatics, decreased lung function in patients with chronic obstructive pulmonary disease and increased risk of respiratory infections, especially in young children.

Particulate Matter (PM₁₀ and PM_{2.5})

Particulate matter is the term for a mixture of solid particles and liquid droplets found in the air. Some particles, such as dust, dirt, soot, or smoke, are large or dark enough to be seen with the naked eye. Others are so small that they can only be detected using an electron microscope. The size of particles is directly linked to their potential for causing health

problems. Small particles less than 10 micrometers (μm) in diameter pose the greatest problems, because they can get deep into lungs and the bloodstream. The EPA health standards have been established for two categories of particulate matter:

- PM_{10} – “inhalable coarse particles” with diameters larger than 2.5 micrometers and smaller than 10 micrometers; and
- $\text{PM}_{2.5}$ – “fine particles,” with diameters that are 2.5 micrometers and smaller. For reference, $\text{PM}_{2.5}$ is approximately one-thirtieth the diameter of the average human hair.

Although the PM_{10} standard is intended to regulate “inhalable coarse particles” that ranged from 2.5 to 10 micrometers in diameter, PM_{10} measurements contain both fine and coarse particles. These particles come in many sizes and shapes and can be made up of hundreds of different chemicals. Some particles, known as primary particles, are emitted directly from a source, such as construction sites, unpaved roads, fields, smokestacks, or fires. Others form in complicated reactions in the atmosphere from chemicals such as sulfur dioxides and NO_x that are emitted from power plants, industrial activity, and automobiles. These particles, known as secondary particles, make up most of the fine particle pollution in the United States.

Particle exposure can lead to a variety of health effects. For example, numerous studies link particle levels to increased hospital admissions and emergency room visits, and even to death from heart or lung diseases. Both long- and short-term particle exposures have been linked to health problems. Long-term exposures, such as those experienced by people living for many years in areas with high particle levels, have been associated with problems such as reduced lung function, the development of chronic bronchitis, and even premature death. Short-term exposures to particles (hours or days) can aggravate lung disease, causing asthma attacks and acute bronchitis, and may increase susceptibility to respiratory infections. In people with heart disease, short-term exposures have been linked to heart attacks and arrhythmias. Healthy children and adults have not been reported to suffer serious effects from short-term exposures, although they may experience temporary minor irritation when particle levels are elevated.

Carbon Monoxide

Carbon monoxide (CO) is a colorless, odorless gas that is formed when carbon in fuel is not burned completely. It is a component of motor vehicle exhaust, which contributes about 56 percent of all CO emissions nationwide. Other non-road engines and vehicles (such as construction equipment and boats) contribute about 22 percent of all CO emissions nationwide. Higher levels of CO generally occur in areas with heavy traffic congestion. In cities, 85 to 95 percent of all CO emissions may come from motor vehicle exhaust. Other sources of CO emissions include industrial processes (such as metals processing and chemical manufacturing), residential wood burning, and natural sources such as forest fires. Woodstoves, gas stoves, cigarette smoke, and unvented gas and kerosene space heaters are sources of CO indoors.

Motor vehicles are the dominant source of CO emissions in most areas. CO is described as having only a local influence because it dissipates quickly. High CO levels develop primarily during winter, when periods of light winds combine with the formation of ground-level temperature inversions (typically from the evening through early morning). These conditions result in reduced dispersion of vehicle emissions. Because CO is a product of incomplete combustion, motor vehicles exhibit increased CO emission rates at low air temperatures. High CO concentrations occur in areas of limited geographic size, sometimes referred to as hot spots. Since CO concentrations are strongly associated with motor vehicle emissions, high CO concentrations generally occur in the immediate vicinity of roadways with high traffic volumes and traffic congestion, active parking lots, and in automobile tunnels. Areas adjacent to heavily traveled and congested intersections are particularly susceptible to high CO concentrations.

CO is a public health concern because it combines readily with hemoglobin, reducing the amount of oxygen transported in the bloodstream. The health threat from relatively low levels of CO is most serious for those who suffer from such heart-related diseases as angina, clogged arteries, or congestive heart failure. For a person with heart disease, a single exposure to CO at low levels may cause chest pain and reduce that person's ability to exercise; repeated exposures may contribute to other cardiovascular effects. High levels of CO can affect even healthy people. People who breathe high levels of CO can develop vision problems, reduced ability to work or learn, reduced manual dexterity, and difficulty performing complex tasks. At extremely high levels, CO is poisonous and can cause death.

Diesel Particulate Matter

The State Air Resources Board (ARB) identified the PM emissions from diesel-fueled engines as a toxic air contaminant in August 1998 under California's toxic air contaminant program. In California, diesel engine exhaust has been identified as a carcinogen. Most researchers believe that diesel exhaust particles contribute the majority of the risk.

Both mobile and stationary sources can be responsible for emitting diesel particulate matter (DPM). In California, on-road diesel-fueled vehicles contribute approximately 40 percent of the statewide total, with an additional 57 percent attributed to other mobile sources such as construction and mining equipment, agricultural equipment, and transport refrigeration units. Stationary sources, contributing about three percent of emissions, include shipyards, warehouses, heavy equipment repair yards, and oil and gas production operations. Emissions from these sources are from diesel-fueled internal combustion engines. Stationary sources that report diesel PM emissions also include heavy construction (except highway) manufacturers of asphalt, paving materials and blocks, and electrical generation.

Diesel particulate matter is a subset of PM_{2.5}; diesel particles are typically 2.5 microns and smaller. In a document published in 2002, the EPA noted that in 1998, diesel PM made up about six percent of the total PM_{2.5} inventory nationwide. The complex particles and gases that make up diesel exhaust have the physical properties of organic compounds that account for 80 percent of the total particulate matter mass consisting of hydrocarbons and their derivatives and polycyclic aromatic hydrocarbons and their derivatives. Fifteen polycyclic

aromatic hydrocarbons are confirmed carcinogens, a number of which are found in diesel exhaust. The chemical composition and particle sizes of DPM vary among different engine types (heavy-duty, light-duty), engine operating conditions (idling, accelerating, decelerating), expected load, engine emission controls, fuel formulations (high/low sulfur fuel), and engine year.

Some short-term (acute) health effects of diesel exhaust exposure includes eye, nose, throat, and lung irritation, and exposure can cause coughs, headaches, light-headedness, and nausea. Diesel exhaust is a major source of ambient PM pollution in urban environments. In a 2002 report from the Office of Environmental Health Hazard Assessment titled "*Health Effects of Diesel Exhaust Report*," it was noted that numerous studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems. The National Toxicology Program asserted, in its 2005 Report on Carcinogens, Eleventh Edition, that more serious, long-term health effects of diesel exhaust have indicated an increased risk of lung cancer, although the increased risk cannot be clearly attributed to diesel exhaust exposure

Asbestos

Asbestos is the name given to a number of naturally occurring fibrous silicate minerals that have been mined for their useful properties such as thermal insulation, chemical and thermal stability, and high tensile strength. The three most common types of asbestos are chrysotile, amosite, and crocidolite. Chrysotile, also known as white asbestos, is the most common type of asbestos found in buildings. Chrysotile makes up approximately 90 to 95 percent of all asbestos contained in buildings in the United States.

Project construction sometimes requires the demolition of existing buildings where construction occurs. Buildings often include materials containing asbestos. This project involves the demolition of existing structures where asbestos has been identified. Asbestos is also found in a natural state, known as naturally occurring asbestos. Exposure and disturbance of rock and soil that naturally contain asbestos can result in the release of fibers to the air and consequent exposure to the public. Asbestos most commonly occurs in ultramafic rock that has undergone partial or complete alteration to serpentine rock (serpentine) and often contains chrysotile asbestos. In addition, another form of asbestos, tremolite, can be found associated with ultramafic rock, particularly near faults. Sources of asbestos emissions include unpaved roads or driveways surfaced with ultramafic rock, construction activities in ultramafic rock deposits, or rock quarrying activities where ultramafic rock is present.

Exposure to asbestos is a health threat; exposure to asbestos fibers may result in health issues such as lung cancer, mesothelioma (a rare cancer of the thin membranes lining the lungs, chest and abdominal cavity), and asbestosis (a non-cancerous lung disease which causes scarring of the lungs).

The Department of Conservation, Division of Mines and Geology published a guide entitled, *"A General Location Guide for Ultramafic Rocks In California - Areas More Likely to Contain Naturally Occurring Asbestos,"* dated August 2000, for generally identifying areas that are likely to contain naturally occurring asbestos. According to the California Division of Mines and Geology, rock formations that contain naturally occurring asbestos are known to be present in 44 of California's 58 counties, including Placer County.

A review of a map containing areas more likely to have rock formations containing naturally occurring asbestos in California indicates that the Project site is not in an area that is likely to contain naturally occurring asbestos. The nearest locations of naturally occurring asbestos shown are approximately 33 miles east of the Project site near Pine Flat Dam. As noted in the Division of Mines and Geology's report, the map shows only the general location of naturally occurring asbestos-containing formations and may not show all potential occurrences.

Emissions Inventory

An emissions inventory is an account of the amount of air pollution generated by various emissions sources. To estimate the sources and quantities of pollution, the ARB, in cooperation with local air districts, other government agencies, and industry, maintains an inventory of California emission sources. Sources are subdivided into the four major emission categories: mobile, stationary, area wide and natural sources. Mobile sources include on-road sources and off-road mobile sources. Stationary sources are large, fixed sources of air pollution, such as power plants, refineries, and manufacturing facilities. Natural, or non-anthropogenic, sources include source categories with naturally occurring emissions such as geogenic (e.g., petroleum seeps), wildfires, and biogenic emissions from plants. Table 4.2-1 lists the emissions inventory for Placer County.

**Table 4.2-1
2012 Placer County Estimated Annual Average Emissions**

		ROG	CO	NO _x	PM ₁₀	PM _{2.5}
Stationary Sources	Fuel Combustion	0.42	3.03	3.54	0.31	0.30
	Waste Disposal	0.11	0.00	0.00	0.00	--
	Cleaning and Surface Coatings	2.10	--	--	0.00	0.00
	Petroleum Production and Marketing	0.80	--	--	--	--
	Industrial Processes	1.60	0.16	0.10	1.06	0.55
	Total Stationary Sources	5.03	3.19	3.64	1.37	0.85
Areawide Sources	Solvent Evaporation	3.01	--	--	--	--
	Miscellaneous Processes	2.65	15.63	0.95	12.25	3.19
	Total Areawide Sources	5.65	15.63	0.95	12.25	3.19

		ROG	CO	NO _x	PM ₁₀	PM _{2.5}
Mobile	On-road Motor Vehicles	4.76	42.98	12.28	0.86	0.47
	Other Mobile Sources	5.49	25.65	5.69	0.43	0.37
	Total Mobile Sources	10.25	68.63	17.97	1.30	0.84
Natural (Non-Anthropogenic) Sources	Natural Sources	95.95	100.32	0.30	9.11	7.7
	Total Natural (Non-Anthropogenic) Sources	95.95	100.32	0.30	9.11	7.7
Grand Total for Placer County		116.88	187.78	22.85	24.03	12.6
Grand Total for Sacramento Valley Air Basin		203.3	1342	208.4	205.4	101.3

Source: (California Air Resources Board, 2013)

Local Air Quality

The Placer County Air Pollution Control District (PCAPCD) operates eight air monitoring stations within the SVAB that measure the ambient concentrations of criteria pollutants in different areas of Placer County. An additional monitoring station is operated by the ARB. These stations are identified as follows: Auburn - Dewitt - C Avenue, Lincoln - 204 L Street, Roseville-N Sunrise Avenue (ARB site), Roseville Railyard-Denio, Roseville Railyard-Pool, Roseville Railyard-Church, Roseville Railyard-Vernon, Auburn - Atwood Road, and Lincoln - 1445 1st Street. Currently, the Lincoln - 204 L Street site is closed. The closest monitoring station to the proposed site is the Roseville-N Sunrise Avenue, which is approximately 3.8 miles to the southeast (California Air Regional Board, 2013). Existing local air quality, historical trends, and projections of air quality are best evaluated by reviewing relevant air pollutant concentrations from near the Project area. Table 4.2-2 provides a summary of 2011 through 2013 published monitoring data (the latest available) from the ARB's Aerometric Data Analysis and Management System for the closest station.

Table 4.2-2
Air Monitoring Summary for the Roseville -N Sunrise Avenue

Pollutant	Averaging Time (Units)	2011	2012	2013
Ozone	Maximum 1 Hour (ppm)	0.109	0.108	0.111
	Days > State Standard (0.09 ppm)	11	9	2
	Maximum 8 Hour (ppm)	0.094	0.093	0.084
	Days > State Standard (0.07 ppm)	23	28	8
NO ₂	Annual Average (ppm)	11	10	10
	Maximum 1 Hour (ppm)	66	55	56
	Days > State 1 Hour Standard (0.18 ppm)	60	60	60
	Days > State Annual Average (0.030 ppm)	11	10	10
SO ₂	Maximum 1 Hour (ppm)	--	--	--
	Maximum 24 Hour (ppm)	--	--	--
	Days > State 24 Hour Standard (0.04 ppm)	--	--	--
	Days > State 1 Hour Standard (0.25 ppm)	--	--	--
CO	Annual Average (ppm)	--	--	--
	Maximum 1 Hour (ppm) ¹	--	--	--
	Maximum 8 Hour (ppm)	--	--	--
	Days > State 1 Hour Standard (9 ppm)	--	--	--
PM ₁₀	Days > State 8 Hour Standard (35 ppm)	--	--	--
	State Annual Average (20 µg/m ³)	17.5	15.3	*
	Maximum 24 Hour (µg/m ³)	58.8	44.8	54.1
	Days > State Standard (50 µg/m ³)	6.1	0	*
PM _{2.5}	Days > Federal Standard (150 µg/m ³)	0	0	0
	Annual Average	50.4	28.0	57.0
	Annual Average State Standard (12 µg/m ³)			
	Annual Average Federal Standard (15 µg/m ³)	8.5	6.4	7.5
	Maximum 24 Hour (µg/m ³)	42.3	16.1	23.7
	Est. Days > Federal Standard (35 µg/m ³)	6.1	0	0

Source: (California Air Resources Board, 2013)

Note: ¹ The national 1-hour ozone standard was revoked in June 2005 and is no longer in effect.

* There was insufficient (or no) data available to determine the value.

-- means no data was listed

According to the results in Table 4.2-3, the 1-hour ozone exceeded State standards for 11 days in 2011, nine days in 2012, and two days in 2013. From 2011 to 2013, ozone continued to decline at this monitoring station. The ozone 8-hour federal standard was exceeded for 15 days in 2011, 13 days in 2012, and two days in 2013. State standards were exceeded for 23 days in 2011, 28 days in 2012, and two days in 2013. Nitrogen dioxide is below both the state and federal standards. There was no data available for SO₂ or CO. Results for PM₁₀ show the maximum 24-hour federal standard was exceeded for 58.8 days during 2011, and 54.1 days in 2013. The annual average federal standard was also exceeded by 8.5 days for PM_{2.5}.

**Table 4.2-3
State and Federal Attainment Status for Placer County**

Pollutant	State Attainment Status	Federal Attainment Status
Ozone-One hour	Nonattainment	--
Ozone - Eight hour	Nonattainment	Nonattainment
PM 10	Nonattainment	Unclassified
PM 2.5	Unclassified	Unclassified/Attainment
SO ₂	Attainment	Unclassified
NO ₂	Attainment	Unclassified/Attainment
CO	Unclassified	Unclassified
Lead (Particulate) (30-day average)	Attainment	Unclassified/Attainment
Hydrogen Sulfide (H ₂ S)	Unclassified	--
Sulfates (SO ₄)	Attainment	--
Visibility Reducing Particles	Unclassified	--

Source: (California Air Resources Board, 2013)

Note: -- means insufficient or no data.

Attainment Status

When an air basin exceeds the Federal Environmental Protection Agency (EPA) and State ARB ambient air quality standards it is designated as a “nonattainment” area. Those air basins that meet standards are designated as “attainment” areas. Where data is missing or inconclusive, the air basin is designated as “unclassified.” Additional standards are assigned to federal nonattainment areas which are designated with the following criteria: marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Based on certain air quality statistics, each standard has its own definition on what constitutes attainment. According to the Federal 8-hour CO standard, attainment is not met if more than one 8-hour ambient air monitoring value exceeds the threshold per year. Table 4.2-3 lists the state and federal attainment status for each criteria air pollutant in the SVAB.

Sensitive Receptors

For purposes of CEQA, a sensitive receptor may be a location that houses or attracts children, the elderly and/or people with illnesses, or others who are especially sensitive to the effects of air pollutants. Examples of sensitive receptors include the following: hospitals, residences, convalescent facilities, and schools. Office workers may also be considered sensitive receptors based on their proximity to sources of TACs and exposure over the duration of worker’s employment. According to the PCAPCD’s CEQA Air Quality Handbook, when projects are located close to sensitive receptors air quality problems can occur. PCAPCD recommends that the following situations should be avoided:

- Idling of construction related equipment and construction related vehicles is not recommended within 1,000 feet of any sensitive receptor;

- Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day;
- If a project has the potential to emit toxic or hazardous air pollutants including diesel exhaust, and is located in close proximity to sensitive receptors, impacts may be considered significant due to increased cancer risk for the affected population, even at very low levels of emissions. Such projects may be required to prepare a risk assessment to determine the potential level of risk associated with their operations. The District should be consulted on any project with the potential to emit toxic or hazardous air pollutants. Pursuant to the requirements of California Public Resources Code Section 21151.8, subd. (a)(2), and Health and Safety Code Section 42301.6 (AB 3205), any proposed new elementary or secondary school or any proposed industrial or commercial project site located within 1000 feet of a school should be referred to the District for review;
- If a project is located near an existing or planned sensitive receptor, such as a school, hospital or senior center, its health effects to the sensitive receptor should be carefully examined even if other criteria do not apply. The health effects of a project's emissions may be more pronounced if they impact a considerable number of children, elderly, or people with compromised respiratory or cardiac conditions. Potential sensitive receptor locations should be identified in the environmental documents for District staff evaluation;
- Staging and queuing areas within 1,000 feet of sensitive receptors is not recommended;
- Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week);
- Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard;
- Avoid siting of new sensitive land uses immediately downwind of ports in the most heavily impacted zones;
- Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult with local air Districts and other local agencies to determine an appropriate separation;
- Avoid siting new sensitive land uses within 300 feet of any dry-cleaning operation. For operations with two or more machines, provide 500 feet. For operations with 3 or more machines, consult with the local air District;
- Do not site new sensitive land uses in the same building with PCE dry cleaning operations; and
- Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical gas dispensing facilities.

The PCAPCD CEQA Air Quality Handbook notes that impacts usually occur when, for example, an industrial facility is placed next to sensitive receptors, or development of

sensitive receptors is placed next to an existing source of air pollutants (Placer County Air Pollution Control District 2012).

PLACER COUNTY AIR POLLUTION CONTROL DISTRICT

Air quality at the proposed Facility Master Plan (FMP) site is subject to the rules and regulations of the Placer County Air Pollution Control District (PCAPCD). The PCAPCD is responsible for regulating emissions primarily from stationary sources, certain area-wide sources, and indirect sources in compliance with the Federal Clean Air Act (CAA), the CAA Amendments of 1990, and the California CAA. Air quality monitoring stations are maintained by the air district throughout the air basin. The PCAPCD, in coordination with transportation agencies, is also responsible for developing, updating, and implementing the Air Quality Attainment Plans (AQAPs). In addition, the PCAPCD has prepared the Placer County Air Pollution Control District's CEQA Air Quality Handbook, which sets forth recommended thresholds of significance, analysis methodologies, and provides guidance on mitigating significant impacts.

Drought Compliance and Enforcement Policy

On April 4, 2014, the PCAPCD released the Drought Compliance and Enforcement Policy to address water conservation following the third year of drought conditions in Placer County (the document is available online at <http://www.placer.ca.gov/Departments/air>). The following information was taken directly from the document.

Construction Activities: For construction activities subject to Rule 228, Fugitive Dust the PCAPCD will continue to evaluate compliance with 40 percent opacity and dust crossing property boundary limitations, as well as other rule and dust control plan requirements. Violations will be recognized with the issuance of a Notice of Violation, and a monetary penalty may be sought as part of the civil settlement. In determining the severity of a violation, the PCAPCD considers whether "all reasonable measures" have been taken. In a drought situation, the PCAPCD will include as a consideration as a possible mitigating circumstance whether the violation was caused by, or worsened by, water conservation practices. Note: In the case where construction activities are in an area where naturally-occurring asbestos (NOA) is known to be present, or is likely to be present, adherence to applicable PCAPCD and state regulations and Asbestos Dust Mitigation Plans (ADMPs), including the application of water to the extent necessary to suppress all dust, is required without exception.

Voluntary Water Conservation: The voluntary reduction of water for dust suppression will be considered as a possible mitigating factor in dust related air pollution violations. However, it is the PCAPCD's expectation that voluntary water conservation will not take precedence over preventing or mitigating direct dust impacts on the public, or areas where the public may be present.

Restrictions on Water Availability: A restriction on water for dust control usage, confirmed by the water purveyor, will be considered as a possible mitigating factor in dust related air pollution violations.

All Reasonable Measures: In the absence of adequate water for dust suppression, the PCAPCD expects other available measures will be taken to minimize dust creation to the extent practicable, and that all necessary measures will be taken to avoid impacting the public, or areas where the public may be present. In the place of the normally prescribed watering practices, all reasonable measures should be taken to reduce dust. A continued ability (e.g. the availability of water trucks) to prevent unacceptable dust impacts, such as dust crossing public roadways or impacting public areas, should be maintained for operational flexibility. The failure to prevent nuisance impacts of dust upon the public by any and all means necessary, including cessation of operations, will result in more severe enforcement consequences. The PCAPCD will consider mitigating and exacerbating factors in determining the severity of a dust violation and the appropriate monetary penalty. Full compliance is required with PCAPCD and State regulations concerning the control of dust areas designated as most likely to contain Naturally Occurring Asbestos (NOA), including the application of water to the extent necessary to suppress all dust.

Permitted Operations: For operations in which a PCAPCD Permit to Operate has been issued, including an Authority to Construct permit serving as a Temporary Permit to Operate, it is the PCAPCD's expectation that permit conditions requiring water usage will be met on a continuous basis. The PCAPCD will consider mitigating and exacerbating factors in determining the severity of a dust violation and the appropriate monetary penalty.

Voluntary Water Conservation: A permit holder often may choose to employ water over other alternatives, for dust control as an example, to avoid a violation of nuisance or visible emission rules. Reducing water usage, where such usage is not prescribed by PCAPCD rules or permit conditions, is solely at the discretion of the permit holder. The PCAPCD wants the violation to be avoided and, unless specified by rules or permit conditions, the PCAPCD does not prescribe how compliance is reached. During a drought situation, in the case of an inadvertent violation of PCAPCD rules (such as Rule 202, Visible Emissions) that is associated with water conservation, the PCAPCD will take into consideration the causative or exacerbating effects of the water conservation practice(s) when assessing monetary penalties. The PCAPCD's belief is that the societal benefit of the water conservation should be a mitigating consideration. However, regardless of the desire to employ voluntary water conservation measures, compliance, by any and all means necessary (which may include watering or the curtailment of operations), is required for dust control with regard to preventing nuisance and any direct impacts upon the public.

Restrictions on Water Availability: Permit holders should advise the PCAPCD of any water purveyor mandated curtailment or restrictions on water availability that is likely to affect continued compliance with PCAPCD rules and permit conditions. The PCAPCD's expectation is that the permit holder will implement every reasonable alternative measure to minimize emissions that are caused by or made worse by the curtailment of water supplies. If a violation occurs, the verified curtailment of water supplies by the water purveyor, along with

any mitigation efforts, and the severity of the violation, will be among the considerations in assessing monetary penalties.

District Acknowledgement of Violations: Resulting from Water Restrictions: If the permit holder wishes to avoid receiving Notices of Violation, for violations that cannot be prevented, or if a permit holder has good reasons to continue operating despite continued violations, a petition for a Variance from the PCAPCD rule or permit condition should be made. The PCAPCD's Hearing Board will decide whether a variance petition will be granted or denied. In the event of wide-spread effects from water supply curtailments, the PCAPCD may choose to issue compliance orders outlining allowable operations in lieu of existing permit conditions that cannot be met. Variances and compliance orders cannot be issued to allow a violation of nuisance regulations. Compliance by any and all means necessary (which may include watering or the curtailment of operations), is required with regard to preventing a nuisance and any direct impacts upon the public.

Miscellaneous Activities: For non-construction activities and activities that are not subject to PCAPCD permits, but which create dust, such as mowing, weed-cutting, leaf-blowing, ATV/Motocross, horse corrals and arenas, and other areas that might generate dust, the PCAPCD will continue education and enforcement efforts during drought conditions. For violations of Rule 202, Visible Emissions, and Rule 205, Nuisance, violations will be recognized with the issuance of a Notice of Violation and a monetary penalty as part of the civil settlement. In determining the penalty, the PCAPCD will consider the severity of the violation and what measures were taken to mitigate the creation of dust. In the situation of a drought, the PCAPCD will consider whether the violation was caused by, or worsened by, water conservation practices, and whether the reduction in water usage was voluntary or mandated.

Voluntary Water Conservation: If there is a voluntary reduction in the amount of water used for dust suppression, the conservation effort will be considered as a possible mitigating factor in dust related air pollution violations. However, it is the PCAPCD's expectation that voluntary water conservation efforts will not take precedence over preventing or mitigating direct dust impacts on the public, or areas where the public may be present, including neighboring properties.

Restrictions on Water Availability: A restriction on water for dust control usage confirmed by the water purveyor will be considered as a possible mitigating factor in dust related air pollution violations.

All Reasonable Measures: The PCAPCD's expectation is that in the absence of adequate water for dust suppression, other steps will be taken to minimize dust creation to the extent practicable, and that all necessary measures will be taken to avoid impacting the public, or areas where the public may be present. In place of the normally prescribed watering practices, other reasonable and available measures should be taken to reduce dust, including trying to avoid activities that will create dust. The PCAPCD will consider mitigating and exacerbating factors in determining the severity of a dust violation and the appropriate monetary penalty.

4.2.4 - REGULATORY SETTING

Federal

The EPA oversees international, national and interstate air pollution issues and policies. Other responsibilities include: setting national vehicle and stationary source emission standards, overseeing approval of all State Implementation Plans, providing research and guidance for air pollution programs, and setting National Ambient Air Quality Standards (also known as federal standards). There are national standards for six common air pollutants (referred to as criteria air pollutants) which are identified in the Clean Air Act (CAA) of 1970 as:

- Ozone;
- Particulate matter;
- Nitrogen dioxide;
- Carbon monoxide;
- Lead; and
- Sulfur dioxide.

The national standards are set to protect public health including that of sensitive individuals. Thus, the standards continue to change as additional medical research is available regarding the health effects of the criteria pollutants. Primary national standards are the levels of air quality necessary, with an adequate margin of safety, to protect the public health (California Air Resource Board 2011). The national and state ambient air quality standards, health effects and properties and sources for each pollutant are summarized in Table 4.2-4.

40 CFR PART 98

The Greenhouse Gas Reporting Program that was passed on October 30, 2009, requires the mandatory reporting of greenhouse gases (GHG) from large sources in the U.S. Data will be used to provide a better understanding of GHG sources and guide development of policies and programs. According to the EPA, the rule applies to “Direct greenhouse gas emitters, fossil fuel suppliers, industrial gas suppliers, and facilities that inject carbon dioxide (CO₂) underground for sequestration or other reasons. In general, the threshold for reporting is 25,000 metric tons (MT) or more of CO₂ equivalent per year. Reporting is at the facility level, except for certain suppliers of fossil fuels and industrial greenhouse gases” (Environmental Protection Agency 2011). Starting September 30, 2011, the first reports were due to the EPA. Each annual report covers the previous year and is submitted on an annual basis.

State

STATE IMPLEMENTATION PLAN (SIP)

A document prepared by each state describing existing air quality conditions and measures that will be followed to attain and maintain national standards. The State Implementation

**Table 4.2-4
Ambient Air Quality Standards**

Pollutant	Averaging Time	California Standards ¹		National Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Ozone (O ₃)	1 Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	--	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m ³)		0.075 ppm (147 µg/m ³)		
Respirable Particulate Matter (PM ₁₀) ⁸	24 Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m ³		--		
Fine Particulate Matter (PM _{2.5}) ⁸	24 Hour	--	--	35 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	12.0 µg/m ³	15 µg/m ³	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m ³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m ³)	--	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m ³)		9 ppm (10 mg/m ³)	--	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		--	--	
Nitrogen Dioxide (NO ₂) ⁹	1 Hour	0.18 ppm (339 µg/m ³)	Gas Phase Chemiluminescence	100 ppb (188 µg/m ³)	--	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)		0.053 ppm (100 µg/m ³)	Same as Primary Standard	
Sulfur Dioxide (SO ₂) ¹⁰	1 Hour	0.25 ppm (655 µg/m ³)	Ultraviolet Fluorescence	75 ppb (196 µg/m ³)	--	Ultraviolet Fluorescence; Spectrophotometry
	3 Hour	--		--	0.5 ppm (1300 µg/m ³)	

Pollutant	Averaging Time	California Standards ¹		National Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
	24 Hour	0.04 ppm (105 µg/m3)		0.14 ppm (for certain areas) ¹⁰	--	(Pararosaniline Method)
	Annual Arithmetic Mean	--		0.030 ppm (for certain areas) ¹⁰	--	
Lead ^{11,12}	30 Day Average	1.5 µg/m ³	Atomic Absorption	--	--	High Volume Sampler and Atomic Absorption
	Calendar Quarter	--		1.5 µg/m3 (for certain areas) ¹²	Same as Primary Standard	
	Rolling 3-Month Average	--		0.15 µg/m3		
	Visibility Reducing Particles ¹³	8 Hour		See footnote 13	Beta Attenuation and Transmittance through Filter Tape	
Sulfates	24 Hour	25 µg/m3	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m3)	Ultraviolet Fluorescence			
Vinyl Chloride ¹¹	24 Hour	0.01 ppm (26 µg/m3)	Gas Chromatography			

Notes: ppm = Parts Per Million, µg/m³ = micrograms per cubic meter, and mg/m³ = milligrams per cubic meter.

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM₁₀, PM_{2.5}, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM₁₀, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For PM_{2.5}, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.

3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent measurement method which can be shown to the satisfaction of the California ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
8. On December 14, 2012, the national annual PM_{2.5} primary standard was lowered from 15 µg/m³ to 12.0 µg/m³. The existing national 24-hour PM_{2.5} standards (primary and secondary) were retained at 35 µg/m³, as was the annual secondary standard of 15 µg/m³. The existing 24-hour PM₁₀ standards (primary and secondary) of 150 µg/m³ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over three years.
9. To attain the 1-hour national standard, the three-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
10. On June 2, 2010, a new 1-hour SO₂ standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the three-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO₂ national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
11. Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
12. The California ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m³ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
14. In 1989, the California ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

Plan for California is administered by the ARB, which has overall responsibility for statewide air quality maintenance and air pollution prevention. The agency also administers California Ambient Air Quality Standards for the 10 air pollutants designated in the California CAA. The 10 State air pollutants include the six national criteria pollutants listed in Section 3.1 as well as: visibility-reducing particulates, hydrogen sulfide, sulfates, and vinyl chloride.

CALIFORNIA ARB AIRBORNE TOXIC CONTROL MEASURE TO LIMIT DIESEL-FUELED COMMERCIAL MOTOR VEHICLE IDLING

Adopts new Section 2485 within Chapter 10, Article 1, Division 3, Title 13 in the California Code of Regulations. The measure limits the idling of diesel vehicles to reduce emissions of toxics and criteria pollutants. The driver of any vehicle subject to this section: (1) shall not idle the vehicle's primary diesel engine for greater than five minutes at any location; and (2) shall not idle a diesel-fueled auxiliary power system for more than five minutes to power a heater, air conditioner, or any ancillary equipment on the vehicle if it has a sleeper berth and the truck is located within 100 feet of a restricted area (homes and schools).

CALIFORNIA ARB FINAL REGULATION ORDER, REQUIREMENTS TO REDUCE IDLING EMISSIONS FROM NEW AND IN-USE TRUCKS

Requires that new 2008 and subsequent model-year heavy-duty diesel engines shall be equipped with an engine shutdown system that automatically shuts down the engine after 300 seconds of continuous idling operation once the vehicle is stopped, the transmission is set to "neutral" or "park", and the parking brake is engaged. If the parking brake is not engaged, then the engine shutdown system shall shut down the engine after 900 seconds of continuous idling operation once the vehicle is stopped and the transmission is set to "neutral" or "park."

CALIFORNIA ARB REGULATION FOR IN-USE OFF-ROAD DIESEL VEHICLES

On July 26, 2007, the California ARB adopted a regulation to reduce diesel particulate matter and NOx emissions from in-use (existing) off-road heavy-duty diesel vehicles in California. Such vehicles are used in construction, mining, and industrial operations. In December 2011, the ARB adopted amendments to the regulation. The regulation imposes limits on idling, buying older off-road diesel vehicles, and selling vehicles beginning in 2008; required all vehicles to be reported to ARB and labeled in 2009; and then in 2014 began gradual requirements for fleets to clean up their fleet by getting rid of older engines, using newer engines, and installing exhaust retrofits. The overall purpose of the regulation is to reduce emissions of NOx and PM from off-road diesel vehicles.

STATEWIDE TRUCK AND BUS RULE

In December 2010, California ARB adopted an amendment to a regulation to reduce emissions of diesel particulate matter, oxides of nitrogen, and other criteria pollutants from in-use on-road diesel fueled vehicles; the heavy-duty vehicle greenhouse gas emission reduction measure, and the regulation to control emissions from in-use on-road diesel fueled

heavy-duty drayage trucks at ports and intermodal rail yard facilities. The amended regulation requires installation of PM retrofits beginning January 1, 2012 and replacement of older trucks starting January 1, 2015. By January 1, 2023, almost all vehicles would need to have engine models no older than 2010 or equivalent.

AIR TOXICS “HOT SPOTS” INFORMATION AND ASSESSMENT ACT

The California ARB regulates the Air Toxics “Hot Spots” Information and Assessment Act of 1987 as a means to establish a formal air toxics emission inventory risk quantification program. Assembly Bill (AB) 2588 requires stationary sources to report the type and quantities of certain substances their facilities routinely release into the basin. Each air pollution control district ranks the data into high, intermediate, and low priority categories. The air district considers the potency, toxicity, quantity, volume, and proximity of the facility to receptors when ranking the facility.

California Green Building Strategy

“Significant GHG emission reductions are achieved through sustainable construction, operation, and renovation of new and existing buildings.”

California’s Advanced Clean Cars

“In January 2012, the Air Resources Board approved a new Emissions-control Program for model years 2017 through 2025. The program combines the control of smog, soot and global warming gases and requirements for greater numbers of zero-emission vehicles into a single package of standards called Advanced Clean Cars.”

Local

PLACER COUNTY AIR POLLUTION CONTROL DISTRICT

Air quality at the proposed Rocklin Campus FMP Project site is subject to the rules and regulations of the PCAPCD. The PCAPCD is responsible for regulating emissions primarily from stationary sources, certain area-wide sources, and indirect sources in compliance with the Federal Clean Air Act (CAA), the CAA Amendments of 1990, and the California CAA. Air quality monitoring stations are maintained by the PCAPCD throughout the air basin. The PCAPCD, in coordination with transportation agencies, is also responsible for developing, updating, and implementing the Air Quality Attainment Plans (AQAPs). In addition, the PCAPCD has prepared the a CEQA Air Quality Handbook which sets forth recommended thresholds of significance, analysis methodologies, and provides guidance on mitigating significant impacts.

Nonattainment areas in California are required to develop plans for achieving air quality. In coordination with several other air management and control districts, the PCAPCD prepared and submitted the 1991 Placer County Air Quality Attainment Plan which specifically addresses the nonattainment status for ozone and PM.

Ozone Attainment Plan

On November 21, 2013, ARB approved the 2013 SIP Revisions to the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (Ozone Attainment Plan). This Plan describes how Placer County and the Sacramento nonattainment area will attain the required federal 8-hour ozone standard by the required deadline. Future emissions reduction strategies or control measures are provided to meet Federal CAA requirements. Some of them include, but are not limited to, the following: Regional Mobile Incentive Programs, Urban Forest Development Programs, and local regulatory measures for emission reductions related to architectural coatings, automotive refinishing, natural gas production and processing, asphalt concrete, and various others. The proposed FMP is required to comply with the Ozone Attainment Plan.

Triennial Progress Report

In compliance with requirements of the California CAA, the PCAPCD has approved the 2015 Triennial Progress Report which is the latest of several triennial progress reports that build upon the AQAP adopted in 1991. The report includes a current emission inventory and projected future inventories of ROG and NO_x emissions in Placer County. Future inventories include population growth rates, travel, employment, industrial/commercial activities, and energy use, as well as control imposed through local, state, and federal emission reduction measures. The triennial report shows how the required five percent reduction is achieved by implementation of rules that the PCAPCD has adopted during the previous three years, incentive programs, and other measures that would supplement those in the Ozone Attainment Plan.

PCAPCD Rules and Regulations

Following is a list of the PCAPCD's adopted rules and regulations that apply during a project's construction. Specific rules applicable to future construction of the proposed FMP may include, but are not limited to:

Rule 202 - Visible Emissions: A person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any one hour which is as dark or darker in shade as that designated as number 1 on the Ringelmann Chart, as published by the United States Bureau of Mines.

Rule 205 - Nuisances: A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause to have a natural tendency to cause injury or damage to business or property.

Rule 207 - Particulate Matter: For the Sacramento Valley Air Basin and the Mountain Counties Air Basin portions of the Placer County Air Pollution Control District, a person shall

not release or discharge into the atmosphere from any source or single processing unit, exclusive of sources emitting combustion contaminants only, particulate matter emissions in excess of: 0.1 grains per cubic foot of gas at PCAPCD standard conditions.

Rule 217 - Cutback and Emulsified Asphalt Paving Materials: A person shall not manufacture for sale nor use for paving, road construction, or road maintenance any rapid cure cutback asphalt; slow cure cutback asphalt containing organic compounds which evaporate at 500°F or lower as determined by current American Society for Testing and Materials (ASTM) Method D402; medium cure cutback asphalt except as provided in Section 1.2.; or emulsified asphalt containing organic compounds which evaporate at 500°F or lower as determined by current ASTM Method D244, in excess of three percent by volume.

Rule 218 - Application of Architectural Coatings: No person shall manufacture, blend, or repackage for sale within the PCAPCD; supply, sell, or offer for sale within the PCAPCD; or solicit for application or apply within the PCAPCD, any architectural coating with a volatile organic carbon (VOC) content in excess of the corresponding specified manufacturer's maximum recommendation.

Rule 225 - Woodburning Appliances: The general purpose of this rule is to limit emissions of particulate matter entering the atmosphere from the operation of a wood burning appliance. This rule applies to any person who manufactures, sells, advertises, offers for sale, supplies, or operates a permanently installed, indoor or outdoor, wood burning appliance in Placer County, and any person who installs a wood-burning appliance in any single- or multiple-residential development or commercial development in Placer County.

Emissions Not Allowed Beyond the Boundary Line: A person shall not cause or allow the emissions of fugitive dust from any active operation, open storage pile, or disturbed surface area (including disturbance as a result of the raising and/or keeping of animals or by vehicle use), such that the presence of such dust remains visible in the atmosphere beyond the boundary line of the emission source.

Visible Emissions from Active Operations: In addition to the requirements of Rule 202, Visible Emissions, a person shall not cause or allow fugitive dust generated by active operations, an open storage pile, or a disturbed surface area, such that the fugitive dust is of such opacity as to obscure an observer's view to a degree equal to or greater than does smoke as dark or darker in shade as that designated as number 2 on the Ringelmann Chart, as published by the United States Bureau of Mines.

Concentration Limit: A person shall not cause or allow PM₁₀ levels to exceed 50 micrograms per cubic meter (µg/m³) (24-hour average) when determined, by simultaneous sampling, as the difference between upwind and downwind samples collected on high-volume particulate matter samplers or other EPA-approved equivalent method for PM₁₀ monitoring.

Track-Out onto Paved Public Roadways: Visible roadway dust as a result of active operations, spillage from transport trucks, and the track-out of bulk material onto public paved roadways shall be minimized and removed.

The track-out of bulk material onto public paved roadways as a result of operations, or erosion, shall be minimized by the use of track-out and erosion control, minimization, and preventative measures, and removed within one hour from adjacent streets such material anytime track-out extends for a cumulative distance of greater than 50 feet onto any paved public road during active operations.

All visible roadway dust tracked out upon public paved roadways as a result of active operations shall be removed at the conclusion of each work day when active operations cease, or every 24 hours for continuous operations. Wet sweeping or a High Efficiency Particulate Air (HEPA) filter-equipped vacuum device shall be used for roadway dust removal.

Any material tracked out, or carried by erosion, and cleanup water shall be prevented from entering waterways or stormwater inlets as required to comply water quality control requirements.

Minimum Dust Control Requirements: The following dust mitigation measures are to be initiated at the start and maintained throughout the duration of any construction or grading activity, including any construction or grading for road construction or maintenance.

Unpaved areas subject to vehicle traffic must be stabilized by being kept wet, treated with a chemical dust suppressant, or covered.

The speed of any vehicles and equipment traveling across unpaved areas must be no more than 15 miles per hour unless the road surface and surrounding area is sufficiently stabilized to prevent vehicles and equipment traveling more than 15 miles per hour from emitting dust exceeding Ringelmann 2 or visible emissions from crossing the project boundary line.

Storage piles and disturbed areas not subject to vehicular traffic must be stabilized by being kept wet, treated with a chemical dust suppressant, or covered when material is not being added to or removed from the pile.

Prior to any ground disturbance, including grading, excavating, and land clearing, sufficient water must be applied to the area to be disturbed to prevent emitting dust exceeding Ringelmann 2 and to minimize visible emissions from crossing the boundary line.

Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt, from being released or tracked offsite.

When wind speeds are high enough to result in dust emissions crossing the boundary line, despite the application of dust mitigation measures, grading and earthmoving operations shall be suspended.

No trucks are allowed to transport excavated material off-site unless the trucks are maintained such that no spillage can occur from holes or other openings in cargo compartments, and loads are either covered with tarps; or wetted and loaded such that the

material does not touch the front, back, or sides of the cargo compartment at any point less than six inches from the top and that no point of the load extends above the top of the cargo compartment.

Wind-Driven Fugitive Dust Control: A person shall take action(s), such as surface stabilization, establishment of a vegetative cover, or paving, to minimize wind-driven dust from inactive disturbed surface areas.

Rule 246 - Natural-Gas-Fired Water Heaters: The general purpose of this rule is to limit the emission of nitrogen oxides (NO_x) from natural-gas-fired water heaters. The provisions of this rule apply to all of Placer County, and this rule applies to any person who manufactures, distributes, offers for sale, sells, or installs any natural gas-fired water heater with a rated heat input capacity less than 75,000 British Thermal Units per hour (BTU/hr.), for use in the PCAPCD.

Rule 310 - Restricted Burn Days: The general purpose of this rule is to prohibit open burning or restrict open burning to that which would be permitted by the PCAPCD.

Rule 501 - General Permit Requirements: Any person operating an article, machine, equipment, or other contrivance, the use of which may cause, eliminate, reduce, or control the issuance of air contaminants, shall first obtain a written permit from the Air Pollution Control Officer (APCO). Stationary sources subject to the requirements of Rule 507, Federal Operating Permit Program, must also obtain a Title V permit pursuant to the requirements and procedures of that rule.

Rule 610: The purpose of this rule is to recover costs that are associated with the implementation of the Air Toxics “Hot Spots” Information and Assessment Act, beginning with Section 44300 of Division 26 of the California Health and Safety Code.

PLACER COUNTY 2036 REGIONAL TRANSPORTATION PLAN

The Placer County 2036 Regional Transportation Plan (RTP) has been developed by the Placer County Transportation Planning Agency (PCTPA) to document the policy direction, actions, and funding recommendations that are intended to meet the short and long-range needs of Placer County’s transportation systems over the next 20 years.

These conditions represent a significant challenge for Placer County jurisdictions to coordinate projects impacting land use, transportation, and air quality. In particular, the roadway projects proposed for construction during the span of this plan are critically important to reduce congestion. In the same way, alternative transportation modes, such as transit, rail, bicycling, walking, and transportation systems management, are being expected to play a role in reducing congestion and improving air quality.

The following Goal, Objective, and Policies applicable to air quality include, but are not limited to:

- Goal 9: Integrated Land Use, Air Quality & Transportation Planning
- Objective C: Ensure that transportation projects satisfy regional air quality conformity standards.
- Policy 1 Prioritize and recommend transportation projects that provide cost effective movement of people and goods while minimizing vehicle emissions.
- Policy 2 Continue to promote projects that can be demonstrated to reduce air pollution and greenhouse gases, maintain clean air and better public health, through programs and strategies, to green the transportation system.
- Policy 3 Work with the Placer County Air Pollution Control District in developing plans that meet the standards of the California Clean Air Act and the Federal Clean Air Act Amendments, and lead to reduced greenhouse gas emissions.
- Policy 4 Work with the Sacramento Area Council of Governments to evaluate the impacts of each transportation plan and program on the timely attainment of ambient air quality standards, and regional greenhouse gas emission reduction targets.
- Policy 5 Solicit the input of the Placer County Air Pollution Control District on all transportation plans, programs, and projects.

CITY OF ROCKLIN

The City of Rocklin General Plan was adopted October 2012 and contains goals and policies for improving air quality. Many of the general plan's elements indirectly address air quality by requiring development to be more walkable and pedestrian friendly. Some of the policies related to reducing greenhouse gas emissions also reduce criteria air pollution at the same time. Below is a list of policies that directly address air quality:

- OCR-58 Require development projects to incorporate stationary and mobile source control measures recommended by the Placer County Air Pollution Control District and approved by the city for protection of air quality during construction and subsequent operations.
- OCR-59 Continue to consult with the Placer County Air Pollution Control District in the development of stationary and mobile source control measures affecting the City of Rocklin.
- S-24 Reduce the exposure of sensitive receptors to potential health risks from toxic air contaminants (TACs).

4.2.5 - IMPACTS AND MITIGATION MEASURES

Methodology

As suggested by the PCAPCD, emissions from the proposed Project were estimated using the latest version (Version 2013.2) of the California Emissions Estimator Model (CalEEMod®) (CAPCOA 2017).

The PCAPCD recommends use of the their CEQA Air Quality Handbook to determine whether a project's air emissions will be significant. If thresholds are exceeded, then a significant impact will occur. The discussion under each impact includes results from the CalEEMod® construction and operation of the project. Results are then compared to the CEQA Air Quality Handbook thresholds of significance. Other federal, State, and local thresholds are discussed where applicable.

Thresholds of Significance

Based on criteria derived from questions found in Appendix G of the CEQA Guidelines, the District has determined that the project would have a significant impact on air quality if it would:

- a. Conflict with or obstruct implementation of the applicable air quality plan;
- b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable national or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- d. Expose sensitive receptors to substantial pollutant concentrations; or
- e. Create objectionable odors affecting a substantial number of people.

PCAPCD has historically applied the concept of the New Source Review (NSR) Program to assist with the development of the thresholds for projects under the existing CEQA review program. CEQA encourages but does not require that thresholds be established as a measure to determine the extent to which a project contributes criteria pollutants. The threshold of 82 pounds per day for ozone precursors (ROG, NO_x, PM₁₀ and PM_{2.5}) is based on 15 tons per year, which was set as the total emission threshold associated within the NSR Program. Table 4.2-5 shows the project-level thresholds of significance recommended by the PCAPCD for construction and operational emissions.

On June 10, 2010, the PCAPCD Board of Directors held a meeting to discuss cumulative thresholds for land use projects within Placer County under CEQA. In their action, the Board stated that, as a policy, the Board supports the continued use of the 10 pounds per day staff recommended cumulative impact threshold.

**Table 4.2-5
District Recommended Project-Level Thresholds of Significance**

	Thresholds of Significance (lbs. per day)				
	ROG	NO _x	PM ₁₀	PM _{2.5}	CO
Construction Emissions	82	82	82	82	550
Operational Emissions	82	82	82	82	550
Cumulative-level Operational	10	10	--	--	--

Source: (Placer County Air Pollution Control District, 2012)

The significance thresholds, expressed in pounds per day (lbs./day), listed in Table 4.2-5 are the PCAPCD's recommended thresholds of significance for use in the evaluation of air quality impacts associated with proposed development projects. The Sierra Joint Community College District, as lead agency, utilizes the PCAPCD's recommended thresholds of significance for CEQA evaluation purposes. Thus, if the proposed project's emissions exceed the pollutant thresholds presented in Table 4.2-5, the project could have a significant effect on air quality, the attainment of federal and State AAQS, and could conflict with or obstruct implementation of the applicable air quality plan.

Project Impacts

Impacts #4.2-a and #4.2-b: Would the Project conflict with or obstruct implementation of the applicable air quality plan or violate any air quality standard or contribute substantially to an existing or projected air quality violation?

The proposed Project site is located within the SVAB and is under the jurisdiction of the PCAPCD. The SVAB is designated nonattainment for the federal particulate matter 2.5 microns in diameter (PM_{2.5}) and the State particulate matter 10 microns in diameter (PM₁₀) standards, as well as for both the federal and State ozone standards. The Federal CAA requires areas designated as federal nonattainment to prepare an air quality control plan referred to as the SIP. The SIP contains the strategies and control measures for states to use to attain the National Ambient Air Quality Standards (NAAQS). In compliance with regulations, the PCAPCD periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the NAAQS, including control strategies to reduce air pollutant emissions via regulations, incentive programs, public education, and partnerships with other agencies.

General conformity requirements of the regional air quality plan include whether a project would cause or contribute to new violations of any NAAQS, increase the frequency or severity of an existing violation of any NAAQS, or delay timely attainment of any NAAQS. In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants that the area is designated nonattainment, the PCAPCD recommends significance thresholds for emissions of particulate matter, carbon monoxide (CO), and ozone precursors – reactive organic gases (ROG) and nitrous oxides (NO_x).

The current applicable air quality plan for the proposed project area is the 2013 Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (Ozone Attainment Plan). Based on further discussion below, the proposed Project will not conflict with or obstruct implementation of any applicable air quality plan as it pertains to the PCAPCD jurisdiction.

Construction Emissions

Construction of the projects proposed in the FMP would result in the generation of air pollutant emissions. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and prevailing weather conditions. Construction emissions result from onsite and offsite activities. Onsite emissions principally consist of exhaust emissions (NO_x, CO, ROG, PM₁₀, and PM_{2.5}) from heavy-duty construction equipment, motor vehicle operation, and fugitive dust (mainly PM₁₀) from disturbed soil. Additionally, paving operations and application of architectural coatings would release ROG emissions. Offsite emissions are caused by motor vehicle exhaust from delivery vehicles, worker traffic, and road dust (PM₁₀ and PM_{2.5}).

CalEEMod® inherently accounts for applicable PCAPCD rules, with the exception of Rule 218 related to architectural coatings; accordingly, the modeling was adjusted to reflect that the Project would use 100 g/L volatile organic compound (VOC) paints per PCAPCD rules and regulations.

In order to provide an appropriate analysis of environmental impacts, phasing assumptions were developed to provide a worst-case scenario to portray maximum emissions on a daily basis during the various construction activities for each near-term project. Long-term projects will require individual analysis as construction nears.

As shown in Table 4.2-5 above, the PCAPCD threshold of significance for construction is 82 lbs./day for ROG, NO_x, and PM₁₀ and 550 lbs./day for CO. Tables 4.2-6 through Table 4.2-9 list the unmitigated daily construction emissions for each of the near-term projects.

According to the results, construction emissions fall well below the adopted thresholds for lbs./day. Appendix B provides a detailed breakdown of each project phase's construction emissions. All projects constructed as part of the implementation of the proposed 20-year FMP will be required to comply with all applicable rules and regulations set forth by the PCAPCD. At the time a specific project component is proposed in the future, it may be subject to further air quality review if deemed necessary by the PCAPCD.

Table 4.2-6
Parking Garage & Demolition - Maximum Daily Unmitigated Construction Emissions

	ROG (lbs./day)	NO _x (lbs./day)	CO ppm (lbs./day)	PM ₁₀ Total (lbs./day)	PM _{2.5} Total (lbs./day)
Year					
2020	7.31	75.67	38.76	21.91	13.35
2021	14.13	13.11	12.99	0.800	0.68
Maximum Daily	14.13	75.67	38.76	21.91	13.35
Significance Threshold	82	82	550	82	82
Exceed Significance	No	No	-	No	No
Threshold in any Year for lb./day?					

Note: ROG and NO_x emissions were run using the Summer reporting method as suggested by the PCAPCD

Note: PM and Co emissions were ran using the Winter reporting method as suggested by the PCAPCD

Source: CalEEMod® results, 2018.

Table 4.2-7
New Instructional Building (40,000 SF) - Maximum Daily Unmitigated Construction Emissions

	ROG (lbs./day)	NO _x (lbs./day)	CO ppm (lbs./day)	PM ₁₀ Total (lbs./day)	PM _{2.5} Total (lbs./day)
Year					
2022	28.73	12.37	15.12	1.61	1.07
Maximum Daily	28.73	12.37	15.12	1.61	1.07
Significance Threshold (lb./day)	82	82	550	82	82
Exceed Significance	No	No	-	No	No
Threshold in any Year for lb./day?					

Note: ROG and NO_x emissions were run using the Summer reporting method as suggested by the PCAPCD

Note: PM and Co emissions were ran using the Winter reporting method as suggested by the PCAPCD

Source: CalEEMod® results, 2018.

Table 4.2-8
Modernization of Weaver Hall (20,000 SF) - Maximum Daily Unmitigated Construction Emissions

	ROG (lbs./day)	NO _x (lbs./day)	CO ppm (lbs./day)	PM ₁₀ Total (lbs./day)	PM _{2.5} Total (lbs./day)
Year					
2022	1.33	13.37	11.75	1.49	1.00
2023	37.27	6.68	7.38	0.41	0.31
Maximum Daily	37.27	13.37	11.75	1.49	0.03
Significance Threshold (lb./day)	82	82	550	82	82
Exceed Significance Threshold in any Year for lb./day?	No	No	-	No	No

Note: ROG and NO_x emissions were run using the Summer reporting method as suggested by the PCAPCD

Note: PM and Co emissions were ran using the Winter reporting method as suggested by the PCAPCD

Source: CalEEMod® results, 2018.

Table 4.2-9
Modernization of the Gym (24,000 SF) - Maximum Daily Unmitigated Construction Emissions

	ROG (lbs./day)	NO _x (lbs./day)	CO ppm (lbs./day)	PM ₁₀ Total (lbs./day)	PM _{2.5} Total (lbs./day)
Year					
2023	16.08	11.99	11.66	1.42	0.92
Maximum Daily	16.08	11.99	11.66	1.42	0.92
Significance Threshold (lb./day)	82	82	550	82	82
Exceed Significance Threshold in any Year for lb./day?	No	No	-	No	No

Note: ROG and NO_x emissions were run using the Summer reporting method as suggested by the PCAPCD

Note: PM and Co emissions were ran using the Winter reporting method as suggested by the PCAPCD

Source: CalEEMod® results, 2018.

Operation Emissions

Table 4.2-10 lists the total operational emissions that will be emitted after full build-out of each near-term project. According to the results, the proposed Project would not exceed the PCAPCD's thresholds when in full operation.

Table 4.2-10
Project Unmitigated Operational Emissions (lbs./day)

	ROG	NO _x	CO ppm	PM ₁₀ Total	PM _{2.5} Total
Parking Garage & Demolition	0.28	1.38e	0.15	5.40	5.40
New Instructional Building	0.90	0.43e	0.37	5.10	1.27
Weaver Hall Modernization	1.35	5.00	8.27	3.02	0.83
Gym Modernization	1.69	6.18	9.10	2.94	0.81
Total	4.22	11.18	17.89	16.46	8.31
Threshold of Significance	82	82	550	82	82
Exceed Significance Threshold?	No	No	No	No	No

Note: CalEEMod® results, 2018.

As Table 4.2-10 indicates, the Project's maximum unmitigated operational-related emissions would be below the applicable thresholds of significance. Therefore, operations associated with development of the proposed Project would not substantially contribute to the PCAPCD's nonattainment status for ozone or PM. The PCAPCD will evaluate each project on an individual basis to determine if other requirements must be met to further reduce emissions. Any PCAPCD rules that apply will be considered as BMPs or similar conditions, and do not require permitting or discretionary approvals from PCAPCD. These include such requirements as Rule 228 Fugitive Dust that would be required during construction activities, or Rule 225 Wood Burning Appliances that would apply to new residential construction.

CONCLUSION

The proposed Project's construction-related and operational emissions would not exceed the applicable thresholds of significance. In addition, the Project would be required to comply with all applicable PCAPCD rules and regulations. Because the Project would not exceed the thresholds of significance, the proposed Project would not substantially contribute to the region's nonattainment status of ozone or PM. Therefore, implementation of the proposed Project would not conflict with or obstruct implementation of the applicable air quality plan, violate an air quality standard or contribute to an existing or projected air quality violation. A less-than-significant impact related to air quality would occur. Note that projects constructed in the long term (e.g., after 2025) may need to comply with standards that are not in place at this time. Given the relatively small amounts of ozone precursor emissions from the proposed Project, there is no known feasible mechanism for attempting to predict any specific public health consequences that could result from the emissions. The emissions are too limited to result in any measurable changes in ambient pollutant concentrations in the vicinity or region.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

There would be a *less-than-significant impact*.

Impact #4.2-c: Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable national or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

According to the PCAPCD CEQA Handbook, the Project site is located within the SVAB and is under the jurisdiction of the PCAPCD. The SVAB is designated as nonattainment for federal and state ozone (O₃) standards, nonattainment for the federal particulate matter standard (PM_{2.5}) and state particulate matter standard (PM₁₀).

In order to improve air quality and attain the health-based standards, reductions in emissions are necessary within nonattainment areas. The Project is part of a pattern of urbanization occurring in the greater Sacramento ozone nonattainment area. The growth and combined population, vehicle usage, and business activity within the nonattainment area from the Project, in combination with other past, present, and reasonably foreseeable projects within Rocklin and surrounding areas, could either delay attainment of the standards or require the adoption of additional controls on existing and future air pollution sources to offset emission increases. Thus, the Project could cumulatively contribute to regional air quality health effects through emissions of criteria and mobile source air pollutants.

The threshold for determining an individual project's cumulative contribution to regional air quality is 10 lbs./day for ROG and NO_x, which is recommended by the PCAPCD. Thus, if the proposed Project would result in an increase of more than 10 lbs./day of ROG and/or NO_x (ozone precursors) during operations, the project could potentially result in a significant contribution towards a cumulative air quality impact, and mitigation would be recommended. The proposed Project's cumulative contribution to regional emissions is presented below in Table 4.2-11

**Table 4.2-11
Unmitigated Operational Emissions for Cumulative Impacts
For Near-term Projects**

Pollutant	Project Emissions (lbs./day)	PCAPCD Significance Threshold (lbs./day)
ROG	4.22	10
NO _x	11.18	10

Source: CalEEMod® Results, 2018

As shown in Table 4.2-11, the proposed Project's unmitigated operational emissions of NO_x would exceed the suggested thresholds of significance. Mitigation was applied to the Project and as seen from Table 4.2-12 below, once implemented, emissions would fall below the

thresholds of significance. The mitigation includes standard design features that will be incorporated in the Project's design, such as pathways that connect the on-site campus buildings, and the close proximity to a nearby existing bus stop and to Downtown. No additional mitigation measures were required to bring emissions below any established thresholds. The College will still be required to consult with PCAPCD to consult regarding any project-specific rules and regulations that may apply.

Table 4.2-12
Mitigated Operational Emissions for Cumulative Impacts
For Near-term Projects

Pollutant	Project Emissions (lbs./day)	PCAPCD Significance Threshold (lbs./day)
ROG	4.22	10
NOx	9.55	10

Source: CalEEMod® Results, 2018

CONCLUSION

The proposed near-term projects at full build-out would not result in ozone emissions exceeding the PCAPCD's threshold for cumulative emissions. This would result in a less-than-significant impact.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

Impacts would be *less than significant*.

Impact #4.2-d: Would the Project expose sensitive receptors to substantial pollutant concentrations?

This impact will evaluate the proposed project's potential to expose sensitive receptors to substantial pollutant concentrations. The major pollutant concentrations of concern are toxic air contaminant (TAC) emissions and localized CO emissions, addressed in further detail below.

Toxic Air Contaminants (TAC)

The ARB's Air Quality and Land Use Handbook: A Community Health Perspective (Handbook) provides recommendations for siting new sensitive land uses near sources typically associated with significant levels of TAC emissions, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards. The ARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume

freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure. Health-related risks associated with DPM in particular are primarily associated with long-term exposure and associated risk of contracting cancer.

Construction Emissions

Health-related risks associated with diesel exhaust emissions are primarily associated with long-term exposure and associated risk of contracting cancer. The estimation of cancer risk associated with exposure to TACs is typically calculated based on a 70-year period of exposure. The use of diesel-powered construction equipment for the Project, however, would be temporary and would occur over a relatively large area. For this reason, diesel-exhaust generated by construction, in and of itself, would not be expected to create conditions where the probability of contracting cancer over a 70-year lifetime of exposure is greater than 10 in one million for nearby receptors.

According to APPENDIX G. Preparing a Health Risk Assessment for Land Use Projects from the 2017 CEQA Air Quality Handbook, there are two types of projects which may require a health risk assessment be conducted. The first, known as Type A, or new sources, is a project that can cause an adverse health impact on people already living or working nearby. The environmental impacts of a Type A project are addressed pursuant to CEQA Guideline Section 15126.2(a). The second is known as Type B, such as a new residential development project, which will be located in an area that can cause adverse health impacts to those residents. Examples of Type A projects would be:

- Gasoline dispensing facilities;
- Asphalt batch plants;
- Warehouse distribution centers;
- New freeways or high traffic roads; and
- Other stationary sources that emit toxic substances.

The proposed Project would not include any of the above listed uses, or anything similar to the listed uses. Example of Type B projects includes residential, commercial, and institutional developments proposed to be located in the vicinity of existing toxic emission sources such as:

- Stationary sources;
- Freeways or high traffic roads;
- Rail yards; and
- Warehouse distribution centers.

The Project site is approximately 900-feet from the FWY 80 and is physically separated from it by dense oak woodlands. For projects potentially being impacted by existing sources (Type B projects), one screening tool is contained in the ARB Handbook: Air Quality and Land Use

Handbook: A Community Health Perspective. The document includes a table entitled “Recommendations on Siting New Sensitive Land Uses Such As Residences, Schools, Daycare Centers, Playgrounds, or Medical Facilities” with recommended buffer distances associated with various types of common sources. If a proposed project is located within an established buffer distance to any of the listed sources, a health risk screening and/or assessment should be performed to assess risk to potential sensitive receptors. The recommended siting distance from an existing freeway is 500-feet. As previously mentioned, the Project site is well beyond the 500-foot recommended distance buffer and is separated by dense oak woodlands. Therefore, the Project is not subject to the requirements of having to prepare a Health Risk Assessment.

Operational Emissions

The Handbook contains recommendations that will “help keep California’s children and other vulnerable populations out of harm’s way with respect to nearby sources of air pollution,” including recommendations for distances between sensitive receptors and certain land uses. These recommendations are assessed as follows.

Heavily traveled roads. California ARB recommends avoiding new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day. Epidemiological studies indicate that the distance from the roadway and truck traffic densities were key factors in the correlation of health effects, particularly in children.

Distribution centers. California ARB also recommends avoidance of sitting new sensitive land uses within 1,000 feet of a distribution center. There are no distribution centers within the vicinity of the Project site.

Fueling stations. California ARB recommends avoiding new sensitive land uses within 300 feet of a large fueling station (a facility with a throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical gas dispensing facilities. There are no nearby gas dispensing facilities.

Dry cleaning operations. California ARB recommends avoidance of sitting new sensitive land uses within 300 feet of any dry-cleaning operation that uses perchloroethylene. For operations with two or more machines, California ARB recommends a buffer of 500 feet. For operations with three or more machines, California ARB recommends consultation with the local air district. The Project does not involve any dry-cleaning operations. (California Air Quality Board 2005)

Localized CO Emissions

Emissions of CO result from the incomplete combustion of carbon-containing fuels such as gasoline or wood and are particularly related to traffic levels. Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. As older, more polluting vehicles are retired and replaced with newer, cleaner vehicles, the overall

rate of emission of CO for vehicle fleet throughout the State has been and is expected to continue decreasing. As described below, implementation of the proposed Project would increase traffic volumes on streets near the Project site from current levels, which would likely result in a slight increase in localized CO concentrations.

Based on the CO modeling conducted for the City's General Plan EIR, predicted maximum 1-hour and 8-hour CO concentrations at the Sierra College Boulevard and Rocklin Road intersection would not exceed applicable ambient air quality standards at full General Plan buildout. Given that other area intersections would be predicted to operate at more acceptable levels of service (i.e., less congestion) than those included in the analysis, predicted CO concentrations at other locations would likewise not be anticipated to exceed applicable ambient air quality standards. As a result, the proposed Project would not cause or contribute to local CO concentrations exceeding 20 ppm over a 1-hour averaging period or nine ppm over an 8-hour averaging period beyond what was already considered under the General Plan EIR.

According to APPENDIX G. Preparing a Health Risk Assessment for Land Use Projects from the 2017 CEQA Air Quality Handbook, there are two types of projects which may require a health risk assessment be conducted. The first, known as Type A, or new sources, is a project that can cause an adverse health impact on people already living or working nearby. The environmental impacts of a Type A project are addressed pursuant to CEQA Guideline Section 15126.2(a). The second is known as Type B, such as a new residential development project, which will be located in an area that can cause adverse health impacts to those residents. Examples of Type A projects would be:

- Gasoline dispensing facilities;
- Asphalt batch plants;
- Warehouse distribution centers;
- New freeways or high traffic roads; and
- Other stationary sources that emit toxic substances.

The proposed Project would not include any of the above listed uses, or anything similar to the listed uses. Example of Type B projects includes residential, commercial, and institutional developments proposed to be located in the vicinity of existing toxic emission sources such as:

- Stationary sources;
- Freeways or high traffic roads;
- Rail yards; and
- Warehouse distribution centers.

The Project site is approximately 900-feet from the FWY 80 and is physically separated from it by dense oak woodlands. For projects potentially being impacted by existing sources (Type B projects), one screening tool is contained in the ARB Handbook: Air Quality and Land Use Handbook: A Community Health Perspective. The document includes a table entitled

“Recommendations on Siting New Sensitive Land Uses Such As Residences, Schools, Daycare Centers, Playgrounds, or Medical Facilities” with recommended buffer distances associated with various types of common sources. If a proposed project is located within an established buffer distance to any of the listed sources, a health risk screening and/or assessment should be performed to assess risk to potential sensitive receptors. The recommended siting distance from an existing freeway is 500-feet. As previously mentioned, the Project site is well beyond the 500-foot recommended distance buffer and is separated by dense oak woodlands. Therefore, the Project is not subject to the requirements of having to prepare a Health Risk Assessment.

The proposed Project would not involve any of the above uses identified by the California ARB; therefore, the TACs would not be expected to cause a significant impact. In addition, because the proposed Project would reduce the number of vehicle trips associated with build-out of the site compared to what has been anticipated in the General Plan EIR, the resultant CO emissions would likewise be less than anticipated. A less-than-significant impact would occur.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

Impacts would be *less than significant*.

Impact #4.2-e: Would the Project create objectionable odors affecting a substantial number of people?

Odors are generally regarded as an annoyance rather than a health hazard. Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, quantitative methodologies to determine the presence of a significant odor impact do not exist. Certain land uses, such as those listed in Table 4.2-13, have the potential to generate considerable odors. Table 4.2-13 shows recommended distance siting from those particular land uses/types of operation.

The following PCAPCD’s Recommended Odor Screening Distances table lists suggested buffer distances for a variety of odor-generating facilities.

Construction of the Project, particularly diesel fumes from construction equipment, could cause objectionable odors. However, construction emissions are minimal and temporary. Thus, construction of the Project would not be expected to result in the generation of permanent long-term objectionable odors affecting any existing sensitive receptors or a substantial number of people. These odors would be temporary and would not likely be noticeable for extended periods of time beyond the Project’s site boundaries.

**Table 4.2-13
Odor Screening Distances**

Land Use/Type of Operation	Project Screening Distance
Wastewater Treatment Plant	2 miles
Wastewater Pumping Facilities	1 mile
Sanitary Landfill	2 miles
Transfer Station	1 mile
Composting Facility	1 mile
Petroleum Refinery	2 miles
Asphalt Batch Plant	2 miles
Chemical Manufacturing	2 miles
Fiberglass Manufacturing	1 mile
Painting/Coating Operations	1 mile
Rendering Plant	2 miles
Coffee Roaster	1 mile
Food Processing Facility	1 mile
Confined Animal Facility/Feed Lot/Dairy	1 mile
Green Waste and Recycling Operations	1 mile
Metal Smelting Plants	2 miles

Source: SMAQCD: CEQA Guide to Air Quality Assessment, Chapter 7, Odors/Recommended Odor Screening Distances

Build-out of the proposed Project is not expected to result in any uses that are typically associated with the creation of objectionable odors. In addition, PCAPCD Rule 205, Nuisance, addresses the exposure of “nuisance or annoyance” air contaminant discharges, including odors, and provides enforcement of odor control. Rule 205 is complaint-based, when, if public complaints are sufficient to cause the odor source to be considered a public nuisance, then the PCAPCD is required to investigate the identified source. The PCAPCD must also determine and ensure a solution for the source of the complaint, which could include operational modifications to correct the nuisance condition. Thus, although not anticipated, if odor or air quality complaints are made upon development of the proposed Project, the PCAPCD would be required (per PCAPCD Rule 205) to ensure that such complaints are addressed and mitigated, as necessary.

The Project does not have the potential to cause a significant odor or other nuisance problem that would impact a considerable number of people during either the construction or operational period. Rule 205 will ensure that if any odors were to potentially exist and result in a complaint being filed, PCAPCD will require operational modifications at that time, to correct the nuisance condition. In addition, the Project site is not located within any of the specified distances from any of the land use types shown in Table 4.2-13. A less-than-significant impact would occur.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

Impacts would be *less than significant*.

4.3 - Biological Resources

4.3.1 - INTRODUCTION

This section of the EIR identifies the significant biological resources occurring on and near the Project and provides an evaluation of the potential impacts to biological resources that would be caused by implementation of the proposed Project. The analysis presented in this section is based on a comprehensive Biological Analysis Report that was prepared for the Project (Appendix C). The discussion starts with a description of the general environmental setting and a description of the biological resources present, followed by an overview of regulations that are applicable to biological resource issues. An analysis of Project impacts is then provided that indicates whether the impact(s) would be less than significant, significant without mitigation, or significant and unavoidable. When an impact is significant but can be reduced to less than significant with mitigation, then a description of the mitigation measure(s) is provided.

Agency databases and datasets were reviewed in April 2018 to obtain current information on the occurrences of sensitive natural vegetation communities, special-status species, and other sensitive biological resources documented on and near the Project. Queries of databases containing information on sensitive natural communities and special-status species were confined to the Rocklin United State Geological Survey (USGS) 7.5-minute quadrangle that encompasses the Project site and the eight surrounding quadrangles.

Biological conditions that are present on the Project are based upon site visits conducted by QK Environmental Scientist Tyler Schade in 2014. The visits to examine the site consisted of completing pedestrian transects throughout site to document existing biological conditions, develop lists of species encountered, characterize vegetation communities, and to delineate wetlands and waters. An evaluation of the potential for special-status species to occur on the Project was based upon existing biological conditions at the time of the site examinations, observations of occurrences of special-status species and the presence of co-occurring species, information available on the occurrences of special-status species in similar habitats within the geographic area of the Project, and information about known habitat affinities and habitat requirements of the species.

4.3.2 - ENVIRONMENTAL SETTING

Geography and Land Use

The Project site is relatively flat, but it does range in elevation between approximately 296 feet and 337 feet in elevation above mean sea level. The campus consists of an assortment of buildings, sports structures, access roads, and parking facilities on approximately 115 acres. The remainder of the 192-acre Project site is undeveloped and consists of grasslands, oak woodlands, riparian habitat, and some wetland and water features. There are remnant mining tailings on the northern portion of the Project, indicating that some type of surface mining historically occurred there.

Rocklin Road and Sierra College Boulevard bound the south and east perimeters of the Project. Interstate 80 (I-80) is near the west and northwest perimeters of the Project. Commercial developments extend beyond the highway. A matrix of residential and commercial developments occurs south of the Project. There is one residence surrounded by fallowed land bordering the east side of the Project. Undeveloped woodlands are present to the north and east of the Project.

Climate and Soils

Average January temperatures in the Project vicinity range between 34.9 degrees and 53.7 degrees Fahrenheit and average July temperatures range between 57.9 degrees and 96.5 degrees Fahrenheit. Average annual rainfall is 22.80 inches (WRCC 2018). Most of the annual precipitation, which occurs almost entirely as rain, falls between the months of October and May.

There is relatively little soil-type diversity on the Project with only five soil types represented. These include Andregg coarse sandy loam, Cometa-Ramona sandy loam, Rubble land, and xerofluvents (cut and fill areas and placer areas) (see Geology Section 4.5 and Table 4.5-1). A description of the soil types and classifications is provided in Section 4.5 of this EIR.

Hydrology

The Project is in the northern Central Valley's Sacramento River Basin within the Dry Creek Watershed. A total of 10 water features totaling 3.24 acres occur on the Project (Figure 4.3-1). These include five ditches, one wetland, one pond, two potential vernal pools, and one drainage known as Secret Ravine. All five ditches connect to Secret Ravine.

Biological Resources

NATURAL COMMUNITIES AND PLANT SPECIES

The portions of the site that are undeveloped space are vegetated with, in order of decreasing prevalence, the Mixed oak series, Mixed willow series, California annual grassland series, and Cattail series (Sensu Sawyer, Keeler-Wolf 1995). Two additional habitats on the Project site that are not identified as natural communities include disturbed/ruderal and developed habitats. There were 59 plant species identified on the Project site. Dominant trees included blue oak (*Quercus douglasii*), interior live oak (*Quercus wislizeni*), valley oak (*Quercus lobata*), red willow (*Salix laevigata*), narrowleaf willow (*Salix exigua*), arroyo willow (*Salix lasiolepis*), Fremont cottonwood (*Populus fremontii*), and white alder (*Alnus rhombifolia*). The dominant annual grasses were wild oat (*Avena fatua*), slender oat (*Avena barbata*), foxtail barley (*Hordeum leporinum* ssp. *murinum*), and Italian ryegrass (*Lolium multiflorum*) (Appendix C).

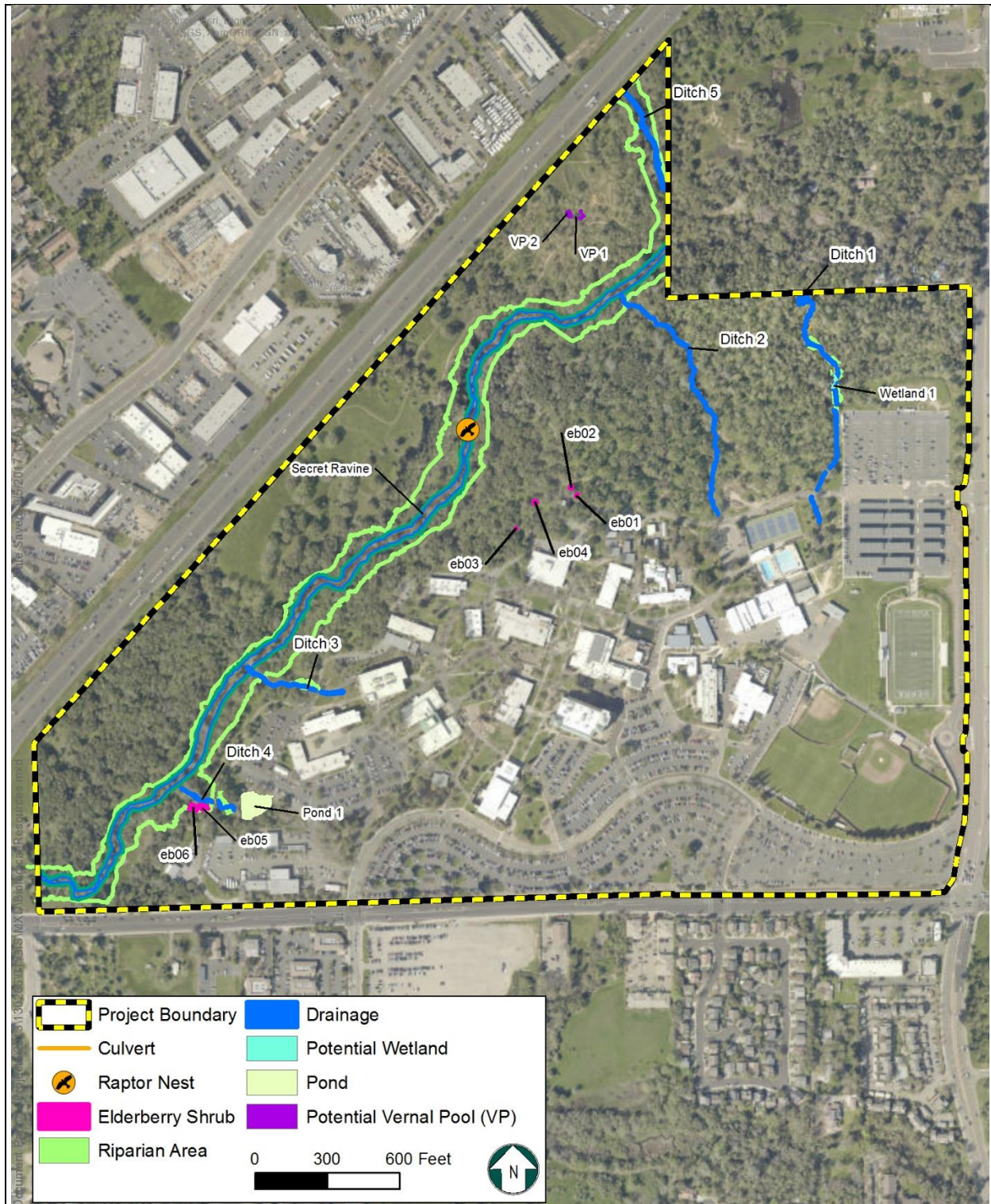


Figure 4.3-1
Biological Resources, Sierra College Master Plan Update Project,
Placer County, California

WILDLIFE SPECIES

The wildlife community on the Project site was relatively diverse and abundant within the woodland, riparian, wetland, and grassland habitats. Twenty-one bird species, three mammal species, two reptile species, and one amphibian species were identified. No fish species were observed (Appendix C).

The most common birds observed were the American goldfinch (*Carduelis tristis*), acorn woodpecker (*Melanerpes formicivorus*), western scrub jay (*Aphelocoma californica*), spotted towhee (*Pipilo maculates*) and American robin (*Turdus migratorius*). The black phoebe (*Sayornis nigricans*) and red-winged blackbird (*Agelaius phoeniceus*) were relatively common in the riparian habitat. The wood duck (*Aix sponsa*) and mallard (*Anas platyrhynchos*) occurred in the pond on the Project site. The red-tailed hawk (*Buteo jamaicensis*) and red-shouldered hawk (*Buteo lineatus*) occurred in the open space area near Secret Ravine. One large inactive raptor nest was present in a Fremont cottonwood tree on the north side of Secret Ravine (see Figure 4.3-1).

The mammal species observed on the Project site included the gray squirrel (*Sciurus griseus*), California ground squirrel (*Otospermophilus beecheyi*), and black-tailed deer (*Odocoileus hemionus columbianus*). The American bullfrog (*Lithobates catesbeianus*), the western pond turtle (*Emys marmorata*), and the southern alligator lizard (*Elgaria multicarinata*) were identified within the Project site.

SPECIAL-STATUS SPECIES

One United States Fish and Wildlife Service (USFWS) Critical Habitat Unit, ID II 4 (ENDFT 42496) occurs on the Project site. This Critical Habitat Unit is designated for the Central Valley steelhead (*Oncorhynchus mykiss*). There are approximately 2.55 acres within Secret Ravine this is within the Critical Habitat Unit that occurs on the Project site (Figure 4.3-2). Two other Critical Habitat Units are within 10 miles of the Project; one for the vernal pool fairy shrimp (*Branchinecta lynchi*) and one for the San Joaquin Orcutt grass (*Orcuttia inaequalis*).

The database searches conducted for the Project resulted in historical occurrence records of five sensitive natural communities, 33 special-status plant species, and 45 special-status wildlife species (Appendix C). There are no historical records of sensitive natural communities or special-status plant species occurring on the Project site and none are likely to occur on or near the Project (Figure 4.3-3). There is one historical record of the valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) (EONDX 3787) and one historical record of Central Valley steelhead (EONDX 92020) occurring on the Project site. The valley elderberry longhorn beetle (VELB) record was documented within the Project site just north of the main campus in oak woodland habitat in 1991 (see Figure 4.3-4). The Central Valley steelhead was documented in 2007 within Dry Creek, Secret Ravine, and Miner's Ravine (see Figure 4.3-5).

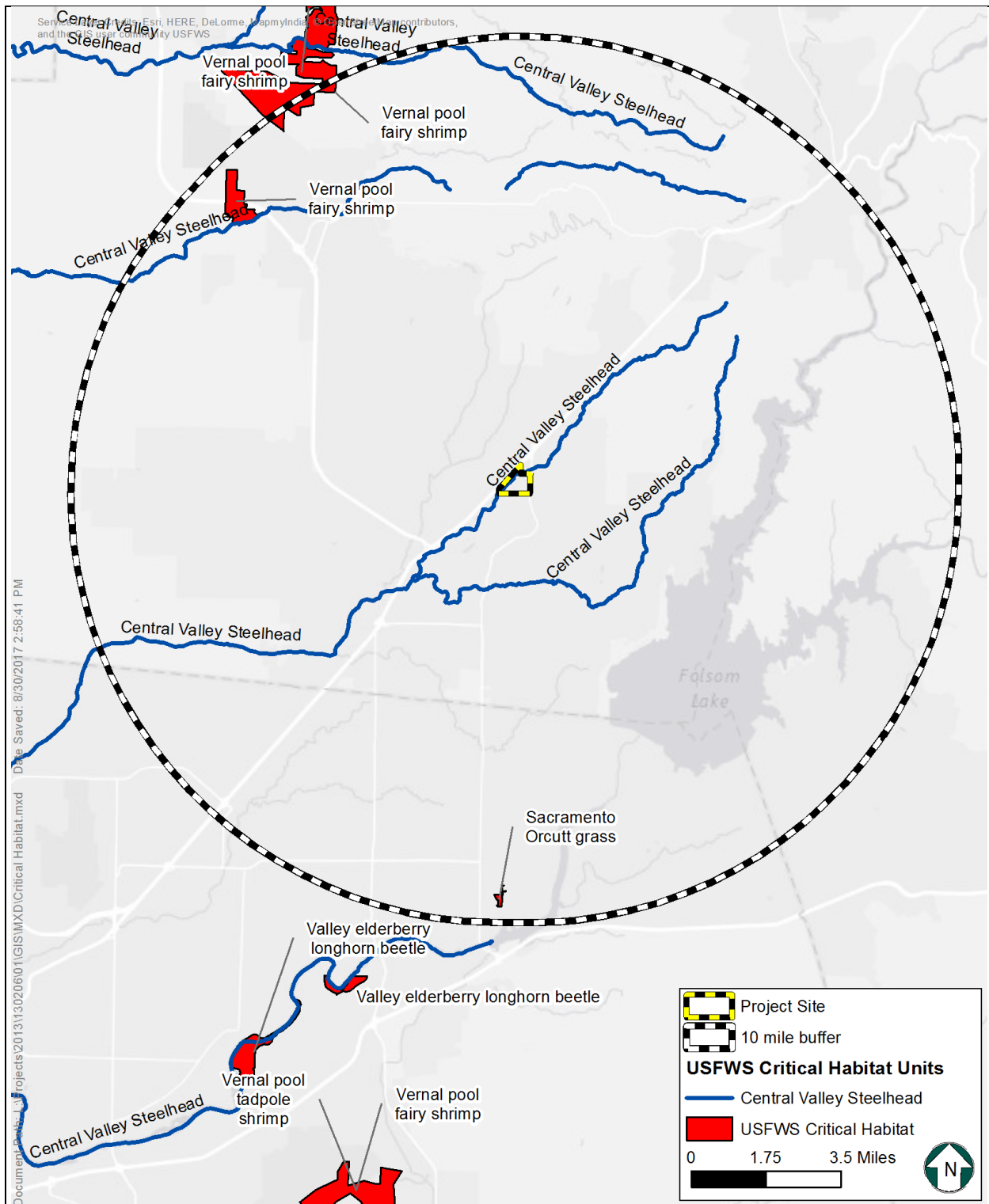


Figure 4.3-2
USFWS Critical Habitat, Sierra College Master Plan Update Project,
Placer County, California

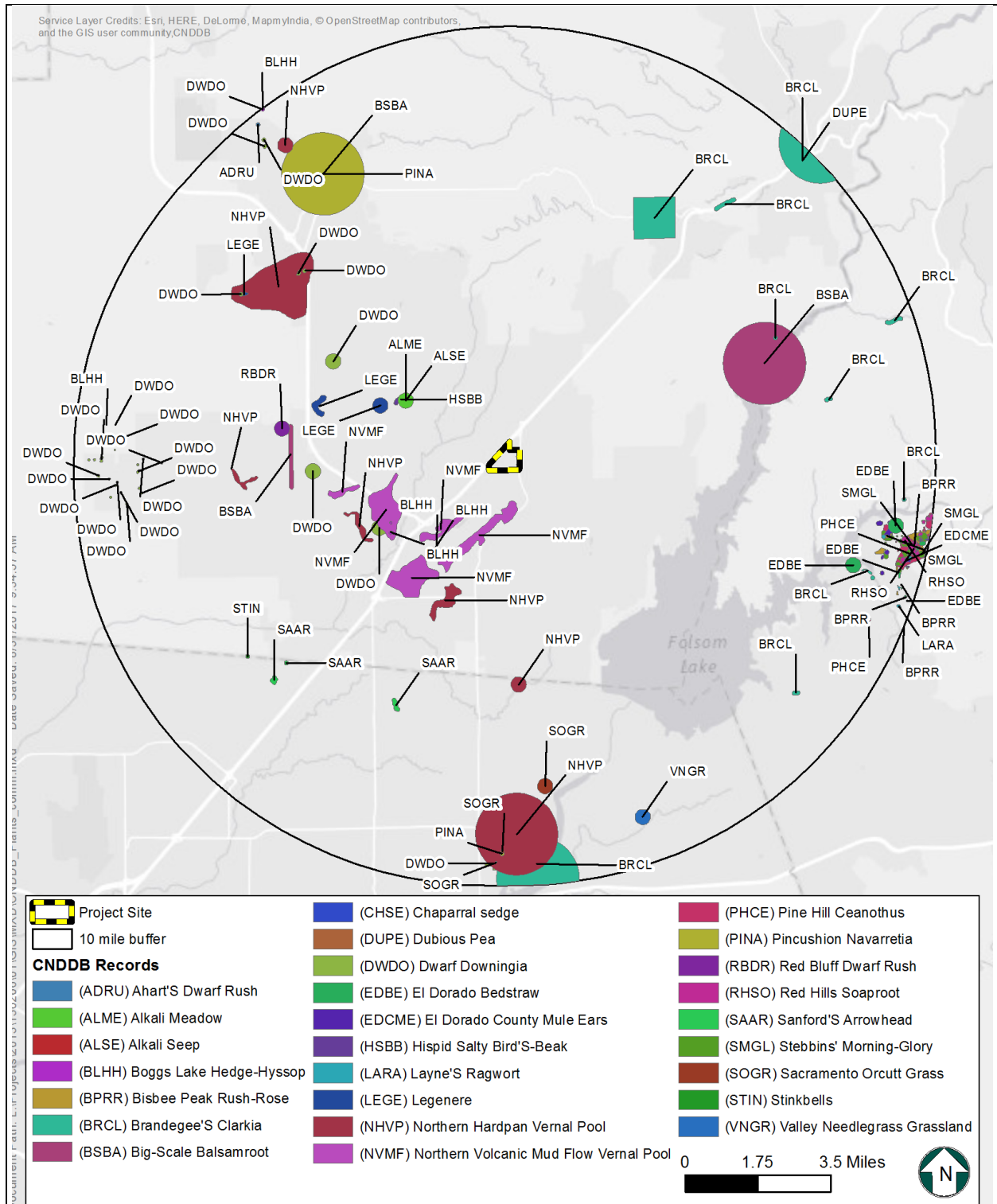


Figure 4.3-3
CNDDDB Plant and Community Records Within 10 Miles of Sierra College Master Plan Update Project, Placer County, California

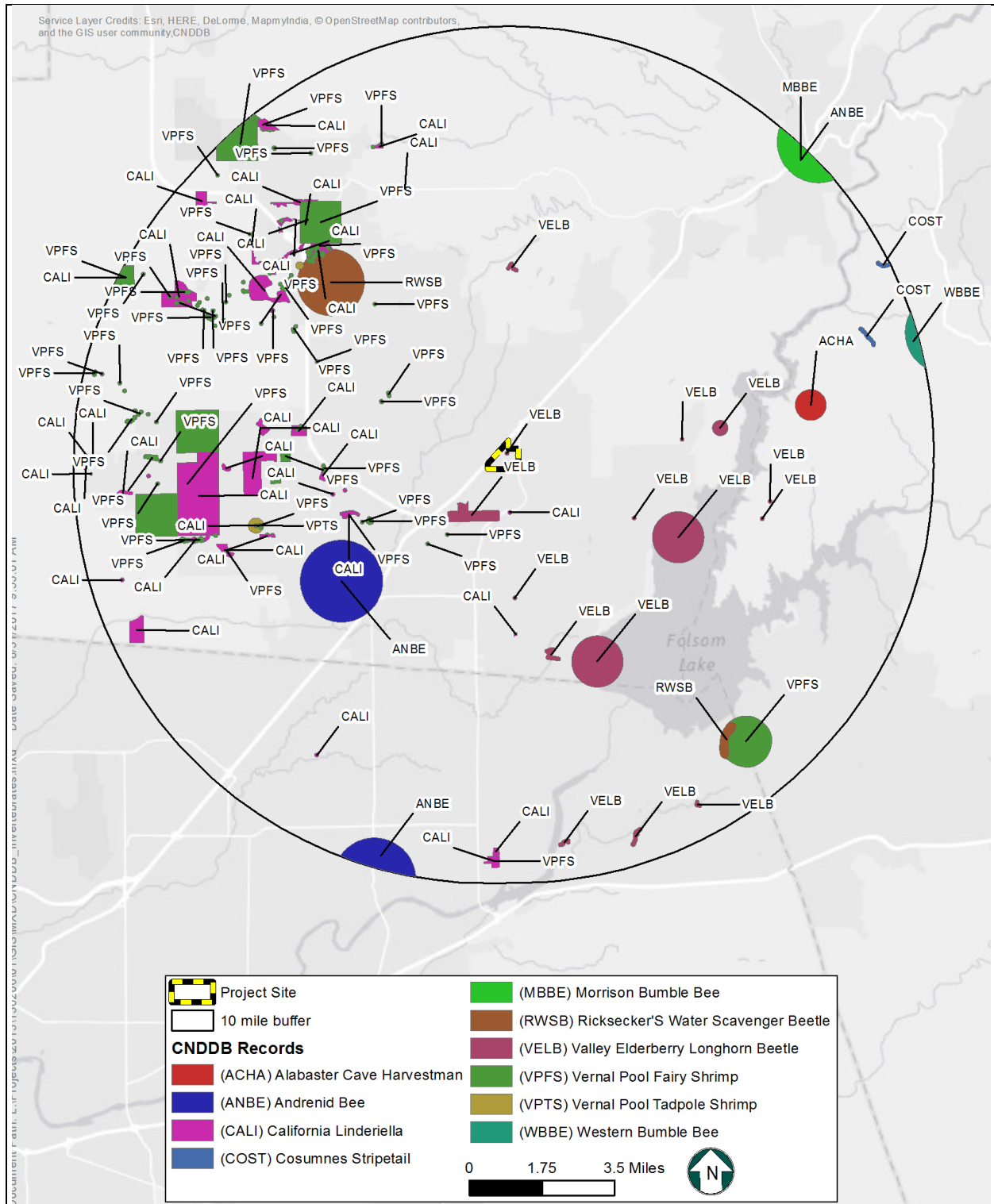


Figure 4.3-4
CNDDDB Invertebrate Records Within 10 Miles of Sierra College
Master Plan Update Project, Placer County, California

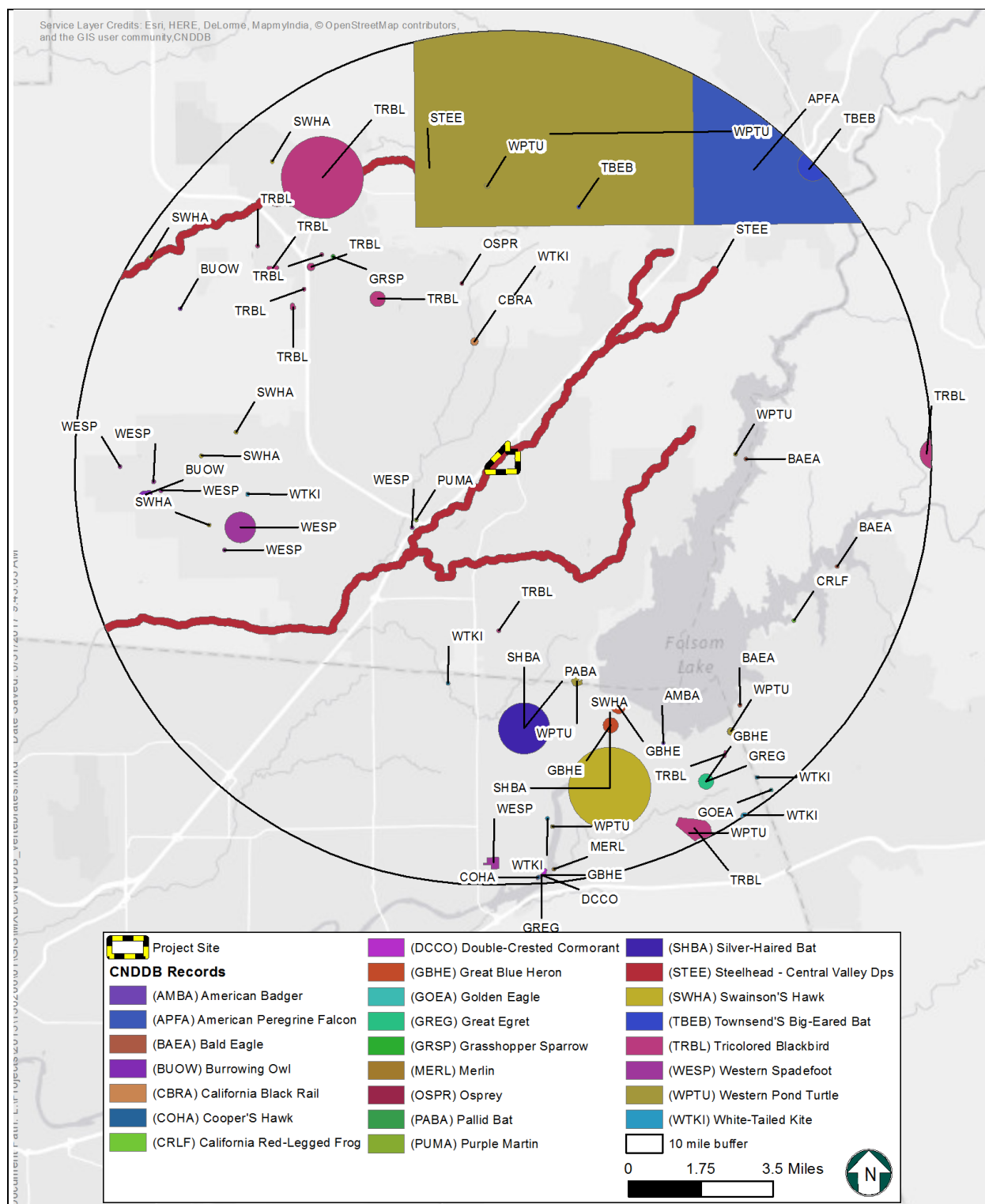


Figure 4.3-5
CNDDDB Vertebrate Records Within 10 Miles of Sierra College
Master Plan Update Project, Placer County, California

One special-status species, the western pond turtle, was present in Pond 1. Six elderberry shrubs that could potentially support the VELB were present on the western portion of the Project (see Figure 4.3-1). These species, as well as other special-status species listed by the database searches that have the potential to occur on or immediately adjacent to the Project, are listed below. Discussion of these species, including life history and occurrence on the Project site, can be found in the Biological Analysis Report (Appendix C). These species are:

- Valley elderberry longhorn beetle; a federally threatened species;
- Central valley steelhead; a federally threatened species;
- Chinook salmon (*Oncorhynchus tshawytscha*), Central Valley spring run; a federally and State-threatened species;
- Tricolored blackbird (*Agelaius tricolor*); a California Department of Fish and Wildlife (CDFW) species of special concern and candidate species;
- Golden eagle (*Aquila chrysaetos*); a Fully Protected species;
- Swainson's hawk (*Buteo swainsoni*); a State-threatened species;
- White-tailed kite (*Elanus leucurus*); a Fully Protected species;
- Western pond turtle; a CDFW species of special concern;
- Pallid bat (*Antrozous pallidus*); a CDFW species of special concern;
- Townsend's big-eared bat (*Corynorhinus townsendii*); a CDFW species of special concern; and
- American badger (*Taxidea taxus*); a CDFW species of special concern.

There are also various species of raptors and other migratory birds that could be present on the Project site. These birds would be protected by the Migratory Bird Treaty Act (MBTA) and various provisions of the California Department of Fish and Game (CDFG) Code.

4.3.3 - REGULATORY SETTING

Federal

FEDERAL ENDANGERED SPECIES ACT

The Federal Endangered Species Act (FESA), administered by the U.S. Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS), provides protection to plant and wildlife species listed as endangered or threatened. In general, USFWS has jurisdiction over terrestrial and fresh-water species, while NMFS has jurisdiction over ocean-going species.

Section 9 of FESA generally prohibits all persons from causing the "take" of any member of a listed species. (16 U.S.C. § 1538.) This prohibition applies mainly to animals; it only extends to plants in areas "under federal jurisdiction" and plants already protected under state law. (Id., subd. (a)(2)(B); see also Northern Cal. River Watch v. Wilcox (9th Cir. 2010) 620 F.3d 1075.)

"Take" is defined in statute as, "... to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct." (16 U.S.C. § 1532(19).)

Harass is defined in regulation as "...an intentional or negligent act or omission that creates the likelihood of injury to a listed species by annoying it to such an extent as to significantly disrupt normal behavior patterns that include, but are not limited to, breeding, feeding, or sheltering." (See 50 CFR § 17.3.) Harm is defined in regulation as "...significant habitat modification or degradation that results in death or injury to listed species by significantly impairing behavioral patterns such as breeding, feeding, or sheltering." (Id.) Despite the general prohibition against take, FESA in some circumstances permits "incidental take," which means take that is incidental to, but not the purpose of, the carrying out of an otherwise lawful activity. (16 U.S.C. § 1539(a).) Under section 10 of FESA, persons seeking permission to engage in actions that could result in such incidental take can obtain such permission through the approval of a habitat conservation plan (HCP) by either USFWS or NMFS. (16 U.S.C., § 1539(a).)

Proposed federal actions that would result in take of a federal-listed or proposed species require consultation with USFWS or NMFS under section 7 of FESA. (Id., § 1536.) The objective of consultation is to determine whether the proposed federal action would jeopardize the continued existence of a listed species or destroy or adversely modify critical habitat. Where such an outcome would not occur, USFWS or NMFS must still impose reasonable and prudent measures to minimize the effects of the incidental taking. Where such an outcome could occur, USFWS or NMFS must propose reasonable and prudent alternatives that, if implemented, would avoid such an outcome. (Id.)

Compliance with FESA can be achieved under Section 7 or 10 of FESA depending on the involvement of the federal government. Section 7 requires federal agencies to make a finding on all federal actions, including the approval by an agency of a public or private action, such as the issuance of a "404 permit" for filling wetlands by the U.S. Army Corps of Engineers (USACE), on the potential of the action to jeopardize the continued existence of any listed species impacted by the action or to result in the destruction or adverse modification of such species' critical habitat. Provisions of Section 10 are implemented when there is no federal involvement in a project except compliance with FESA. A take not specifically allowed by federal permit under Section 7 or Section 10(a)(1)(B) of the FESA is subject to enforcement through civil or criminal proceedings under Section II of the FESA.

MIGRATORY BIRD TREATY ACT

The Migratory Bird Treaty Act (MBTA) is an international treaty among the United States, Canada, Mexico, Japan, and Russia for the conservation and management of bird species that may migrate through more than one country. The MBTA (50 CFR Section 10) is enforced in the United States by the USFWS and covers 972 bird species. According to the provisions of the MBTA, it is unlawful to pursue, hunt, take, capture, or kill or attempt to do the same to any species covered by the MBTA, including their nests, eggs, or young. Any disturbance that causes nest abandonment or loss of reproductive effort is considered take and is potentially punishable by fines or imprisonment. Birds covered under this act include all waterfowl, shorebirds, gulls, wading birds, raptors, owls, hummingbirds, warblers, flycatchers, and most perching bird species.

BALD AND GOLDEN EAGLE PROTECTION ACT

The Bald Eagle Protection Act was first passed in 1940 and expanded in 1962 to include the golden eagle. Since then the act has been amended several times, the latest in 2007. The Act prohibits the taking of bald eagle (*Haliaeetus leucocephalus*) and golden eagle parts, nests, or eggs, or molesting or disturbing the birds. The Act provides criminal penalties for persons who "take, possess, sell, purchase, barter, offer to sell, purchase or barter, transport, export or import, at any time or any manner, any bald eagle or any golden eagle, alive or dead, or any part, nest, or egg." Most recently, the Act has been modified to prohibit the agitation of the bald and golden eagle to the extent of not 1) abusing an eagle, 2) interfering with its lifestyle, including shelter, breeding, feeding, or 3) causing nest abandonment.

CLEAN WATER ACT – SECTION 404

The goal of Section 404 of the Clean Water Act (CWA) of 1972 is to maintain, restore, and enhance the physical, chemical, and biological integrity of the nation's waters. Under Section 404 of the Clean Water Act, the U.S. Army Corps of Engineers (USACE) regulates discharges of dredged and fill materials into "waters of the United States" (jurisdictional waters). Waters of the U.S. include a wide variety of waterbodies including waters used for interstate commerce and tributaries to these waters, intrastate lakes, rivers, streams, sandflats, mudflats, playa lakes, sloughs, wet meadows, wetlands, natural ponds, and wetlands adjacent to any water of the U.S. (33 CFR Part 328, Section 328.3). Impacts to jurisdictional waters, including wetlands (a special category of water of the U.S.), require a permit from USACE and typically require mitigation. Impacts to wetlands often require compensation in kind to ensure no net loss of wetland function and value.

CLEAN WATER ACT – SECTION 401

Under Section 401 of the CWA, applicants for federal permits for activities that could result in discharges to water bodies must obtain a State Water Quality Certification (WQC). The local Regional Water Quality Control Board (RWQCB) has regulatory authority over all those areas defined as jurisdictional under Section 404 of the CWA. The RWQCB also regulates water quality for all waters of the State. State waters outside federal jurisdiction include isolated wetlands as defined under the California Porter-Cologne Water Quality Control Act (Porter Cologne; Ca. Water Code, Div. 7, §13000 *et seq.*). A Waste Discharge Permit (WDP) may be required to comply with the Porter-Cologne Water Quality Control Act even if the CWA would not apply. To obtain a WQC or WDP, the applicant must demonstrate that the proposed discharge would be consistent with the standards set forth by the State.

State**CALIFORNIA ENDANGERED SPECIES ACT**

The California Department of Fish and Wildlife (CDFW) administers a number of laws and programs designed to protect fish and wildlife resources. Principal of these is the California Endangered Species Act of 1984 (CESA) (Fish and Game Code Section 2050 *et seq.*), which

regulates the listing and take of state endangered and threatened species, as well as candidate species. Under Section 2081 of CESA, CDFW may authorize take of an endangered and/or threatened species, or candidate species, by a permit or Memorandum of Understanding (MOU) for scientific, educational, or management purposes. In approving an incidental permit, CDFW must ensure, among other things, that “[t]he impacts of the authorized take shall be minimized and fully mitigated.” Further, “[t]he measures required to meet this obligation shall be roughly proportional in extent to the impact of the authorized taking on the species. Where various measures are available to meet this obligation, the measures required shall maintain the applicant’s objectives to the greatest extent possible. All required measures shall be capable of successful implementation.”

NATIVE PLANT PROTECTION ACT

The legal protection afforded listed plants under this act includes provisions that prohibit the taking of plants from the wild and impose a salvage requirement for landowners. If a landowner has been informed of a listed plant species on his property, CDFW must be notified at least 10 days in advance of any land use change that might affect the species or its habitat, thereby affording CDFW an opportunity to conduct a salvage operation. Candidate species are also protected from taking by the Native Plant Protection Act (Fish & G. Code, §§ 1900-1913).

CDFW has demonstrated a general policy of regarding many of the plants on the California Native Plant Society’s (CNPS) Lists 1 and 2 as meeting the definitions of Chapter 10, Section 1901 of the Native Plant Protection Act. As such, those plants also qualify for protection under the California Environmental Quality Act (CEQA). In addition, plants on CNPS Lists 3 and 4, as well as unique plant communities usually informally protected under this act.

NATURAL COMMUNITIES CONSERVATION PLANNING ACT

The Natural Communities Conservation Planning Act is set forth in Fish and Game Code Sections 2800–2835. The intent of the legislation is to provide for conservation planning as an officially recognized policy that can be used as a tool to eliminate conflicts between the protection of natural resources and the need for growth and development. In addition, the legislation promotes conservation planning as a means of coordination and cooperation among private interests, agencies, and landowners, and as a mechanism for multispecies and multi-habitat management and conservation. The development of Natural Community Conservation Plans (NCCPs) is an alternative to obtaining take authorization under Section 2081 of the Fish and Game Code.

OAK WOODLANDS

In 2001, the California legislature passed the Oak Woodland Conservation Act (California Fish and Game Code Sections 1360-1372). This Act specifically recognizes the importance of oak woodlands and how oak trees enhance the natural and scenic beauty of this State. The Act also acknowledges the important role oak woodlands play in the economic, social, environmental and ecological matters of this State. The Act mandates the Wildlife

Conservation Board to establish a grant program designed to protect and restore oak woodlands using conservation easements, cost-share and long-term agreements, technical assistance, and public education and outreach. The Program provides incentives designed to foster the conservation of oak woodlands in a manner that promotes local priorities while sustaining the economic viability of farming and ranching operations. "Oak woodlands" is defined by CDFW in the Act as an oak stand with a greater than 10% canopy cover or that may have historically supported greater than 10% canopy cover.

On September 24, 2004, Senate Bill No. 1334 added Section 21083.4 to the Public Resources Code. The legislation requires a county, in determining whether to require a negative declaration, a mitigated negative declaration, or an EIR for a proposed project subject to its jurisdiction, to specifically determine whether the project may result in a conversion of oak woodlands that will have a significant effect on the environment.

If a county determines that there may be a significant effect to oak woodlands, the county shall require one or more of a set of prescribed alternative mitigation obligations, including (i) the conservation of oak woodlands through the use of conservation easements; (ii) the planting and maintenance of an appropriate number of trees, and replacement of dead or diseased trees, for at least seven years after planting, including as part of efforts to restore former oak woodlands (though this option cannot be used to fulfill more than one-half of the mitigation requirement for a project); (iii) the contribution of funds to the Oak Woodlands Conservation Fund for the purpose of purchasing oak woodlands conservation easements; and (iv) other mitigation measures developed by the county.

CALIFORNIA DEPARTMENT OF FISH AND GAME CODES

Sections 1600–1603

Streambeds are potentially subject to regulation by the CDFW under Sections 1600–1603 of the California Fish and Game Code. Streambeds are defined in the California Code of Regulations as a body of water that flows at least periodically or intermittently through a bed or channel having banks and that supports fish or other aquatic life. This definition includes watercourses having a surface or subsurface flow that supports or has supported riparian vegetation. CDFW generally asserts that its jurisdiction extends to the edge of the riparian vegetation canopy associated with any stream. Any work within a streambed or the removal of associated riparian vegetation requires the acquisition of a Streambed Alteration Agreement from the CDFW.

Nesting Birds and Birds of Prey

Sections 3503, 3513, and 3800 of the California Fish and Game Code protect all native birds and their nests and make it unlawful to take (i.e., pursue, kill, harm, harass) any migratory bird and their active nests. Birds of prey (the orders Falconiformes and Strigiformes) are specifically protected in California under provisions of the California Fish and Game Code section 3503.5. This section of the Code establishes that it is unlawful to take, possess, or destroy any birds of prey or to take, possess, or destroy the nest or eggs of any such bird

except as otherwise provided by this Code. Disturbance that causes nest abandonment and/or loss of reproductive effort, such as construction during the breeding season, is considered take by the CDFW.

Fully Protected Species

Fish and Game Code Sections 3511, 3513, 4700, and 5050 pertain to fully protected wildlife species (birds in Sections 3511 and 3513, mammals in Section 4700, and reptiles and amphibians in Section 5050) and strictly prohibit the take of these species, except under narrow conditions for scientific research or the protection of livestock, or if an NCCP has been adopted. These species "...may not be taken or possessed at any time and no provision of this code or any other law shall be construed to authorize the issuance of permits or licenses to take any fully protected species," although take may be authorized for necessary scientific research. This language makes the "fully protected" designation the strongest and most restrictive regarding the "take" of these species. CDFW cannot issue an incidental take permit for fully protected species under FESA but can where an NCCP is in place.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

The intent of the California Environmental Quality Act (CEQA) is to evaluate environmental consequences of projects, disclose potential impacts of project during the decision-making process, and to prevent significant environmental impacts from occurring. The typical mechanism to ensure environmental protection is the preparation and review of an Environmental Impact Report (EIR), which is used to disclose environmental information relevant to a Project. Various responsible and trustee agencies provide review, comments, and input into the final document.

CEQA Guideline section 15065, entitled, Mandatory Findings of Significance, includes the following significance thresholds relating to biological resources: substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; and substantially reduce the number or restrict the range of an endangered, rare or threatened species.

Appendix G of the CEQA Guidelines also suggests that lead agencies should address potential project impacts to sensitive biological resources including natural communities, special-status species, Critical Habitat, Migratory corridors and nurse sites, fish and fisheries resources, and wetlands and waters. Avoidance and minimization measures and/or mitigation must be implemented to reduce impacts to a less-than-significant level or a "Statement of Overriding Considerations" must be prepared by the lead agency to justify the approval of a Project that results in significant environmental impacts.

Local**CITY OF ROCKLIN MUNICIPAL CODE**

One of the City of Rocklin Municipal Code zoning ordinances is the Rocklin Oak Tree Preservation Ordinance, under which the City Council (i) finds that oak woodlands constitute a valuable natural resource within the City, (ii) establishes a comprehensive design review process for new development, and (iii) provides incentives for oak tree preservation as well as feasible alternatives to removal where practicable.

Rocklin Oak Tree Preservation Ordinance

The Ordinance requires that an oak tree cannot be removed within the City until a permit has been obtained from the Director (Section 17.77.030), and until other requirements have been met. These requirements include mitigation for the loss of each oak tree (Section 17.77.070 and 17.070.080). Mitigation varies depending on the location of the tree (e.g., zone, developed or undeveloped property), and size of the tree. In general, for this project, which occurs in the PD-CC and PD-OA zones, any trees six inches in diameter at breast height (DBH) or greater would need to be replaced on a 2:1 ratio. That is, any tree at least six inches in DBH that is removed from the site would be replaced by two trees. The replacement trees would be planted on campus (Section 17.77.80B).

Additionally, under Section 17.77.050:

E. A bond or other security instrument in an amount not less than ten thousand dollars shall be required as a condition of issuance of the permit to protect those trees identified for preservation during the construction period. The form and amount of the security instrument shall be specified by the permit issuing body and approved by the city attorney. No grading or other on-site work shall be permitted until the security is posted.

CITY OF ROCKLIN GENERAL PLAN

Pursuant to California Code Title 14, Section 65300, the 2012 City of Rocklin General Plan addresses biological resources in its Land Use Element and Open Space, Conservation, and Recreation Element. The plan includes local, regional, State, and federal programs and regulations as well as a comprehensive set of guiding and implementing policies. The following policies are applicable to the Sierra College FMP Project:

GENERAL LAND USE POLICIES

LU-5 Encourage residential, commercial and industrial development Projects to be designed in a manner that effectively protects existing oak trees designated to be retained through the development review process.

POLICIES FOR THE PRESERVATION OF OPEN SPACE FOR NATURAL RESOURCES

- OCR-1 Encourage the protection of open space areas, natural resource areas, hilltops, and hillsides from encroachment or destruction through the use of conservation easements, natural resource buffers, building setbacks or other measures.
- OCR-5 Utilize the CEQA as the primary regulatory tool for identifying and mitigating, where feasible, impacts to open space and natural resources when reviewing proposed development Projects.
- OCR-6 Look for opportunities to interconnect open space and natural areas to accommodate wildlife movement and sustain ecosystems and biodiversity.

POLICIES FOR OPEN SPACE USED FOR THE MANAGED PRODUCTION OF RESOURCES

- OCR-11 Protect the groundwater recharge value of riparian and wetland areas while recognizing that minor modifications to such areas may be a necessary outcome of the development process.

POLICIES FOR THE CONSERVATION, DEVELOPMENT, AND UTILIZATION OF NATURAL RESOURCES

- OCR-39 Require the protection of wetlands, vernal pools, and rare, threatened and endangered species of both plants and animals through either avoidance of these resources, or implementation of appropriate mitigation measures where avoidance is not feasible, as determined by the City of Rocklin.
- OCR-40 Require compliance with the FESA, CESA, and CWA as conditions of development Project approval.
- OCR-41 Recognize that onsite protection of natural resources may not always be feasible and that offsite methods, such as use of mitigation banks, may be used.
- OCR-42 Encourage Projects to be designed in a manner that protects heritage oak trees and other botanically unique vegetation designated to be retained.
- OCR-43 Mitigate for removal of oak trees and impacts to oak woodlands in accordance with the City of Rocklin's Oak Tree Preservation Ordinance, or for Projects located in zones not directly addressed by the Oak Tree Preservation Ordinance mitigation measures, on a Project-by-Project basis through the planning review and entitlement process.
- OCR-44 Support continued development of an urban forest within the city by incorporating appropriate tree species and implementing proper planting and maintenance practices within public rights-of-way and public and private development Projects.

- OCR-45 Encourage development Projects to incorporate natural resources such as creeks, steep hillsides, and quarries in restricted ownership by an appropriate entity that provides for the protection of the natural resource and also allows for access by the public, where appropriate.
- OCR-48 Promote, where appropriate, the joint use of creeks for flood control, open space, conservation of natural resources, and limited recreation activities.
- OCR-51 Evaluate development along stream channels to ensure that it does not create any of the following effects in a significant manner: reduced stream capacity, increased erosion or deterioration of the channel.

FIRE HAZARD POLICIES

- S-18 Incorporate fuel modification/fire hazard reduction planning (e.g., weed abatement, open space management plans, firebreaks, planting restrictions) on lands (both public and private) that contain terrain and vegetative features such as grass, woodlands and severe slopes.

4.3.4 - IMPACTS AND MITIGATION MEASURES

Methodology

Literature reviews and database searches were conducted in support of this analysis. The California Natural Diversity Database (CNDDB) (2018), California Native Plant Society (CNPS) database (2018), and USFWS Threatened and Endangered Species List (2018a) were reviewed to obtain information of known occurrences of special-status species documented on or within 10 miles of the Project site. Wildlife species designated as Fully Protected by CDFG Code Sections 5050 (Fully Protected reptiles and amphibians), 3511 (Fully Protected birds), 5515 (Fully Protected fish), and 4700 (Fully Protected mammals) are included on this list. Additional databases that were accessed included the USFWS National Wetlands Inventory (NWI) Map (2018b), U.S. Department of Agriculture (USDA) Web Soil Survey (2018), USFWS Critical Habitat data (2018c), and Federal Emergency Management Agency (FEMA) 100-year floodplain database (2018). Regional hydrologic information was obtained from the Geospatial Data Gateway website of the Natural Resources Conservation Service (NRCS). Weather and precipitation data were obtained from the Western Regional Climate Center (WRCC).

On-site surveys of the Project site were conducted by QK environmental scientist Tyler Schade on March 5, April 3, and April 4, 2014. The surveys were intended to identify sensitive biological resources, including water features and potential habitats for special-status species and nesting birds, that could potentially be impacted by the Project.

Potential impacts to biological resources were determined by analyzing the change(s) to the existing setting, as described in this EIR, and associated disturbances to biological resources

as they relate to the current environmental regulatory framework. Potential impacts were assessed with reference to sensitive biological resources of concern, which included:

- Each potentially affected special-status species, considered individually;
- Potentially effected Critical Habitat;
- Potentially effected breeding migratory birds and raptors;
- Each potentially affected sensitive plant community;
- Each potentially affected water, wetland, or riparian resource;
- Potentially effected fish or wildlife movement corridor and nurseries; and
- Project conflicts with local policies and ordinances and existing conservation plans.

Thresholds of Significance

Significance thresholds are based upon CEQA Guidelines section 15065 and Appendix G of the State CEQA Guidelines. Based on these provisions, the District has concluded that the Project would have a significant impact on biological resources if it would:

- a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in a local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;
- b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;
- c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites;
- e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan;
- g. Substantially reduce the habitat of a fish or wildlife species;
- h. Cause a fish or wildlife population to drop below self-sustaining levels;
- i. threaten to eliminate a plant or animal or community; or
- j. Substantially reduce the number or restrict the range of an endangered, rare or threatened species.

Project Impacts

The Project activities will mostly occur in areas that have been paved and previously developed, including demolition and construction of buildings and installation of infrastructure. Because there are some undeveloped areas that may be impacted, this section discusses potential impacts associated with development of the Project and provides mitigation measures where appropriate that, when implemented, would reduce impacts to less-than-significant levels.

Impact #4.3-a: Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Some special-status species could potentially be present on the Project site and be significantly impacted by the Project. Each species is discussed below and appropriate measures to reduce impacts to below significant levels are provided where appropriate. With implementation of appropriate mitigation measures, Project activities will not contribute to significant impacts to special-status species.

Special-status Status Plant Species

No special-status plant species were observed on the Project site and the site does not contain habitat that would support special-status plant species. Most of the main campus area is heavily disturbed and consists primarily of ornamental vegetation or ruderal vegetation. Surveys conducted by QK in 2014, by Foothill Associates in 2017 (Appendix D), and by Sierra College faculty (Shawna Martinez) during her teaching tenure from 1995 to 2012 (personal communication 2014), have found no special-status plant species in the oak woodland and riparian habitats on the Project site. The Project would have *no impacts* to special-status plant species.

Special-status Wildlife Species

One western pond turtle, which is a California Species of Special Concern, was observed on the Project site during surveys. Other special-status species could also potentially occur include the VELB, Central Valley steelhead, Central Valley chinook salmon, pallid bat, Townsend's big-eared bat, American badger, tricolored blackbird, golden eagle, Swainson's hawk, white-tailed kite, and other raptors and migratory birds such as the Cooper's hawk (*Accipiter cooperii*), great egret (*Ardea alba*), great blue heron (*Ardea herodias*), and merlin (*Falco columbarius*). Each of these species could occur as transients or foragers throughout the Project. The VELB could occur within any of the six elderberry shrub clusters identified on the Project site. Indirect impacts may occur to VELB when an elderberry shrub is located within 165 feet of Project activities and no direct impact occurs to the shrub. Elderberry bushes EB01 through EB04, encompassing a total of 0.01 acre, are located fewer than 165 feet from proposed Project activities; therefore, the Project could result in indirect impacts to the VELB.

Central Valley fall-run chinook salmon have been recorded in Secret Ravine, averaging 160 fish per year since the late 1990's (Jones and Stokes 2005). Secret Ravine also provides most of the suitable spawning and rearing habitat for fall-run chinook salmon that occurs in the Dry Creek watershed. The Central Valley steelhead was documented in 2007 within Dry Creek, Secret Ravine, and Miner's Ravine (CNDDDB 2018). The Central Valley chinook salmon and Central Valley steelhead are likely to occur and could spawn in Secret Ravine. Bats could roost in cavities of mature trees within the riparian and oak woodland communities on the Project site. American badger could occur in the grassland and woodland areas of the Project. The tricolored blackbird, golden eagle, Swainson's hawk, white-tailed kite and other migratory birds could nest in the trees, shrubs, or grassland on and near the Project. One inactive raptor nest was identified in a cottonwood tree within the riparian habitat associated with Secret Ravine.

Implementation of the mitigation measures described below will reduce potential biological impacts to less than significant.

CONCLUSION

Project-related impacts to special-species will be less than significant with mitigation incorporated.

MITIGATION MEASURE(S)

MM BIO-1 (Western pond turtle): A qualified biologist shall conduct a preconstruction survey for the western pond turtle within three days before commencement of ground-disturbance activity in areas where there is a potential for the western pond turtle to occur. Those areas include Pond 1, Wetland 1, Ditches 1 through 5, Secret Ravine, and upland habitat (potential nesting areas) within 500 feet of those water features. If western pond turtles are identified within disturbance areas, exclusion fencing for turtles shall be installed after the turtles have vacated the disturbance area. If the turtles do not vacate the area within 24 hours, they shall be relocated at least 500 feet away from construction activities.

The exclusion fencing shall be installed around the limits of construction activities in a manner that will prohibit turtles from re-entering the work area. The exclusion fence shall include metal flashing, 1/8-inch mesh hardware cloth, or other material such as ©Animex that is at least 24 inches tall secured to metal posts around the work area. The material shall be buried at least six inches into the ground and have a four-inch fold at the top that faces away from the construction zone. It shall be installed at an approximately 85° angle to the ground, leaning away from the construction zone. Once the fence around the construction area has been installed, the construction zone shall be examined by a qualified biologist immediately after fence installation and on a weekly basis, and any western pond turtle found within the area shall be relocated to suitable habitat at least 500 feet away from construction activities.

A qualified biologist shall be present during the construction of the exclusion fence to ensure that the fence will serve as an effective barrier to turtles. Construction Best Management

Practices (BMPs), such as installation of straw wattles around the banks of the ditches, will be implemented to preclude siltation and other water quality issues that could indirectly impact this species or its habitat. Some individuals may venture away from the existing water source and may seek shelter in and among staged construction equipment and material. To avoid impacting those individuals, no equipment or materials shall be staged within 100 feet the bank of the ditches, Pond 1, or Wetland 1, unless the staging area is within a fenced construction zone.

MM BIO-2 (Valley elderberry longhorn beetle): For indirect impacts to VELB or its habitat, appropriate avoidance and minimization measures are required. These measures, taken from the *Framework for Assessing Impacts to the Valley Elderberry Longhorn Beetle* (USFWS 2017) include:

- **Fencing.** During construction, all areas within 165 feet of construction will be fenced and/or flagged as close to the limits of construction as feasible.
- **Avoidance area.** Activities that may damage or kill an elderberry shrub (e.g., trenching, paving, etc.) shall need an avoidance area of at least six meters (20 feet) from the drip-line, depending on the type of activity.
- **Worker education.** A qualified biologist will provide training for all contractors, work crews, and any onsite personnel on the status of the VELB, its host plant and habitat, the need to avoid damaging the elderberry shrubs, and the possible penalties for noncompliance.
- **Construction monitoring.** A qualified biologist will monitor the work areas at the project site at appropriate intervals to ensure that all avoidance and minimization measures are implemented. The amount and duration of monitoring will depend on the project specifics and shall be discussed with a USFWS biologist.
- **Timing.** As much as feasible, all activities that could occur within 165 feet of an elderberry shrub, will be conducted outside of the flight season of the VELB (which is March - July).
- **Trimming.** If done improperly, trimming may remove or destroy VELB eggs and/or larvae and may reduce the health and vigor of the elderberry shrub. To avoid and minimize adverse effects to VELB from trimming, trimming will occur between November and February. The removal of any branches or stems that are ≥ 1 inch in diameter will not occur. An assessment of the shrub and risk of “take” from trimming activities shall occur prior to any trimming. This assessment shall include an exit hole survey of the plant, an evaluation of the surrounding habitat, and an evaluation of the potential suitability of the plant to provide VELB habitat. Measures to address regular and/or large-scale maintenance (trimming) shall be established in consultation with the USFWS.
- **Chemical Usage.** Herbicides will not be used within the drip-line of the shrub. Insecticides will not be used within 30 meters (98 feet) of an elderberry shrub. All chemicals will be applied using a backpack sprayer or similar direct application method.

- **Mowing.** Mechanical weed removal within the drip-line of the shrub will be limited to the season when adults are not active (August - February) and will avoid damaging the elderberry.
- **Erosion Control and Re-vegetation.** Erosion control will be implemented, and the affected area will be re-vegetated with appropriate native plants.

MM BIO-3 (Pallid bat and Townsend's big-eared Bat): Preconstruction surveys shall be performed on the Project site in areas where there is a potential for the pallid bat to roost. Survey areas shall include all mature trees with cavities within woodland or riparian habitats on the Project site. Surveys shall include a daytime inspection to identify roosts, potential roosts, and signs of bat species (e.g. guano) and a subsequent flyout inspection at dusk. These surveys shall be performed between 14 and 30 days prior to construction. If bats are found to be present, then acoustical analysis shall be conducted to identify the species. If the pallid bat is determined to be roosting on the Project site, roosts shall be avoided by 100 feet unless CDFW is consulted and a CDFW approved exclusion plan and CDFW approved compensatory habitat is provided.

MM BIO-4 (American badger): Because there is the potential for the American badger to occur within or near the Project, the USFWS Standardized Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance shall be followed (USFWS 2011, Appendix C). The measures that are listed below have been excerpted from those guidelines and would protect American badger from direct mortality. The Designee should determine the applicability and implementation of these measures depending on specific construction activities. If active American badger dens are found, avoidance measures shall be developed through consultation with the CDFW.

- Pre-construction surveys shall be conducted no fewer than 14 days and no more than 30 days prior to the beginning of ground disturbance and/or construction activities, or any project activity likely to impact the American badger.
- Project-related vehicles shall observe a daytime speed limit of 20-mph throughout the site in all project areas, except on county roads and State and federal highways; this is particularly important at night when American badger are most active. Although not anticipated for this project, night-time construction shall be minimized to the extent possible. However, if night construction should occur, then the speed limit shall be reduced to 10-mph. Off-road traffic outside of designated project areas should be prohibited.
- To prevent inadvertent entrapment of American badger or other animals during the construction phase of a project, all excavated, steep-walled holes or trenches more than two-feet deep shall be covered at the close of each working day by plywood or similar materials. If the trenches cannot be closed, one or more escape ramps constructed of earthen-fill or wooden planks shall be installed. Before such holes or trenches are filled, they should be thoroughly inspected for trapped animals.
- American badgers are attracted to den-like structures such as pipes and may enter stored pipes and become trapped or injured. All construction pipes, culverts, or similar structures with a diameter of four inches or greater that are stored at a

construction site for one or more overnight periods shall be thoroughly inspected for American badgers before the pipe is subsequently buried, capped, or otherwise used or moved in any way.

- All food-related trash items such as wrappers, cans, bottles, and food scraps shall be disposed of in securely closed containers and removed at least once a week from a construction or project site.
- No pets, such as dogs or cats, shall be permitted on the project site to prevent harassment, mortality of American badger, or destruction of dens.
- Use of rodenticides and herbicides in project areas should be restricted. This is necessary to prevent primary or secondary poisoning of American badger and the depletion of prey populations on which they depend. All uses of such compounds should observe label and other restrictions mandated by the U.S. Environmental Protection Agency, California Department of Food and Agriculture, and other State and federal legislation, as well as additional project-related restrictions deemed necessary by the Service. If rodent control must be conducted, zinc phosphide should be used because of a proven lower risk to American badger.
- A representative shall be appointed by the project proponent who will be the contact source for any employee or contractor who might observe an American badger. The representative will be identified during the employee education program and their name and telephone number shall be provided to the CDFW.
- An employee education program shall be conducted for any project that has anticipated impacts to American badger or other endangered species. The program shall consist of a brief presentation by persons knowledgeable in American badger biology and legislative protection to explain endangered species concerns to contractors, their employees, and military and/or agency personnel involved in the project. The program shall include the following: A description of the American badger and its habitat needs; a report of the occurrence of American badger in the project area; an explanation of the status of the species; and a list of measures being taken to reduce impacts to the species during project construction and implementation. A fact sheet conveying this information shall be prepared for distribution to the previously referenced people and anyone else who may enter the project site.
- Upon completion of the project, all areas subject to temporary ground disturbances, including storage and staging areas, temporary roads, pipeline corridors, etc. shall be re-contoured if necessary, and revegetated to promote restoration of the area to pre-project conditions. An area subject to "temporary" disturbance means any area that is disturbed during the project, but after project completion will not be subject to further disturbance and has the potential to be revegetated. Appropriate methods and plant species used to revegetate such areas shall be determined on a site-specific basis in consultation with the CDFW and revegetation experts.
- In the case of trapped animals, escape ramps or structures shall be installed immediately to allow the animal(s) to escape, or the CDFW shall be contacted for guidance.

- New sightings of American badger shall be reported to the CNDDB. A copy of the reporting form and a topographic map clearly marked with the location of where the American badger was observed shall also be provided to the CDFW.

MM BIO-5 (Swainson's hawk): Nesting surveys for the Swainson's hawks shall be conducted by a qualified biologist in accordance with the protocol outlined in the *Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley* (Swainson's Hawk Technical Advisory Committee 2000). If potential Swainson's hawk nests or nesting substrates are located within 0.5 mile of the Project, then those nests or substrates must be monitored for activity on a routine and repeating basis throughout the breeding season, or until Swainson's hawks or other raptor species are verified to be using them. The protocol recommends that ten visits be made to each nest or nesting site: one during January 1 to March 20 to identify potential nest sites, three during March 20 to April 5, three during April 5 to April 20, and three during June 10 to July 30. To meet the minimum level of protection for the species, surveys shall be completed for at least the two survey periods immediately prior to ground disturbance activities. If Swainson's hawks are not found to nest within the survey area, then no further action is warranted.

If Swainson's hawks are found to nest within the survey area during the nesting period (February 15 through September 15), active Swainson's hawk nests shall be avoided by 0.5 mile unless this avoidance buffer is reduced through consultation with the CDFW.

MM BIO-6 (Other raptors and migratory birds): A qualified biologist shall conduct a preconstruction survey on the Project site and within 500 feet of its perimeter, if construction occurs during the breeding season (February 1 to August 31). Any survey will be conducted in areas where there is a potential for nesting raptors and nesting migratory birds to occur. These areas include power poles or trees that are suitable for the establishment of nests. These areas also include non-native annual grassland habitat and unharvested alfalfa and grain crops (which occur off-site but within 500 feet of the Project), which provide potential breeding habitat for ground-nesting birds such as the California quail (*Callipepla californica*), killdeer (*Charadrius vociferus*), western meadowlark (*Sturnella neglecta*), and northern harrier (*Circus cyaneus*). The preconstruction survey shall be performed within 30 days of construction to identify and mark active nests for avoidance.

Construction activities shall not occur within 500 feet of active raptor nests or within 250 feet of all other migratory bird nests unless a qualified biologist determines that smaller buffers are sufficiently protective to avoid disrupting nesting activities. These avoidance areas shall be designated as Biologically Sensitive Areas (BSAs). No construction or earth-moving activity shall occur within the BSAs until it is determined by a qualified biologist that the young have fledged (that is, left the nest) and have attained sufficient flight skills to avoid project construction zones. This typically occurs by early July, but August 31st is considered the end of the nesting period unless otherwise determined by a qualified biologist. Once raptors have completed nesting and young have fledged, the BSAs will no longer be needed and can be removed, and monitoring can be terminated.

EFFECTIVENESS OF MEASURE(S)

With implementation of Mitigation Measures MM BIO-1, impacts to western pond turtle would be *less than significant* with a preconstruction survey conducted by a qualified biologist, relocation of turtles that do not leave the area within 24 hours, and, if western pond turtles are identified, the installation of exclusion fencing.

With implementation of Mitigation Measures MM BIO-2 impacts to valley elderberry longhorn beetle would be *less than significant* with environmental sensitive areas established around the existing elderberry shrubs and monitoring of construction activities by a qualified biologist.

With implementation of Mitigation Measures MM BIO-3, impacts to pallid and Townsend's bat would be *less than significant* with a pre-construction survey conducted by a qualified biologist and, if pallid and/or Townsend's bats are identified, the installation of appropriate environmental sensitive areas around the existing roost.

With implementation of Mitigation Measures MM BIO-4, impacts to American badger would be *less than significant* with a pre-construction survey conducted by a qualified biologist, reduction of speed limits, entrapment prevention, and, if American badger active den is identified, the installation of appropriate environmental sensitive area around the active den.

With implementation of Mitigation Measures MM BIO-5, impacts to Swainson's hawk would be *less than significant* with a protocol-level survey conducted by a qualified biologist, and, if Swainson's hawk active nest is identified, the establishment of appropriate avoidance buffer.

With implementation of Mitigation Measures MM BIO-6, impacts to other raptors and migratory birds would be *less than significant* with a pre-construction survey conducted by a qualified biologist, and, if active nests are identified, the establishment of appropriate avoidance buffers.

Impact #4.3-b: Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Riparian habitats are distinct and sensitive communities located at the interface of aquatic and upland habitats. There are approximately 14.5 acres of riparian habitat on the Project site. Approximately 14.0 of these acres are associated with Secret Ravine. Approximately 0.27 acre, 0.12 acre, 0.01 acre, and 0.10 acre of riparian habitats are associated with Ditch 1, Ditch 3, Ditch 4, and Pond 1, respectively. No riparian vegetation was associated with Ditch 2, and all riparian vegetation associated with Ditch 5 was contained within the riparian corridor of Secret Ravine. The Project is anticipated to impact approximately 0.01 acre of riparian habitat associated with Ditch 3. No impacts to the riparian habitat associated with Secret Ravine or with any of the other water features are anticipated.

Oak woodlands, which are another sensitive community, occur on the Project site. As explained earlier in Section 4.3.3 (Regulatory Setting), on September 24, 2004, Senate Bill No. 1334 added Section 21083.4 to the Public Resources Code to specifically include a requirement that a county, in determining whether to require a negative declaration, a mitigated negative declaration, or an EIR for a proposed project, must specifically determine whether the project may result in a conversion of oak woodlands that will have a significant effect on the environment. The legislation also sets forth the mitigation obligations that the county must follow where it finds that such an effect may occur. The legislation defines “Oak” as a native tree species in the genus *Quercus* that is \geq five inches in diameter at breast height (DBH). Three years earlier, in enacting the Oak Woodlands Conservation Act, the Legislature had defined “Oak woodlands” as an oak stand with a greater than 10 percent canopy cover or that may have historically supported greater than 10 percent canopy cover (Fish & G. Code Section 1361[h]). Section 21083.4 does not apply to the District, as it is not a county. But the legislation is instructive regarding how lead agencies generally might approach the assessment and mitigation of significant effects on oak woodlands.

Because the Rocklin campus is located within city limits, the District is required to comply with biological resource protection requirements imposed by the City of Rocklin, which also regulates native oak tree removal under its Oak Tree Preservation Ordinance (Section 17.77 of the City of Rocklin Ordinance), Oak Tree Preservation Guidelines (updated April 2006), and City of Rocklin General Plan ordinances LU-5 and OCR-43 (City of Rocklin, 2012). Project implementation of near-term projects would result in the removal of 73 oak trees with \geq six inches DBH that cumulatively encompass 1,011 inches in DBH (Appendix D). Additional oak trees could be indirectly impacted or removed by grading or other construction activities within root zones, depending on the final design of the Project.

Implementation of Mitigation Measures BIO-7 and BIO-8 below will reduce potential biological impacts to riparian habitat and oak woodland habitat to less than significant.

CONCLUSION

Project-related impacts to riparian habitat and oak woodland habitat will be less than significant with mitigation incorporated.

MITIGATION MEASURE(S)

MM BIO-7 (Riparian habitat):

- Riparian vegetation shall be avoided to the maximum extent practicable. All riparian habitats within 100 feet of construction activities shall be designated as BSAs. BSA limits shall be marked along the perimeters of work areas using orange construction fencing, or equivalent, and shall be maintained until construction is complete. A qualified biologist shall oversee all clearing and grubbing activities to ensure that impacts to riparian habitats are avoided or documented. Riparian habitats that are impacted shall be restored as follows:

- All directly impacted riparian trees and shrubs that are ≥ 4 inches in DBH (as required by CDFW) shall be replaced through compensatory planting that includes in-kind replacement trees and shrubs at a 3:1 ratio. Planting on the Project site is recommended to restore and maintain the viability of the affected habitat. Off-site planting should occur only if on-site planting is not feasible. A restoration plan shall be prepared that identifies the compensatory plantings that shall be needed, the success criteria that will be acceptable, and the degree of monitoring that shall be required. Success criteria are determined by CDFW as part of the approval of the Revegetation and Restoration Plan, which is prepared as a requirement of the Lake and Streambed Alteration Agreement. These criteria typically require that replacement trees be monitored for at least five years, and that replacement trees have a 70 percent success rate after five years. At a minimum, the compensatory plantings shall be monitored and maintained for at least five years.
- Herbaceous layers that are removed shall be planted on exposed soil to prevent erosion and facilitate succession of the riparian habitat.

MM BIO-8 (Oak trees): Oak trees shall be avoided to the maximum extent practicable by implementing the following measures (Appendix D):

- Tree Protection Fencing, consisting of four-foot tall, brightly-colored, high-visibility plastic fencing, shall be placed around the perimeter of the tree protection zone (TPZ) (dripline radius plus three feet). The TPZ is the minimum distance for placing protective fencing. Tree protection fencing shall be placed as far outside of the TPZ as possible. Signs shall be placed along the fence denoting this as a Tree Protection Zone that shall not be moved until construction is complete. In cases where proposed work infringes on the TPZ, fence shall be placed at edge of work.
- Whenever possible, fence multiple trees together in a single TPZ.
- Tree protection fencing shall not be moved without prior authorization from the Project Arborist.
- No parking, portable toilets, dumping or storage of any construction materials, grading, excavation, trenching, or other infringement by workers or domesticated animals are allowed in the TPZ.
- No signs, ropes, cables, or any other item shall be attached to a protected tree, unless recommended by an ISA-Certified Arborist.
- Underground utilities shall be avoided in the TPZ, but if necessary shall be bored or drilled. If boring is impossible, all trenching will be done by hand under the supervision of an ISA-Certified Arborist.
- No cut or fill within the dripline of existing native oak or landmark trees shall be allowed. If cut or fill within the dripline is unavoidable, any mitigation requirements shall be determined by the City of Rocklin.
- Pruning of living limbs or roots over two inches in diameter shall be done under the supervision of an ISA-Certified Arborist.

- All woody plant material smaller than six inches in diameter shall be mulched on site. Resulting mulch shall be spread in a layer four to six inches deep in the TPZ of preserved trees. Mulch shall not be placed touching the trunk of preserved trees.
- At the discretion of Project supervisor and arborist, indirectly impacted trees shall be deep-watered once per month in July, August, September, and October to a soil saturation depth of 16 to 18 inches.
- Appropriate fire prevention techniques shall be employed around all protected trees to be preserved. These include cutting tall grass, removing flammable debris within the TPZ, and prohibiting the use of tools that may cause sparks, such as metal-bladed trimmers or mowers.

To mitigate for impacts to oak trees that cannot be avoided, the Project shall either replace trees through compensatory planting or contribute moneys to a conservation/preservation fund. The State, per Section 21083.4 of the Public Resources Code, requires replacement of trees that are ≥ 5 inches in DBH. The City of Rocklin's Oak Tree Preservation Ordinance requires replacement of trees that are ≥ 6 inches in DBH. A combination of the State and Rocklin requirements will be used in the measures below to maximize compensatory tree planting.

- All directly impacted (removed) oak trees that are between five inches and six inches DBH shall be replaced through compensatory planting of in-kind replacement trees at an appropriate ratio (typically a minimum 4:1 ratio). It is currently unknown how many trees between five inches and six inches DBH will be impacted. Prior to removal of trees at each development area, a tree survey shall be conducted to identify trees between five inches and six inches DBH that will be removed. The final number of trees to be replaced must be calculated based on the updated information gathered during these surveys. Planting on the Project site is recommended to restore and maintain the viability of the affected habitat. Off-site planting should only be permitted if on-site planting is not feasible. The compensatory plantings shall be monitored and maintained for a minimum of three years, with a maximum of seven years or until it can be shown that the plantings are successful. This measure shall not fulfill more than one-half of the mitigation required for Project impacts to oak trees.
- For directly impacted oak trees that are ≥ 6 inches in DBH, the mitigation is calculated based on total trees removed multiplied by two (City of Rocklin 2006). At this rate, replacement would require 146 trees be planted using 15-gallon containers.
- It is anticipated that, at full build-out of the Project, the service road improvements/widening will include changes to the footprint that could potentially impact up to 55 oak trees with DBH ≥ 6 inches. It is unknown when all improvements/widening will be done. If/when these changes occur, mitigation will follow the City of Rocklin's tree ordinance guidelines.

If contribution of funds is the selected mitigation measure, two contributions shall be made.

- The first contribution shall be made for impacted oak trees between 5 inches and 6 inches DBH to the Oak Woodlands Conservation Fund, as established under subdivision (a) of Section 1363 of the Fish and Wildlife Code, for the purpose of purchasing oak woodlands conservation easements, as specified under paragraph (1) of subdivision (d) of that section and the guidelines and criteria of the Wildlife Conservation Board. Because it is unknown how many trees between five inches and six inches DBH will be impacted, a survey prior to removal of trees at each development area shall be conducted to identify trees that will be removed. The final mitigation amount must be calculated based on the updated information gathered during these surveys.
- The second contribution will be made for trees that are ≥ 6 inches in DBH to the Rocklin Oak Tree Preservation Fund. The current mitigation fee is \$96 per trunk inch at DBH or per 15-gallon tree per the City of Rocklin's Development Fee Book effective July 1, 2017 (City of Rocklin 2017). The current fee formula uses a 2:1 ratio for removed trees, such that the total number of surveyed trees removed is multiplied by two, and then multiplied by the established fee for 15-gallon container trees (City of Rocklin 2006). At this rate, and if the Project were implemented under the current guidelines/fees, a mitigation fee of \$14,016 to the City of Rocklin for impacts to oak trees would be required as anticipated by current design plans.
- Calculating the mitigation fee for trees impacted by service road improvements/widening will be determined once the exact impacts are known.

EFFECTIVENESS OF MEASURE(S)

Implementation of Mitigation Measures MM BIO-7 and MM BIO-8 will reduce impacts to riparian and oak woodland habitats to a level that is *less than significant*.

The riparian habitats on the Project site are under the regulatory authority of the CDFW. The CDFW regulates impacts to streambeds, streambanks, and associated riparian vegetation through Section 1602 of the CDFG Code. A Lake or Streambed Alteration Notification shall be submitted to the CDFW, and the development activities shall not occur until a Lake or Streambed Alteration Agreement (SAA) has been issued. Issuance of an SAA will be contingent upon implementation of mitigation measures that may include, but may not be limited to, the habitat enhancement or restoration efforts for riparian habitat as listed above.

Impact #4.3-c: Would the Project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Water features occurring on the Project site include Pond 1, Wetland 1, potential vernal pools VP1 and VP2, and Ditches 1 through 5. Construction for the north Parking Structure and the new Instructional Building is planned on the south side of the service road, which is uphill of several water features. Infrastructure improvements may also occur in this area, which would require exposing underground dry and wet utilities. The Project is anticipated

to cumulatively impact approximately 0.02 acre within the Ordinary High-Water Mark of water features on the Project site. The potential impact areas include 0.01 acre within Pond 1, 0.003 acre within Ditch 2, and 0.01 acre within Ditch 3 (Figure 4.3-6). Because these features connect to Secret Ravine, which is a tributary to traditionally navigable waters, they would be federally regulated and under the jurisdiction of the USACE. The water features are also Waters of the State and under the regulatory authority of the RWQCB. The CDFW would also claim regulatory authority of the water features under CDFG Section 1600 regardless of their nexus to other waterways. Significant impacts could occur to waters that are protected under Section 404 of the Clean Water Act (CWA), Section 401 of the CWA, and Section 1600 of the CDFG Code.

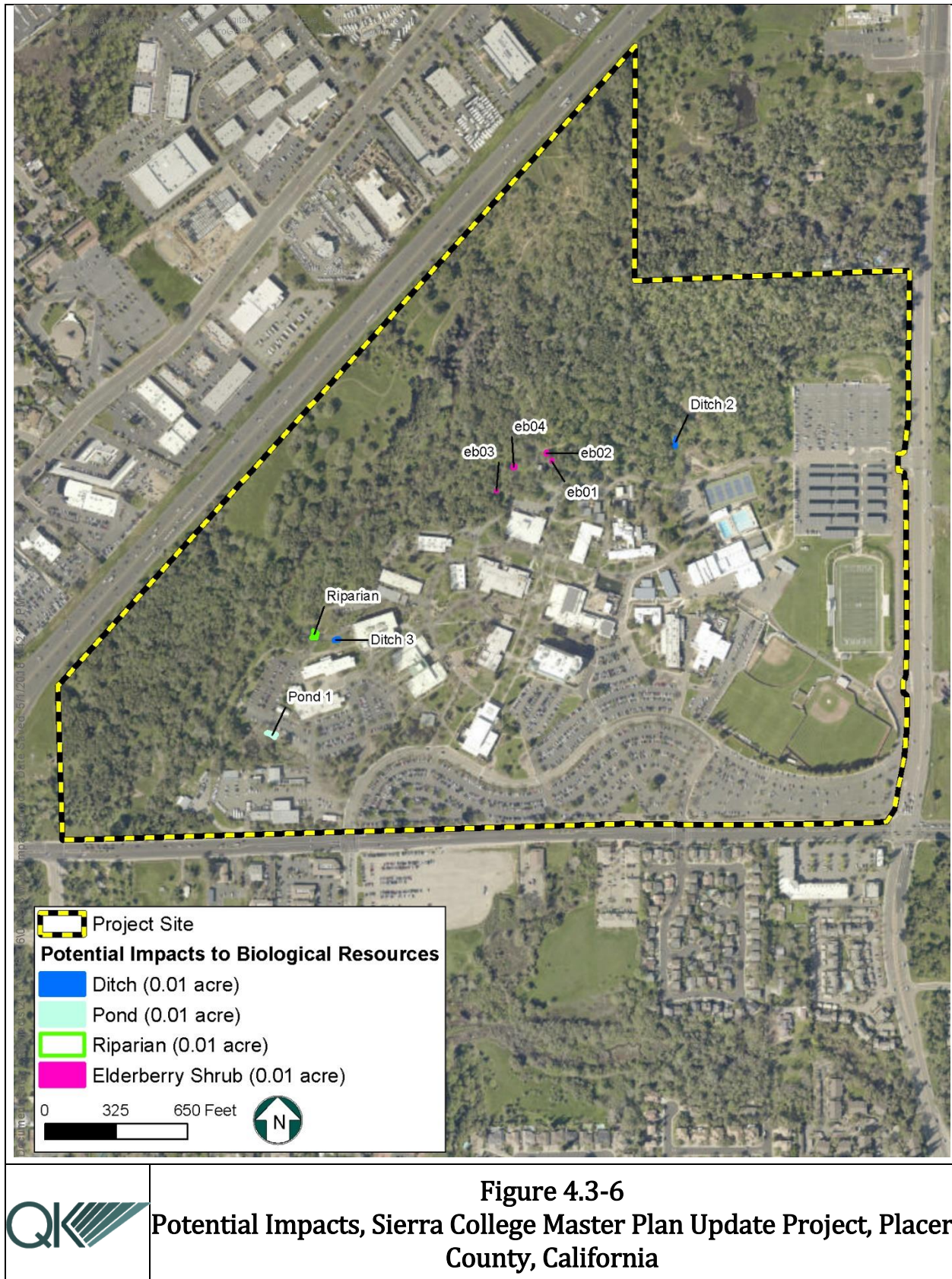
CONCLUSION

Significant impacts could occur to waters that are protected under Section 404 of the Clean Water Act (CWA), Section 401 of the CWA, and Section 1600 of the CDFG Code. Project-related impacts to federally- and State-protected waters will be less than significant with mitigation incorporated.

MITIGATION MEASURE(S)

MM BIO-9 (Wetlands and other waters): No impacts will occur to wetlands on the Project site. Impacts to Pond 1 and Ditches 2 and 3 shall be mitigated by restoring the features to the maximum extent practicable. Habitat creation is not warranted to mitigate these impacts because the ditches provide little wetland functions and values. They are small manmade features that currently exist in a disturbed state. Installation of culverts beneath the new access road will preclude any disruption to their flow. No impacts will occur to the potential vernal pool features, except as might be associated with efforts to enlarge them for creating additional on-site wetland resources. To avoid and minimize impacts to wetlands and other waters to the maximum extent practicable, Best Management Practices (BMPs) to be implemented shall include:

- Installing erosion control measures (e.g. silt fence, staked bales, and revegetation) in disturbed areas;
- Placing exclusion fencing around the perimeters of disturbance areas to prevent encroachment beyond permitted limits;



- Developing a spill prevention and countermeasure plan that will identify proper storage, collection, and disposal measures for potential pollutants (fuel, fertilizers, pesticides, etc.) used onsite. The plan shall also detail the proper storage, handling, use, and disposal of petroleum products, particularly for work within and adjacent to the creek. The materials necessary to implement the plan shall be accessible on site. All fueling, maintenance and staging of equipment and vehicles shall occur outside banks. Equipment with leaks shall not be used. Scheduling construction activities to minimize land disturbance during peak runoff periods. Soil conservation practices shall be completed during the fall or late winter to reduce erosion during spring runoff. Existing vegetation shall be retained where possible. To the extent feasible, grading activities shall be limited to the immediate area required for construction;
- Using temporary sediment traps, filter fabric fences, inlet protectors, vegetative filters and buffers, or settling basins during extreme weather events to detain runoff water long enough for sediment particles to settle out. Construction materials, including topsoil and chemicals, shall be stored, covered, and isolated to prevent runoff losses and contamination of groundwater;
- Carefully storing topsoil removed during construction and treating it as an important resource. Berms shall be placed around topsoil stockpiles to prevent runoff during storm events;
- Establishing fuel and vehicle maintenance areas away from all drainage courses and these areas shall be designed to control runoff;
- Revegetating disturbed areas after completion of construction activities;
- Providing sanitary facilities for construction workers; and
- Storing hazardous materials in appropriate and approved containers, maintaining required clearances. Materials shall be handled in accordance with applicable federal, state and/or local regulatory agency protocols.

Consultation with the USACE, RWQCB, and CDFW shall occur to verify respective jurisdictional claims and proceed with permitting. A Nationwide Permit #39, or other Nationwide Permit as appropriate, shall be obtained from the USACE, and the requisite Preconstruction Notification should be submitted. A Water Quality Certification (WQC) shall be obtained from the RWQCB. An SAA should be obtained from the CDFW.

EFFECTIVENESS OF MEASURE(S)

With implementation of Mitigation Measure MM BIO-9, impacts to federally- and State-protected waters to a level that is ***less than significant*** with installation of erosion control measures, exclusion fencing around the perimeters of disturbance areas, development of a spill prevention and countermeasure plan, run-off prevention, and implementation of revegetation and restoration plan.

Impact #4.3-d: Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites?

Wildlife movement corridors are routes that provide shelter and sufficient food supplies to support regular movements of wildlife species. A movement corridor is a continuous geographic extent of habitat that either spatially or functionally links ecosystems across fragmented, or otherwise inhospitable, landscapes. Faunal movement may include seasonal or migration movement, life cycle links, species dispersal, re-colonization of an area, and movement in response to external pressures. Movement corridors typically include riparian habitats, ridgelines, and ravines, as well as other contiguous expanses of natural habitats. Movement corridors may be functional on regional, sub-regional, or local scales. Fish and other aquatic species may also use aquatic features for migration and movement.

No established or recognized movement corridors or wildlife connectivity areas were identified by The California Essential Habitat Connectivity Project (Spencer et al. 2010) as occurring on the Project site. The nearest identified corridor/connectivity area was in the Sierra Nevada foothills in the Marble Valley-Sawtooth Ridge area approximately four miles east of the Project.

Habitats on the Project site that likely function as movement corridors, at least to some extent, include Secret Ravine, Ditches 1 through 5, the riparian habitats associated with those water features, and the interior portions of the woodland community. Approximately 0.01 acre of ditches (Ditches 2 and 3) and 0.01 acre of pond will be impacted, and approximately 0.01 acre of riparian habitat associated with Ditch 3 will be impacted. Fish movement could occur in Secret Ravine, but no impact to the stream, and thus no impacts to fish movement, will occur. No native wildlife nursery sites occur on the Project and none will be impacted. Approximately 8.37 acres of the woodland community will be impacted near the existing main campus. This outer portion of the woodland community is not expected to function as a substantial movement corridor because it is located adjacent to frequent human disturbances.

CONCLUSION

The Project will significantly impact approximately 0.02 acre of water features and 0.01 acre of riparian habitats, which likely function, to some extent, as wildlife corridors. Project-related impacts to wildlife movement corridors will be less than significant with mitigation incorporated.

MITIGATION MEASURE(S)

Implement Mitigation Measures MM BIO-7, MM BIO-8, and MM BIO-9.

EFFECTIVENESS OF MEASURE(S)

Implementation of Mitigation Measures MM BIO-7, MM BIO-8, and MM BIO-9 will reduce impacts to a level that is *less than significant*.

Impact #4.3-e: Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The City of Rocklin regulates impacts to native oak trees through its Oak Tree Preservation Ordinance (Section 17.77 of the City of Rocklin Ordinance), Oak Tree Preservation Guidelines (updated April 2006), and City of Rocklin General Plan ordinances LU-5 and OCR-43 (City of Rocklin 2012). The Oak Tree Preservation Ordinance implements a design review process that offers incentives for oak tree preservation, and, when practicable, provides feasible alternatives and options to removal of oak trees. This policy regulates the removal of native oak trees that are ≥ 6 inches in DBH, as well as the encroachment of construction activities within the driplines of these trees. Mitigation options include compensatory plantings on- or off-site, money contributions to the Rocklin Oak Tree Preservation Fund, and land dedication. The current mitigation fee is \$96 per trunk inch in DBH. The City of Rocklin General Plan ordinance OCR-43 states that mitigation for removal of oak trees and impacts to oak woodlands must be done in accordance with the City of Rocklin's Oak Tree Preservation Ordinance; ordinance LU-5 states that residential, commercial, and industrial development projects should be designed in a manner that effectively protects existing oak trees (City of Rocklin, 2012).

Project implementation of near-term projects would result in the removal of approximately 73 oak trees ≥ 6 inches DBH that cumulatively encompass 1,011 inches in DBH (Appendix D). Additional oak trees could be indirectly impacted or removed by grading or other construction activities within root zones, depending on the final design of construction activities.

CONCLUSION

Project-related conflicts with policies and ordinances protecting biological resources will be less than significant with mitigation incorporated.

MITIGATION MEASURE(S)

Implement Mitigation Measure MM BIO-8.

EFFECTIVENESS OF MEASURE(S)

Implementation of Mitigation Measure MM BIO-8 will reduce impacts to oak trees to a level that is *less than significant*.

Impact #4.3-f: Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The Project is not located within the boundaries of any adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP) or any other local, regional, or State conservation plan. The proposed Placer County Conservation Plan (PCCP), which is both an HCP and NCCP, does not include the Project area. The Draft PCCP was presented to the Board of Supervisors on January 25, 2011 but has not yet been adopted.

CONCLUSION

There are no conflicts with any such plan and mitigation measures are not warranted. As such, no impact would occur.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

Cumulative impacts would be *less than significant*.

Impact 4.3-g: Would the Project Substantially Reduce the Habitat of a Fish or Wildlife species?

Undeveloped portions of the Project site (i.e., grasslands, oak woodlands, riparian habitat, and wetland and water features) function as habitat for fish or wildlife species. Secret Ravine, Ditches 1 through 5, riparian habitat associated with those water features, and the interior portions of the woodland community likely function as movement corridors. Western pond turtle, a California Species of Special Concern, was observed in a pond (Pond 1) during surveys. Other areas of the Project site could support special-status species. Six elderberry shrub clusters could support the VELB. Foliage, crevices, and cavities of mature trees within the riparian and oak woodland communities could support roosting bats. Grassland and woodland areas of the Project could support American badger. Trees, shrubs, or grassland on and near the Project could support nesting tricolored blackbird, golden eagle, Swainson's hawk, white-tailed kite, and other migratory birds. Secret Ravine and other water features could be used by Central Valley steelhead, Central Valley Chinook salmon, and other aquatic species for spawning, migration, and movement.

Approximately 0.01 acre of pond (Pond 1) and 0.01 acre of riparian habitat associated with Ditch 3 will be impacted by Project activities. Seventy-three oak trees that cumulatively encompass 1,011 inches in DBH will be removed, and additional oak trees could be indirectly impacted or removed by grading or other construction activities within root zones. Elderberry bushes potentially supporting the VELB will not be directly impacted. Approximately 8.37 acres of the woodland community will be impacted near the existing main campus. This outer portion of the woodland community is not expected to function as high-quality wildlife habitat because it is located adjacent to frequent human disturbances. The federally-threatened Central Valley steelhead, federally and State-threatened Central Valley Chinook salmon, and other fish species could occur in Secret Ravine, but no impacts to Secret Ravine will occur. Approximately 0.01 acre of Ditches 2 and 3 will be impacted as a result of Project activities. Although these ditches connect to Secret Ravine, they are small manmade features that currently exist in a disturbed state and provide little wetland functions and values.

CONCLUSION

The Project will impact approximately 0.02 acre of water features, 0.01 acre of riparian habitats, and 8.37 acres of the woodland community. Seventy-three oak trees will be removed, and additional oak trees could be indirectly impacted or removed. These are likely to function, to some extent, as habitat for fish or wildlife species. Project-related impacts to fish or wildlife habitat will be less than significant with mitigation incorporated.

MITIGATION MEASURE(S)

Implement Mitigation Measures MM BIO-7, MM BIO-8, and MM BIO-9.

EFFECTIVENESS OF MEASURE(S)

Implementation of Mitigation Measures MM BIO-7, MM BIO-8, and MM BIO-9 will reduce impacts to riparian habitat, oak woodland habitat, and wetlands and other waters to a level that is *less than significant*.

Impact #4.4-h – Would the Project Cause a Fish or Wildlife Population to Drop below Self-sustaining Levels or Threaten to Eliminate a Plant or Animal Community?

Most of the main campus area is heavily disturbed and consists primarily of ornamental vegetation or ruderal vegetation. A matrix of residential and commercial developments occurs south of the Project. Plant and wildlife species occurring in these areas are likely opportunistic and adapt relatively well to anthropogenic disturbances. Undeveloped portions of the Project site (i.e., woodland, riparian, wetland, and grassland habitats) support a relatively diverse and abundant plant and wildlife community. Oak trees, elderberry shrubs, riparian vegetation, and annual grasses occur. Twenty-one bird species, three mammal species, two reptile species, and one amphibian species were identified during surveys. One special-status species, the western pond turtle, was present in Pond 1. Other special-status species could also potentially occur including the VELB, Central Valley steelhead, Chinook salmon, pallid bat, Townsend's big-eared bat, American badger, tricolored blackbird, golden eagle, Swainson's hawk, white-tailed kite, and other raptors and migratory birds. No special-status plant species have been documented on the Project site.

Approximately 0.01 acre of pond (Pond 1) will be impacted by Project activities. This pond supports one special-status species, the western pond turtle. Approximately 0.01 acre of riparian habitat associated with Ditch 3 will also be impacted. Four elderberry bushes (EB01 through EB04) encompassing a total of 0.01 acre are located fewer than 165 feet from proposed Project activities; therefore, the Project could result in indirect impacts to the VELB. Seventy-three oak trees that cumulatively encompass 1,011 inches in DBH will be removed, and additional oak trees could be indirectly impacted or removed by grading or other construction activities within root zones. Approximately 8.37 acres of the woodland community will be impacted near the existing main campus. This outer portion of the woodland community is not expected to function as high-quality wildlife habitat because it is located adjacent to frequent human disturbances.

The federally-threatened Central Valley steelhead, federally and State-threatened Central Valley Chinook salmon, and other fish species could occur in Secret Ravine. No impacts to Secret Ravine will occur. The closest Project development activities are proposed to occur approximately 100 feet to the east of Secret Ravine. Approximately 0.01 acre of Ditches 2 and 3 will be impacted as a result of Project activities. Although these ditches connect to Secret Ravine, they are small manmade features that currently exist in a disturbed state and provide little wetland functions and values. The Project would not cause a fish population to drop below self-sustaining levels. Additionally, MM BIO-9 includes BMPs to avoid impacts to the on-site water features.

CONCLUSION

The Project will impact natural areas that provide habitat for plant and animal species. Approximately 0.01 acre of Pond 1, 0.01 acre of riparian habitat, and 8.37 acres of the woodland community will be impacted by Project implementation. Up to 73 oak trees will be removed, and additional oak trees could be indirectly impacted or removed. It is currently anticipated that, at full build-out of the Project, the service road improvements/widening will include changes to the footprint that could potentially impact up to 55 oak trees with DBH ≥ 6 inches. Indirect impacts to the VELB could occur because four elderberry bushes (EB01 through EB04) are located fewer than 165 feet from proposed Project activities. Project-related impacts to plant and animal communities will be less than significant with mitigation incorporated.

MITIGATION MEASURE(S)

Implement Mitigation Measures MM BIO-1 through MM BIO-9.

EFFECTIVENESS OF MEASURE(S)

Implementation of Mitigation Measures MM BIO-1 through MM BIO-9 will reduce impacts to plant and animal communities and the habitats upon which they depend to a level that is *less than significant*.

Impact #4.3-i – Would the Project substantially reduce the number or restrict the range of an endangered, threatened, or rare species?

The Project site does not contain habitat that would support any endangered, threatened, or rare plant species. The vegetation in the main campus area consists primarily of ornamental vegetation or ruderal vegetation. Surveys conducted by QK in 2014, by Foothill Associates in 2017 (Appendix D), and by Sierra College faculty (Shawna Martinez) during her teaching tenure from 1995 to 2012 (personal communication 2014), have found no rare plant species in the oak woodland and riparian habitats on the Project site. Project activities would not substantially reduce the number or restrict the range of an endangered, threatened, or rare plant species.

Most of the main campus area is heavily disturbed and a matrix of residential and commercial developments occurs south of the Project. Wildlife species occurring in these areas are fairly common and adapt relatively well to anthropogenic disturbances. Undeveloped portions of the Project site (i.e., grasslands, oak woodlands, riparian habitat, and wetland and water features) provide habitat for endangered, threatened, or rare wildlife species. The federally-threatened VELB was documented just north of the main campus in oak woodland habitat in 1991 (see Figure 4.3-4) and could occur within any of the six elderberry shrub clusters identified on the Project site. The western pond turtle, a CDFW species of special concern, was observed in Pond 1 during surveys. Other special-status species could occur as transients or foragers throughout the Project. Pallid bat, Townsend's big-eared bat, and other bats could roost in crevices or cavities of mature trees within the riparian and oak woodland communities on the Project site. American badger could occur in the grassland and woodland areas of the Project. The tricolored blackbird, golden eagle, Swainson's hawk, white-tailed kite, and other raptors and migratory birds could nest in trees, shrubs, or grassland on and near the Project. One inactive raptor nest was identified in a cottonwood tree within the riparian habitat associated with Secret Ravine.

The federally-threatened Central Valley steelhead, federally and State-threatened Central Valley Chinook salmon, and other fish species could occur in Secret Ravine. The steelhead was documented in 2007 within Dry Creek, Secret Ravine, and Miner's Ravine (see Figure 4.3-5). No impacts to Secret Ravine will occur, but approximately 0.01 acre of Ditches 2 and 3 will be impacted as a result of Project activities. Although these ditches connect to Secret Ravine, they are small manmade features that currently exist in a disturbed state and provide little wetland functions and values. The Project would not substantially reduce the number or restrict the range of an endangered, threatened, or rare fish species.

Potential impacts to rare wildlife species would be avoided or minimized through implementation of Mitigation Measures MM BIO-1 through MM BIO-6, as described above. However, even without implementation of those measures, potential impacts to endangered, threatened, or rare wildlife species would not be substantial enough to reduce their numbers or ranges.

CONCLUSION

Undeveloped portions of the Project site (i.e., grasslands, oak woodlands, riparian habitat, and wetland and water features) could support endangered, threatened, or rare wildlife species. Project-related impacts to rare wildlife species will be less than significant with mitigation incorporated.

MITIGATION MEASURE(S)

Implement Mitigation Measures MM BIO-1 through MM BIO-6.

EFFECTIVENESS OF MEASURE(S)

Implementation of Mitigation Measures MM BIO-1 through MM BIO-6 will reduce impacts to endangered, threatened, or rare wildlife species to a level that is ***less than significant***.

4.4 - Cultural Resources

4.4.1 - INTRODUCTION

This section describes the affected environment and regulatory setting for cultural resources, including contextual background information on historical resources in the proposed Project area as well as the area's prehistoric, ethnographic, and historical settings. It also summarizes the results of cultural surveys of the proposed Project, and it describes the impacts on cultural resources that would result from implementation of the proposed Project. Finally, this section identifies mitigation measures that would reduce these impacts. The existing conditions and impact analysis in this section are based on the Cultural Resources Reports prepared for this Project (Appendix E). This section also contains a discussion of the regulatory context for the Project.

Significant Cultural Resources

For the purposes of CEQA, the term "historical resources" generally refers to cultural resources that have been determined to be significant, either by eligibility for listing in state or local registers of historical resources, or by determination of a lead agency. Historical resources can also include areas determined to be important to Native Americans such as "sacred sites." A sacred site is most often important to Native American groups because of the role the location played or plays in traditional ceremonies or activities. "Cultural resources" generally refer to prehistoric and historical period archaeological sites and the built environment. Paleontological resources are also considered within this section.

Virtually any physical evidence of past human activity can be considered a cultural resource, although not all such resources are considered to be significant. They often provide the only means of reconstructing the human history of a given site or region, particularly where there is no written history of that area or that period. Consequently, their significance is judged largely in terms of their historical or archaeological interpretive values. Along with research values, cultural resources can be significant, in part, for their aesthetic, educational, cultural and religious values.

Once a cultural resource is evaluated, if it is found to be significant, it is then called a historic property under federal law, or a historical resource or unique archaeological resource under California law, depending on whether federal and/or State regulations apply. For purposes of this analysis, significant cultural resources include: 1) any historical resource (or historic property) that meets the criteria for listing on the National Register of Historic Places or the California Register of Historical Resources; 2) a resource that is included in a local register of historical resources; 3) any unique archaeological resource; or 4) any other resource that the County deems to be a historical resource as defined in Public Resource Code Sections 5020.1(j) and 5024.1. Under State and federal law, this analysis need not consider impacts to insignificant cultural resources.

Cultural Resources Terminology

Below are definitions of key cultural resource terms that are used in this section.

Alluvium: A fine-grained fertile soil consisting of mud, silt, and sand deposited by flowing water on floodplains, in riverbeds, and in estuaries.

Artifact: An object that has been made, modified, or used by a human being.

Cultural resource: A location of human activity, occupation, or use identifiable through field inventory, historical documentation, or oral evidence. Cultural resources include archaeological resources and built environment resources (sometimes known as historic architectural resources) and may include sites, structures, buildings, objects, artifacts, works of art, architecture, and natural features that were important in past human events. They may consist of physical remains or areas where significant human events occurred, even though evidence of the events no longer remains. Cultural resources also include places that are considered to be of traditional cultural or religious importance to social or cultural groups.

Ecofact: An object found at an archaeological site that has archaeological significance but has not been technologically altered, such as seeds, pollens, or shells.

Ethnographic: Relating to the study of human cultures. “Ethnographic resources” represent the heritage resource of a particular ethnic or cultural group, such as Native Americans or African, European, Latino, or Asian immigrants. They may include traditional resource-collecting areas, ceremonial sites, value-imbuéd landscape features, cemeteries, shrines, or ethnic neighborhoods and structures.

Historical resource: This term is used for the purposes of CEQA and is defined in the State CEQA Guidelines (14 CCR 15064.5) as: (1) a resource listed in, or determined to be eligible for listing in the California Register of Historical Resources (CRHR); (2) a resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); and (3) any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California by the lead agency, provided the lead agency’s determination is supported by substantial evidence in light of the whole record.

Holocene: Of, denoting, or formed in the second and most recent epoch of the Quaternary period, which began 10,000 years ago at the end of the Pleistocene.

Lithic: Of or pertaining to stone. Specifically, in archaeology lithic artifacts are chipped or flaked stone tools and the stone debris resulting from their manufacture.

Paleontological resources (fossils): The physical remains of prehistoric plants and animals and the mineralized impressions left as indirect evidence of the form and activity of such

organisms. These resources are located within sedimentary rocks or alluvium and are considered to be nonrenewable. Paleontological resources contribute to the understanding of past environments, environmental change, and the evolution of life.

Pleistocene (Ice Age): An epoch in the Quaternary period of geologic history lasting from 1.8 million to 10,000 years ago. The Pleistocene was an epoch of multiple glaciations, during which continental glaciers covered nearly one-fifth of the earth's land.

Quaternary Age: The most recent of the three periods of the Cenozoic Era in the geologic time scale of the International Commission on Stratigraphy. It follows the Tertiary Period and spans from 2.588 ± 0.005 million years ago to the present. The Quaternary includes two geologic epochs: the Pleistocene and the Holocene.

Stratigraphy: The natural and cultural layers of soil that make up an archaeological deposit, and the order in which they were deposited relative to other layers.

Tribal Cultural Resource: sites, features, places, cultural landscapes, sacred places and objects with cultural value to a California Native American tribe that are listed or determined eligible for listing in the national or state register of historical resources or listed in a local register of historical resources or determined by the lead agency as a tribal cultural resource at its own discretion, based on substantial evidence.

Unique archaeological resource: This term is used for the purposes of CEQA and is defined in the State CEQA Guidelines (14 CCR 15064.5) as an archaeological artifact, object, or site, about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it either contains information needed to answer important scientific research questions; has a special and particular quality such as being the oldest of its type or the best available example of its type; or is directly associated with a scientifically recognized important prehistoric or historic event or persons.

4.4.2 - ENVIRONMENTAL SETTING

The Sierra College Rocklin Campus lies mostly on non-fossil-bearing Mesozoic dioritic rock. The late Pleistocene sedimentary Turlock Lake Formation occurs on both sides of Secret Ravine on the west side of campus and on both sides of a northwest trending creek near the center of the campus property. The Turlock Lake Formation has yielded terrestrial fossils (Appendix E).

Prehistoric Native American village, camp and food processing sites occur along Secret Ravine, which meanders along the west side of the campus. Most of the known archaeological sites date back to the Middle and Late prehistoric periods and into the historic period. During the gold rush, the auriferous soil and gravels of Secret Ravine were intensively placer mined. Ditches and ditch systems were built by the miners to convey water to the stream's dry upper banks. The ditches were also used for agriculture. After the gold rush, miners of Chinese descent continued to rework the earlier claims. In the 1930s, the old claims were again worked (Appendix E).

Sierra College's Rocklin campus was part of several agricultural properties developed in the early 1900s and used largely for grazing livestock. The vestiges of that period of occupation and use are still present in several buildings on the campus, including the facilities and maintenance office and nearby storage building. Believed to have been built in the 1920s, these modest ranch buildings formed the backbone of the property that was acquired in the 1950s and redeveloped as a college campus (Appendix E).

Prehistory

The City of Rocklin is located between three areas with defined patterns of human development: the Oroville locality to the north, the Central Sierra area to the east and the Central Valley/Delta area to the west. These prehistorical areas include many similar artifact types and dates for major cultural changes, but there are also significant differences between them. It is not clear at present which of these nearby patterns of development best reflects the prehistory of the City of Rocklin, or if a separate local prehistorical description is necessary to adequately describe the area. Early excavations had focused either on the large, rich village sites in the Delta region and along the major waterways in the Central Valley or on the higher elevation sites in proposed reservoir areas, along major Sierran waterways (Appendix E).

While scholars have conducted a number of excavations in the Sacramento Delta's deep village mounds, relatively little scientific work, other than surface surveys and limited test excavations, has been accomplished along the Sierra foothills away from the valley's rivers and major tributaries.

Since the early 1950s, stone tools of the so-called "Farmington Complex" have been unearthed periodically along the Sacramento Valley-Sierra foothills ecotone. Commenting on the 1979 excavations by Peak & Associates of a stone tool quarry and campsites in the Calero Basin near Rancho Murieta, Sacramento County, the late Julian Hayden, a Southwestern archaeologist, noted the similarity of the Farmington artifact types with those of San Dieguito II from southern California and the Lower Colorado River area (see Appendix E)

San Dieguito II is coeval with the Western Pluvial Lakes Tradition, an adaptation of ancient cultures to lake, marsh and grassland habitats along the eastern side of the Sierra Nevada as early as 9000 B.C. The development of the Western Pluvial Lakes Tradition and its regional variants such as the Farmington complex may correspond to the emergence and initial differentiation of Hokan languages.

The Archaic Period, which in California lasted from about 6000 B.C. to A.D. 1000, is divided by archaeologists into three sub-periods: lower, middle and upper (Appendix E). During the Lower Archaic, between 6000 and 3000 B.C., many of the pluvial lakes became dry playas as a result of climatic changes. Early milling stone complexes of this sub-period have been identified by scholars at a number of sites in the southern and northern regions of the state. Seed gathering, inferred from the use of milling stones, was an arid land adaptation. Speakers of Hokan languages probably brought the concept of milling stones to California, since

scholars recognize that Hokan peoples were in the regions of the western United States where deserts first appeared after the end of the last Ice Age.

The Middle Archaic, dating between 3000 and 500 B.C., marked the beginning of the florescence of aboriginal cultures in California's Great Central Valley. In 1963, archaeologist Patti Palumbo began identifying settlements in the Roseville-Rocklin area dating throughout the Middle and Upper Archaic (see Appendix E).

Reliance on acorns as a staple is inferred from the first appearance of mortars and pestles in archeological sites dating early in the period. Peak & Associates studied an area along Secret Ravine in 1988 (see Appendix E), discovering nine bedrock milling stations, three of which may have included buried cultural deposits. Archaeologist Susan Lindstrom (see Appendix E) conducted a survey along Secret Ravine near Rocklin in 1989 and reported three bedrock mortar sites. Many other archaeological studies have been conducted in the Rocklin vicinity since then.

Sedentary villages were built during the Middle Archaic; there is evidence of marked population growth. In the Sacramento Valley, these developments followed the formation of the Sacramento Delta and marsh lands, a consequence of the rising sea level caused by global warming and melting of glaciers at the end of the Pleistocene.

Between 4000 and 2000 B.C., it is probable that Hokan languages were spoken in much of California. However, with increased aridity east of the Sierra, speakers of Penutian languages apparently began moving from the deserts of the northwestern Great Basin and southern Columbia Plateau into northern California. By 2500 B.C., a Utian population of the Penutian language stock ancestral to Miwok-Costanoan apparently entered the lower Sacramento Valley presumably from the Great Basin and Plateau physiographic provinces. Archaeologists recognize this intrusion as the Windmill Pattern, a culture adapted to river and marsh land, characterized by extended burials, red ochre and quartz crystals in graves, charmstones and projectile point styles shared with Altithermal cultures of the Columbia Plateau (Appendix E).

Between 2000 and 500 B.C., Utian populations appear to have occupied the Sacramento Delta, the areas along rivers and streams, marsh land, as well as the hills on both the east and west sides of the Sacramento Valley. Expansion westward into the San Francisco Bay area seems to have brought about some type of fusion between the bearers of Utian languages and the resident speakers of Hokan and Yukian languages. This apparent fusion of cultures, whatever its precise nature, resulted in what archaeologists now recognize as the Berkeley Pattern.

During the Upper Archaic, 500 B.C.-A.D. 1000, a number of dramatic cultural changes seems to have occurred in the Sacramento Valley. In the southern portion of the Valley, the Windmill Pattern was displaced by the Morse Aspect of the Berkeley Pattern. Most Windmill sites were abandoned by 200 B.C. and the Windmill population in the Cosumnes district appears to have moved southward into the Stockton area. Archeologist Michael Moratto interpreted these findings to mean that Miwokan peoples moved eastward

from the San Francisco Bay area into the older Utian and Yokutsan domain of the Sacramento Delta. As a result, Yokuts shifted southward into the San Joaquin Valley and east into the Central Sierra (see Appendix E).

Ancestors of the Nisenan, a Maiduan people who historically inhabited the American and Yuba River drainages encompassing Secret Ravine, emigrated to the region rather late in time. Increasing aridity in the Great Basin seems to have been a factor initially that prompted entry of ancestral Maiduans into the northern Sierra Nevada.

After comparing various linguistic models of Maiduan radiation, archaeologist Makoto Kowta (Appendix E) suggested that Maiduan-speakers entered California from the north around A.D. 500 and settled first in the foothills or valley edge in what historically was Nisenan territory.

The following Emergent Period, A.D. 1000-1800, was characterized by the consolidation of territories formed as a result of the immigration of native groups, including the Nisenan. These territories probably remained in much the same locations as noted by early Spanish observers (Appendix E). Interregional trade seems to have expanded greatly during the Emergent, up to the succeeding Mission Period when Spanish intrusions began tearing the fabric of native life in California.

A recent updated synthesis of Central Valley archaeology notes little new information in areas such as Rocklin due to few new investigations other than surface surveys and the inadequacy of older collections in meeting the needs of current research objectives. However, researchers have taken the cultural periods, above, and updated the time span of each period based on new radiocarbon determinations adjusted with modern calibration curves:

Paleo-Indian (11,550-8550 cal B.C.)
Lower Archaic (8550-5550 cal B.C.)
Middle Archaic (5550-550 cal B.C.)
Upper Archaic (550 cal B.C.-cal A.D. 1100)
Emergent (cal A.D. 1100-Historic)

Ethnographic Setting

The foothill Nisenan constructed their villages near water sources such as rivers and creeks. The tribelet, a loose political organization, controlled specific districts usually bounded by major stream or river drainages. Foothill tribelets held districts of land located between river drainages, which were home to large central villages surrounded by smaller village communities.

This pattern of political organization was different from the Valley Nisenan whose territories were located along water courses bounded by the land between drainages. Territories of the Valley, Foothill and Hill Nisenan together encompassed the American, Feather, Bear and Yuba river drainages from the west bank of the Sacramento to the Sierra.

The foothill Nisenan worked with a natural resource base requiring greater mobility and more intense use of available resources than their valley counterparts. As a result, the foothill people did not have large, year-round villages comparable to the size and population density of the Valley Nisenan. However, there were many small camp and village sites scattered across the foothills and mountains, each no more than two days' travel by foot from a central or winter village.

At Auburn, there was such a center, which was a major winter village. Its sphere of influence included Forest Hill Ridge to the east, Bear River to the north, south to the Middle Fork of the American River, down Auburn Ravine to the Lincoln vicinity, and down Secret Ravine. There was another major tribelet center at Roseville; the Roseville people and perhaps also those who lived in the Rocklin area along the ravines such as Secret Ravine were arguably Valley Nisenan.

Winter villages were located by permanent water sources and included a large, semi-subterranean assembly house and substantial residences which were partly excavated into the ground. The residences were supported by strong wood frames covered with brush, mud, cedar or pine bark. These houses had an indoor hearth and sometimes a portable mortar set into the dirt floor. The people slept near the walls on mats and skins; benches or shelves held food and equipment. A sweat lodge and acorn granaries were also found at the permanent villages. Cemeteries were often located nearby.

A second type of residence was constructed at camps away from the winter villages. This type of house was constructed of a frame covered with brush or tules. Though excavated slightly into the ground with the earth piled around the exterior base to keep out drafts, the house did not always have a hearth. This type of house was used for sleeping and storage only.

Other structures included frames for drying meat and plants, and sun shades constructed over bedrock mortar stations. Acorns were gathered in the fall, and their flesh pulverized in mortars, after which the bitterness was removed by leaching in water. Acorns were the staple among many California native groups. From acorns, unleavened bread was made. Acorn gruel, heated in baskets with hot stones, was also made and consumed.

In the fall, winter and spring, steelhead and salmon ran in most of the major streams including Secret Ravine. During the winter floods in the Sacramento Valley, great numbers of animals including elk, antelope and bear retreated to natural levees along the valley's rivers and into the lower foothills. Resident and migratory deer herds also congregated along the valley-foothills margin. Hunting these animals was an important part of the lifeways of foothill peoples.

The Foothill Nisenan would leave their village centers in late winter or early spring. They would travel down to the margin of the Sacramento Valley for the fish runs, migratory waterfowl, young rabbits, the salt springs and the first green plants. This began the seasonal round of hunting and gathering each new year.

At the time of the Gold Rush period, the region was occupied by the Nisenan Indians who occupied the drainages of the Yuba, Bear, and the American Rivers from the Sacramento River on the west to the summit of the Sierra in the east. The Nisenan depended on activities attuned to the seasonal ripening of plant foods, the seasonal movements and migration of the animals, and the runs of fish. With the flooding of the valley in the winter and spring, a great number of animals such as elk, antelope and bears moved to the natural levees along the rivers and up into the lower foothills. Along the foothill margins they joined the resident and migratory deer herds. Huge flocks of waterfowl visited the flooded areas between the rivers and the foothills, coveys of quail gathered in the fall, and pigeons were common in the fall and spring. Steelhead and salmon ran up most of the major streams, including Secret Ravine, in the fall, winter and spring (City of Rocklin 2012).

Historic Setting

Secret Ravine was the site of extensive placer mining in the 1850s and 1860s in the vicinity of Newcastle, and also to the south around Stewarts Flat. Pine Grove, later Pino, was the center of ravine diggings at that time. Pino is located at the modern location of the Town of Loomis. The Central Pacific Railroad arrived in Rocklin in May of 1864, making Rocklin an important transportation center. It appears the name “Rocklin” was a corruption of Rock Land, because of the extensive rock outcroppings in the area and the granite quarrying beginning to take place. It has also been reported that the Finnish people changed the name to Rocklin, since the Finnish write the name as Rocklissa or “in Rocklin” and “Rocklin” as Rockland (City of Rocklin 2012).

The placers were worked for most of the remaining years of the 19th century. There was a brief revival of placer mining along Secret Ravine and other nearby drainages during the Great Depression in the 1930s.

J. S. Whitney’s map of the Placer County Citrus Colony, published in 1900, shows that the land on which Sierra College was built was owned by J. W. Loney and J. H. Clark. The county road as depicted on the same map follows the current alignment of Rocklin Road. Rocklin as originally founded was developed on land once owned by gold miner, James Bolton. In the early 1860s, the Central Pacific Railroad right of way bisected Bolton’s land. It was the railroad that spurred Rocklin to become a principal location in Placer County for commerce and trade. During the 1870s, Rocklin witnessed increased settlement, largely by Irish and Finnish immigrants who came to the area to work in the granite quarries. By the 1890s, roughly 22 rock quarries were in operation in Rocklin, much of the stone shipped regionally and nationally for construction of buildings, bridges and monuments.

Identification of Historical Resources on the Project Site

There are five sites in the City of Rocklin that are currently listed in the Office of Historic Preservation, Directory of Properties in the Historic Property Data File. More sites have been submitted for listing but have not completed the review process. The listed sites are: The First Transcontinental Railroad (State Historic Landmark 780-2, SE corner of Rocklin & Front Street), California Granite Company Store (3980 Rocklin Road), Finnish Temperance

Hall (4090 Rocklin Road), 5400 Second Street, and 5140 Fourth Street (City of Rocklin 2012). None of these historical sites are located within the Project site.

Paleontological Resources

Paleontological resources include fossil remains, fossil localities, and formations that have produced fossil material in other nearby areas. These resources are limited, nonrenewable, sensitive scientific and educational resources protected by federal environmental laws and regulations. As recognized here, paleontological resources include fossils preserved either as impressions of soft (fleshy) or hard (skeletal) parts, mineralized remains of skeletons, tracks, or burrows; other trace fossils; coprolites (fossilized excrement); seeds or pollen; and other microfossils from terrestrial, aquatic, or aerial organisms.

Sierra College is situated on two geologic units. Most of its terrain is mapped as Mesozoic dioritic rocks. These plutonic rocks crystallize from magma at great depths and, therefore, are never fossiliferous. The other unit, the Turlock Lake Formation is mapped as an area in the middle of the property, on both sides of the northwest-trending creek. It is a late Pleistocene sedimentary unit that has the potential of yielding terrestrial fossils. There are two other patches of this unit in the vicinity of the campus, but they appear to be beyond the perimeter of proposed development.

Phase 1 – Near-Term Projects

The Cultural Resources Survey Report discusses overall potential project impacts to cultural resources, with a focus upon the near-term projects that include the proposed north parking structure, new instructional building, dormitory, modernization of Weaver Hall, and related road improvements and Phase 1 of infrastructure improvements.

4.4.3 - REGULATORY SETTING

Federal

SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT OF 1966

Archaeological resources are protected through the National Historic Preservation Act (NHPA) of 1966, as amended (16 USC 470f), and its implementing regulation, Protection of Historic Properties (36 CFR Part 800); the Archaeological and Historic Preservation Act of 1974; and the Archaeological Resources Protection Act of 1979. Prior to implementing an “undertaking” (e.g., issuing a federal permit), Section 106 of the NHPA requires federal agencies to consider the effects of the undertaking on historic properties and afford the Advisory Council on Historic Preservation and the State Historic Preservation Officer a reasonable opportunity to comment on any undertaking that would adversely affect properties eligible for listing in the National Register of Historic Places (NRHP). As indicated in Section 101 (d)(6)(A) of the NHPA, properties of traditional religious and cultural importance to a tribe are eligible for inclusion in the NRHP. Under the NHPA, a resource is considered significant if it meets the NRHP listing criteria at 36 CFR 60.4.

NATIONAL REGISTER OF HISTORIC PLACES

The NRHP was established by the NHPA of 1966 as “an authoritative guide to be used by Federal, State, and local governments; private groups; and citizens to identify the Nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment” (36 CFR 60.2). The NRHP recognizes both historical-period and prehistoric archaeological properties that are significant at the national, State, and local levels. In the context of the project, which does not involve any historical-period structures, the NRHP criteria below are given as the basis for evaluating archaeological resources.

To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must meet one or more of the following four established criteria (U.S. Department of the Interior 1995):

- The resource is associated with events that have made a significant contribution to the broad patterns of our history;
- The resource is associated with the lives of persons significant in our past;
- The resource embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master or possesses high artistic values or represents a significant and distinguishable entity whose components may lack individual distinction; and/or
- The resource has yielded, or may be likely to yield, information important to prehistory or history.

Unless the property possesses exceptional significance, it must be at least 50 years old to be eligible for NRHP listing (U.S. Department of the Interior 1995).

Cemeteries, birthplaces, or graves of historic figures; properties owned by religious institutions or used for religious purposes; structures that have been moved from their original locations; reconstructed historic building; and properties that are primarily commemorative in nature are not considered eligible for the NRHP unless they satisfy certain conditions. In general, a resource must be at least 50 years of age to be considered for the NRHP, unless it satisfies a standard of exceptional importance.

In addition to meeting the criteria of significance, a property must have integrity. Integrity is defined as “the ability of a property to convey its significance” (U.S. Department of the Interior 1995). The NRHP recognizes seven qualities that, in various combinations, define integrity. To retain historic integrity a property must possess several, and usually most, of these seven aspects. Thus, the retention of the specific aspects of integrity is paramount for a property to convey its significance. The seven factors that define integrity are location, design, setting, materials, workmanship, feeling, and association.

State

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The State Historic Preservation Office (SHPO) maintains the California Register of Historical Resources (CRHR). Properties listed, or formally designated as eligible for listing, on the National Register of Historic Places are automatically listed on the CRHR, as are State Landmarks and Points of Interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys.

The California Office of Historic Preservation's (OHP) Project Review Unit is charged with ensuring that projects and programs carried out or sponsored by federal and state agencies comply with federal and state historic preservation laws and that projects are planned in ways that avoid or minimize adverse effects to heritage resources. OHP reviews and comments on several thousand projects annually.

Federal and federally-sponsored programs and projects are reviewed pursuant to Sections 106 and 110 of the NHPA. Section 106 of the NHPA, as amended, requires federal agencies to consider the effects of proposed federal undertakings on historic properties. NHPA's implementing regulations found in 36 Code of Federal Regulations Part 800, require federal agencies (and their designees, permittees, licensees, or grantees) to initiate consultation with the SHPO as part of the Section 106 review process.

State programs and projects are reviewed pursuant to Sections 5024 and 5024.5 of the California PRC. Additionally, Section 5024 requires consultation with OHP when a project may impact historical resources located on State-owned land.

OHP also reviews and comments on a select number of projects pursuant to CEQA, which requires public agencies to consider the effects of their actions on historical resources eligible for listing in the CRHR.

Created in 1992 and implemented in 1998, the California Register of Historical Resources (CRHR) is "an authoritative guide in California to be used by State and local agencies, private groups, and citizens to identify the State's historical resources and indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change." Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks (CHLs) (Nos. 770 and higher), are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest Program, identified as significant in historic resources surveys, or designated by local landmarks programs may be nominated for inclusion in the CRHR. A resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the following criteria, which are modeled on NRHP criteria:

- **Criterion 1:** The resource is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

- **Criterion 2:** The resource is associated with the lives of persons important in our past;
- **Criterion 3:** The resource embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master or possesses high artistic values; and/or
- **Criterion 4:** The resource has yielded, or may be likely to yield, information important in history or prehistory.

Under PRC Section 4852(c), a cultural resource must retain integrity to be considered eligible for the CRHR. Specifically, it must retain sufficient character or appearance to be recognizable as a historical resource and convey reasons of significance. Integrity is evaluated with regard to retention of such factors as location, design, setting, materials, workmanship, feeling, and association. Cultural sites that have been affected by ground-disturbing activities, such as grazing and off-road vehicle use often lack integrity because they have been damaged. Typically, a prehistoric archaeological site in California is recommended eligible for listing in the CRHR according to its potential to yield information important in prehistory or history (Criterion 4). Important information includes chronological markers such as projectile point styles or obsidian artifacts that can be subjected to dating methods or undisturbed deposits that retain their stratigraphic integrity. Sites such as these have the ability to address research questions.

CALIFORNIA HEALTH AND SAFETY CODE SECTIONS 7050.5, 7051 AND 7054

These sections collectively address the illegality of interference with human burial remains, as well as the disposition of Native American burials in archaeological sites. The law protects such remains from disturbance, vandalism, or inadvertent destruction, and establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project, including the treatment of remains prior to, during, and after evaluation, and reburial procedures.

CALIFORNIA PUBLIC RESOURCES CODE SECTION 15064.5(E)

This law addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction. The section establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project and establishes the Native American Heritage Commission (NAHC) as the entity responsible to resolve disputes regarding the disposition of such remains.

CALIFORNIA PENAL CODE, SECTION 622.5

California Penal Code Section 622.5 provides misdemeanor penalties for injuring or destroying objects of historic or archaeological interest located on public or private lands but specifically excludes the landowner.

PUBLIC RESOURCES CODE, SECTION 5097.5

PRC Section 5097.5 defines the unauthorized disturbance or removal of archaeological, historic, or paleontological resources located on public lands as a misdemeanor.

SENATE BILL (SB) 18/922

Senate Bill 18 (SB 18), which went into effect January 1, 2005, requires local governments (city and county) to consult with Native American tribes before making certain planning decisions and to provide notice to tribes at certain key points in the planning process. The intent is to “provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places” (Governor’s Office of Planning and Research, 2005). The consultation requirements of SB 18 apply to city and county general plan or specific plan processes proposed on or after March 1, 2005, and therefore does not apply to this EIR.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

CEQA is the principal statute governing environmental review of projects occurring in the State (codified at PRC Section 21000 et seq.). CEQA requires lead agencies to determine if a proposed project would have a significant effect on the environment, including significant effects on historical or archaeological resources.

Under CEQA (Section 21084.1), a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment. The State CEQA Guidelines (14 CCR 15064.5) recognize that historical resources include:

- A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the CRHR;
- A resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); and
- Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California by the lead agency, provided the lead agency’s determination is supported by substantial evidence in light of the whole record.

The fact that a resource does not meet the three criteria outlined above does not preclude the lead agency from determining that the resource may be a historical resource as defined in PRC Sections 5020.1(j) or 5024.1.

If a lead agency determines that an archaeological site is an historical resource, the provisions of Section 21084.1 of CEQA and Section 15064.5 of the State CEQA Guidelines apply. If a project may cause a substantial adverse change (defined as physical demolition,

destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired) in the significance of a historical resource, the lead agency must identify potentially feasible measures to mitigate these effects (14 CCR 15064.5[b][1], 15064.5[b][4]).

If an archaeological site does not meet the historical resource criteria contained in the State CEQA Guidelines, then the site may be treated as a unique archaeological resource in accordance with the provisions of Section 21083. As defined in Section 21083.2 of CEQA a unique archaeological resource is an archaeological artifact, object, or site for which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- The resource contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information;
- The resource has a special and particular quality such as being the oldest of its type or the best available example of its type; or
- The resource is directly associated with a scientifically recognized important prehistoric or historic event or person.

If an archaeological site meets the criteria for a unique archaeological resource, then it is to be treated in accordance with the provisions of Section 21083.2, which state that if the lead agency determines that a project would have a significant effect on unique archaeological resources, the lead agency may require reasonable efforts be made to ensure that the resources are preserved in place (Section 21083.1[a]). If preservation in place is not feasible, mitigation measures shall be required.

The CEQA Guidelines note that if an archaeological resource is neither a unique archaeological nor a historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment (14 CCR 15064.4[c][4]).

CALIFORNIA ASSEMBLY BILL 52

Assembly Bill (AB 52), signed by Governor Edmund G. Brown, Jr., in September of 2014 for implementation beginning July 1, 2015, seeks to protect a new class of resources under CEQA, termed “tribal cultural resources.” It requires that lead agencies undertaking CEQA review must, upon written request of a California Native American tribe, begin consultation prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project.

CONFIDENTIALITY CONSIDERATIONS

CEQA and the California Public Records Act restrict the amount of information regarding cultural resources that can be disclosed in an EIR in order to avoid the possibility that such resources could be subject to vandalism or other damage (*Clover Valley Foundation v. City of Rocklin* (2011) 197 Cal.App.4th 200, 219). The State CEQA Guidelines prohibit an EIR from including “information about the location of archaeological sites and sacred lands, or any

other information that is subject to the disclosure restrictions of Section 6254 of the Government Code [(part of the California Public Records Act)].” (State CEQA Guidelines Section 15120(d)). In turn, Government Code Section 2654, found within the California Public Records Act, lists as exempt from public disclosure any records “of Native American graves, cemeteries, and sacred places and records of Native American places, features, and objects described in Sections 5097.9 and 5097.933 of the [California] Public Resources Code maintained by, or in the possession of, the Native American Heritage Commission, another state agency, or a local agency.” (Government Code Section 6254(r)).

PRC Sections 5097.9 and 5097.993 list the Native American places, features, and objects, the records of which are not to be publicly disclosed under the California Public Records Act: “any Native American sanctified cemetery, places of worship, religious or ceremonial site, or sacred shrine located on public property (Section 5097.9) and any “Native American historic, cultural, or sacred site, that is listed or may be eligible for listing in the California Register of Historic Resources ..., including any historic or prehistoric ruins, any burial ground, any archaeological or historic site, any inscriptions made by Native Americans at such a site, any archaeological or historic Native American rock art, or any archaeological or historic feature of a Native American historic, cultural, or sacred site ...” (Section 5097.993(a)(1)).

Local

CITY OF ROCKLIN GENERAL PLAN

The goal for the protection of historic, geologic and cultural resources is to conserve and protect unique community features such as geologic, historic and culturally significant sites. The following existing City of Rocklin General Plan (2012) policies pertain to cultural resources and are most applicable to the Project:

- OCR-62 Preserve historically significant resources in place if feasible, or provide mitigation (avoidance, excavation, documentation, curation, data recovery or other appropriate measures) prior to further disturbance.
- OCR-63 Encourage preservation and incorporation of existing rock quarries and major rock outcroppings and geologically unique areas in future development projects.
- OCR-64 Encourage reuse rather than demolition/replacement of historic structures where feasible.
- OCR-65 Preserve historically significant resources in place if feasible, or provide mitigation (avoidance, excavation, documentation, curation, data recovery or other appropriate measures) prior to further disturbance.

CITY OF ROCKLIN MUNICIPAL CODE, TITLE 15

The City of Rocklin Municipal Code, Title 15, Building and Construction (2014) contains statutes that regulate construction of new buildings within the city limits. More specifically,

Chapter 15.28.190 requires an engineered grading plan for all grading activities that will potentially impact cultural resources within the identified project area.

4.4.4 - IMPACTS AND MITIGATION MEASURES

Methodology

This analysis addresses the potential for cultural resources to be present within the Project site, including prehistoric, historic period, archaeological and paleontological resources, as well as potential effects of the Project on these resources. However, it should be noted that the survey encompassed a larger area, including a portion of land that falls outside the boundaries of the proposed Project. The analysis herein does not analyze that area outside the Project boundaries as illustrated in Figure 2-1 in Chapter 2.

CULTURAL RESOURCES RECORDS SEARCH

In January 2014, the North Central Information Center (NCIC) completed a records search encompassing the Rocklin campus and a 0.125-mile radius around the campus (NCIC File No. PLA-14-3). One archaeological resource, a historic ditch segment (P-31-1006) was identified within the records search area, although outside of the location of the proposed Child Development Center and outside of the Campus.

Eight previous studies were identified by information center staff as within the 0.125-mile radius of the Campus. However, staff indicated there were no records of any previous cultural resources inventory on the Campus.

Information center staff also checked the Office of Historic Preservation Historic (OHP) Properties Directory, Office of Historic Preservation Determinations of Eligibility, California Inventory of Historical Resources and the Caltrans Bridge Inventory. There were no listings reported by NCIC staff for the Campus. The 1856 General Land Office Plat for Township 11 North, Range 7 East of the Mt. Diablo Meridian included with the records search did not illustrate any man-made features at the location where the Campus is presently situated. The 1944 USGS 15' Auburn topographic map illustrates a road on the same route of present day Rocklin Road and an intersecting north-south road in approximately the same location as Sierra College Boulevard. Five buildings and a driveway are also illustrated where the Campus lies today. The 1954 USGS 7.5' Rocklin quadrangle illustrates the same roads, buildings and driveway, but adds a pond near Secret Ravine (see Appendix E).

Due to the passage of time, an updated records search was requested from the North Central Information Center of the Campus and 0.25-mile radius of the Project area; an area expanded in size from the original request in 2014. The NCIC responded in a letter dated December 21, 2017 indicating there are no previously recorded prehistoric nor historic period resources within the proposed Project area. Twenty-five cultural resources study reports were determined to be on file in the NCIC that cover a portion of the Project area. Because eight prehistoric-period and ten historic-period resources have been previously recorded outside the Project area but within the 0.25-mile radius, the NCIC indicated the Project area is

sensitive for cultural resources. No new information was reported by NCIC staff in the OHP Properties Directory, Determinations of Eligibility, California Inventory of Historical Resources or the Caltrans Bridge Inventory.

NATIVE AMERICAN OUTREACH

The College originally initiated an EIR in support of their FMP in 2013. The Board of Trustees put the Project on hold in the fall of 2017, in order to revise the FMP. Because the Project was halted before the Draft EIR was released for public review, the College started the EIR anew in October 2017. During the period when the original EIR was underway, the College initiated outreach efforts with Native American tribes. On April 3, 2014, the NAHC responded to a request for a search of its Sacred Lands File. The Commission's representative indicated that a search of the file failed to indicate the presence of Native American cultural resources in the immediate project area. Commission staff enclosed a list of 12 contacts and recommended that each should be contacted to provide further information that may identify places of importance to the native people (see Appendix E; Attachment B).

A letter dated April 10, 2014 was mailed to each contact describing the nature and location of the study and requesting any information on known or suspected sacred, ceremonial or other sites of Native American significance that may be impacted by the FMP. A location map was provided with each letter.

On April 17, 2014 and again on May 7, 2014, the cultural resource director, Mr. Daniel Fonseca, Shingle Springs Rancheria responded by letter to the mailing and to the Draft Master Plan EIR, respectively. In those responses, Mr. Fonseca indicated that the Shingle Springs Band of Miwok Indians was not aware of any known cultural resources on the campus. However, Mr. Fonseca expressed interest in continued consultation through updates as the Project progresses, including environmental, archaeological and cultural reports. In addition, if any new information or human remains come to light, Mr. Fonseca wanted to be contacted.

In a May 1, 2014 email, Mr. Marcos Guerrero, Cultural Resource Manager, United Auburn Indian Community of the Auburn Rancheria, requested a consultation and to set up a site tour of the Project area. Mr. Guerrero indicated that the tribe had a number of concerns in the area, especially along Secret Ravine. Mr. Guerrero asked for a contact person at the College. Consulting Archaeologist Ric Windmiller responded with the contact information for the College's representative.

On June 12, 2014, Mr. Gene Whitehouse, Chairman, United Auburn Indian Community of the Auburn Rancheria responded by letter to the April 10, 2014 mailing. Mr. Whitehouse expressed concern about development within his tribe's aboriginal territory that has the potential to impact the lifeways, cultural sites and landscapes that may be of sacred or ceremonial significance. In order to ascertain if the Project could affect such cultural resources, Mr. Whitehouse requested copies of any archaeological reports and future environmental documents. Mr. Whitehouse also requested that tribal monitors be present during the field survey for archaeological resources. He also indicated that the tribe's

preservation committee has identified cultural resources in and around the Project area and would like to request a site visit to confirm their location.

As mentioned previously, AB 52 regarding Native American consultation procedural requirements came into effect July 1, 2015. Under AB 52, tribes wishing to participate in tribal consultation must request, in writing, to be notified by the lead agency for a project. Sierra College, lead agency for the Campus Project, did not receive any request for consultation under AB 52. However, due to the sensitivity of the Project area and the passage of time since initial Native American outreach for informational purposes, Native American outreach was updated. On October 11, 2017, QK sent a request to the NAHC for a search of their sacred lands files. The NAHC indicated that a search of their files failed to indicate the presence of Native American cultural resources in the immediate Project area. Commission staff enclosed the most recent list, containing six tribal contacts, and recommended that each should be contacted to provide further information that may identify places of importance to the native people (see Appendix E).

Letters were sent to all six contacts on the list provided by the NAHC on December 5, 2017. Follow-up calls and/or emails were made to the letter recipients on January 16, 2018. Darrell Cruz of the Washoe Tribe of Nevada and California responded via email, the same day, deferring consultation efforts regarding the Project to the United Auburn Indian Rancheria. No other responses were received by the lead agency as of February 1, 2018.

PEDESTRIAN SURVEY

Pedestrian field inspections were conducted by architectural historian Dana Supernowicz, M.A. and by archaeologist Katherine Valliare, M.A. Ms. Valliare has more than eight years' experience in research, documenting historic and prehistoric archaeological sites, as well as historic buildings and structures. Mr. Supernowicz has more than 38 years' experience in history, architectural history and archaeology. Formerly historian and archaeologist with the U.S. Forest Service, Mr. Supernowicz has also served as a historian with the California Office of Historic Preservation, U.S. Department of the Interior, Bureau of Land Management, California Department of Parks and Recreation and Caltrans.

Mr. Supernowicz visited each location on the campus where future construction is anticipated and where existing buildings and/or structures would be impacted. The archaeologist, Katherine Valliare conducted a pedestrian survey of the campus to the "Limit of Work" boundary beyond which no construction related activities are anticipated. Ms. Valliare walked the area along zig-zagging transects approximately 15 meters apart and documented her findings on DPR 523 series record forms distributed by the California Office of Historic Preservation. Visibility of the ground surface was variable. The major focus of the archaeological survey was the undeveloped land between the built portion of the campus and the "Limit of Work" boundary.

As of January 2018, there have been no significant ground disturbing activities nor changes to the built environment, since the original field survey that would warrant additional pedestrian survey of the Project.

PALEONTOLOGICAL DATABASE SEARCH

The paleontological database search was conducted by Kenneth L. Finger, Ph.D. on January 11, 2014 at the University of California, Museum of Paleontology. Geologic maps identified two geologic units on the Sierra College campus. Most of the terrain has been mapped as non-fossiliferous Mesozoic dioritic rocks. However, the other geologic unit is the Turlock Lake Formation mapped on both sides of Secret Ravine on the west side of campus and along a northwest trending creek near the middle of the property. This late Pleistocene sedimentary unit has the potential to yield terrestrial fossils.

Thresholds of Significance

CEQA Guidelines section 15064.5 includes language that creates significant thresholds applicable to historical resources. Additional thresholds can be drawn from the questions in Appendix G of the CEQA Guidelines addressing cultural resources. The District concludes that the project would have a significant impact on cultural resources if it would:

- a. Cause a substantial adverse change in the significance of an historical resource as defined in Section 15064.5;
- b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5;
- c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or
- d. Disturb any human remains, including those interred outside of formal cemeteries.

Project Impacts

Impact #4.4-a: Would the Project Cause a substantial adverse change in the significance of an historical resource as defined in Section 15064.5?

The Project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.

Cultural Resource Investigation Findings

Based on Appendix E no previously recorded prehistoric or historic-era archaeological resources were identified within the Project area by the NAHC in its sacred lands file search, through contacts with Native Americans listed by the NAHC, or in the records search by the North Central Information Center, California Historical Resources Information System. However, two minor historic archaeological sites were located and documented during an archaeological field survey of the campus within the "Limit of Work" area as defined in Figure 2 of Appendix E. Both resources, ditch segments and diggings, appear to be remnants of historic placer mining.

Although the field surveys, database searches, and Native American outreach were completed for the entirety of the Project site, the primary analysis below will focus specifically on the near-term project components associated with Phase 1 which includes the following:

- Parking structure (North) with related access road improvements;
- New instructional building;
- Modernization of Weaver Hall;
- Gym modernization; and
- Infrastructure improvements on the north side of the campus.

North Parking Garage: The first of two planned parking structures to be built would be the North parking structure centrally located close to the Campus core and accessed from Sierra College Boulevard, would be a multi-story structure with a parking capacity of approximately 1,500 vehicles. No archaeological nor paleontological resources were identified during the records search, pedestrian field survey nor during Native American tribal consultation regarding the North parking garage location.

New Instructional Building: The new instructional building will be located behind Weaver Hall on the northwest edge of the campus. No archaeological nor paleontological resources were identified during the records search, pedestrian field survey nor during Native American tribal consultation regarding the new instructional building location.

Weaver Hall Modernization: The modernization of Weaver Hall will incorporate improvements to bring the building up to current standards. Weaver Hall was built in 1971 so does not meet the 50-year requirement for a historical building nor is it architecturally unique.

Phase 1 Infrastructure Upgrades/Improvements: Much of the existing campus infrastructure (electrical service, natural gas service, domestic water, irrigation (untreated) water, sanitary sewer, storm drain system) will need to be expanded to accommodate the new buildings and the anticipated increase in the student body. Additionally, older systems may need to be replaced as the more economical approach to bringing the systems into compliance with current building and health codes and standards. Phase 1 of the infrastructure project will expand or replace the systems needed to bring the new instructional building and the new science building online. No archaeological nor paleontological resources were identified during the records search, pedestrian field survey nor during Native American tribal consultation regarding the campus improvements except in the vicinity of the North parking garage as described below.

Field No. SC Ditch: This minor historic archaeological resource consists of three segments of an earthen ditch. Condition of the ditch is poor due to its fragmentary condition. The nature trail was constructed over parts of the ditch. It was deemed not eligible for the California Register of Historical Resources due to integrity issues. The ditch segments identified during the present study do not meet any of the criteria for California Register eligibility, nor do the ditch segments appear to meet any criteria as a “unique archaeological resource” under CEQA Guidelines.

Field No. SC Mining Site: This minor historic resource is an area of placer mining remnants including a trash pile, two mining activity areas and a large tailings pile of stacked rock. The site is located on the north side of a nature trail. Construction debris, a mortared rock retaining wall and dumpster indicate modern use of the site in addition to the historic features. However, the mining features identified during the present study do not meet the criteria for California Register eligibility, nor do the mine features appear to meet any criteria as a “unique archaeological resource” under CEQA Guidelines.

Built Environment Resources: The Cultural Resources Survey (Windmiller, et al. 2015) indicated that, as of the date of this document, there are currently 20 structures on campus older than 50 years and one that will be in the coming year. This includes the Logistics building (Figure 3-5, Building Y) built in 1940, Roseville Gateway built in 1959 and 18 buildings built in the 1960s. Twelve of these buildings have been expanded and/or modernized at least once since their inception, with a majority of those renovations occurring in the 1970s. None of the buildings were formally evaluated for significance as a historical resource under CEQA nor for significance as a historical property under Section 106 of the NHPA.

CEQA states that a substantial adverse change in the significance of a resource means the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resources would be materially impaired. Actions that would materially impair the significance of a historical resource are any actions that would demolish or adversely alter those physical characteristics of a historical resource that convey its significance and qualify it for inclusion in the CRHR or in a local register or survey that meet the requirements of PRC 5020.1(k) and 5024.1(g).

A historic resource may be eligible for inclusion in the CRHR if it:

1. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
2. Is associated with the lives of persons important in cultural heritage;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important to prehistory or history.

The exact type of modernization needed for individual buildings is not known at this time. It is also not known which buildings would be older than 50 years at the time of their planned modernization. Modernization of potentially historic buildings may not cause such buildings to be significantly altered in a way that would violate the requirements of PRC 5020.1(k) and 5024.1(g) In order to comply with these statutes, structures in the built environment over 50 years of age at the time projects under the FMP are instituted, should be evaluated prior to alteration or demolition. MM CUL-2, below, has been proposed to mitigate any impacts of future potentially historic buildings, at the time the specific buildings is scheduled for modernization.

CONCLUSION

Archaeological inspection of the proposed site for the north parking structure, new instructional building, Weaver Hall modernization, gym modernization and related access road improvements; and Phase 1 of infrastructure improvements, failed to identify any significant archaeological or paleontological resources on the visible ground surface. However, this does not mean that no buried archaeological or paleontological resources exist at the Project location. Grading and/or excavation could potentially disturb or destroy significant buried archaeological and paleontological resources.

MITIGATION MEASURE(S)

MM CUL-1: If any prehistoric or historic artifacts, or other indications of cultural deposits such as dark gray or black sediments with stone, bone or shell artifacts, or historic privy pits or trash deposits are found once ground-disturbing activities are underway, all ground disturbance activity within 50 feet of the find shall stop. The find(s) shall be immediately evaluated by a qualified archaeologist. If the find is determined to be a historical or unique archaeological resource, the qualified archaeologist shall formulate a proposed mitigation strategy including contingency funding and a time allotment to allow for implementation of avoidance measures or appropriate mitigation, consistent with the preferences set forth in §15064.5 of the CEQA Guidelines (favoring preservation in place where feasible). The District shall implement such recommended measures if the District determines that they are feasible in light of project design, logistics, and cost considerations. Work may continue on other parts of the Project site while mitigation of the historical or unique archaeological resource takes place.

MM CUL-2: Prior to demolition or modification of all structures in the built environment older than 50 years at the time of demolition, construction or modification, will be evaluated against the criteria for the National Register of Historic Places under Section 106 of the National Historic Preservation Act (Section 106) and the California Register of Historical Resources under CEQA. If it is determined a structure is an historic property (under Section 106) or a historic resource (under CEQA), all requirements for the evaluation, and mitigation of the structure will be complete before demolition or modification of the structure begins.

EFFECTIVENESS OF MEASURE(S)

Implementation of Mitigation Measures MM CUL-1 and MM CUL-2 would reduce impacts by allowing a professional archaeologist to determine whether an artifact or structure being considered for demolition may qualify as an historical resource. However, should the District decide to demolish or substantially alter the structure despite this finding, impacts would be *significant and unavoidable*.

Impact #4.4-b: Would the Project cause a substantial adverse change in the significance of a unique archaeological resource pursuant to CEQA Guidelines Section 15064.5?

The Project would not cause a substantial adverse change in the significance of an archaeological resource Pursuant to Section 15064.5.

As previously discussed in Impact #4.4-a, no archaeological resources were identified on or within the immediate vicinity of the Project site. More specifically, archaeological inspection of the proposed site for Phase 1 of the new instructional and science buildings; dormitory; north parking structure and related access road improvements; and Phase 1 of infrastructure improvements, failed to identify any significant archaeological resources on the visible ground surface.

CONCLUSION

Although no significant archaeological resources were identified on the ground surface, no conclusion can be made regarding subsurface archaeological resources exist at the Project location. Grading and/or excavation could potentially disturb or destroy significant buried archaeological resources. Therefore, this is a potentially significant impact to archaeological resources.

MITIGATION MEASURE(S)

Implement Mitigation Measure MM CUL-1.

EFFECTIVENESS OF MEASURE(S)

Implementation of Mitigation Measure MM CUL-1 would reduce impacts to *less than significant*.

Impact #4.4-c: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The Project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

A search of late Pleistocene finds in Placer County showed that University of California Museum of Paleontology Locality V6942 was identified in Rocklin where auriferous gravels 10 feet deep yielded a tooth fragment of an American mastodon (*Mammuth americanum*) (see Appendix E). No paleontological resources were identified on or within the immediate vicinity of the Project site. Field surveys and conducted research of the proposed site for the new child development center, north parking garage, service road, and science building, failed to identify any paleontological resources on the visible ground surface. However, this does not mean that no buried paleontological resources exist at the Project location. Grading and/or excavation could potentially disturb or destroy significant buried paleontological resources.

CONCLUSION

The Turlock Lake Formation is paleontologically sensitive for significant paleontological resources. Although no unique paleontological resources were identified on the ground surface, this does not mean that no buried paleontological resources exist at the Project location. Grading and/or excavation could potentially disturb or destroy buried paleontological resources, that could be determined to meet the standard for “unique” under CEQA. Therefore, this is a potentially significant impact to archaeological resources.

MITIGATION MEASURE(S)

MM CUL-3: In the event that any excavation or ground disturbance proceeds into the Turlock Lake Formation along the unnamed creek in the center of the campus property, a qualified paleontologist as defined by the most current Society of Vertebrate Paleontology *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources* shall be retained to monitor those excavations.

MM CUL-4: If any fossil remain such as but not limited to vertebrate bones or teeth, or preserved parts of plants are uncovered during construction:

- a. All work in that area shall cease and be diverted away until the qualified paleontologist can determine scientific importance of the find and whether it constitutes a unique paleontological resource. If the fossils are evaluated to be scientifically important, the qualified paleontologist shall remove them as soon as is practicable. If warranted, the qualified paleontologist shall make collections of exposed fossils from the lithologic units of high paleontological importance. All vertebrate and representative samples of mega-invertebrate and plant fossils shall be collected. The qualified paleontologist shall be equipped to allow for the rapid removal of fossil remains and/or matrix and thus reduce the potential for any construction delays.
- b. Depending upon the paleontologic importance of the rock unit, the rock shall be examined periodically for microfossils by wet or dry screening. If important fossil remains are found as a result of screening, samples of sufficient size to generate a representation of the organisms preserved shall be collected and processed, if warranted, onsite or at a convenient location.
- c. The reports documenting the fossil finds shall be submitted to the Sierra College Natural History Museum. or the University of California, Museum of Paleontology (UCMP), at the Berkeley Natural History Museum. Any such fossils should be offered to an appropriate repository such as the Sierra College Natural History Museum or University of California Museum of Paleontology.

EFFECTIVENESS OF MEASURE(S)

Implementation of Mitigation Measures MM CUL-3 and MM CUL-4 would reduce impacts to *less than significant*.

Impact #4.4-d: Would the Project disturb any human remains, including those interred outside of formal cemeteries?

The Project would not disturb any human remains, including those interred outside of formal cemeteries.

The records searches and Native American consultations did not indicate the presence of, and the pedestrian surveys did not discover any, human remains, burials, or cemeteries within the Project site. No human remains have been discovered at the Project site, and no burials or cemeteries are known to occur within the area of the Project site. Operation of the proposed Project is not anticipated to result in impacts related to the disturbance of human remains. However, construction would involve earth-disturbing activities, and, possibly in association with archaeological sites.

CONCLUSION

Although there was no indication of the presence of any human remains, burials, or cemeteries within the Project site, it is possible that human remains may be discovered during earth-disturbing activities associated with the construction phase of the Project. Therefore, this is a potentially significant impact.

MITIGATION MEASURE(S)

MM CUL-5: In the event that human remains are discovered, further excavation or disturbance shall be prohibited pursuant to Section 7050.5 of the California Health and Safety Code. The specific protocol, guidelines, and channels of communication outlined by the Native American Heritage Commission (NAHC), in accordance with Section 7050.5 of the Health and Safety Code, Section 5097.98 of the Public Resources Code (Chapter 1492, Statutes 1982, Senate Bill 297), and Senate Bill 447 (Chapter 44, Statutes of 1987), shall be followed. All reports, correspondence, and determinations regarding the discovery of human remains on the Project site shall be submitted to the Placer County Planning and Community Development Department.

In the event of the discovery of human remains, at the direction of the county coroner, Section 7050.5(c) shall guide potential Native American consultation.

EFFECTIVENESS OF MEASURE(S)

Implementation of Mitigation Measure MM CUL-5 would reduce impacts to *less than significant*.

4.5 - Geology and Soils

4.5.1 - INTRODUCTION

This section of the EIR describes the environmental and regulatory setting for geology and soils, and analyzes potential impacts of the FMP on possible loss, injury, or death of people or structures involved in a rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure or landslides; soil erosion or the loss of topsoil; whether or not the Campus is located on an unstable geologic unit or unstable or expansive soil and soils incapable of supporting septic tanks or alternative waste water disposal systems. The existing conditions and impact analysis in this section are based on existing literature, available information, and professional judgment.

4.5.2 - ENVIRONMENTAL SETTING

Regional

The Campus is located in the eastern portion of the Great Valley geomorphic province of California, which is an alluvial plain about 50 miles wide and 400 miles long (CGS 2002). An alluvial plain is defined as a largely flat landform created by the deposition of sediment over a long period of time by one or more rivers coming from highland regions. The Great Valley is a trough in which sediments have been deposited almost continuously since the Jurassic period (about 160 million years ago) and, in the southern portion of the province, oil fields have been found along anticlinal uplifts along its southern margins (CGS 2002).

Local

GEOLOGY

The Campus is located in the City of Rocklin, which lies within the Central Valley in Placer County. This area is located within the Loomis Basin, which is situated in the western foothills of the Sierra Nevada Range. The Sierra Nevada Range is a large fault block composed of granitic and metamorphic rocks tilted gently from the summit near Donner Lake to the west, where the block dips under sedimentary and alluvial units of the Sacramento Valley. Deepening erosion and sedimentation within the Loomis Basin within the past million years have resulted in alluvial deposits now present along former and existing stream channels. Stream erosion during the periods of uplift, combined with the effects of volcanic activity, has produced a variety of sedimentary rock units present in the Loomis Basin along with granitic rocks which make up most of the basin's surface (City of Rocklin 2012).

The topography of the Campus is relatively flat with a gradual slope generally from southeast to northwest. The elevation of the main Campus area ranges from approximately 296 feet msl in the southeastern portion of the campus to 337 feet above msl in the northwestern portion (USGS 2016). The ravine located along the eastern border of the campus varies in elevation with the two opposing sides of the ravine sloping down towards the natural creek.

The creek sits at an elevation of approximately 260 above msl and the side slopes do not exceed the elevation of the built-out Campus area.

SOILS

The Project site consists of the following five soil types: 1) Andregg coarse sandy loam, two to nine percent slopes; 2) Cometa-Ramona sandy loams, one to five percent slopes; 3) Xerorthents, Placer areas; 4) Xerorthents, cut and fill areas; and 5) Rubble land. Soils of the Andregg-Caperton-Sierra and Cometa-Ramona units are commonly found in the Rocklin area. Andregg-Caperton-Sierra soils are undulating to steep, well-drained and somewhat excessively drained soils that are deep to shallow over granitic rock. Cometa-Ramona soils are undulating, deep and very deep, well-drained soils found on terraces. These soils are of poor quality and do not support agricultural uses, with the exception of cattle grazing (City of Rocklin 2012).

The United States Department of Agriculture Natural Resources Conservation Service (USDA-NRCS) completed a soil survey of western Placer County in 1980 (USDA 1980 and USDA 2015). The five soil types found within the Campus are described in more depth below:

Andregg coarse sandy loam. This soil occurs at elevations of 200 to 1,000 feet. It is moderately deep, gently rolling, and well drained, underlain by weathered granitic bedrock. Permeability is moderately rapid and surface runoff is medium with a moderate erosion hazard.

Cometa-Ramona sandy loams. This soil occurs at 75 to 200 feet. It is approximately 50 percent Cometa soil on short side slopes and bottoms, and 30 percent Ramona soil on fingerlike ridges and younger land surfaces. The Cometa soil is deep and well drained, with very slow permeability and slow surface runoff. The Ramona soil is very deep and well drained with moderately slow permeability and medium runoff. The hazard of erosion is slight.

Xerofluevents, placer areas. This soil type consists of stony, cobbly, and gravelly material and is found adjacent to streams that have been placer mined. The erosion potential of this soil type is variable.

Xerofluevents, cut and fill areas. This soil type consists of mechanically removed and mixed soil material used primarily for highways and urban development. Cut and fill areas are typically well drained with a very rapid surface runoff. These areas have a moderate erosion hazard.

Rubble land. Rubble land consists of areas where the majority of the surface is covered by stones or boulders. Rubble land typically is made up of cobbly and stony mine debris and tailings from dredge and hydraulic mining.

Table 4.5-1 summarizes the major soil characteristics for the site and Figure 4.5-1 shows the location of the various soil types at the Campus.

**Table 4.5-1
Project Site Soil Characteristics**

Characteristic	Andregg coarse sandy loams	Cometa- Ramona sandy loams	Xerorthents, placer areas	Xerorthents, cut and fill areas	Rubble land
Soil Unit No.	106	142	197	196	180
Elevation	200 to 1,500 feet	20 to 3,500 feet	50 to 3,200 feet	400 to 3,500 feet	650 to 4,000 feet
Landform	Hills	Terraces	N/A	N/A	N/A
Parent Material	Residuum weathered from granite	Alluvium derived from granite	Mine spoil or earthy fill	Mine spoil or earthy fill	Residuum
Slope	2 to 9%	1 to 5%	2 to 5%	2 to 50%	N/A
Natural drainage class	Well drained	Well drained	Well drained	Well drained	N/A
Runoff class	Low	Very high	N/A	N/A	N/A
Depth to water table	More than 80 inches	More than 80 inches	More than 80 inches	More than 80 inches	N/A
Frequency of flooding	None	None	Frequent	None	N/A
Frequency of ponding	None	None	None	None	N/A
Erosion Potential	Moderate	Slight	Variable	Moderate	N/A
Acres in the Study Area	131.5	5.7	16.5	39.4	6.1

Source: USDA 2015.

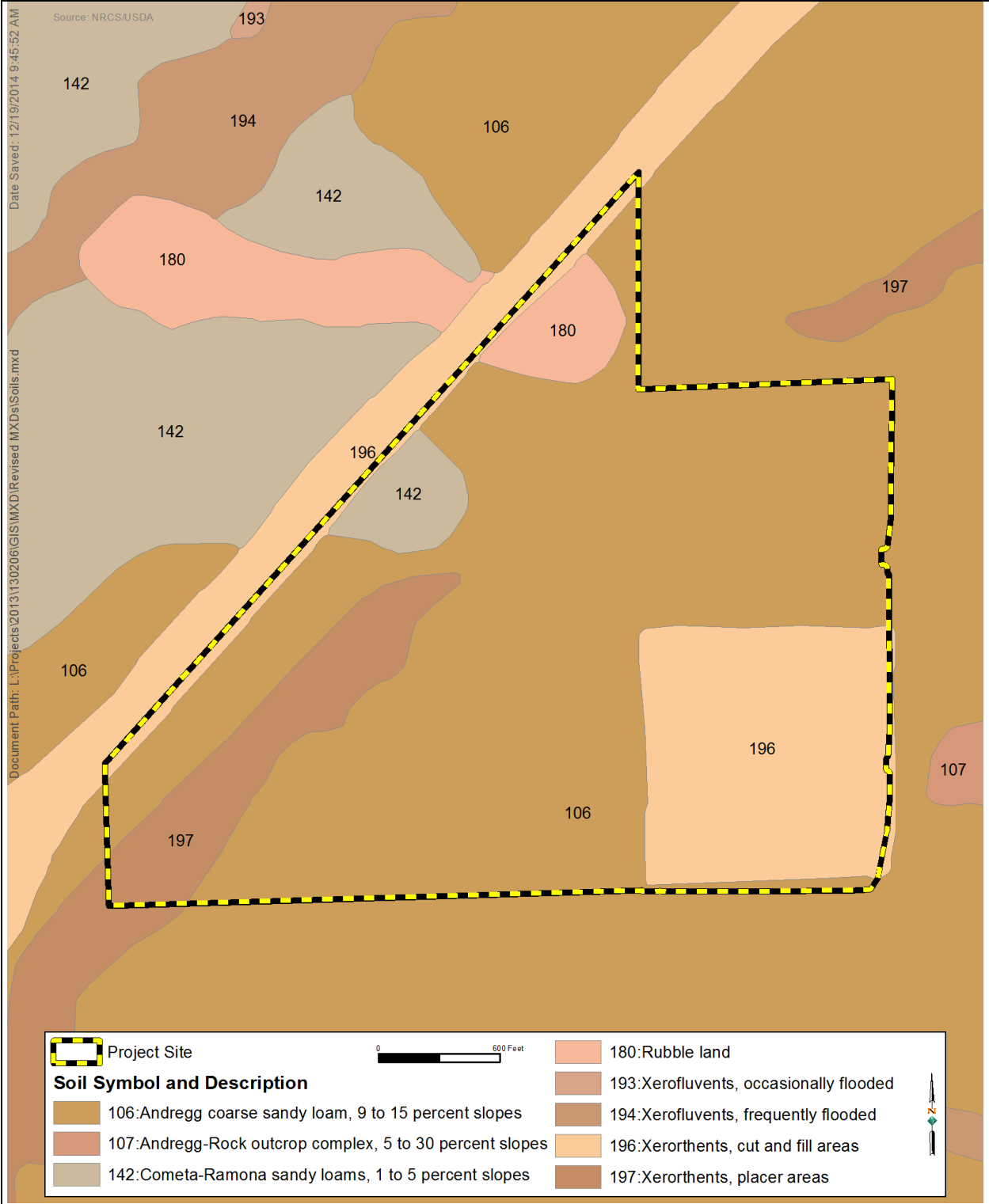


Figure 4.5-1
Soils Map

GEOLOGIC AND SOIL HAZARDS

Fault Rupture

Placer County does not have any major fault system within its boundaries. Therefore, no portion of the County, including the Rocklin Campus, is prone to fault rupture or within a designated Earthquake Fault Zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act (see 4.5.3, “Regulatory Setting” below).

Seismicity

The Campus is located in an area that has been classified as having a relatively low risk of seismic activity. The distance to major regional faults and general stability of the underlying geology of the campus area combine to minimize the potential localized impact of seismic events that may occur elsewhere (City of Rocklin 2012). There are no known active faults in the County and, as stated above, no Alquist-Priolo zones have been established.

Strong Seismic Ground Shaking

Strong seismic ground shaking (or earthquakes) can cause structural damage, injury, and loss of life, as well as damage to infrastructure networks such as water, power, gas communication, and transportation lines. Other damage-causing effects of earthquakes include surface rupture, fissuring settlements, as well as permanent horizontal and vertical shifting of the ground. Secondary impacts can include landslides, seiches, liquefaction, and dam failure. The degree of earthquake damage depends on many interrelated factors. Among these are the Richter magnitude, focal depth, distance from the causative fault, duration of shaking, type of surface deposits or bedrock, presence of high groundwater, topography, and the design, type, and quality of building construction.

Older versions of the Uniform Building Code (UBC) provide a map of the four seismic zones in the United States ranging from 0 to IV; the higher the number, the higher the earthquake danger. All of California lies within Seismic Zone III or IV. The County is located in Zone III, which equates to the potential to experience 0.3 g-force (or meters/second²) (UBC 1997) ground acceleration, which would result in very strong to severe perceived shaking and moderate to heavy potential damage.

As discussed, there are no known active faults in Placer County; however, there are several active and potentially active faults located in adjacent counties. The County itself is traversed by a series of northwest trending-faults that are related to the Sierra Nevada uplift (County of Placer 2005). The Rocklin area could be subject to moderate to strong ground shaking from earthquake or fault zones located in the area near the boundary of the Sierra Nevada and the Sacramento Valley, near the Coast Ranges and the San Francisco Bay Area, and in the Sierra Nevada foothills. The nearest well-defined fault zone is a portion of the West Branch of the Bear Mountains Fault Zone, a portion of the Foothills Fault System, which follows the eastern side of the Sacramento Valley through El Dorado, Placer, and Amador Counties. The closest recently active fault in the western Sierra Nevada foothills is the Cleveland Hills fault,

which is situated approximately 40 miles north of Rocklin. This fault was the source of the 1975 Oroville earthquake, which was felt strongly in Placer County and neighboring areas. Within the Sierra Nevada foothills, the maximum credible earthquake has been estimated at a magnitude of 6.5 and the maximum probability earthquake has been estimated at a magnitude of 5.0 to 5.5 (City of Rocklin 2012).

Liquefaction

Liquefaction occurs when saturated, loose materials (e.g., sand or silty sand) are weakened and transformed from a solid to a near-liquid state as a result of increased pore water pressure. The increase in pressure is caused by strong ground motion from an earthquake. A site's susceptibility to liquefaction is a function of depth, density, groundwater level, and magnitude of an earthquake. Liquefaction-related phenomena can include lateral spreading, ground oscillation, flow failure, loss of bearing strength, subsidence, and buoyancy effects (Castro and Poulos 1977).

For liquefaction to occur, surface and near-surface soil must be saturated (i.e., shallow groundwater) and be relatively loose. Liquefaction more often occurs in areas underlain by young alluvium where the groundwater table is higher than 50 feet below ground surface (bgs). As discussed in Section 4.8, "Hydrology and Water Quality," it is assumed that depth to groundwater is an average of 161 and 13 feet below ground surface (bgs), or approximately 87 feet bgs.

Landslides

Landslides include a wide range of ground movement, including shallow debris flows, rock falls, and deep failure of slopes, and gravity acting over an over-steepened slope is the primary reason for a landslide (USGS n.d.). Contributing factors to landslides include erosion by rivers, glaciers, and ocean waves; slopes weakened through saturation by snowmelt or heavy rains; and stresses created by earthquakes that make weak slopes fail (USGS n.d.). According to the United State Geological Survey (USGS) "Landslide Overview Map of the Conterminous United States" (Radbruch-Hall et al. 1982), the entire Campus is located within an area of "Low" landslide incidence (less than 1.5 percent of area involved).

Soil Erosion

Soil erosion, which can be caused by wind and water runoff, is a type of soil degradation. The potential for erosion to occur is affected by the soil's properties, including texture, the size of aggregates, the presence of carbonates, and, in organic soils, the degree of decomposition. The soil texture in the Campus area is generally sandy loam (see Table 4.5-1). The erodibility factor (K) ranges depending amount of organic material in the soil. For sandy loam, the erodibility factor ranges from 0.19 to 0.27 (Stewart et al. 1975). The higher the values, the more susceptible the soil is to sheet and rill erosion by rainfall. Based on this range, the soils in the area have, in general, medium susceptibility to erosion.

Lateral Spreading

Lateral spreading is large horizontal ground displacements due to earthquake-induced liquefaction. It also refers to landslides that commonly form on gentle slopes that have rapid fluid-like movement. The rapid fluid-like movements are the result of lateral displacement of large, surficial blocks of soil as a result of liquefaction in a subsurface layer. Unlike classic liquefaction, which can occur beneath moderate to steep slopes resulting in extensive flow slides involving significant down-slope movements over long distances, lateral spreading refers to more moderate movements of gently sloping ground due to soil liquefaction. Lateral spreading generally occurs on 0.3 to five percent slopes underlain by loose sand and shallow groundwater (Bartlett and Youd 1992).

Subsidence

Land subsidence is the gradual settling or sudden sinking of the ground surface due to movement of the ground materials. It is generally caused by three distinct water-related causes: 1) compression of layers of clay and silt within an aquifer, 2) oxidation and drainage of organic soils, and 3) dissolution and collapse of susceptible rocks (Fulton n.d.). Subsidence does occur in the Central Valley; however, is more common in the south within the San Joaquin Valley. The primary causes for subsidence in the San Joaquin Valley are groundwater-level decline (due to overdraft) and subsequent aquifer compaction and hydrocompaction of moisture-deficient deposits above the water table (Poland et al. 1975). Land subsidence is uncommon in the northern portion of the Central Valley and the potential for it at the site is minimal.

Collapsible Soil

Collapsible soils consist of loose, dry, low-density materials that collapse and compact under the addition of water or excessive loading. These soils are found in areas of young alluvial fans, debris flow sediments, and loess (wind-blown sediment) deposits. Soil collapse occurs when the land surface is saturated at depths greater than those reached by typical rain events. This saturation eliminates the clay bonds holding the soil grains together. Human activities that facilitate collapsible soils include: 1) irrigation, 2) water impoundment, 3) changing the natural drainage, and 4) disposal of wastewater (AEG 2015). The majority of the Campus soils derive from residuum weathered from granite and therefore, the potential for collapsible soils at the Project site is minimal.

Expansive Soil

Expansive soils are fine-grained soils (generally high-plasticity clays) that can undergo a significant increase in volume with an increase in water content as well as a significant decrease in volume with a decrease in water content. Changes in the water content of highly expansive soils can result in severe distress for structures constructed on or against the soils (AEG 2015). The Campus soils contain percentages of clay that generally range between 7 to 20 percent (Pedosphere.com n.d.). When a soil has 35 percent or more clay content it is

considered a clayey soil. Since the soil types in the Campus generally do not contain 35 percent clay content, the potential for expansive soils within the Campus is low.

Septic Systems

The proposed FMP does not include the construction of septic systems nor are there existing septic systems on Campus grounds.

4.5.3 - REGULATORY SETTING

Federal

INTERNATIONAL BUILDING CODE

The International Building Code is published by the International Code Council as a model code to promote public safety and welfare by adoption of minimum development standards. These development standards, as implemented in state building codes and local ordinances, require projects to comply with appropriate seismic design criteria, adequate drainage facility design, and completion of preconstruction soils and grading studies.

UNIFORM BUILDING CODE

The UBC is published by the International Conference of Building Officials (ICBO) and forms the basis for California's building code, as well as approximately half of the state building codes in the United States. The UBC has been adopted by the California Legislature to address the specific building conditions and structural requirements for California, as well as provide guidance on foundation and structural engineering for different soil types.

CLEAN WATER ACT

The Clean Water Act (CWA) (33 U.S. Code [USC] 1251 et seq.), formerly the Federal Water Pollution Control Act of 1972, was enacted with the intent of restoring and maintaining the chemical, physical, and biological integrity of the waters of the United States. The CWA requires states to set standards to protect, maintain, and restore water quality through the regulation of point source and certain nonpoint source discharges to surface water. Those discharges are regulated by the National Pollutant Discharge Elimination System (NPDES) permit process (CWA Section 402). Projects that disturb one or more acres of land are required to obtain NPDES coverage under the NPDES General Permit for Storm Water Discharges Associated with Construction Activity (General Permit), Order No. 99-08-DWQ. The General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP), which includes Best Management Practices (BMPs) to protect storm-water runoff, including measures to prevent soil erosion.

State

CALIFORNIA BUILDING CODE

The California Building Code (CBC), as contained in Title 24 California Code of Regulations Part 2, has been adopted by the California Building Standards Commission and other agencies within the State of California. This Code implements the requirements contained in the 2009 International Building Code and consists of 12 parts that contain administrative regulations of the California Building Standards Commission. Local agencies must ensure that development in their jurisdictions complies with guidelines contained in the CBC. Cities and counties can, however, amend the CBC to adopt more stringent building standards beyond those provided because of unique climatic, geological, or topographical conditions.

ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING ACT

The Alquist-Priolo Earthquake Fault Zoning Act (CPRC Division 2, Chapter 7.5) was passed in 1972 in an effort to reduce the potential human safety risks associated with surface faults by preventing the construction of buildings used for human occupancy on the surface trace of active faults. The law only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. The act requires the State Geologist to establish regulatory zones (known as Earthquake Fault Zones) around the surface traces of active faults and to issue appropriate maps. The maps are distributed to all affected cities, counties, and state agencies for their use in planning and controlling new or renewed construction. Local agencies must regulate most development projects within the zones.

Local

CITY OF ROCKLIN GENERAL PLAN

The following goal and policies from the Rocklin General Plan Community Safety Element pertain to geological and soil resources:

Community Safety Element

GOAL FOR COMMUNITY SAFETY

To minimize danger from hazards and to protect residents and visitors from earthquake, fire, flood, other natural disasters, and human-created hazards such as train derailment, industrial accidents, acts of war or terrorism, and accidental release of harmful materials.

GENERAL POLICIES

- S-1 Require engineering analysis of new development proposals in areas with possible soil instability, flooding, earthquake faults, or other hazards, and to prohibit development that cannot mitigate the applicable hazard.

SEISMIC AND GEOLOGIC HAZARDS POLICIES

- S-20 Provide for seismic safety and structural integrity in residential, commercial, industrial and public facilities through Building Code enforcement.
- S-21 Require site-specific geotechnical studies of development proposals in areas subject to landslide potential, erosion, and/or slope instability.

CITY OF ROCKLIN MUNICIPAL CODE

City of Rocklin Municipal Code Chapter 15.28, "Grading and Erosion and Sedimentation Control," sets forth rules and regulations to control grading and erosion control activities, including fills and embankments; establishes the administrative procedure for issuance of permits; and provides for approval of plans and inspection of grading construction and erosion control plans for all graded sites (City of Rocklin 2014).

4.5.4 - IMPACTS AND MITIGATION MEASURES**Methodology**

Potential significant impacts associated with the FMP were identified following a review of existing literature and available information, and by using professional judgment. Since the FMP involves phased development, the Campus was analyzed as a whole, with a focus on the main developed area where most of the construction would occur. The FMP objectives include minimizing development within the oak woodlands and the Secret Ravine corridor on the eastern edge of the main Campus and this was considered in the analysis.

Thresholds of Significance

Appendix G of the CEQA Guidelines includes questions from which significance threshold can be derived. Here, the District has done so, and concludes the project would have a significant impact on geology and soils if it would:

- a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42;
 - ii. Strong seismic ground shaking;
 - iii. Seismic-related ground failure, including liquefaction;
 - iv. Landslides;
- b. Result in substantial soil erosion or the loss of topsoil;
- c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;

- d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property; or
- e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

Significance threshold a. should be understood against the backdrop of the California Supreme Court's decision in *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369, 377 ("CBIA I"). In that case, the court held that "agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project's future users or residents." But the court did not hold that CEQA never requires consideration of the effects of existing environmental conditions on the future occupants or users of a proposed project: "when a proposed project risks exacerbating those environmental hazards or conditions that already exist, an agency must analyze the potential impact of such hazards on future residents or users. In those specific instances, it is the project's impact on the environment—and not the environment's impact on the project—that compels an evaluation of how future residents or users could be affected by exacerbated conditions." (Id. at pp. 377-378, italics added.) When the case was remanded from the Supreme Court down to the Court of Appeal, the latter body noted that, for a public project, a lead agency could choose to disregard these limitations on the scope of CEQA analysis and could voluntarily address the effects of preexisting environmental hazards of project users. (*California Building Industry Association v. Bay Area Air Quality Management District* (2016) 2 Cal.App.5th 1067, 1082-1083 (CBIA II).)

In light of the CBIA I decision, the District is not required by CEQA to address the extent to which existing geological conditions could affect future campus users. Even so, the District believes that such issues are important from a public policy standpoint and has addressed them for that reason. Thus, readers should treat the discussions below of impacts on future campus users from existing geological conditions or hazards as being beyond the scope of CEQA and provided to the public on a voluntary basis in the interests of full disclosure.

Project Impacts

Impact #4.5-a(i), (ii), (iii), (iv): Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or Landslides?

Fault Rupture

No portion of the campus is located within an Earthquake Fault Zone as defined by the Alquist-Priolo Earthquake Zoning Act and therefore, phase development as a result of the FMP would not expose people or structures to potential substantial adverse effects,

including risk of loss, injury, or death involving rupture of a known earthquake fault. There would be no impact.

Strong Seismic Ground Shaking

Although the Rocklin Campus is located in an area of low seismic activity, the faults and fault systems that lie along the eastern boundaries of Placer County have the potential to produce high-magnitude earthquakes. The County has not experienced any damaging earthquake equal or greater than Richter Magnitude 6.5 over the last 40 years. The closest recently active fault in the western Sierra Nevada foothills is the Cleveland Hills fault, which is situated approximately 40 miles north of Rocklin. The County is located in Seismic Zone III, which means that the campus has the potential to experience 0.30 g (ground acceleration) levels. Ground acceleration levels of this magnitude would result in very strong to severe perceived shaking and moderate to heavy potential damage. As discussed, the FMP includes phased development that would result in the construction of new facilities and structures, as well as gradually increase the student and staff population. Therefore, the FMP has the potential to expose people and structures to potential substantial adverse effects, including risk of loss, injury, or death involving strong seismic ground shaking. This is a potentially significant impact.

The City of Rocklin General Plan (2012) includes goals and policies to maintain and enforce current building codes and standards to reduce the potential for structural failure caused by seismic and geologic hazards (Policy S-20). Like the current building codes and standards implemented by the City (see “City of Rocklin Municipal Code” above), future development would be subject to the most current CBC codes and regulations during the plan check and development review process. Development would be preceded by geotechnical studies to identify potential hazards, including seismic hazards, as part of the approval process for all new development prior to grading activities where questionable conditions exist (Policy S-21). Such studies would provide structural design recommendations pursuant to CBC requirements to reduce seismic hazards to people and structures as a result of strong seismic ground shaking. Mitigation Measure MM GEO-1 requires the preparation of design-level geotechnical studies for Phase 1 and as development progress through the additional phases that complies with all applicable seismic design standards. Compliance with Mitigation Measure MM GEO-1, applicable City General Plan policies, as well as the CBC would reduce the potential to expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving strong seismic ground shaking to a less-than-significant level.

Liquefaction

Liquefaction more often occurs in areas underlain by young alluvium where the groundwater table is higher than 50 feet bgs. It is assumed that depth to groundwater that underlie the campus an average of 161 and 13 feet bgs, or approximately 87 feet bgs, and therefore, the potential for liquefaction to occur on the Campus is low. However, it is currently unknown what the actual depth to groundwater is. There is a minute possibility that a rain event coupled with a concurrent seismic event may create a condition where

liquefaction could occur on the Campus. As discussed, the proposed FMP includes phased development that would result in the construction of new facilities and structures as well as gradually increase the student and staff population. Therefore, the FMP has the potential to expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving liquefaction. This is a potentially significant impact.

If a seismic event was to occur, the intensity of ground shaking from a large, distant earthquake is expected to be relatively low on the campus and, therefore, would likely not be severe enough to induce liquefaction or a liquefaction-related phenomenon onsite. Regardless, Mitigation Measure MM GEO-1 requires the preparation of a design-level geotechnical study that complies with all applicable seismic design standards. This measure provides certainty that any future phased development would not be at risk of ground failure hazard, including liquefaction. Such studies would provide structural design recommendations pursuant to CBC requirements to reduce hazards to people and structures as a result of liquefaction. Compliance with Mitigation Measure MM GEO-1, applicable City General Plan policies, as well as the CBC would reduce the potential to expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving liquefaction to a less-than-significant level.

Landslides

The entire Campus is located within an area of low landslide incidence (less than 1.5 percent of area involved) according to the USGS. However, there is a possibility that landslides could occur within the Campus as a result erosion, slope weakening through saturation, or stresses by earthquakes that make slopes fail. As discussed, the proposed FMP includes phased development that would result in the construction of new facilities and structures as well as gradually increase the student and staff population. Therefore, the FMP has the potential to expose people and structures to potential substantial adverse effects, including risk of loss, injury, or death involving landslides. This is a potentially significant impact.

Mitigation Measure MM GEO-1 requires the preparation of a design-level geotechnical studies for future development that complies with all applicable seismic design standards. This technical study would provide structural design recommendations pursuant to CBC requirements to reduce hazards to people and structures as a result of landslides. Compliance with Mitigation Measure MM GEO-1, applicable City General Plan policies, as well as the CBC would reduce the potential to expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving landslides to a less-than-significant level.

CONCLUSION

Although the area is not considered one with seismic activity, development would be preceded by geotechnical studies to identify potential hazards, including seismic hazards, as part of the approval process, as required by the General Plan. This study would identify potential geologic risks and would include recommendations to avoid or reduce those risks. In addition to ground movement, measures to reduce the risk of liquefaction, and landslides,

which are considered potentially significant to human life. This is a potentially significant impact.

MITIGATION MEASURE(S)

MM GEO-1 - Prepare Geotechnical Study: Prior to final design of the near-term projects and prior to future development of the additional long-term projects, a design-level geotechnical study shall be prepared and recommendations of the study, pursuant to California Building Code requirements, shall be incorporated into the final design of proposed development. The District shall submit future studies for review and approval by the Department of the State Architect. The studies shall also include an analysis of the potential for collapsible and expansive soils at a site as well as design remedies in the event that such soils are present and could pose a geotechnical hazard to proposed facilities. All on-site soil engineering activities shall be conducted under the supervision of a licensed Geotechnical Engineer or Certified Engineering Geologist.

EFFECTIVENESS OF MEASURE(S)

Implementation of Mitigation Measure MM GEO-1 would reduce impacts to *less than significant*.

Impact #4.5-b: Would the Project result in substantial soil erosion or the loss of topsoil?

The Project would not result in substantial soil erosion or the loss of topsoil.

Construction

Future construction activities associated with the FMP would result in ground disturbance as a result of grading and excavation where topsoil is exposed, moved, and/or stockpiled. Such construction-related ground disturbance could loosen soil and remove vegetation, which could lead to exposed or stockpiled soil made susceptible to peak storm-water runoff flows and wind forces. According to information provided by the College architect, more than 7.8 acres of ground surface area would be disturbed in order to construct the various components of the proposed FMP. The majority of soils found on the Campus are categorized as sandy loam, which has a medium susceptibility to erosion. The volume of earth that would be moved has not been calculated; however, it is assumed that all cut and fill would be balanced onsite. Such disturbance could result in substantial soil erosion or topsoil, which is a potentially significant impact.

The City of Rocklin Municipal Code, the CBC, and other related construction standards address seismic and grading requirements. The CBC includes common engineering practices requiring special design and construction methods that reduce or eliminate potential erosion-related impacts. More specifically, the City of Rocklin Municipal Code Chapter 15.28, Grading Standards and Erosion and Sediment Control,” stipulates development projects shall be in conformance with the requirements of grading and erosion control, including the prevention of sedimentation or damage to offsite property.

As discussed in Section 4.5.3, “Regulatory Setting,” the NPDES General Permit regulates storm-water quality from construction sites, which includes erosion and sedimentation. Construction activities as a result of future development on sites greater than one acre would be subject to NPDES requirements for construction activities (see also Section 4.8, “Hydrology and Water Quality” for more information). To conform to NPDES requirements, future development that disturbed more than one acre would be required to prepare a SWPPP that specifies BMPs to prevent construction pollutants, including eroded soils (such as topsoil), from moving offsite (see Mitigation Measure MM HYD-1). In addition, adherence to the Rocklin Municipal Code and the CBC, along with the plan check and development review process would assist in the development of proper erosion control during construction. Compliance with NPDES requirements, applicable City General Plan policies, Rocklin Municipal Code, and CBC would ensure that the FMP would not result in substantial erosion or loss of topsoil during construction, and impacts would be less than significant.

Operation

Adherence to Rocklin Municipal Code Chapter 15.28, and the CBC, along with the plan check and development review process would assist in the development of proper erosion controls during operation of future development. Required erosion controls may include desilting basins, check dams, riprap, or other devices or methods, as approved by the City Building Division. Compliance with applicable City General Plan policies, as well as the Rocklin Municipal Code and CBC would ensure that future development, as a result of the FMP, would not result in substantial erosion or loss of topsoil during operation, and impacts would be less than significant.

CONCLUSION

With implementation of BMPs, the Rocklin Municipal Code and CBC and other local requirements, substantial erosion or loss of topsoil would not be significant during the construction or operations phases. To ensure compliance with these requirements and others regarding SWPPPs, Mitigation Measure MM HYD-1 is included under the hydrology section and shall also be implemented here.

MITIGATION MEASURE(S)

Implement Mitigation Measure MM HYD-1.

EFFECTIVENESS OF MEASURE(S)

Implementation of Mitigation Measure MM HYD-1 would reduce impacts to *less than significant*.

Impact #4.5-c: Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Liquefaction and Landslides

Please refer to Impact #4.5-a. Based on the previous analysis, it was determined that the future development, as a result of the FMP, would not cause significant impacts as a result of liquefaction and landslides, and impacts would be less than significant.

Lateral Spreading

Lateral spreading generally occurs on 0.3 to five percent slopes underlain by loose sand and shallow groundwater. The soil types within the campus have slopes that range between 1 to 9 percent and some of the soil types contain soils with high concentrations of coarse sandy loam and the groundwater that underlies the campus has been assumed to be an average of 87 feet bgs. Therefore, the potential for future development as a result of the FMP to be affected by lateral spreading is considered low.

However, the actual depth to groundwater that underlies the Project site is unknown. Future development would be required to conduct project-specific geotechnical and soil studies that identify potential hazards (see Mitigation Measure MM GEO-1), including lateral spreading prior to grading activities, as part of the plan check and development review process for all new development where questionable conditions exist (Policy S-21). Such technical studies would provide structural design recommendations pursuant to CBC requirements to reduce hazards to people and structures as a result of lateral spreading. Compliance with Mitigation Measure MM GEO-1, applicable City General Plan policies, and CBC would result in a less-than-significant impact as a result of future development being located on a geologic unit susceptible to lateral spreading and impacts are less than significant.

Subsidence

The Campus has not had past occurrences of land subsidence nor has the County experienced effects of subsidence. Land subsidence more commonly occurs in the San Joaquin Valley, which is on the southern end of the Central Valley. The potential for the Campus to undergo the effects of subsidence is extremely low and the future FMP development would not result in subsidence. Therefore, there would be no impact.

Collapsible Soil

Collapsible soils consist of loose, dry, low-density materials that collapse and compact under the addition of water or excessive loading. These soils are found in area of young alluvial fans, debris flow sediments, and loess deposits. Soil collapse occurs when the land surface is saturated at depths greater than those reached by typical rain events. The majority of campus soil derives from residuum weathered from granite and is considered well-draining. The potential for the proposed FMP development to experience effects of collapsible soils is minimal. Each phased development would be designed to comply with applicable building codes and structural improvement requirements to withstand the effects of collapsible soil. Additionally, the implementation of Mitigation Measure MM GEO-1 requires that a

geotechnical study of each phase, and that final design would be based on the results of that study to reduce the effects of collapsible soils that may be present on the site. Therefore, there would be a less-than-significant impact.

CONCLUSION

The Project is not known to be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in, on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. As noted earlier, future development would be required to conduct project-specific geotechnical and soil studies that identify potential hazards as part of the plan check and development review process for all new development where questionable conditions exist. Soils are considered well drained, so that collapsible soil is not a concern.

MITIGATION MEASURE(S)

Implement Mitigation Measure MM GEO-1.

EFFECTIVENESS OF MEASURE(S)

Implementation of Mitigation Measure MM GEO-1 would reduce impacts to *less than significant*.

Impact #4.5-d: Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

The Project would not be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.

When a soil has 35 percent or more clay content it is considered a clayey soil. The soil types within the Campus contain only a maximum 20 percent clay content, which is considered there is low potential for expansive soils at the site. In accordance with Mitigation Measure MM GEO-1, geotechnical studies identifying the future development's potential to result in impacts as a result of geotechnical hazards, such as expansive soils, would be prepared. Additionally, the Project would be designed to comply with applicable building codes and structural improvement requirements to withstand the effects of expansive soils. The implementation of Mitigation Measure MM GEO-1 would require a geotechnical study of the site, and final structural design would be based on the results of that study. Thus, impacts would be considered less than significant.

CONCLUSION

Soils on the site are not considered clayey nor are they subject to extreme expansion during periods of high rainfall. Compliance with MM GEO-1 prior to construction would provide additional evidence that soils are not expansive, and the risk to life or property would be less than significant.

MITIGATION MEASURE(S)

Implement Mitigation Measure MM GEO-1.

EFFECTIVENESS OF MEASURE(S)

Implementation of Mitigation Measure MM GEO-1 would reduce impacts to *less than significant*.

Impact #4.5-e: Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

The Project would [not] have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

The Campus is currently served by the Dry Creek wastewater treatment plant (see Section 4.15, "Utilities and Service Systems"). The new development proposed under the FMP would continue to pump wastewater flows through the 8-inch sanitary sewer line connection on Rocklin Road. Therefore, no septic tanks or alternative waste water systems would be constructed as part of the FMP phasing. There would be no impact.

CONCLUSION

This project does not require the use of septic tanks or alternative waste disposal systems.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

There would be *no impact*.

4.6 - Greenhouse Gas Emissions

4.6.1 - INTRODUCTION

This section provides an evaluation of the potential greenhouse gas impacts related to the proposed Project. The discussion starts with an overview of the environmental setting of the Project site and a listing of regulations normally applicable to the air quality environmental factor. An analysis is then provided to determine whether the impact(s) would be less than significant, significant without mitigation, or significant and unavoidable. If an impact is significant and can be reduced with mitigation, then a description of the mitigation measure(s) is provided.

4.6.2 - ENVIRONMENTAL SETTING

Within the Earth's atmosphere are chemical compounds that allow sunlight to travel to its surface and reflect back into space as infrared radiation. These chemical compounds act as greenhouse gases (GHGs) and absorb the infrared radiation, which in turn gets trapped in the atmosphere. This natural process would ideally, over time, send the same amount of energy that is generated from the sun to the Earth's surface back into space as radiated energy. This process is what keeps temperatures on the Earth's surface constant. Since large-scale industrial activities began around 150 years ago, GHGs have increased by approximately 25percent (U.S. Energy Information Administration 2004).

Greenhouse gases include: water vapor, carbon dioxide (CO₂), methane (CH₄), nitrous oxide (NO₂), chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF₆), ozone (O₃), and aerosols. Natural processes and human activities emit greenhouse gases (U.S. Environmental Protection Agency 2012a). Table 4.6-1 lists GHG emissions and provides information on how long each pollutant stays in the atmosphere, its global warming potential (GWP) (see discussion below the table), and its percentage of contribution by sources.

According to the Environmental Protection Agency (EPA), any major change in the weather, temperature, precipitation, or wind patterns over an extended amount of time is referred to as climate change. Among these changes, the rising temperature near the Earth's surface is contributing to the increasing concentrations of GHGs in the atmosphere.

The impacts from climate change can be unique to an area of the United States, depending on its location. In California, there is a wide range of elevations and climate types created from the varied topography, which includes mountain ranges to the north, deserts to the south and east, and coastal ranges to the west. The natural features and resources, combined with changing climate, contribute to broad-reaching impacts that include:

**Table 4.6-1
Description of Greenhouse Gas Emissions**

GHG	Lifetime in the Atmosphere (years)	GWP (100-year)	Sources
N ₂ O	114	310	Agricultural soil management 68%, industry or chemical production 8%, stationary combustion 7%, transportation 7%, manure management 6%, and other 4%.
CH ₄	12	21	Natural gas and petroleum system 37%, enteric fermentation 21%, landfills 16%, coal mining 11%, manure management 8%, wastewater treatment 2%, and other 5%
CO ₂	50 to 200	1	Electricity 40%, transportation 31%, industry 14%, residential and commercial 10%, and other 5%
HFCs	140 to 11,700	1-270	Substitution of ozone depleting substances 80%, electrical transmission and distribution 8%, HCFC-22 production 6%, semiconductor manufacture 4%, and production and processing of aluminum and magnesium 2%
PFCs	6,500 to 9,200	800-50,000	Same as HFCs
SF ₆	23,900	3,200	Same as HFCs
CFCs	3,800 to 8,100	*	Chlorofluorocarbons are being phased out under an international agreement, called the Montreal Protocol. Total worldwide chlorofluorocarbon production in 1977 was about 1, 927 million pounds
hydrochlorofluorocarbons (HCFCs)	*	*	Same as CFCs

Source: U. S. Environmental Protection Agency, 2012a.

Note: * No data found.

- Water Resources:** A reliable water supply is crucial for the people, agriculture, energy, and ecosystems of the Southwest. The region's water supplies are already constrained under current climate conditions. Water allocations in the region, some of which were agreed upon almost a century ago, have become difficult to meet. Meanwhile, groundwater pumping is already lowering water tables. Future climate change is projected to worsen these conditions.

- **Recreation:** Increasing temperatures and decreasing snow cover will affect economically important winter activities in such as skiing, snowshoeing, and snowmobiling. Climate change is projected to result in later seasonal snow, less snow coverage, earlier wet snow avalanches, and generally shorter snow seasons. Ski seasons are projected to be 3-6 weeks shorter by the 2050s and 7-15 weeks shorter by the 2080s in the Sierra Nevada.
- **Forests and Other Ecosystems:** Over 3,000 native plant species are expected to face reductions in the geographic range within which they can survive. Other stressors which, when compounded by climate change, will hinder species' ability to migrate or adapt to new conditions include: the expansion of human development, air and water pollution, invasive species, streamflow reductions, and the region's mountainous terrain.
- **Human Health:** Warming temperatures will likely make it more difficult for the rapidly growing cities to meet air quality standards. For example, more than 90percent of California's population lives in areas that violate state air quality standards for ground-level ozone or small particles, with air pollutants causing an estimated 8,800 deaths and over \$1 billion in health care costs every year.
- **Native Americans:** With changing climate conditions, including increased temperatures and severe droughts, Native Americans living on reservations could suffer from limited access to water resources. Since reservation lands were established and set aside in historic agreements, Native Americans living on reservations may have limited opportunities to relocate. They may have little recourse if reservation water supplies become scarce or contaminated.
- **Energy:** Increasing temperatures are expected to threaten the reliability of electricity and water supplies in California's cities. Increased air conditioning demand during more intense and longer-lasting heat waves, limitations in the capacity of hydroelectric power systems, and the increasing severity of droughts would impact the supply and distribution of electricity. These impacts are expected to be compounded by the region's rapid population growth.
- **Agriculture:** Though climate change can benefit some crops that may be less likely to freeze, resulting in increased productivity, warming beyond modest increases will likely harm the region's agriculture. California grows several temperature-sensitive specialty crops, such as apricots, almonds, artichokes, figs, kiwis, olives, walnuts, and wine grapes. Increased temperatures may make the regions that currently grow these crops unviable. The Central Valley in California produces a significant portion of the nation's food. Crop failure in this region could impact the food supply and the price of food (United States Environmental Protection Agency 2012b).

4.6.3 - REGULATORY SETTING

Federal

The EPA oversees international, national and interstate air pollution issues and policies. Other responsibilities include: setting national vehicle and stationary source emission standards, overseeing approval of all State Implementation Plans, providing research and guidance for air pollution programs, and setting National Ambient Air Quality Standards

(also known as federal standards). There are national standards for six common air pollutants (referred to as criteria air pollutants) which are identified in the Clean Air Act (CAA) of 1970 as:

- Ozone;
- Particulate matter;
- Nitrogen dioxide;
- Carbon monoxide;
- Lead; and
- Sulfur dioxide.

The national standards are set to protect public health including that of sensitive individuals. Thus, the standards continue to change as additional medical research is available regarding the health effects of the criteria pollutants. Primary national standards are the levels of air quality necessary, with an adequate margin of safety, to protect the public health (California Air Resource Board 2011).

40 CFR Part 98: The Greenhouse Gas Reporting Program that was passed on October 30, 2009, requires the mandatory reporting of GHG from large sources in the U.S. Data will be used to provide a better understanding of GHG sources and guide development of policies and programs. According to the EPA, the rule applies to “Direct greenhouse gas emitters, fossil fuel suppliers, industrial gas suppliers, and facilities that inject carbon dioxide (CO₂) underground for sequestration or other reasons. In general, the threshold for reporting is 25,000 metric tons (MT) or more of CO₂ equivalent per year. Reporting is at the facility level, except for certain suppliers of fossil fuels and industrial greenhouse gases” (Environmental Protection Agency 2011). Starting September 30, 2011, the first reports were due to the EPA. Each annual report covers the previous year and is submitted on an annual basis.

GREENHOUSE GAS ENDANGERMENT

In April 2007, the United States Supreme Court announced its decision in *Massachusetts v. EPA* (Supreme Court Case 05-1120), in response to petitions to EPA that it regulate four GHGs, including carbon dioxide, under Section 202(a)(1) of the Clean Air Act (CAA). The Court essentially found that GHGs qualified as air pollutants covered by the CAA. The Court specifically held that the Administrator of EPA must determine whether emissions of GHGs from new motor vehicles cause or contribute to air pollution that may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision. On December 7, 2009, the EPA Administrator signed two distinct findings regarding GHGs under section 202(a) of the CAA:

- Endangerment Finding: The Administrator finds that the current and projected concentrations of the six key well-mixed greenhouse gases—CO₂, CH₄, N₂O, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride—in the atmosphere threaten the public health and welfare of current and future generations; and
- Cause or Contribute Finding: The Administrator finds that the combined emissions of these well-mixed greenhouse gases from new motor vehicles and new motor vehicle

engines contribute to the greenhouse gas pollution, which threatens public health and welfare.

These findings do not impose requirements on industry or other entities. However, the findings were a prerequisite for implementing GHG emissions standards for vehicles, as discussed in the section “Clean Vehicles” below.

The EPA denied ten petitions for Reconsideration of the Endangerment and Cause or Contribute Findings in 2010. Some of the petitioners included the Ohio Coal Association, Peabody Energy Company, and the State of Texas.

In September 2011, the EPA Office of Inspector General evaluated the EPA’s compliance with established policy and procedures in the development of the endangerment finding, including processes for ensuring information quality. The evaluation concluded that the technical support document should have had more rigorous EPA peer review.

In June 2012, a federal appeals court rejected a lawsuit by thirteen states against the EPA. The suit alleged that the EPA violated the law by relying almost exclusively on data from the United Nations IPCC rather than doing its own research or testing data according to federal standards. The states include Virginia, Texas, Alabama, Florida, Hawaii, Indiana, Kentucky, Louisiana, Mississippi, Nebraska, North Dakota, Oklahoma, South Carolina, South Dakota, and Utah.

CLEAN VEHICLES

Congress first passed the Corporate Average Fuel Economy law in 1975 to increase the fuel economy of cars and light duty trucks. The law has become more stringent over time. On May 19, 2009, President Obama put in motion a new national policy to increase fuel economy for all new cars and trucks sold in the United States. On April 1, 2010, the EPA and the Department of Transportation’s National Highway Traffic Safety Administration (NHTSA) announced a joint final rule establishing a national program that would reduce GHG emissions and improve fuel economy for new cars and trucks sold in the United States.

The first phase of the national program would apply to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. They require these vehicles to meet an estimated combined average emissions level of 250 grams of carbon dioxide per mile, equivalent to 35.5 miles per gallon if the automobile industry were to meet this CO₂ level solely through fuel economy improvements. Together, these standards would cut CO₂ emissions by an estimated 960 million metric tons and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2012-2016). On August 28, 2012, the EPA and NHTSA issued a joint Final Rulemaking to extend the National Program of harmonized GHG and fuel economy standards to model year 2017 through 2025 passenger vehicles. Over the lifetime of the model years 2017-2025 standards, this program is projected to save approximately 4 billion barrels of oil and 2 billion metric tons of GHG emissions, with net benefits up to \$451 billion.

On October 25, 2010, the EPA and the U.S. Department of Transportation proposed the first national standards to reduce GHG emissions and improve fuel efficiency of *heavy-duty trucks and buses*. For combination tractors, the agencies are proposing engine and vehicle standards that begin in the 2014 model year and achieve up to a 20-percent reduction in carbon dioxide emissions and fuel consumption by the 2018 model year. For heavy-duty pickup trucks and vans, the agencies are proposing separate gasoline and diesel truck standards, which phase in starting in the 2014 model year and achieve up to a 10-percent reduction for gasoline vehicles and 15-percent reduction for diesel vehicles by 2018 model year (12 and 17 percent respectively if accounting for air conditioning leakage). Lastly, for vocational vehicles, the agencies are proposing engine and vehicle standards starting in the 2014 model year, which would achieve up to a 10-percent reduction in fuel consumption and carbon dioxide emissions by 2018 model year.

CAP AND TRADE

Cap and trade refers to a policy tool where emissions are limited to a certain amount and can be traded, or provides flexibility on how the emitter can comply. Successful examples in the United States include the Acid Rain Program and the NO_x (oxides of nitrogen) Budget Trading Program in the northeast. There is no federal cap and trade program currently; however, some states have joined to create initiatives to provide a mechanism for cap and trade.

The Regional Greenhouse Gas Initiative is an effort to reduce GHGs among the states of Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New York, Rhode Island, and Vermont. Each state caps CO₂ emissions from power plants, auctions CO₂ emission allowances, and invests the proceeds in strategic energy programs that further reduce emissions, save consumers money, create jobs, and build a clean energy economy. The Initiative began in 2008.

The Western Climate Initiative partner jurisdictions have developed a comprehensive initiative to reduce regional GHG emissions to 15 percent below 2005 levels by 2020. The partners are California, British Columbia, Manitoba, Ontario, and Quebec. California and Quebec adopted Cap and Trade program's regulation on December 2011.

State

CALIFORNIA GLOBAL WARMING SOLUTIONS ACT OF 2006

In September 2006, the California State Legislature enacted the California Global Warming Solutions Act of 2006 (Health & Saf. Code, § 38500, et seq.), also known as Assembly Bill (AB) 32 (Stats. 2006, ch. 488). In Health and Safety Code section 38550, the Legislature directed ARB "determine what the statewide [GHG] emissions level was in 1990, and approve in a public hearing, a statewide greenhouse gas emissions limit that is equivalent to that level, to be achieved by 2020." In other words, AB 32 requires California, by the year 2020, to reduce its statewide GHG emissions so that they are no greater than those that occurred in 1990. As part of the exercise, ARB had to first figure out what 1990 emissions were.

“Greenhouse gases” as defined under the law defines greenhouse gases as CO₂, CH₄, N₂O, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. ARB is the state agency charged with monitoring and regulating sources of GHGs. The act states the following:

Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health related problems.

The ARB approved the 1990 GHG emissions level of 427 million metric tons of carbon dioxide equivalent (MMT CO₂e) on December 6, 2007 (ARB 2007). Therefore, emissions generated in California in 2020 are required to be equal to or less than 427 MMT CO₂e. Emissions in 2020 in a “business as usual” scenario were previously estimated to be 596 MMT CO₂e. However, the most recent estimate for year 2020 business as usual is 545 MMT CO₂e (ARB 2010). Therefore, a 21.7-percent reduction from the year 2020 business as usual forecast is required to achieve the year 1990 emissions target.

The ARB published its Final Expanded List of Early Action Measures to Reduce Greenhouse Gas Emissions in California. Discrete early action measures are currently underway or are enforceable by January 1, 2010. The ARB has 44 early action measures that apply to the transportation, commercial, forestry, agriculture, cement, oil and gas, fire suppression, fuels, education, energy efficiency, electricity, and waste sectors. Of these early action measures, nine are discrete early action measures, as they are regulatory and enforceable by January 1, 2010. The ARB estimates that the 44 recommendations will result in reductions of at least 42 MMT CO₂e by 2020.

The 2008 Scoping Plan contains measures designed to reduce the State’s emissions to 1990 levels by the year 2020. The Scoping Plan identifies recommended measures for multiple GHG emission sectors and the associated emission reductions needed to achieve the year 2020 emissions target—each sector has a different emission reduction target. Most of the measures target the transportation and electricity sectors. As stated in the Scoping Plan, the key elements of the strategy for achieving the 2020 GHG target include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Achieving a statewide renewable energy mix of 33 percent;
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system;
- Establishing targets for transportation-related greenhouse gas emissions for regions throughout California and pursuing policies and incentives to achieve those targets;

- Adopting and implementing measures pursuant to existing State laws and policies, including California’s clean car standards, goods movement measures, and the Low Carbon Fuel Standard; and
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the State’s long-term commitment to implementation.

In addition, the Scoping Plan differentiates between “capped” and “uncapped” strategies. Capped strategies are subject to the proposed cap-and-trade program. The Scoping Plan states that the inclusion of these emissions within the cap-and-trade program will help ensure that the year 2020 emission targets are met despite some degree of uncertainty in the emission reduction estimates for any individual measure. Implementation of the capped strategies is calculated to achieve a sufficient amount of reductions by 2020 to achieve the emission target contained in the law. Uncapped strategies that will not be subject to the cap-and-trade emissions caps and requirements are provided as a margin of safety by accounting for additional GHG emission reductions.²

On May 22, 2014 the ARB approved the First Update to the Scoping Plan. The update builds upon the Initial Scoping Plan with new strategies and recommendations.

SENATE BILL 32 (SB 32) AND SENATE BILL 350 (SB 350)

Effective January 1, 2017, SB 32 (Stats. 2016, ch. 249) added a new section 38566 to the Health and Safety Code. It provides that “[i]n adopting rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions authorized by [Division 25.5 of the Health and Safety Code], [ARB] shall ensure that statewide greenhouse gas emissions are reduced to at least 40 percent below the statewide greenhouse gas emissions limit no later than December 31, 2030.” In other words, SB 32 requires California, by the year 2030, to reduce its statewide GHG emissions so that they are 40 percent below those that occurred in 1990.

Between AB 32 (2006) and SB 32 (2016), the Legislature has codified some of the ambitious GHG reduction targets included within certain high-profile Executive Orders issued by the last two Governors. The 2020 statewide GHG reduction target in AB 32 was consistent with the second of three statewide emissions reduction targets set forth in former Governor Arnold Schwarzenegger’s 2005 Executive Order known as S-3-05, which is expressly

² On March 17, 2011, the San Francisco Superior Court issued a final decision in *Association of Irrigated Residents v. California Air Resources Board* (Case No. CPF-09-509562). While the Court upheld the validity of the ARB Scoping Plan for the implementation of AB 32, the Court enjoined ARB from further rulemaking under AB 32 until ARB amends its CEQA environmental review of the Scoping Plan to address the flaws identified by the Court. On May 23, 2011, ARB filed an appeal. On June 24, 2011, the Court of Appeal granted ARB’s petition staying the trial court’s order pending consideration of the appeal. In the interest of informed decision-making, on June 13, 2011, ARB released the expanded alternatives analysis in a draft Supplement to the AB 32 Scoping Plan Functional Equivalent Document. The ARB Board approved the Scoping Plan and the CEQA document on August 24, 2011.

mentioned in AB 32. (See Health & Saf. Code, § 38501, subd. (i).) That Executive Branch document included the following GHG emission reduction targets: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; by 2050, reduce GHG emissions to 80 percent below 1990 levels. To meet the targets, the Governor directed several state agencies to cooperate in the development of a climate action plan. The Secretary of CalEPA leads the Climate Action Team (CAT), whose goal is to implement global warming emission reduction programs identified in the Climate Action Plan and to report on the progress made toward meeting the emission reduction targets established in the executive order.

In 2015, Governor Brown issued another Executive Order, B-30-15, which created a “new interim statewide greenhouse gas emission reduction target to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030 is established in order to ensure California meets its target of reducing greenhouse gas emissions to 80 percent below 1990 levels by 2050.” SB 32 codified this target.

In September 2018, the Governor issued Executive Order B-55-18, which established a statewide goal to “achieve carbon neutrality as soon as possible, and no later than 2045, and maintain and achieve negative emissions thereafter.” The order directs the California Air Resources Board to work with other state agencies to identify and recommend measures to achieve those goals.

Notably, the Legislature has not yet set a 2045 or 2050 target in the manner done for 2020 and 2030 through AB 32 and SB 32, though references to a 2050 target can be found in statutes outside the Health and Safety Code. In the 2015 legislative session, the Legislature passed SB 350 (Stats. 2015, ch. 547) (discussed in more detail below). This legislation added language to the Public Utilities Code that essentially puts into statute the 2050 GHG reduction target already identified in Executive Order S-3-05, albeit in the limited context of new state policies (i) increasing the overall share of electricity that must be produced through renewable energy sources and (ii) directing certain state agencies to begin planning for the widespread electrification of the California vehicle fleet. Section 740.12(a)(1)(D) of the Public Utilities Code now states that “[t]he Legislature finds and declares [that] . . . [r]educing emissions of [GHGs] to 40 percent below 1990 levels by 2030 and to 80 percent below 1990 levels by 2050 will require widespread transportation electrification.” Furthermore, Section 740.12(b) now states that the California Public Utilities Commission (PUC), in consultation with ARB and the California Energy Commission (CEC), must “direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to reduce dependence on petroleum, meet air quality standards, . . . and reduce emissions of greenhouse gases to 40 percent below 1990 levels by 2030 and to 80 percent below 1990 levels by 2050.”

CALIFORNIA RENEWABLES PORTFOLIO STANDARD

In September 2002, the Legislature enacted SB 1078 (Stats. 2002, ch. 516), which established the Renewables Portfolio Standard program, requiring retail sellers of electricity, including electrical corporations, community choice aggregators, and electric

service providers, to purchase a specified minimum percentage of electricity generated by eligible renewable energy resources such as wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas. (See Pub. Utilities Code, § 399.11, et seq. [subsequently amended].) The legislation set a target by which 20 percent of the State's electricity would be generated by renewable sources (Pub. Utility Code, § 399.11, subd (a) [subsequently amended]). As described in the Legislative Counsel's Digest, SB 1078 required "[e]ach electrical corporation . . . to increase its total procurement of eligible renewable energy resources by at least one percent per year so that 20 percent of its retail sales are procured from eligible renewable energy resources. If an electrical corporation fails to procure sufficient eligible renewable energy resources in a given year to meet an annual target, the electrical corporation would be required to procure additional eligible renewable resources in subsequent years to compensate for the shortfall, if funds are made available as described. An electrical corporation with at least 20% of retail sales procured from eligible renewable energy resources in any year would not be required to increase its procurement in the following year."

In September 2006, the Legislature enacted SB 107 (Stats. 2006, ch. 464), which modified the Renewables Portfolio Standard to require that at least 20 percent of electricity retail sales be served by renewable energy resources by year 2010 (Pub. Utility Code, § 399.11, subd (a) [subsequently amended]).

In April 2011, the Legislature, in a special session, enacted SB X1-2 (Stats. 2011, 1st Ex. Sess., ch. 1), which set even more aggressive statutory targets for renewable electricity, culminating in the requirement that 33 percent of the state's electricity come from renewables by 2020. This legislation applies to all electricity retailers in the state, including publicly owned utilities, investor-owned utilities, electricity service providers, and community choice aggregators. All of these entities must meet renewable energy goals of 20 percent of retail sales from renewables by the end of 2013, 25 percent by the end of 2016, and 33 percent by the end of 2020. (See Pub. Utility Code, § 399.11, et seq. [subsequently amended].)

In 2015, the Legislature enacted SB 350 (SB 350) (Stats. 2015, ch. 547) (discussed above). It increased the Renewable Portfolio Standard to require 50 percent of electricity generated to be from renewables by 2030 (Pub. Utility Code, § 399.11, subd (a); see also § 399.30, subd. (c)(2)). Of equal significance, SB 350 also embodies a policy encouraging a substantial increase in the use of electric vehicles. As noted earlier, Section 740.12(b) of the Public Utilities Code now states that the PUC, in consultation with ARB and the CEC, must "direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to reduce dependence on petroleum, meet air quality standards, . . . and reduce emissions of greenhouse gases to 40 percent below 1990 levels by 2030 and to 80 percent below 1990 levels by 2050."

In March 2012, Governor Brown had issued an Executive Order, B-16-12, which embodied a similar vision of a future in which zero-emission vehicles (ZEV) will play a big part in helping the state meet its GHG reduction targets. Executive Order B-16-12 directed state

government to accelerate the market for in California through fleet replacement and electric vehicle infrastructure. The Executive Order set the following targets:

- By 2015, all major cities in California will have adequate infrastructure and be “ZEV ready”;
- By 2020, the state will have established adequate infrastructure to support 1 million ZEVs in California;
- By 2025, there will be 1.5 million ZEVs on the road in California; and
- By 2050, virtually all personal transportation in the State will be based on ZEVs, and greenhouse gas emissions from the transportation sector will be reduced by 80 percent below 1990 levels.

In 2018, the Legislature enacted, and the Governor signed, Senate Bill 100 (Stats. 2018, ch. 312), which revise the above-described deadlines and targets so that the State will have to achieve a 50 percent renewable resources target by December 31, 2026 (instead of by 2030) and achieve a 60 percent target by December 31, 2030. The legislation also establishes a State policy that eligible renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers and 100% of electricity procured to serve all state agencies by December 31, 2045.

In summary, California has set a statutory goal of requiring that, by the year 2030, 60 percent of the electricity generated in California should be from renewable sources, with increased generation capacity intended to sufficient to allow the mass conversion of the statewide vehicle fleet from petroleum-fueled vehicles to electrical vehicles and/or other ZEVs. By 2045, all electricity must come from renewable resources and other carbon-free resources. Governor Brown has an even more ambitious goal for the State of achieving carbon neutrality as soon as possible and by no later than 2045. The Legislature is thus looking to California drivers to buy electric cars, powered by green energy, to help the state meet its aggressive statutory goal, created by SB 32, of reducing statewide GHG emissions by 2030 to 40 percent below 1990 levels. Another key prong to this strategy is to make petroleum-based fuels less carbon-intensive. A number of statutes in recent years have addressed that strategy. These are discussed immediately below.

ASSEMBLY BILL 1493, PAVLEY CLEAN CARS STANDARDS

In July 2002, the Legislature enacted AB 1493 (“Pavley Bill”) (Stats. 2002, ch. 200), which directed the ARB to develop and adopt regulations that achieve the maximum feasible reduction of GHGs emitted by passenger vehicles and light-duty trucks beginning with model year 2009. (See Health & Saf. Code, § 43018.5.) In September 2004, pursuant to this directive, ARB approved regulations to reduce GHG emissions from new motor vehicles beginning with the 2009 model year. These regulations created what are commonly known as the “Pavley standards.” In September 2009, ARB adopted amendments to the Pavley standards to reduce GHG emissions from new motor vehicles through the 2016 model year. These regulations created what are commonly known as the “Pavley II standards.” (See California Code of Regulations, Title 13, §§ 1900, 1961, and 1961.1, et seq.)

In January 2012, ARB adopted an Advanced Clean Cars (ACC) program aimed at reducing both smog-causing pollutants and GHG emissions for vehicles model years 2017-2025. This historic program, developed in coordination with the EPA and National Highway Traffic Safety Administration (NHTSA), combined the control of smog-causing (criteria) pollutants and greenhouse gas (GHG) emissions into a single coordinated set of requirements for model years 2015 through 2025. The regulations focus on substantially increasing the number of plug-in hybrid cars and ZEVs in the vehicle fleet and on making fuels such as electricity and hydrogen readily available for these vehicle technologies. The components of the ACC program are the Low-Emission Vehicle (LEV) regulations that reduce criteria pollutants and GHG emissions from light- and medium-duty vehicles, and the ZEV regulation, which requires manufacturers to produce an increasing number of pure ZEVs (meaning battery electric and fuel cell electric vehicles), with provisions to also produce plug-in hybrid electric vehicles (PHEV) in the 2018 through 2025 model years. (See California Code of Regulations, Title 13, §§ 1900, 1961, 1961.1, 1961.2, 1961.3, 1965, 1968.2, 1968.5, 1976, 1978, 2037, 2038, 2062, 2112, 2139, 2140, 2145, 2147, 2235, and 2317, et seq.)

It is expected that the Pavley regulations will reduce GHG emissions from California passenger vehicles by about 34 percent below 2016 levels by 2025, all while improving fuel efficiency and reducing motorists' costs.

SB 1368

In 2006, the State Legislature adopted SB 1368, subsequently signed into law by the Governor. SB 1368 directs the California Public Utilities Commission to adopt a performance standard for GHG emissions for the future power purchases of California utilities. SB 1368 seeks to limit carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than 5 years from resources that exceed the emissions of a relatively clean, combined cycle natural gas power plant. Because of the carbon content of its fuel source, a coal-fired plant cannot meet this standard because such plants emit roughly twice as much carbon as natural gas, combined-cycle plants. Accordingly, the new law will effectively prevent California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the State. Thus, SB 1368 will dramatically lower GHG emissions associated with California's energy demand, as SB 1368 will effectively prohibit California utilities from purchasing power from out-of-state producers that cannot satisfy the performance standard for GHG emissions required by SB 1368. The California Public Utilities Commission adopted the regulations required by SB 1368 on August 29, 2007.

TITLE 24

During operation, the project is required to comply with Title 24 of the California Code of Regulations (CCR) established by the Energy Commission regarding energy conservation standards. Although these regulations do not specifically reduce GHGs, they increase energy efficiency for new buildings, thus indirectly reducing GHG emissions. CCR Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy

consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy-efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions.

The current version of Title 24 (2016 Title 24 Standards) became effective on January 1, 2017. Energy-efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. According to the California Energy Commission, single-family homes built to the 2016 standards will use about 28 percent less energy for lighting, heating, cooling, ventilation, and water heating than those built to the 2013 standards. In 30 years, California will have saved enough energy to power 2.2 million homes, reducing the need to build 12 additional power plants.

CALIFORNIA GREEN BUILDING STANDARDS

The project is also required to comply with the California Green Building Standards, which is Part 11 of Title 24 of the California Code of Regulations. The most recent 2016 Green Building Standards Code went into effect on January 1, 2017. The Code is a comprehensive and uniform regulatory code for all residential, commercial and school buildings.

The California Green Building Standards Code does not prevent a local jurisdiction from adopting a more stringent code as state law provides methods for local enhancements. The Code recognizes that many jurisdictions have developed existing construction and demolition ordinances, and defers to them as the ruling guidance provided, they provide a minimum 50 percent diversion requirement. The code also provides exemptions for areas not served by construction and demolition recycling infrastructure. State building code provides the minimum standard, which buildings need to meet in order to be certified for occupancy. Enforcement is generally through the local building official.

CAP-AND-TRADE PROGRAM

California's Cap-and-Trade Regulation (Regulation) took effect on January 1, 2012, with amendments to the Regulation effective September 1, 2012. The Cap-and-Trade Program is a key element of the Scoping Plan. The enforceable compliance obligation began on January 1, 2013. Cap-and-trade is a market-based regulation designed to reduce GHGs from multiple sources. Cap-and-trade sets a firm limit or "cap" on GHGs and minimize the compliance costs of achieving AB 32 goals. The cap will decline approximately 3 percent each year beginning in 2013. Other significant milestones include linkage to Quebec's cap-and-trade system in January 2014 and starting the compliance obligation for distributors of transportation fuels, natural gas, and other fuels in January 2015 (ARB 2015d).

Trading creates incentives to reduce GHGs below allowable levels through investments in clean technologies. With a carbon market, a price on carbon is established for GHGs. Market forces spur technological innovation and investments in clean energy.

The Cap-and-Trade Program provides an emissions cap, ensuring that the 2020 statewide emissions limit will not be exceeded. An inherent feature of the Cap-and-Trade program is that it does not guarantee GHG emissions reductions in any discrete location or by any particular source. Rather, GHG emissions reductions are realized through improvements in emissions technology, refinements in business practices and process, and behavioral changes that allow Cap-and-Trade participants to create emission credits that can be sold or traded. As summarized by ARB in the First Update:

The Cap-and-Trade Regulation gives companies the flexibility to trade allowances with others or take steps to cost-effectively reduce emissions at their own facilities. Companies that emit more have to turn in more allowances or other compliance instruments. Companies that can cut their GHG emissions have to turn in fewer allowances. But as the cap declines, aggregate emissions must be reduced. In other words, a covered entity theoretically could increase its GHG emissions every year and still comply with the Cap-and-Trade Program if there is a reduction in GHG emissions from other covered entities. Such a focus on aggregate GHG emissions is considered appropriate because climate change is a global phenomenon, and the effects of GHG emissions are considered cumulative.

The Cap-and-Trade Program works with other direct regulatory measures and provides an economic incentive to reduce emissions. If California's direct regulatory measures reduce GHG emissions more than expected, then the Cap-and-Trade Program will be responsible for relatively fewer emissions reductions. If California's direct regulatory measures reduce GHG emissions less than expected, then the Cap-and-Trade Program will be responsible for relatively more emissions reductions. Thus, the Cap-and-Trade Program assures that California will meet its 2020 GHG emissions reduction mandate:

The Cap-and-Trade Program establishes an overall limit on GHG emissions from most of the California economy—the “capped sectors.” Within the capped sectors, some of the reductions are being accomplished through direct regulations, such as improved building and appliance efficiency standards, the [Low Carbon Fuel Standard] LCFS, and the 33 percent [Renewables Portfolio Standard] RPS. Whatever additional reductions are needed to bring emissions within the cap is accomplished through price incentives posed by emissions allowance prices. Together, direct regulation and price incentives assure that emissions are brought down cost-effectively to the level of the overall cap. The Cap-and-Trade Regulation provides assurance that California's 2020 limit will be met because the regulation sets a firm limit on 85 percent of California's GHG emissions. In sum, the Cap-and-Trade Program will achieve aggregate, rather than site specific or project-level, GHG emissions reductions. Also, due to the regulatory architecture adopted by ARB in AB 32, the reductions attributed to the Cap-and-Trade Program can change over time depending on the State's emissions forecasts and the effectiveness of direct regulatory measures.

SB 375

SB 375 (Stats. 2008, ch. 728) passed the Senate on August 30, 2008 and was signed by then-Governor Arnold Schwarzenegger on September 30, 2008. (See Gov. Code, §§ 14522.1, 14522.2, 65080, 65080.01 65400, 65583, 65584.01, 65584.02, 65584.04, 65587, and 65588; Pub. Resources Code, §§ 21061.3, 21155–21155.4, 21159.28.) According to SB 375, the transportation sector is the largest contributor of GHG emissions, which emits over 40 percent of the total GHG emissions in California. SB 375 states, “Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32.”

SB 375 is intended to align regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocations. SB 375 requires metropolitan planning organizations (MPOs) to adopt, as components of their regional transportation plans (RTPs), sustainable communities’ strategies (SCSs) or alternative planning strategies (APSs) that embody what the MPOs determine would be desirable land use allocations. In consultation with MPOs, ARB is required to provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. Each SCS is intended to live within the regional GHG budget developed by ARB. City or county land use policies (including general plans) are not required to be consistent with the RTP (and associated SCS or APS). Regional transportation decisions and funding, however, will be influenced by climate change considerations, thus giving local governments incentives to conform their general plans to policies contained in the governing RTP with its SCS or APS. The law also extends the minimum time period for the regional housing needs allocation cycle from 5 years to 8 years for local governments located within an MPO that meets certain requirements.

ARB’s regional GHG reduction targets must be updated every 8 years but can be updated every 4 years if advancements in emissions technologies affect the reduction strategies to achieve the targets. ARB is also charged with reviewing each MPO’s SCS or APS for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, transportation projects will not be eligible for funding programmed after January 1, 2012.

Concerning CEQA, SB 375, section 21159.28 states that CEQA findings determinations for certain projects are not required to reference, describe, or discuss (1) growth inducing impacts or (2) any project-specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network if the project:

- Is in an area with an approved sustainable community’s strategy, or an alternative planning strategy, that the ARB accepts as achieving the GHG reduction targets;
- Is consistent with that strategy (in designation, density, building intensity, and applicable policies); and
- Incorporates the mitigation measures required by an applicable prior environmental document.

CLIMATE CHANGE SCOPING PLAN

One of ARB's first steps in implementing the statutory scheme was to prepare a "scoping plan" that laid out a kind of regulatory roadmap for achieving the required reduction in GHG emissions. The initial Scoping Plan was adopted in December 2008. As stated therein, the key elements of the strategy for achieving the 2020 GHG target include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Achieving a statewide renewables energy mix of 33 percent;
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system;
- Establishing targets for transportation-related GHG emissions for regions throughout California and pursuing policies and incentives to achieve those targets;
- Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard; and
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the State's long-term commitment to AB 32 implementation.

Through these strategies, California is expected to achieve reduction of approximately 118 million metric tons (MMT) CO₂e, or approximately 22 percent from the state's projected 2020 emission level of 545 MMT of CO₂e under a business-as-usual scenario. This is a reduction of 47 MMT CO₂e, or almost 10 percent, from 2008 emissions. ARB's original 2020 projection was 596 MMT CO₂e, but this revised 2020 projection takes into account the economic downturn that occurred in 2008. The Scoping Plan also includes ARB recommended GHG reductions for each emissions sector of the state GHG inventory. ARB estimates the largest reductions in GHG emissions would be by implementing the following measures and standards:

- Improved emissions standards for light-duty vehicles (26.1 MMT CO₂e);
- The Low-Carbon Fuel Standard (LCFS) (15.0 MMT CO₂e);
- Energy efficiency measures in buildings and appliances (11.9 MMT CO₂e); and
- Renewable portfolio and electricity standards for electricity production (23.4 MMT CO₂e).

In addition, the Scoping Plan differentiates between "capped" and "uncapped" strategies. Capped strategies are subject to the Cap-and-Trade Program. The Scoping Plan states that the inclusion of these emissions within the Cap-and-Trade program will help ensure that the year 2020 emission targets are met despite some degree of uncertainty in the emission reduction estimates for any individual measure. Implementation of the capped strategies is calculated to achieve a sufficient amount of reductions by 2020 to achieve the emission target contained in AB 32. Uncapped strategies that will not be subject to the Cap-and-Trade

emissions caps and requirements are provided as a margin of safety by accounting for additional GHG emission reductions (ARB 2008).

ARB approved the First Update to the Scoping Plan (Update) on May 22, 2014. The Update identifies the next steps for California's climate change strategy. The Update shows how California continues on its path to meet the near-term 2020 GHG limit, but also sets a path toward long-term, deep GHG emission reductions. The report establishes a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050. The Update identifies progress made to meet the near-term objectives of AB 32 and defines California's climate change priorities and activities Climate for the next several years. The Update includes an estimate that reductions averaging 5.2 percent per year would be required after 2020 to achieve the 2050 goal.

After the 2016 enactment of SB 32 (discussed in detail above), which set a statutory target for reducing statewide GHG emissions to 40 percent below 1990 levels by 2030, ARB released in early 2017 a Draft 2017 Scoping Plan Update that includes a strategy to achieve the new 2030 target. The final version was approved in December 2017. The final document had the following to say about the role of local governments in reaching the State's 2030 GHG target:

Local governments are essential partners in achieving California's goals to reduce GHG emissions. Local governments can implement GHG emissions reduction strategies to address local conditions and issues and can effectively engage citizens at the local level. Local governments also have broad jurisdiction, and sometimes unique authorities, through their community-scale planning and permitting processes, discretionary actions, local codes and ordinances, outreach and education efforts, and municipal operations. Further, local jurisdictions can develop new and innovative approaches to reduce GHG emissions that can then be adopted elsewhere. For example, local governments can develop land use plans with more efficient development patterns that bring people and destinations closer together in more mixed-use, compact communities that facilitate walking, biking, and use of transit. Local governments can also incentivize locally generated renewable energy and infrastructure for alternative fuels and electric vehicles, implement water efficiency measures, and develop waste-to-energy and waste-to-fuel projects. These local actions complement statewide measures and are critical to supporting the State's efforts to reduce emissions. Local efforts can deliver substantial additional GHG and criteria emissions reductions beyond what State policy can alone, and these efforts will sometimes be more cost-effective and provide more cobenefits than relying exclusively on top-down statewide regulations to achieve the State's climate stabilization goals. To ensure local and regional engagement, it is also recommended local jurisdictions make readily available information regarding ongoing and proposed actions to reduce GHGs within their region.

CALIFORNIA SUPREME COURT CASES

In a November 30, 2015 ruling, the California Supreme Court issued a decision entitled, *Center for Biological Diversity (CBD) v. California Department of Fish and Wildlife* (2015) 62 Cal.4th 204 (CDFW), which involved the Newhall Ranch project. In that decision, the Court concluded that whether the project was consistent with meeting statewide emission reduction goals is a legally approach to assessing the significance of GHG emissions, but the significance finding for the project in that case was not supported by a reasoned explanation based on substantial evidence. The Court offered potential solutions to address this issue summarized below. (See 62 Cal.4th at pp. 228-231.)

Specifically, the Court advised that:

Substantiation of Project Reductions from BAU. At least in theory, a Lead Agency may assess the significance of a proposed project's GHG-related impacts through the use of a "business as usual" (BAU) comparison. Under such an approach, a Lead Agency assesses a project as proposed against a hypothetical version of the project that might have been proposed had California not enacted AB 32 (e.g., a version of the project not designed in a manner intended to reduce GHG emissions). In making such a comparison, the agency may draw information contained in, and methods followed in preparing the Scoping Plan (62 Cal.4th at pp. 242.) The Court rejected, however, the approach taken by the Lead Agency in the case, which simply assumed that the percentage reduction that the State as a whole had to achieve under AB 32 was the same percentage reduction that each individual proposed project within the State must also achieve. The Court explained:

At bottom, the EIR's deficiency stems from taking a quantitative comparison method developed by the Scoping Plan as a measure of the greenhouse gas emissions reduction effort required by the state as a whole, and attempting to use that method, without consideration of any changes or adjustments, for a purpose very different from its original design: To measure the efficiency and conservation measures incorporated in a specific land use development proposed for a specific location. The EIR simply assumes that the level of effort required in one context, a 29 percent reduction from business as usual statewide, will suffice in the other, a specific land use development. From the information in the administrative record, we cannot say that conclusion is wrong, but neither can we discern the contours of a logical argument that it is right (62 Cal.4th at p. 227).

Compliance with Regulatory Programs or Performance Based Standards. "A Lead Agency might assess consistency with A.B. 32's goal in whole or part by looking to compliance with regulatory programs designed to reduce greenhouse gas emissions from particular activities. (See Final Statement of Reasons, supra, at p. 64 [greenhouse gas emissions 'may be best analyzed and mitigated at a programmatic level.'].) To the extent a project's design features comply with or exceed the regulations outlined in the Scoping Plan and adopted by the Air Resources Board or other state agencies, a Lead Agency could appropriately rely on their use as showing compliance with 'performance based standards' adopted to fulfill 'a statewide . .

. plan for the reduction or mitigation of greenhouse gas emissions’ (CEQA Guidelines § 15064.4(a)(2), (b)(3); see also *id.*, § 15064(h)(3) [determination that impact is not cumulatively considerable may rest on compliance with previously adopted plans or regulations, including ‘plans or regulations for the reduction of greenhouse gas emissions’].)” (62 Cal.4th at p. 229.)

Compliance with GHG Reduction Plans or Climate Action Plans (CAPs). A Lead Agency may utilize “geographically specific GHG emission reduction plans” such as climate action plans or greenhouse gas emission reduction plans to provide a basis for the tiering or streamlining of project-level CEQA analysis. (62 Cal.4th at p. 230.)

Compliance with Local Air District Thresholds. A Lead Agency may rely on “existing numerical thresholds of significance for greenhouse gas emissions” adopted by, for example, local air districts (62 Cal.4th at pp. 230–231).

It is possible that none of these approaches will turn out to be fail-safe. The Court said that “We do not, of course, guarantee that any of these approaches will be found to satisfy CEQA’s demands as to any particular project.” The Court’s suggestions were “merely a description of potential pathways to compliance, depending on the circumstances of a given project” (62 Cal.4th at p. 229).

In a 2017 decision entitled, *Cleveland National Forest Foundation v. San Diego Association of Governments (SANDAG)* (2017) 3 Cal.5th 497, the California Supreme Court addressed the adequacy of the GHG analysis in the environmental impact report (EIR) SANDAG prepared for its 2011 Regional Transportation Plan. The California Supreme Court ruled that SANDAG did not abuse its discretion by declining “to adopt the 2050 goal [as set forth in Governor Arnold Schwarzenegger’s 2005 Executive Order known as S-3-05] as a measure of significance in light of the fact that the Executive Order does not specify any plan or implementation measures to achieve its goal.”

The decision is notable in part because it did not address the outer bounds of authority of the Executive Order, because, the Court said, “neither party disputes that the Executive Order lacks the force of a legal mandate binding on SANDAG in the preparation of its EIR.” In other words, the Court did not specifically address whether a Governor has the power to set binding State policy on matters such as long-term GHG emission reduction targets. This was an issue of great interest to many observers of the litigation. Instead, the parties assumed that the Executive Order did not bind SANDAG during its EIR preparation, and the Court was content to say nothing else on that subject.

In *Cleveland National Forest Foundation*, the parties also did “not dispute that the projected increase in [GHG] emissions under the Plan from 2020 through 2050 is a significant environmental effect. As noted, SANDAG stated in the EIR that implementation of the 2050 RTP/SCS would lead to an overall increase in greenhouse gas emissions in 2050 and that this impact is ‘significant and unavoidable.’” On these issues as well, the Court had no occasion to question whether the parties’ agreed-on positions were legally necessary under CEQA. The Court thus did not hold that *all* EIRs must attempt to predict GHG emissions as far into the

future as 2050 or that all EIRs must employ any particular methodology for assessing the significance of emissions occurring at that future date. Rather, in this particular case, SANDAG, as lead agency for a regional plan that by its own terms extended through 2050, chose to address GHG impacts through 2050 and call them significant and unavoidable. That does not mean that all other agencies throughout California must, as a matter of law, do the same.

Indeed, the Court emphasized that its opinion represented a relatively narrow, and perhaps short-lived, precedent. “We emphasize the narrowness of today’s holding,” the Court said. “We hold only that SANDAG, in analyzing greenhouse gas impacts at the time of the EIR, did not abuse its discretion by declining to adopt the Executive Order as a measure of significance or to discuss the Executive Order more than it did. [¶] Moreover, we caution that our conclusion that SANDAG did not abuse its discretion in its analysis of greenhouse gas emission impacts in the 2011 EIR does not mean that this analysis can serve as a template for future EIRs.”

Yet the decision does reveal useful guidance from the Court for agencies charged with CEQA compliance. In addition to concluding that an EIR need not use the Executive Order’s 2050 goal for determining significance, the Court described several principles relevant to California Environmental Quality Act (CEQA) review of GHG impacts, including: (1) that the 2050 target is “grounded in sound science,” in that it is “based on the scientifically supported level of emissions reduction needed to avoid significant disruption of the climate”; and (2) that “agencies ... must ensure that CEQA analysis stays in step with evolving scientific knowledge and state regulatory schemes.” Interestingly, even in the absence of a statutory statewide 2050 target, the Court treated “state policy” as “deeming” that the 2050 target as “necessary to stabilize the climate.” The Court also ruled that “an EIR’s designation of a particular adverse environmental effect as ‘significant’ does not excuse the EIR’s failure to reasonably describe the nature and magnitude of the adverse effect.”

The Court further recognized that the 40 percent reduction in 1990 GHG levels by 2030 is “widely acknowledged” as a “necessary interim target to ensure that California meets its longer-range goal of reducing greenhouse gas emission 80 percent below 1990 levels by the year 2050.” On this subject, the Court acknowledged the Legislature’s 2016 enactment of Senate Bill (SB) 32 (discussed below), which put the 2030 target into statute. The Court said that SB 32 “reaffirms California’s commitment to being on the forefront of the dramatic greenhouse gas emission reductions needed to stabilize the global climate. The legislation directs California Air Resources Board (CARB) to craft regulations to implement its goal (Health & Saf. Code, § 38566). These regulations may further clarify the way forward for public agencies to meet the state’s 2050 climate goals. This regulatory clarification, together with improved methods of analysis, may well change the manner in which CEQA analysis of long-term greenhouse gas emission impacts is conducted.”

LOCAL**CITY OF ROCKLIN**

The City of Rocklin General Plan was adopted October 2012 and contains goals and policies for improving air quality. Many of the general plan's elements indirectly address air quality by requiring development to be more walkable and pedestrian friendly. Some of the policies related to reducing greenhouse gas emissions also reduce criteria air pollution at the same time. Below is a list of policies that directly address air quality:

- OCR-58 Require development projects to incorporate stationary and mobile source control measures recommended by the Placer County Air Pollution Control District and approved by the City for protection of air quality during construction and subsequent operations;
- OCR-59 Continue to consult with the Placer County Air Pollution Control District in the development of stationary and mobile source control measures affecting the City of Rocklin; and
- S-24 Reduce the exposure of sensitive receptors to potential health risks from toxic air contaminants (TACs).

As a part of the City's General Plan Update process, the City of Rocklin completed a Climate Action Plan (CAP) in July of 2011. The emissions inventory includes uses within the City of Rocklin's jurisdictional boundary, as well as municipal operations which were added as a subset. Multiple sources of data are provided to determine GHG emission totals for transportation, waste, residential and commercial/industrial. Due to the amount of data available for 2008, that year was chosen for all sources except waste. Waste data was taken from the California statewide waste characterization study conducted in 2003–2004. The City decided to use the forecast year of 2020 to remain consistent with AB 32 (Pacific Municipal Consultants 2011a). The analysis included in the General Plan Update and related EIR included a 2030 buildout scenario. "Greenhouse gas emissions generated by subsequent development under the proposed General Plan Update would predominantly consist of CO₂ (Pacific Municipal Consultants 2011b). Table 4.6-2 outlines the results from the baseline and forecast years.

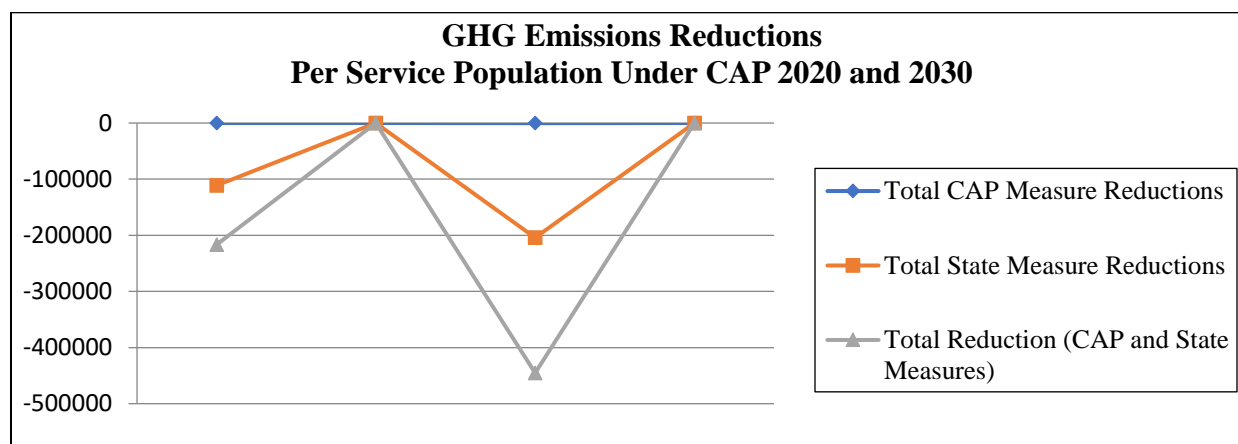
According to the City's General Plan, if energy use, waste production and transportation trends continue as they did in 2008 (business-as-usual or BAU), emissions within the City of Rocklin will grow by 52 percent in 2020 and by 103 percent in 2030 due to population, household, vehicular travel and commercial growth (Table 4.6-2). However, emission reduction targets have been set by the City for 2020 and 2030 that would result in a significant reduction from BAU (unmitigated) General Plan Update emissions growth, consistent with the direction of AB 32 and Executive Order S-03-05 as shown in the chart below.

Table 4.6-2
Results from Baseline and Forecast Years

Sector Name	Baseline (MT of CO ₂ e)	Forecast (MT of CO ₂ e)		Percent (%) Change	
	2008	2020	2030	2020	2030
Residential	104,824	140,703	145,920	34.2	39.2
Commercial/Industrial	87,364	114,736	159,126	31.3	82.1
Transportation	234,207	393,971	561,863	68.2	139.9
Waste	1,605	2,188	2,270	36.3	41.1
Total	428,001	651,599	869,178	52.4	103.1

Source: Pacific Municipal Consultants, 2011a.

Note: Subtotals and totals may not equal the sum of component parts shown in the table due to rounding.



Note: Service population is an efficiency-based measure used to estimate the development potential of a general or area plan. Service population is determined by adding the number of residents to the number of jobs estimated for a given point in time

The strategies identified in the City's CAP combined with emissions reductions from state programs would achieve a CO₂e per service population reduction of 33.4 percent by 2020 and a 51.3 percent reduction in CO₂e by 2030 compared with BAU.

4.6.4 - IMPACTS AND MITIGATION MEASURES

Methodology

The CEQA Guidelines define a significant effect on the environment as "a substantial, or potentially substantial, adverse change in the environment." In order to determine whether a project will have significant impacts on an area's air quality, an analysis of the project's emission generation must be completed.

When quantifying air quality and greenhouse gas emissions for land use projects, the latest approved models by the PCAPCD should always be utilized. At present time, the current PCAPCD approved emissions modeling program is CalEEMod® (Version 2016.3.2).

CalEEMod® is a statewide land use emissions computer model designed to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations. The model quantifies direct emissions from construction and operations (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use.

CONSTRUCTION AND OPERATIONAL ASSUMPTIONS

Construction assumptions are based on information taken from the Sierra College FMP faculty and staff, and CalEEMod® (defaults and mitigation). Assumptions also rely on regulation from federal, State, and local agencies.

Thresholds of Significance

The issue of global climate change is inherently a cumulative issue, as GHG emissions of individual projects cannot be shown to have any material effect on global climate. Thus, the project's impact to climate change is addressed only as a cumulative impact.

Appendix G of the CEQA Guidelines contains questions from which lead agencies commonly draw thresholds of significance. The District has done so here, and has determined that the project would have a significant impact on greenhouse gases if it would:

- a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
- b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The PCAPCD, as part of the Sacramento Regional GHG Thresholds Committee, has recently developed regional GHG emissions thresholds. The thresholds were based on project data provided by the PCAPCD and other regional air districts, including the SMAQMD. The SMAQMD recently adopted the thresholds. The PCAPCD recommends using the GHG thresholds currently adopted by the SMAQMD, which is 1,100 metric tons of carbon dioxide equivalent units per year (MTCO_{2e}/yr.) for construction and for operation.

Project Impacts

Impact #4.6-a: Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

It was determined through CalEEMod that the Project will generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

Implementation of the proposed Project would contribute to increases of GHG emissions that are associated with global climate change. Estimated GHG emissions attributable to future development would be primarily associated with increases of CO₂ and other GHGs, such as methane (CH₄) and nitrous oxide (N₂O), from mobile sources and utility usage. The proposed Project's short-term construction-related and long-term operational GHG emissions were estimated using the CalEEMod® software. CalEEMod® is a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify GHG emissions from land use projects. The model quantifies direct GHG emissions from construction and operation (including vehicle use), as well as indirect GHG emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use, as well as from vehicles. Emissions are expressed in MTCO₂e, based on the global warming potential of the individual pollutants.

CONCLUSION

Short-term GHG Emissions

Construction-related GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change, as global climate change is inherently a cumulative effect that occurs over a long period of time and is quantified on a yearly basis. Nevertheless, the proposed Project's construction GHG emissions have been estimated and compared to the recommended threshold of significance. The proposed Project's maximum annual construction-related GHG emissions are presented in Table 4.6-3.

**Table 4.6-3
Maximum Annual Construction-related GHG Emissions**

Year	CO₂e (MTCO₂e/year)
2020	268.90
2021	455.23
2022	587.19
2023	643.54
2024	571.11
2025	564.13
2026	559.83
2027	434.52
2028	222.98
2029	44.44
Maximum	6,43.54
PCAPCD Threshold	1,100 MTCO ₂ e/year
Will the project exceed the threshold?	No

Note: MTCO₂e = metric tons of carbon dioxide equivalents.

Note: CalEEMod results, 2018.
 Note: Threshold is 1,100 MTCO₂e/year

As shown above in Table 4.6-3, the Project's maximum annual construction-related GHG emissions will not exceed the annual threshold of 1,100 MTCO₂e/year for any given construction year for the near-term projects.

Long-term GHG Emissions

The long-term operational GHG emissions estimate for the proposed Project incorporates the Project's potential area source and vehicle emissions, emissions associated with utility and water usage, and the generation of wastewater and solid waste. Once operational, emissions would be generated both directly and indirectly. A summary of all GHG emissions from the full buildout of the proposed Project is presented in Table 4.6-4.

**Table 4.6-4
 Operational GHG Emissions for Near-term Projects**

Category	CO ₂ e (MTCO ₂ e/year)
Area	610.66
Energy	2,020.17
Mobile	6,110.75
Waste	287.36
Water	151.54
Total	9,180.467
PCAPCD Threshold	1,100 MTCO ₂ e/year
Will the project exceed the threshold?	Yes

Note: MTCO₂e = metric tons of carbon dioxide equivalents.

Note: CalEEMod results, 2018.

Note: Threshold is 1,100 MTCO₂e/year

The PCAPCD concluded that existing science is inadequate to support quantification of impacts that project-specific GHG emissions may have on global climatic change and that the effects of project-specific GHG emissions are essentially cumulative, and unless reduced or mitigated, their incremental contribution to global climatic change could be considered significant. This cumulative impact can be addressed by requiring all projects subject to CEQA reduce their GHG emissions through project design elements and applicable PCAPCD BMPs as outlined in the PCAPCD CEQA Handbook Appendix F, for non-residential projects. Reductions in the number of fuel-burning vehicles also contribute to lowering GHG emissions. Because GHG emissions from the project will exceed PCAPCD's recommended threshold of 1,100 MTCO₂e/year, the proposed Project would have a ***significant cumulative*** impact on the environment. Project design measures and Best Management Practices shall be incorporated into the design of all future individual projects.

MITIGATION MEASURE(S)

MM GHG-1: The District shall design buildings to meet all energy efficiency standards applicable and, at the time of construction the District shall comply with the energy performance standards found in CCR Title 24.

MM GHG-2: The District will comply with the following BMPs described in the Placer County Air Pollution Control District CEQA Handbook, Appendix F:

- Prior to the issuance of a Building Permit, the floor plans and/or exterior elevations submitted in conjunction with the Building Permit application, shall show that each structure within the project includes energy efficient lighting (both indoor and outdoor).
- Prior to the issuance of a Building Permit, the plans submitted in conjunction with the Building Permit application, shall show that each structure within the project includes HVAC duct sealing and that the ductwork shall be pressure balanced prior to the issuance of a certificate of occupancy.
- Prior to the issuance of a Building Permit, the plans submitted in conjunction with the Building Permit application, shall show that each structure within the project shall only utilize programmable thermostat timers.
- Prior to the issuance of a Building Permit, the plans submitted in conjunction with the Building Permit application, shall show that each structure shall only utilize low flow water fixtures such as low flow toilets, faucets, showers, etc.

MM GHG-3: The District shall design and construct structures with a minimum life cycle of 50 years.

MM GHG-4: The District shall add a minimum of 1.5 MW of additional solar collectors to the campus compared to baseline levels as of November 2018.

MM GHG-5: The District shall work with PCAPCD, the Project architects and traffic consultants, as well as the public to develop specific mitigation measures to further reduce greenhouse gases. Measures for near-term projects shall be in place before construction of these projects begin and shall be implemented concurrent with projects throughout the 20-year FMP.

MM GHG-6: Implement MM TRA-1.

EFFECTIVENESS OF MEASURE(S)

Because the District is an agency of the State of California, all District projects are permitted by the California Division of State Architects and are governed by the State building code Title 24, including the new energy efficiency Cal Green standards. With implementation of MM GHG-1 and MM GHG-2, buildings and campus design would meet energy performance standards found in Title 24. Implementation of MM GHG-2 and MM GHG-3 would further reduce greenhouse gases through use of materials and features that result in less energy for

heating and cooling, lower water use, more efficient lighting, and similar improvements over older building standards. Mitigation Measure MM GHG-4 would reduce use of electricity produced from sources that may utilize water or fossil fuels. Mitigation Measure MM GHG-5 will provide input from agencies, professionals, and the public to develop processes and actions that will be implemented throughout the FMP period to reduce greenhouse gas emissions and utilize less water.

Implementation of MM TRA-1 would encourage use of alternative transportation. However, these mitigation measures cannot be quantified, and specific reductions to greenhouse gas emissions are unknown. Therefore, impacts from greenhouse gas emissions remain *significant and unavoidable*.

Impact #4.6-b: Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The proposed Project would comply with the policies and requirements from the City as well as PCAPCD. Additionally, the City of Rocklin has a CAP that was developed during the General Plan Update in 2011. The Draft EIR for the General Plan lists 23 policies to reduce the proposed Project's contribution to cumulative impacts associated with greenhouse gas emissions. The FMP would have to be consistent with these policies or there would be a conflict with the City's CAP and General Plan. Table 4.6-5 lists the findings of consistency for each policy.

**Table 4.6-5
Consistency with Applicable CAP/General Plan Reduction Measures**

General Plan Policy	Project Consistency
Policy LU-3: Apply a mixed-use (residential/commercial or office) land use category or overlay within the Downtown Rocklin Plan area and other appropriate locations in the City of Rocklin.	Not Applicable: This is a college campus.
Policy LU-11: Encourage infill residential development that is in keeping with the character and scale of the surrounding neighborhood, while providing a variety of densities and housing types as reflected by the zoning and land use designation of the infill property.	Not Applicable: This is a college campus.
Policy LU-13: Review proposals for new residential development for compatibility with the character and scale of nearby neighborhoods, while providing a variety of densities and housing types as reflected by	Not Applicable: This is a college campus.

General Plan Policy	Project Consistency
the zoning and land use designation of the infill property.	
Policy LU-25: Encourage mixed use developments to locate near major arterial and/or collector streets.	Not Applicable: This is a college campus.
Policy LU-31: Promote and renew as needed, the Pacific Street, Rocklin Road, Sunset Boulevard, Granite Drive, Lone Tree, Blue Oaks and the Highway 65 corridor business districts in order to provide diversified business opportunities and greater pedestrian orientation.	Consistent: The College indirectly affects these corridors, with students traveling them utilizing the businesses along their route.
Policy LU-39: Implement the Downtown Rocklin Plan to address land use mix, design features, parking, pedestrian movement, traffic and circulation, and promotion opportunities to provide a clear and strong economic identity to the core downtown area.	Not Applicable: The Project site is not located within the Downtown Rocklin boundaries.
Policy LU-43: Attract job generating land uses that will provide a variety of employment opportunities for those who live, or are likely to live, in the community or South Placer subregion.	Consistent: This is a college campus. The FMP has been designed to serve a maximum projected enrollment of 22,500 students (or a headcount of 13,500 average daily students and staff Monday through Thursday).
Policy LU-56: Encourage pedestrian oriented plazas, walkways, bike trails, bike lanes and street furniture within the Civic Center area and connections to other community areas.	Consistent: As part of the Project, the FMP will include pedestrian plazas, trails and walkways on campus.
Policy C-2: Coordinate land use and transportation planning to support transit services, NEV facilities and non-motorized transportation.	Consistent: The project site is within close proximity to public transportation. Buses can carry bicycles, which are encouraged on campus.
Policy C-3: Promote the use of Neighborhood Electric Vehicles (NEV) by providing accommodations (i.e., lane striping and signage) to facilitate the use of these vehicles where feasible within existing and planned rights-of-way.	Not Applicable: NEV vehicles are not included within the proposed Project.

General Plan Policy	Project Consistency
Policy C-4: Promote the use of non-motorized transportation by providing a system of bicycle routes and pedestrian ways.	Consistent: As part of the Project, the FMP will include pedestrian plazas, trails and walkways.
Policy C-5: Coordinate with public transit providers to meet residents' needs.	Consistent: The Project site is within close proximity to public transportation
Policy C-6: Encourage non-residential development proposals to incorporate features that promote ridesharing or use of alternative transportation modes.	Consistent: The Project site is within close proximity to public transportation Buses can carry bicycles, which are encouraged on campus.
Policy C-51: Promote the use of public transit through development conditions such as requiring park-and-ride lots, bus turnouts and passenger shelters along major streets.	Consistent: The Project site is within close proximity to public transportation
Policy C-53: Support the expansion of intercity rail passenger services, such as the Capitol Corridor, and implementation of regional rail passenger services.	Not Applicable: This is a college campus.
Policy C-54: Support the study of developing rail passenger services within the Highway 65 corridor.	Not Applicable: This is a college campus.
Policy C-55: Require Class II bike lanes in the design and construction of major new streets and to establish bike lanes on those City streets wide enough to accommodate bicycles safely.	Not Applicable: Class II bike lanes exist along Rocklin Road and Sierra College Boulevard, the two major roads that border the Project site. No major new streets are planned on campus.
Policy C-56: Improve bicyclist and pedestrian safety through such methods as signage, lighting, traffic controls, and crosswalks.	Consistent: Signage, lighting, traffic controls, and crosswalks exist along Rocklin Road and Sierra College Boulevard, the two major roads that border the Project site.
Policy C-57: Maintain the Rocklin Bikeway Diagram and update it as necessary with the approval of major new developments and/or general plan amendments not considered in the adopted Diagram.	Not Applicable: This is a college campus Project. There are existing class II bike lanes along the Project streets, as well as

General Plan Policy	Project Consistency
	Rocklin Road, the only major street adjacent to the FMP area that is included in the Bikeway Diagram.
Policy C-58: Consult with adjacent jurisdictions regarding the development of regional bikeway and NEV links.	Not Applicable: This is a college campus Project. There are existing class II bike lanes along the Project streets. NEV vehicles are not included within the proposed Project.
Policy C-59: Promote pedestrian convenience and recreational opportunities through development conditions requiring sidewalks, walking paths, or hiking trails connecting various land uses including residential areas, commercial areas, schools, parks, employment centers and open space.	Consistent: As part of the Project, the FMP will include pedestrian plazas, trails and walkways. The FMP also includes open space adjacent to Secret Ravine.
Policy C-60: Consider NEV routes in the design and construction of major new streets and consider the establishment of NEV routes on existing City streets wide enough to accommodate NEV lanes.	The District will consider using electric vehicles and equipment (i.e., mowers) on campus

Source: City of Rocklin General Plan EIR, 2011

**Table 4.6-6
Consistency with Scoping Plan Reduction Measures**

Scoping Plan Reduction Measure	Project Consistency or Reason Why Not Applicable
California Light-Duty Vehicle Greenhouse Gas Standards: Implement adopted standards and planned second phase of the program. Align zero emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	Not applicable: This is a statewide measure that cannot be implemented by a project applicant. When this measure is initiated, the standards would be applicable to the light-duty vehicles that would access the project site.
Energy Efficiency: Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, and implementation mechanisms. Pursue comparable investment in energy	Consistent: This is a measure for the State to increase its energy efficiency standards.

Scoping Plan Reduction Measure	Project Consistency or Reason Why Not Applicable
efficiency from all retail providers of electricity in California	
Renewable Portfolio Standard: Achieve 33 percent renewable energy mix statewide. Renewable energy sources include (but are not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas.	Not Applicable: The proposed Project will include renewable energy sources.
Low Carbon Fuel Standard: Develop and adopt the Low Carbon Fuel Standard	Not Applicable: This is a statewide measure that cannot be implemented by a project applicant. When this measure is initiated, the standard would be applicable to the fuel used by vehicles that would access the Project site.
Regional Transportation-Related Greenhouse Gas Targets: Develop regional GHG emissions reduction targets for passenger vehicles. This measure refers to SB 375.	Not Applicable: This is a statewide measure that cannot be implemented by a project applicant. When this measure is initiated, the standard would be applicable to passenger vehicles that would access the Project site.
Vehicle Efficiency Measures: Implement light duty vehicle efficiency measures.	Not Applicable: When this measure is initiated, the standards would be applicable to the light-duty vehicles that would access the Project site.
Goods Movement: Implement adopted regulations for the use of shore power for ships at berth. Improve efficiency in goods movement activities.	Not Applicable: The Project does not propose any changes to maritime, rail, or intermodal facilities or forms of transportation.
Million Solar Roofs Program: Install 3,000 MW of solar-electric capacity under California's existing solar programs.	The Project will include solar.
Medium/Heavy-Duty Vehicles: Adopt medium and heavy-duty vehicle efficiency measures.	This is a statewide measure that cannot be implemented by a project applicant or lead agency. When this measure is adopted, the standards would be

Scoping Plan Reduction Measure	Project Consistency or Reason Why Not Applicable
	applicable to vehicles that access the Project site.
Industrial Emissions: Require assessment of large industrial sources to determine whether individual sources within a facility can cost-effectively reduce GHG emissions and provide other pollution reduction co-benefits. Reduce GHG emissions from fugitive emissions from oil and gas extraction and gas transmission. Adopt and implement regulations to control fugitive methane emissions and reduce flaring at refineries.	Not Applicable: The Project is not an industrial land use.
High Speed Rail: Support implementation of a high-speed rail system.	Not Applicable: This is a statewide measure that cannot be implemented by a project applicant.
Green Building Strategy: Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	Consistent: The State's goal is to increase the use of green building practices. The Project would implement some green building strategies through project design features.
High Global Warming Potential Gases: Adopt measures to reduce high global warming potential gases.	Consistent: When this measure is initiated, it would be applicable to those gases that have high global warming potential that would be used by the Project (such as in air conditioning and refrigerators).
Recycling and Waste: Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.	Consistent: The project would not contain a landfill. The State's goal is to help increase waste diversion. The Project would be required to be in compliance with the City's recycling program.
Sustainable Forests: Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation.	Not Applicable: The project site is located in an area with no forested land.

Scoping Plan Reduction Measure	Project Consistency or Reason Why Not Applicable
Water: Continue efficiency programs and use cleaner energy sources to move and treat water.	Consistent: Although this is a measure for State and local agencies, the proposed Project will result in a reduction of energy and water use. For example, the College is installing low flow toilets, and replacing vegetation with more drought tolerant plants.
Agriculture: In the near-term, encourage investment in manure digesters and at the five-year Scoping Plan update determine if the program should be made mandatory by 2020.	Not applicable: At full build-out, the Project would not include a manure digester.

Source: California Air Resources Board

CONCLUSION

As shown in Tables 4.6-5 and 4.6-6, the proposed Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The Project would likely reduce GHG emissions as well as the other criteria pollutant emissions due to consistency with the policies as individually described above. Therefore, a less-than-significant impact would occur.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

Impacts would be *less than significant*.

4.7 - Hazards and Hazardous Materials

4.7.1 - INTRODUCTION

This section provides an evaluation of the potential hazards and hazardous materials impacts that would be caused by implementation of the proposed Project. The discussion starts with an overview of regulation that is normally applicable to hazards and hazardous materials, followed by a description of the physical setting of both the site and surrounding lands.

This section of the EIR describes the environmental and regulatory setting for hazards and hazardous emissions and analyzes potential impacts of the Project on creating significant hazards to the public or the environment through the routine transport, use, disposal of hazardous materials or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The existing conditions and impact analysis in this section are based on existing literature, available information, and professional judgment.

4.7.2 - ENVIRONMENTAL SETTING

Hazardous materials are those which, by their nature (chemical, physical, or biological properties) have the potential to cause death or serious illness during the: use/consumption, processing, storage, transport, or when improperly disposed of. Materials may be: flammable, explosive, corrosive, chemically reactive, toxic, carcinogenic, radioactive, infectious, or may harm people through skin contact, inhalation, or pharmaceutical action. Associated risks have generated a great deal of regulation at federal, State, and local levels. Due to this comprehensive definition, almost all land uses may involve these materials. Projects where they are stored and used require identification and special development standards as required by federal and State regulation. Sites previously contaminated by hazardous materials are required to be identified and cleaned. Transport of these materials on local, regional, State, and federal roadways is also regulated.

Hazardous Materials

Hazardous materials that may be transported and stored at an educational facility may include: chemicals used in laboratories for educational purposes, old buildings containing lead-based paint, fuels for landscaping equipment and vehicles, cleaning products, or chemicals from present or past agricultural practices on campus. The use, storage, or release of hazardous materials can occur for a variety of reasons including improper storage, spills, or over use.

The Sierra College Rocklin Campus is a permitted, small quantity hazardous waste generator and hazardous material storage facility, operating under a Hazardous Materials Business Plan approved by the Placer County Environmental Health Department. Material inventories, facility information and emergency response plan information are regularly updated and provided to Placer County, as required. Several locations throughout the subject

property are areas where reportable quantities of hazardous waste and hazardous materials are stored. Information provided by the Facilities Department regarding these locations and associated wastes/materials is presented in Appendix E of the Environmental Site Assessment (ESA) (Appendix F). As shown, Building E and Building G-ME, which are located within the near-term construction Project area, are locations where hazardous materials and hazardous wastes associated with art department activities and swimming pool water treatment activities, respectively, are stored. Several other hazardous waste and hazardous material storage areas are located within other portions of the FMP Project site.

A Phase I Environmental Site Assessment was conducted by Geocon Consultants, Inc. in late 2017 and early 2018 and a report was submitted to Sierra College in February 2018 (Appendix I). The report summarized the methodology and findings, with the objective to “identify evidence or indications of ‘recognized environmental conditions’ (REC) as defined by the American Society for Testing and Materials (ASTM) *Designation E 1527-13 Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*.” Geocon conducted an on-site survey on December 14, 2017, and also reviewed records and historical records to identify hazardous substances or petroleum products that could specifically pose a threat to human health.

The Phase I ESA revealed the following RECs and environmental concerns related to the Site:

- The diesel release from the former 10,000-gallon UST west of Building ME1. PCEHD records indicate that most of the contaminated soil was removed from this area and bedrock was encountered at the base of the excavation at the time of the removal of this UST. The excavation was reportedly backfilled with clean soil, but without PCEHD oversight. The lateral and vertical extent of the remaining impacted soil is not known and therefore an REC. No improvements are planned near Building ME1. If the area west of Building ME1 is redeveloped, petroleum impacts, if any in this area may be encountered and could warrant further removal.
- The active in-ground hydraulic hoists in Buildings N and X constitute RECs for the Site as a material threat of a release. Hydraulic oil (and any other liquids put into the lifts), if released, could impact soil and groundwater surrounding and beneath them. No improvements are planned near Buildings N and X. Hydrologic hoists in Buildings N and X would need to be removed if those buildings are ever demolished or redeveloped.
- Given their age, some of the site buildings may contain deteriorated lead containing paint and asbestos containing materials which is an environmental concern.

Lincoln Regional Airport

The proposed Project site is located approximately 13.9 miles southeast of the Lincoln Regional Airport. The airport is owned and operated by the City of Lincoln. The present-day airport offices and a public pilot’s lounge are located at 1480 Flightline Drive. The airport is located on 775 acres two miles west of downtown Lincoln northwest of the intersection of Nicolaus Road and Aviation Boulevard. In 2009, there were 241 aircraft based at the airport (City of Lincoln 2013). Adopted aviation forecasts indicated that the total number of aircraft

to be based at Lincoln by the year 2010 was expected to be 221 (City of Lincoln 2007). Based on projected regional population and job growth, by the year 2015 there will be 282 based aircraft at the airport. Annual aircraft operations, which include take-offs and landings, were 83,911 at the end of 2008. Aircraft operations are forecasted to increase annually to 99,000 by the year 2015 and to 118,000 operations by 2023 (City of Lincoln 2013).

Wildland Fires

Wildland fire hazards in Placer County occur mostly outside urban areas typically to the north and east of the campus. According to the Cal Fire's Fire Hazard Severity Zones in SRA, those areas are classified as having a moderate fire hazard. The campus is surrounded by several acres of wooded open space. However, the Rocklin Fire Department is less than a mile west of the campus should any fires occur. Sierra College would use its emergency evacuation plan during such an event.

4.7.3 - REGULATORY SETTING

A substance may be considered hazardous due to a number of criteria, including toxicity, ignitability, corrosivity, or reactivity. The term "hazardous material" is defined in law as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment.

Once a hazardous material becomes ready for discard, it becomes a hazardous waste. A hazardous waste, for the purpose of this report, is any hazardous material that is abandoned, discarded, or (planned to be) recycled. In addition, hazardous wastes may occasionally be generated by actions that change the composition of previously non-hazardous materials. The same criteria (toxicity, ignitability, corrosivity, or reactivity) that render a material hazardous make waste hazardous.

The use of hazardous materials and disposal of hazardous waste are subject to numerous laws and regulations at all levels of government. Below is a brief overview of federal, State, and local laws and regulations.

Federal

RESOURCE CONSERVATION AND RECOVERY ACT 42 U.S.C.S/6901 ET SEQ. (1976)

Under the Resource Conservation and Recovery Act (RCRA), individual states may implement their own hazardous waste programs in lieu of RCRA, as long as the State program is at least as stringent as the federal RCRA requirements. The U.S. Environmental Protection Agency (EPA) must approve State programs intended to implement federal regulations. In California, the California Environmental Protection Agency (Cal EPA) and the Department of Toxic Substances Control (DTSC), a department within Cal EPA, regulate the generation, transportation, treatment, storage, and disposal of hazardous waste. In 1992 the EPA approved California's RCRA Program known as the Hazardous Waste Control Law

(HWCL). The DTSC has primary hazardous material regulatory responsibility but can delegate enforcement responsibilities to local jurisdictions that enter into agreements with the agencies for the generation, transport, and disposal of hazardous materials under the authority of the HWCL.

The hazardous waste regulations establish criteria for identifying, packaging, and labeling hazardous wastes; prescribe the management of hazardous wastes; establish permit requirements for hazardous waste treatment, storage, disposal, and transportation; and identify hazardous wastes that cannot be disposed of in ordinary landfills. A hazardous waste generator must, for a minimum of three years, retain hazardous waste manifests. Hazardous waste manifests provide a description of the waste, its intended destination, and regulatory information about the waste. A copy of each manifest must be filed with the State. The generator must match copies of hazardous waste manifests with receipts from treatment, storage, and disposal facilities.

COMPREHENSIVE ENVIRONMENTAL RESPONSE, COMPENSATION, AND LIABILITY ACT

The Comprehensive Environmental Response, Compensation, and Liability Act and associated Superfund Amendments provide EPA with the authority to identify hazardous sites, to require site remediation, and to recover the costs of site remediation from polluters. California has enacted similar laws intended to supplement the federal program. The DTSC is primarily responsible for implementing California's Superfund Law.

TOXIC SUBSTANCES CONTROL ACT

The Toxic Substances Control Act requires the control of new and existing chemical substances that may pose an unreasonable risk to public health or the environment. The legislation establishes provisions for testing of chemical substances, regulation of hazardous chemical substances, manufacture and processing notices, management of imminent hazards, and reporting and recordkeeping requirements.

FEDERAL INSECTICIDE, FUNGICIDE AND RODENTICIDE ACT

The federal Insecticide, Fungicide, and Rodenticide Act establishes procedures for regulating the use and sale of pesticides to protect human health and the environment, and it provides federal control of pesticide distribution, sale, and use. The legislation governs the registration and labeling of pesticides and enforcement against banned and unregistered products.

U.S. DEPARTMENT OF TRANSPORTATION

The Hazardous Materials Transportation Act of 1974, as amended, is the basic statute regulating hazardous materials transportation in the United States. This law gives the U.S. Department of Transportation and other agencies the authority to issue and enforce rules and regulations governing the safe transportation of hazardous materials.

State agencies are authorized to designate highways for the transport of hazardous materials. Where highways have not been designated, hazardous materials must be transported on routes that do not go through or near heavily populated areas.

State

CALIFORNIA HEALTH AND SAFETY CODE

The California Environmental Protection Agency has established rules governing the use of hazardous materials and the management of hazardous wastes. California Health and Safety Code Sections 25531, et seq. incorporates the requirements of Superfund Amendments and Reauthorization Act and the Clean Air Act as they pertain to hazardous materials. Health and Safety Code Section 25534 directs facility owners storing or handling acutely hazardous materials in reportable quantities to develop a Risk Management Plan (RMP). The RMP must be submitted to the appropriate local authorities, the designated local administering agency, and the EPA for review and approval.

CALIFORNIA CODE OF REGULATIONS, TITLE 22, §66261.20-24

Soils having concentrations of contaminants higher than certain acceptable levels must be handled and disposed of as hazardous waste when excavated. The California Code of Regulations, Title 22, §66261.20-24 contains technical descriptions of characteristics that would cause a soil to be classified as a hazardous waste.

CALIFORNIA HAZARDOUS MATERIALS RELEASE RESPONSE PLANS AND INVENTORY LAW OF 1985 (BUSINESS PLAN ACT)

The Business Plan Act requires that any business that handles hazardous materials prepare a business plan, which must include the following:

- Details, including floor plans, of the facility and business conducted at the site;
- An inventory of hazardous materials that are handled or stored onsite;
- An emergency response plan; and
- A safety and emergency response training program for new employees with annual refresher course.

HAZARDOUS MATERIALS TRANSPORTATION REGULATIONS (26 CCR)

The State of California has adopted the U.S. DOT regulations for the intrastate movement of hazardous materials. State regulations are contained in 26 CCR. In addition, the State of California regulates the transportation of hazardous waste originating in the state and passing through the state (26 CCR). Both regulatory programs apply in California. The two State agencies with primary responsibility for enforcing federal and State regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol (CHP) and the California Department of Transportation.

CALIFORNIA VEHICLE CODE §32000

Common carriers are licensed by the CHP, pursuant to California Vehicle Code §32000. This section requires the licensing of every motor (common) carrier who transports, for a fee in excess of 500 pounds of hazardous materials at one time, and every carrier, if not for hire, who carries more than 1,000 pounds of hazardous material of the type requiring placards.

CALIFORNIA EMERGENCY SERVICES ACT

Pursuant to the California Emergency Services Act, the State has developed an Emergency Response Plan to coordinate emergency services provided by federal, State, and local governmental agencies and private persons. Response to hazardous materials incidents is one part of this plan. The plan is administered by the State Office of Emergency Services (OES). The OES coordinates the responses of other agencies, including Cal EPA, CHP, the California Department of Fish and Wildlife (CDFW), the Regional Water Quality Control Boards (RWQCB), the local Air Pollution Control Districts, and local agencies.

CALIFORNIA ACCIDENTAL RELEASE PREVENTION PROGRAM

California Accidental Release Prevention Program (CalARP) regulations became effective January 1, 1997, replacing the California Risk Management and Prevention Program. The CalARP was created to prevent the accidental release of regulated substances. It covers businesses that store or handle certain volumes of regulated substances at their facilities. A list of regulated substances is found in §2770.5 of the CalARP regulations. If a business has more than the listed threshold quantity of a substance, an Accidental Release Prevention Program must be implemented, and a risk management plan may be required. The California Office of Emergency Services is responsible for implementing the provisions of CalARP.

PROTECTION OF UNDERGROUND INFRASTRUCTURE [CALIFORNIA GOVERNMENT CODE, SECTION 4216]

This law requires that an excavator must contact a regional notification center (i.e., Underground Service Alert) at least 2 days prior to excavation of any subsurface installations. An Underground Service Alert will notify the utilities that may have buried lines within 1,000 feet of the excavation. Representatives of the utilities are required to mark the specific location of their facilities within the work area prior to the start of excavation. The construction contractor is required to probe and expose the underground facilities by hand prior to using power equipment.

CEQA AND THE CORTESI LIST

The Cortesi List (Hazardous Waste and Substances Site List) is a planning document used by the State, regional and local agencies to comply with CEQA requirements to consider Government Code Section 5962.5 in evaluating proposed development projects. Section 65962.5 states that:

The list should contain all hazardous waste facilities subject to corrective action, all hazardous waste property or border zone property designations, all information received on hazardous waste disposals on public land, all hazardous substance release sites listed pursuant to Government Code Section 25356, and all sites that were included in the former Abandonment Site Assessment Program.

The Cortese List is maintained by the State's Department of Natural Resources and available online. The Department of Toxic Substances Control compiles and updates the list annually and submits it to the Secretary for Environmental Protection.

CALIFORNIA ENVIRONMENTAL PROTECTION AGENCY

Government Code Section 65962.5 requires the Cal EPA to develop a Cortese List at least annually. The Department of Toxic Substances Control is responsible for a portion of the information on the list, and other local and State government agencies are required to provide additional information. The Cal EPA operates the Air Resources Board, the Department of Pesticide Regulation, Department of Toxic Substances Control, Integrated Waste Management Board, Office of Environmental Health Hazard Assessment (OEHHA), and the State Water Resources Control Board. The function of each of these six offices is discussed below:

California Air Resources Board (CARB): To promote and protect public health, welfare and ecological resources through the effective and efficient reduction of air pollutants in recognition and consideration of the effects on the economy of the State.

Department of Pesticide Regulation (DPR): Regulates all aspects of pesticide sales and use to protect the public health and the environment for the purpose of evaluating and mitigating impacts of pesticide use, maintaining the safety of the pesticide workplace, ensuring product effectiveness, and encouraging the development and use of reduced risk pest control practices.

Department of Toxic Substances Control: The Department's mission is to restore, protect and enhance the environment, to ensure public health, environmental quality and economic vitality, by regulating hazardous waste, conducting and overseeing cleanups, and developing and promoting pollution prevention. The DTSC protects residents from exposures to hazardous wastes. DTSC operates programs to:

- Deal with the aftermath of improper hazardous waste management by overseeing site cleanups;
- Prevent releases of hazardous waste by ensuring that those who generate, handle, transport, store and dispose of wastes do so properly;
- Take enforcement actions against those who fail to manage hazardous wastes appropriately;
- Explore and promote means of preventing pollution, and encourage reuse and recycling; and

- Evaluate soil, water and air samples taken at sites, and develop new analytical methods.

California Department of Resources Recycling and Recovery (CalRecycle): Protects the public health and safety and the environment through waste prevention, waste diversion, and safe waste processing and disposal. The Integrated Waste Management Board is responsible for managing California's solid waste stream. The Board is helping California divert its waste from landfills by:

- Developing waste reduction programs;
- Providing public education and outreach;
- Assisting local governments and businesses;
- Fostering market development for recyclable materials;
- Encouraging used oil recycling;
- Regulating waste management facilities; and
- Cleaning up abandoned and illegal dump sites.

Office of Environmental Health Hazard Assessment: The OEHHA is responsible for developing and providing risk managers in State and local government agencies with toxicological and medical information relevant to decisions involving public health. The OEHHA also works with federal agencies, the scientific community, industry and the general public on issues of environmental as well as public health. Specific examples of OEHHA responsibilities that directly relate to Placer County include:

- Developing health-protective exposure standards for air, water, and land to recommend to regulatory agencies, including ambient air quality standards for the Air Resources Board and drinking water chemical contaminant standards for the Department of Health Services;
- Assessing health risks to the public from air pollution, pesticide and other chemical contamination of food, seafood, drinking water, and consumer products; and
- Providing guidance to local health departments, environmental departments, and other agencies with specific public health problems, including appropriate actions to take in emergencies that may involve chemicals.

State Water Resources Control Board (SWRCB): Preserves and enhances the quality of California's water resources and ensures their proper allocation and efficient use for the benefit of present and future generations. The SWRCB maintains the Leaking Underground Storage Tank Information System (LUTIS) Database, which contains information on registered leaking underground storage tanks (LUSTs) in the State.

California Occupational Safety and Health Agency (CalOSHA): CalOSHA sets and enforces standards that insure safe and healthy working conditions for California's workers. The Division of Occupational Safety & Health is charged with the jurisdiction and supervision over workplaces in California that are not under federal jurisdiction. CalOSHA regulates issues involving unsafe workplace conditions, worker exposure to chemicals, illness due to workplace exposure, or improper training.

STATE REGULATORY PROGRAMS DIVISION

The State Regulatory Programs Division (SRPD) oversees the technical implementation of the State's Unified Program; a consolidation of six environmental programs at the local level, conducts reviews of Unified Program Agencies to ensure their programs are consistent statewide, conform to standards, and deliver quality environmental protection at the local level. The State's Hazardous Waste Recycling and Resource recovery program is also overseen by the SRPD which is designed to facilitate recycling and reuse of hazardous waste. The SRPD conducts a corrective action oversight program that assures any releases of hazardous constituents at generator facilities that conduct onsite treatment of hazardous waste are safely and effectively remediated and oversees the hazardous waste generator and onsite waste treatment surveillance and enforcement program carried out by local Unified Programs.

CALIFORNIA DEPARTMENT OF TRANSPORTATION AND CALIFORNIA HIGHWAY PATROL

The California Vehicle Code Section 31303 requires that hazardous materials be transported via routes with the least overall travel time and prohibits the transportation of hazardous materials through residential neighborhoods. In California, the CHP is authorized to designate and enforce route restrictions for the transportation of hazardous materials. To operate in California, all hazardous waste transporters must be registered with the DTSC. Unless specifically exempted, hazardous waste transporters must comply with the California Highway Patrol Regulations, the California State Fire Marshal Regulations, and the United States Department of Transportation Regulations. In addition, hazardous waste transporters must comply with Division 20, Chapter 6.5, Article 6 and 13 of the California Health and Safety Code, and the Title 22, Division 4.5, Chapter 13 of the California Code of Regulations, both of which are administered by DTSC.

CENTRAL VALLEY REGIONAL WATER QUALITY CONTROL BOARD

There are nine RWQCBs throughout California. The Central Valley RWQCB has jurisdiction over the City of Rocklin. Individual RWQCBs function as the lead agencies responsible for identifying, monitoring, and cleaning up LUSTs. Storage of hazardous materials in USTs is regulated by the SWRCB, which oversees the nine RWQCBs.

Local**CITY OF ROCKLIN GENERAL PLAN**

As stated in the City of Rocklin General Plan Community Safety Element, the goal is to "minimize danger from hazards and to protect residents and visitors from earthquake, fire, flood, other natural disasters, and human-created hazards such as train derailment, industrial accidents, acts of war or terrorism, and accidental release of harmful materials."

Pursuant to California Code Title 14, Section 65300 the 2012 City of Rocklin General Plan contains Community Safety Element policies. The goal of these policies is to minimize danger

from hazards and to protect residents and visitors from earthquake, fire, flood, other natural disasters, and human-created hazards such as train derailment, industrial accidents, acts of war or terrorism, and accidental release of harmful materials. The plan also includes local, regional, State, and federal programs and regulations as well as a comprehensive set of guiding and implementing policies, as listed below:

- S-1 Require engineering analysis of new development proposals in areas with possible soil instability, flooding, earthquake faults, or other hazards, and to prohibit development that cannot mitigate the applicable hazard;
- S-4 Identify in the Emergency Operations Plan evacuation routes and shelter locations for use in case of disasters or emergencies.
- S-5 Maintain appropriate standards for minimum road widths and turnarounds.
- S-11 Ensure that new development does not result in on-site flooding or increase flooding of off-site properties.
- S-14 Require that construction activities cease if contamination is discovered on construction projects until the contamination is reported, and its extent is assessed, delineated, and isolated, as appropriate. Remediation shall occur to the satisfaction of the appropriate responsible agency (such as the Placer County Environmental Health Services, the Central Valley Regional Water Quality Control Board, the Department of Toxic Substances Control, or the City of Rocklin, depending on the type of contamination).
- S-16 Require new development and projects proposing land use changes to annex into existing or new Community Facilities Districts for fire prevention/suppression and medical response, or to create other financing mechanisms as necessary.
- S-18 Incorporate fuel modification/fire hazard reduction planning (e.g., weed abatement, open space management plans, firebreaks, planting restrictions) on lands (both public and private) that contain terrain and vegetative features such as grass, woodlands and severe slopes.
- S-24 Reduce the exposure of sensitive receptors to potential health risks from toxic air contaminants (TACs).

Hazards and hazardous materials are addressed throughout the City by police, fire, and other community service responders who implement the same policies as listed above. The Uniform Housing Code eliminates health and safety problems including lead hazards.

SIERRA COLLEGE ROCKLIN CAMPUS HAZARDOUS MATERIALS BUSINESS PLAN

The Sierra College Rocklin Campus has a Hazardous Materials Business Plan, which is approved by the Placer County Environmental Health Department. This plan covers a

permitted small quantity hazardous waste generator and hazardous material storage facility. Material inventories, facility information and emergency response plan information are regularly updated and provided to Placer County, as required. Several locations throughout the subject property are areas where reportable quantities of hazardous waste and hazardous materials are stored.

4.7.4 - IMPACTS AND MITIGATION MEASURES

Methodology

The methodology used to determine whether the proposed Project would result in significant impacts related to hazards and hazardous materials relied on a literature review of federal, State, and local regulation as well as the Phase I Environmental Site Assessment (ESA) that was completed for the proposed Project (Appendix F). These data provided both qualitative and quantitative information that was applied to the thresholds of significant listed below.

Potential significant impacts associated with the Project were evaluated on a qualitative basis through a review of existing literature and available information, and by using professional judgment in comparing the anticipated Project effects on hazards and hazardous materials with existing conditions. The evaluation of Project impacts is based on significance criteria established by Appendix G of the State CEQA Guidelines, which the Lead Agency has determined to be appropriate criteria for this Draft EIR.

Thresholds of Significance

Appendix G of the CEQA Guidelines includes questions from which lead agencies commonly draw thresholds of significance. The District has done so here, and has determined that the project would have a significant impact on hazards and hazardous materials if it would:

- a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school;
- d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment;
- e. Result in a safety hazard for people residing or working in the project area (for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport) (not applicable);
- f. Result in a safety hazard for people residing or working in the project area due to being within the vicinity of a private airstrip (not applicable);

- g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
- h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

Project Impacts

Impact #4.7-a: Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

The Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Storage of Hazardous Materials

According to the Phase I ESA, the Sierra College Rocklin Campus is a permitted small quantity hazardous waste generator and hazardous material storage facility, operating under a Hazardous Materials Business Plan approved by the Placer County Environmental Health Department. Material inventories, facility information and emergency response plan information are regularly updated and provided to Placer County, as required. Several locations throughout the subject property are areas where reportable quantities of hazardous waste and hazardous materials are stored. Information provided by the Facilities Department regarding these locations and associated wastes/materials is presented in Appendix E of the Phase I ESA (see Appendix F).

Hazardous Materials Generation and Use

Hazardous materials are used throughout the campus for educational and operational purposes. Building E and Building G-ME, which are located within the near-term construction Project area, are locations where hazardous materials and wastes associated with art department activities and swimming pool water treatment activities, are stored. Several other hazardous waste and hazardous material storage areas are located within other portions of the FMP area. The FMP's 20-year planned period would result in an increase of use and storage of hazardous materials. In addition, some of the existing structures within the near-term construction Project area are planned for demolition and renovation. Due to their age, release of asbestos and lead-based paint could occur. Aging tank infrastructure and previous spills and leaks may also contribute to hazardous conditions at the campus. Consequently, the Hazardous Materials Business Plan would have to be updated to accommodate the increase in waste. Recommendations in the Phase I ESA will be incorporated into the proposed Project to reduce these impacts, as described in MM HAZ 1.

Transportation and Disposal of Hazardous Waste

Hazardous materials and the generation of hazardous waste on campus will increase over the 20-year period of the proposed FMP. As such, more hazardous waste and materials will

be transported to and from the site. Packaging and transportation of waste on public roads is required to comply with applicable federal and State regulation as well as with the campus Hazardous Materials Business Plan and Emergency Operations Plan. Hazardous waste would be picked up by a licensed hazardous waste contractor and packaged and labeled according to manufacturer instructions.

Upset and Accident Conditions

Accidental spills of hazardous waste or hazards that may occur are addressed with the guidelines provided in the campus Hazardous Materials Business Plan and Emergency Operations Plan. The Hazardous Materials Business Plan lists and provides guidelines for each building on campus where hazardous waste is stored or used. The Emergency Operations Plan “addresses how the district will respond to extraordinary events, major incidents, emergencies or disasters, from proportion through recovery and is intended to be in compliance with State and federal guidelines and policies including but not limited to the Standardized Emergency Management System and Incident Command System.”

CONCLUSION

The proposed FMP will be required to follow recommendations from the Phase I ESA to reduce impacts within the near-term construction Project area and in other portions of the Sierra College Rocklin Campus FMP site. Mitigation measures will require soil sampling to test for petroleum product residues, heavy metal residues from paints and ceramic glazes, lead-based paint residues and pesticide residues, as well as material sampling for asbestos to occur during demolition and renovation activities. Prior to implementation of the FMP, a site inspection will be conducted, and the locations further evaluated to determine whether sampling should be completed to confirm that chemical residues are not present in concentrations that could pose a health hazard. Impacts would be less than significant with mitigation applied.

MITIGATION MEASURE(S)

MM HAZ-1: Measures based on the recommendations outlined in the Phase I Environmental Site Assessment shall be implemented as follows:

- If the area west of MEI is planned to be redeveloped, petroleum impacts from a former UST may be encountered. If petroleum-based contaminated soil is present, the soil shall be removed with PCEHC oversight.
- If Buildings N and/or X are demolished or redeveloped, in-ground hydraulic hoists must be removed. If impacts to soil and groundwater around and beneath the hoists is encountered, the soil shall be removed with PCEHC oversight.
- If any of Buildings E, G-ME, H, N, S, T, W, X, and Yt2, the hazardous waste storage shed, or the grounds shed are renovated or demolished, the District shall either remove and store hazardous materials in other suitable locations or properly dispose of the materials prior to renovation or demolition.

- The District shall perform lead-contaminated paint and asbestos contaminated material surveys of the site buildings planned for renovation or removal.
- If unknown USTs and/or impacted soil is encountered during redevelopment, they shall be assessed for removal and offsite disposal purposes.

EFFECTIVENESS OF MEASURE(S)

Implementation of Mitigation Measure MM HAZ-1 would reduce impacts to *less than significant*.

Impact #4.7-b: Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

The Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. See Impact #4.7-a.

CONCLUSION

See conclusion to Impact #4.7-a.

MITIGATION MEASURE(S)

Implement Mitigation Measure MM HAZ-1.

EFFECTIVENESS OF MEASURE(S)

Implementation of Mitigation Measure MM HAZ-1 would reduce impacts to *less than significant*.

Impact #4.7-c: Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

The Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.

The Sierra College Rocklin Campus is a permitted small quantity hazardous waste generator and hazardous material storage facility, operating under a Hazardous Materials Business Plan approved by the Placer County Environmental Health Department. Material inventories, facility information and emergency response plan information are regularly updated and provided to Placer County, as required. Several locations throughout the subject property are areas where reportable quantities of hazardous waste and hazardous materials are stored. Information provided by the Facilities Department regarding these locations and associated wastes/materials is presented in Appendix E of the Phase I ESA that was completed for this EIR (see Appendix F). The Hazardous Materials Business Plan would be updated as needed over the course of the FMP.

CONCLUSION

The Hazardous Materials Business Plan addresses how the Sierra College Rocklin Campus handles hazardous emissions, materials, substances, and waste. Therefore, a less-than-significant impact will result from the Project.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

Impacts would be *less than significant*.

Impact #4.7-d: Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

The Project would not be located on a site which is included on a list of hazardous materials site compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment.

The Phase I ESA conducted a regulatory agency database search to identify if any hazardous material handling locations or known contamination sites are present in the Project area, as determined based on search distances set forth in ASTM E1527-05. Environmental Data Resources, Inc. (EDR) conducted the search of federal, State and local regulatory agency databases. The EDR Report is presented in Appendix F of the Phase I ESA.

The Sierra College Rocklin Campus is listed on several regulatory agency databases, including the following:

- Aboveground Petroleum Storage Tank Facility (APSTF) – Records indicate that the Sierra College campus is an aboveground storage tank facility with a total capacity of 2,330 gallons and that APSTF operations at the campus are conducted under the jurisdiction of Placer County. Specific APSTF location information is not presented in the records search.
- Federal Resource Conservation and Recovery Act Small Quantity Generator (RCRA-SQG) – Records indicate that the Sierra College campus is a small quantity generator of hazardous waste. More than 100 kilograms and less than 1,000 kilograms of hazardous waste are reportedly generated during any calendar month. Records indicate that there have been no recorded violations. The locations where hazardous waste is generated and/or stored are not identified in the records search.
- California Leaking Underground Storage Tank Site (LUST) – Records indicate that a 500-gallon waste oil tank was removed from the Sierra College campus in 1988. Soil samples collected from the tank pit showed the presence of contamination, attributable to tank overfilling. The tank pit was over-excavated to remove impacted

soil and was backfilled with imported clean sand. Excavated impacted soil was disposed offsite at a permitted landfill. Groundwater monitoring was conducted for two quarterly events. Monitoring results from the second event showed no detectable concentrations of contaminants. In a letter dated September 16, 1996, the California Regional Water Quality Control Board, Central Valley Region, stated that no further action related to the underground storage tank release was required. The location of this former tank is not identified in the records search.

- California Historic Hazardous Substance Storage Container Database (HIST UST) – Records indicate that 12 underground storage tanks have been located at the Sierra College campus. Information listed for each tank in the records search is presented below. The specific location of each tank is not identified in the records search. Current tank status and/or tank removal records are not presented in the records search.
 - Tank 001 – Bus Shop; installed 1977; 500-gallon capacity; waste
 - Tank 002 – Corporation Yard; installed 1977; 5000-gallon capacity; diesel fuel
 - Tank 003 – Corporation Gas; installed 1977; 5000-gallon capacity; unleaded gasoline
 - Tank 004 – Auto Shop; installed 1967; capacity not recorded; waste oil
 - Tank 005 – Auto Shop 2; installed 1967; capacity not recorded; waste oil
 - Tank 006 – ME 1; installed 1964; 10,000-gallon capacity; diesel fuel
 - Tank 007 – PE 3; installed 1979; 10,000-gallon capacity; diesel fuel
 - Tank 008 – PE 2; installed 1979; 10,000-gallon capacity; diesel fuel
 - Tank 009 – PE 1; installed 1979; 10,000-gallon capacity; diesel fuel
 - Tank 010 – Center; installed 1961; capacity not recorded; waste
 - Tank 011 – 100L; installed 1979; 2000-gallon capacity; waste
 - Tank 012 – North; installed 1970; 1000-gallon capacity; waste
- California Hazardous Material Incident Report System (CHMIRS) – Records indicate that a hazardous material incident occurred at the Sierra College campus on September 13, 2000. Sweet smelling fumes from an unknown source were reportedly noted in the outdoor area between the art building and the music building. The City of Roseville Haz Mat team responded. Four buildings in the area were evacuated and two people were transported to the hospital for evaluation. The source of this release is not identified in the records search.

Additional regulatory agency database listings for the Project site that duplicate the above listings and/or are not considered significant are detailed in the EDR report presented in Appendix F of the Phase I ESA.

CONCLUSION

Several potential environmental concerns within the near-term construction Project area and in other portions of the FMP site were noted in the Phase I ESA. Mitigation Measure MM HYD-1 would incorporate recommendations from that study to reduce impacts to less than significant.

MITIGATION MEASURE(S)

Implement Mitigation Measure MM HAZ-1.

EFFECTIVENESS OF MEASURE(S)

Implementation of Mitigation Measure MM HAZ-1 would reduce impacts to *less than significant*.

Impact #4.7-e: For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

The Project would not, for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area.

CONCLUSION

The Project is not within an airport land plan or within two miles of a public airport. No impact would occur.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

There would be *no impact*.

Impact #4.7-f: For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

The Project would not, for a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area.

The proposed Project site is located approximately 13.9 miles southeast of the Lincoln Regional Airport and is not within the Lincoln Regional Airport Master Plan that was adopted November of 2007.

As of September 18, 2014, the Federal Aviation Administration lists one private airport identified as the Fiddymment Field and owned by the Fiddymment Estate Company. This airport, located in Roseville, is several miles from the proposed Project site (Federal Aviation Administration 2014). A visual check of imagery data from Google earth included a two-mile radius surrounding the Project site. There were no visible airports.

CONCLUSION

The proposed Project site is not within two miles of a public or private airport. There would be no impact.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

There would be *no impact*.

Impact #4.7-g: Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The Project would not impact implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Guidance for emergency response and evacuation is provided in the campus's adopted Emergency Operations Plan. The plan covers significant incidents or disasters and is designed to protect lives and property through effective use of available personnel and resources during emergency operations. It is placed into operation whenever a natural or human-caused significant incident or disaster affects the district or any campus that exceeds normal or routine operations. The plan covers natural, technological and intentional hazards and provides direction on a variety of emergency situations which includes:

- Aircraft Crash;
- Barricaded Suspects(s), Shooting, Gunman and Sniper;
- Bomb Threat or Detonation;
- Civil Disturbance or Demonstration;
- Earthquake;
- Evacuation;
- Fire and Explosion;
- Flooding;
- Hazardous Materials Incident;
- Severe Winds/Storms; and
- Utility Failure.

The same activities would occur over the 20-year FMP period, but with an increase of structures, students and staff. Implementation of the Project would not interfere with the campus's Emergency Operations Plan.

According to the Emergency Operations Plan, material presented in the plan, including all supplemental materials, was written in accordance with federal and State guidelines and makes every effort to be in compliance with local, State and federal mandates, guidelines,

regulations, laws, and current standards. The proposed Project would not interfere with other federal, State and local plans adopted for emergency response and evacuation.

CONCLUSION

Activities that would occur over the 20-year period of the proposed FMP would not interfere with the Sierra College Rocklin Campus Emergency Operations Plan or other federal, State, or local plans adopted for emergency response and evacuation. Impacts would be less than significant.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

Impacts would be *less than significant*.

Impact #4.7-h: Would the Project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

The Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

Rocklin is surrounded on the west and south by moderate fire hazard severity zones (California Department of Forestry & Fire Protection 2018). Campus property to the north and west consists of heavily forested oak grassland. Should a fire occur, the campus would follow the instructions in the Fire and Explosion section of its adopted Emergency Operations Plan. In the event of a fire, evacuation is the first priority followed by fighting the fire.

The District and the City of Rocklin are aware of the increased risk of wildfire. While the City does not have policies that directly address the woodland environment of the north campus, they realize that there are open areas of the City with substantial grasslands or woodlands. The City encourages managed grazing of goats and sheep to reduce vegetation, and the College takes part in this program. Goats are used to graze open areas of the campus (primarily the nature area). Goat herds also clear the weeds and grasses to establish a firebreak of at least 100 feet in width on the north side of the service road. The District also contracts periodically with Calfire to bring in crews to clean out the dead wood in the nature area.

In addition to the campus guidelines, the Rocklin Fire Department (Station #23) is located at 3970 Rocklin Road, which is only one mile from the College. Response time is approximately four minutes. "The Rocklin Fire Department has 38 full-time personnel,

including administration, prevention, and suppression staff. The fire department is a full service, all-risk emergency response team” (City of Rocklin 2016).

Should a wildfire occur outside of the campus, other services include the City of Rocklin’s new Emergency Notification System called ALERT. “In the event of law enforcement activity, fire, unexpected road closures, missing persons, evacuations, or other emergencies, citizens can sign up to be notified on their cell phones, work phones, or home phones. The citizen simply logs on to www.Placer-Alert.org to enter up to five addresses; i.e., children’s schools, a home address, a business address, etc.” Students and facility would have access to this service.

CONCLUSION

The District utilizes goats and Calfire personnel to control weeds and pick up dead wood in the nature area and along the service road to reduce the risk of wildfire on campus. Should a wildfire occur on or off campus, staff and emergency responders have the guidance, tools and expertise to address the emergency. Impacts would be less than significant.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

Impacts would be *less than significant*.

4.8 - Hydrology and Water Quality

4.8.1 - INTRODUCTION

This section of the EIR identifies the significant hydrology and water quality resources occurring on the Project site or affected by the Project and provides an evaluation of the potential impacts to such resources that would be caused by implementation of the proposed Project. The discussion starts with an overview of the regulations that are normally applicable to hydrologic resources, followed by a description of the physical setting of both the site and hydrologic region. An analysis is then provided to determine whether the impact(s) would be less than significant, significant without mitigation, or significant and unavoidable. If an impact is significant and can be reduced with mitigation, then a description of the required mitigation measure(s) is provided.

This section is based upon, and referenced to, the Hydrology and Water Quality Study for the Project prepared (2018) by QK for the Project and the Water Supply Assessment prepared (2018) by the Placer County Water Agency for the Project (Appendix G).

4.8.2 - REGULATORY SETTING

Federal

CLEAN WATER ACT (33 USC 1251-1387)

The Federal Clean Water Act (CWA) 33 U.S.C. 1251-1387 had its origin in 1899 with the Rivers and Harbor Act. Since that time, the CWA has evolved into its present form via numerous amendments, including the Federal Water Pollution Control Act of 1972 (P.L. 92-217), the Clean Water Act of 1977 (P.L. 95-217), and the Water Quality Act of 1987 (P.L. 100-4). The Clean Water Act is administered by the Federal Environmental Protection Agency, which has delegated authority and enforcement to some states, including California. The stated objective of the CWA is “to restore and maintain the chemical, physical, and biological integrity of the Nation’s waters.” Except within the provisions of the CWA, discharge of pollutants into any navigable waters of the United States is prohibited.

Pollutants have been broadly defined to include anything introduced from the outside world, or an increase in a material that is already present. This includes erosion of natural material into the watershed in excess of that which naturally occurs. The jurisdiction of the CWA is based on Congress’s authority to protect the flow of interstate commerce. One component of interstate commerce is protection of navigable waters of the United States. The CWA defines “Navigable Waters” as “waters of the United States.” Under the regulation of the Environmental Protection Agency, “waters of the United States” include the following:

- All waters that are currently used, were used in the past, or may be susceptible to use in the future in interstate or foreign commerce, including all waters that are subject to the ebb and flow of the tide;
- All interstate waters, including interstate “wetlands”;

- All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sand flats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds of which the use, degradation, or destruction would affect or could affect interstate or foreign commerce;
- All impoundments of waters otherwise defined as waters of the United States under this definition;
- Tributaries of waters identified in 1-4 of this definition;
- The territorial seas; and
- “Wetlands” adjacent to waters identified in 1-6 of this definition.

The CWA contains a broad range of tools to meet the statutory objectives, including the following:

Section 301: Prohibits discharges of pollutants, except as provided by the CWA.

Section 303: Requires states to identify “impaired” water bodies as those which do not meet water quality standards. States are required to compile this information in a list and submit the list to the USEPA for review and approval. This list is known as the Section 303(d) list of impaired waters. As part of this listing process, states are required to prioritize waters and watersheds for future development of Total Maximum Daily Load.

State

PORTER COLOGNE ACT (CALIFORNIA WATER CODE SECTION 13000 ET. SEQ.)

Water quality in California is further protected under the Porter-Cologne Water Quality Control Act. This law assigns responsibility for protection of water quality to the State Water Resources Control Board (SWRCB). The SWRCB is divided into nine statewide Regional Water Quality Control Boards (RWQCBs), which enforce water quality standards. The governing Board for the Project area is the jurisdiction of the Central Valley Regional Board, with an office in Sacramento. The Central Valley Region has developed a Water Quality Control Plan (Basin Plan) to show how the quality of the surface and ground waters in the region should be managed to provide the highest water quality reasonable possible. The Basin Plan lists the various beneficial uses of water within the region; describes the water quality that must be maintained to allow those uses; describes the programs, projects, and other actions necessary to achieve the standards established in this plan; and summarizes plans and policies to protect water quality.

Section 402 of the CWA establishes a framework for regulating municipal and industrial discharges of storm water into waters of the United States under the National Pollution Discharge Elimination System (NPDES) permit program. The latest update to the NPDES program (referred to as the Phase II rule – effective December 8, 1999), requires permitting for construction activity that disturbs land greater than or equal to one acre. The Federal NPDES regulations provide two permitting options for storm water discharges (Individual and General permits). However, the SWRCB has opted to require one statewide General Permit (NPDES No. CAS000002) to cover all construction activity in the state of California

except Tribal Lands, projects by the California DOT, and the Lake Tahoe Hydrologic Unit. These exceptions are regulated under separate permits. The Project is covered under the State's General Permit (provided the provisions of the permit are followed). The State of California's General Permit was issued with the requirement that all construction activity which disturbs one or more acres is subject to the following requirements:

- Develop and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP must specify Best Management Practices (BMPs) to prevent construction pollutants from contacting storm water, and keeping all products of erosion from moving offsite into receiving waters;
- Eliminate or reduce non-storm water discharges to storm sewer systems and other waters of the United States;
- Perform inspections of BMPs; and
- Prior to commencement of grading or other land disturbance, the landowner must provide notification to the SWRCB. This obligation is met when the landowner files a Notice of Intent (NOI), with the SWRCB, and pays the appropriate fee. The NOI is a mechanism to establish responsible parties, dischargers, and scope of the proposed operations.

Section 404 of the Clean Water Act requires a permit for the discharge or placement of dredge or fill material within "jurisdictional waters," or waters of the United States. This permit is issued by the United States Army Corps of Engineers (USACE). As discussed, jurisdiction of the Clean Water Act is limited to "waters of the United States" (often referred to as "jurisdictional waters"). The SWRCB defers determination of "jurisdictional waters" to the USACE. However, under the California Porter-Cologne Water Quality Control Act, the SWRCB has released a legal memorandum confirming the State's jurisdiction over isolated wetlands. Said memorandum has indicated generally that discharges to "Waters of the State" are subject to State Regulation. "Waters of the State" have been defined under State law to mean any surface water, groundwater, or saline water, within the State's boundary. As a result, the SWRCB regulates discharges to "Waters of the State" and isolated waters similarly to waters of the United States. Again, for waters not subject to federal jurisdiction, SWRCB regulation is under the authority of Porter-Cologne rather than the Clean Water Act.

CALIFORNIA DEPARTMENT OF FISH AND GAME CODE SECTION 1602

In the interest of conserving and protecting fish, wildlife and native plant resources, Section 1602 of the California Fish and Game Code requires anyone to notify the California Department of Fish and Wildlife (CDFW) of any proposed activity that may substantially modify a river, stream, or lake. Section 1602 applies to all perennial, intermittent, and ephemeral rivers, streams and lakes in the State of California. Upon notification, the CDFW will evaluate the proposed activity, and make a determination whether an alteration agreement is needed. The alteration agreement would impose conditions upon the proposed activity.

WATER SUPPLY ASSESSMENTS – SENATE BILL 610

Senate Bill 610 (Chapter 643, Statutes of 2001) and Senate Bill 221 (Chapter 642, Statutes of 2001) amended state law, effective January 1, 2002, to improve the link between information on water supply availability and certain land use decisions made by cities and counties. SB 610 and SB 221 are companion measures which seek to promote more collaborative planning between local water suppliers and cities and counties. Both statutes require detailed information regarding water availability to be provided to the city and county decision-makers prior to approval of specified large development projects. Both statutes also require this detailed information be included in the administrative record that serves as the evidentiary basis for an approval action by the city or county on such projects. Both measures recognize local control and decision making regarding the availability of water for projects and the approval of projects.

Under SB 610, water assessments must be furnished to local governments for inclusion in any environmental documentation for certain projects (as defined in Water Code 10912[a]) subject to the California Environmental Quality Act. Under SB 221, approval by a city or county of certain residential subdivisions requires an affirmative written verification of sufficient water supply.

If coordinated and comprehensive water supply planning is underway at the time that the SB 610-water assessment is prepared, compliance with SB 221 will be greatly facilitated. SB 221 is intended as a ‘fail safe’ mechanism to ensure that collaboration on finding the needed water supplies to serve a new large subdivision occurs when it should – before construction begins.

Not every project that is subject to the requirements of SB 610 would also require the mandatory water verification of SB 221 (e.g. if there is no subdivision map approval). Conversely, not every project that is subject to the requirements of SB 221 would also require the environmental document to contain an SB 610 water supply assessment. Projects approved before January 1, 2002 were not subject to the requirements of SB 610 or SB 221; however, some projects may have been subject to the requirement to prepare a water supply assessment as set forth in Senate Bill 901 of 1995 (Chapter 881, Statutes of 1995).

A foundational document for compliance with both SB 610 and SB 221 is the Urban Water Management Plan (UWMP). Both of these statutes repeatedly identify the UWMP as a planning document that, if properly prepared, can be used by a water supplier to meet the standards set forth in both statutes. Thorough and complete UWMPs will allow water suppliers to use UWMPs as a foundation to fulfill the specific requirements of these two statutes. Cities, counties, water districts, property owners, and developers will all be able to utilize this document when planning for and proposing new projects.

UWMPs serve as important source documents for cities and counties as they update their General Plan. Conversely General Plans are source documents as water suppliers update their UWMPs. These planning documents are linked and their accuracy and usefulness are

interdependent. It is crucial that cities/counties and water suppliers work closely when developing and updating these planning documents.

County

PLACER COUNTY STORM WATER MANAGEMENT MANUAL

Placer County's 1990 Storm Water Management Manual provides policy, guidelines, and criteria for the development and management of natural resources, facilities and infrastructure for storm water management. The purpose of this manual is to provide consistent, specific guidance and requirements for storm water management, including regulation of the development process, to achieve storm water management objectives.

1. Design Criteria

- a. Storm drainage planning and design in Western Placer County shall adhere to the criteria presented in this manual. Governmental agencies and engineers shall utilize the manual in the planning of new facilities and in their reviews of proposed work by developers, private parties, and other governmental agencies, including the California Department of Transportation, other elements of the State Government and the Federal Government.
However, none of the criteria or guidelines are intended to substitute for the sound application of fundamental engineering or scientific principles or to conflict with stated goals and policies.
- b. The design criteria in this manual shall be revised and updated as necessary to reflect advances in storm water management concepts and technology.

2. Level of Protection

- a. The 100-year flood shall be the criterion for measures intended to minimize property damage, injury, and loss of life.

3. Transfer of Problems

- a. Improvements of any kind shall not transfer a problem from one location to another except when the transfer is part of a regional solution to flood problems.
- b. Channel modifications which create problems downstream shall be avoided. Potential problems include erosion, downstream sediment deposition, increase of runoff peaks, and debris transport.
- c. Diversions from one watershed to another shall generally be avoided. The diversion of storm runoff from one watershed to another may introduce significant legal problems.
- d. All land development proposals shall be evaluated for their effects on runoff and flooding, both offsite and onsite.

4. Floodplain Management

Floodplain management is an important component of overall storm water management strategies.

- a. Local jurisdictions are encouraged to adopt and implement measures which will lessen the exposure of property and facilities to flood losses, improve the long-range land management and use of flood-prone areas, inhibit, to the maximum extent feasible incompatible development, and encourage compatible uses in such areas. Compatible uses are those that do not reduce instream flood storage, create higher flood elevations, or adversely affect riparian or aquatic resources. Compatible uses can include open space, parks and recreation, and agriculture.

5. Natural Streams

- a. Natural drainageways shall be used for storm runoff whenever possible. The environmental value of natural channels is clear. Natural channels are also valuable in controlling storm runoff because vegetation and irregular sections and alignments of natural channels dissipate energy, thereby slowing the runoff. Furthermore, the floodplain typically provides temporary storage of floodwaters which attenuates flood peaks as they pass through the channel reach.
- b. Local jurisdictions shall not permit loss of storage in the 100-year floodplain of designated regional streams except when necessary to protect existing structures or improvements from flood damages or to provide for improvements which have greater overall public value. Changes shall be allowed in the floodplain in association with compatible uses so long as the changes involves no net loss of storage. For example, minor grading and earthworks could be permitted on broad floodplains in order to develop parks and recreational facilities.
- c. Local jurisdictions shall not permit straightening, widening, or smoothing of designated regional stream channels except as necessary to protect existing structures or improvements which have greater overall public value. However, changes in the channel which restore, improve or enhance the desirable flood control properties shall be allowed and are encouraged.
- d. Local jurisdictions and individuals are encouraged to follow Flood Control District plans and criteria for the maintenance of designated regional stream channels.

City of Rocklin

GENERAL PLAN

Chapter 8.30 of the City of Rocklin Municipal Code (2018), Storm Water Runoff Pollution Control Ordinance, prohibits the discharge of any materials or pollutants that cause or contribute to a violation of applicable water quality standards, other than storm water, into the municipal storm drain system or watercourses. Discharges from specified activities that do not cause or contribute to the violation of any plan standard, such as landscape irrigation, lawn watering and flows from fire suppression activities, are exempt from this prohibition.

Chapter 15.28, Grading and Erosion and Sedimentation Control, regulates grading on all property within the City of Rocklin to safeguard life, limb, health, property, and public welfare; to avoid pollution of watercourses with nutrients, sediments, or other earthen materials generated or caused by surface runoff on or across the permit area; to comply with the City's NPDES permit issued by the RWQCB; and to ensure that the intended use of a graded site is consistent with all applicable State and Federal regulations and City planning requirements:

- OCR-40 Require compliance with the State and Federal Endangered Species Act and the Clean Water Act as conditions of development project approval.
- OCR-46 Participate as appropriate in a regional approach to the management of drainage basins and floodplains with regional agencies such as the Placer County Flood Control and Water Conservation District.
- OCR-49 Minimize the degradation of water quality through use of erosion control plans and Best Management Practices.

CITY OF ROCKLIN STORM WATER MANAGEMENT PROGRAM IN COMPLIANCE WITH THE PHASE II REGULATIONS OF THE NATIONAL POLLUTANT DISCHARGE EXAMINATION SYSTEM

On December 8, 1999, the U.S. Environmental Protection Agency (EPA) promulgated the Phase II Regulations covering small Municipal Separate Storm Sewer Systems (MS4s). The City of Rocklin is automatically included as a small MS4, because it is located within an urbanized area. The State Water Resources Control Board (SWRCB) administers, within California, the Phase II Regulations issued by the EPA. The federal regulations allow two permitting options for storm water discharge: individual permits and general permits.

The SWRCB has elected to adopt a statewide General Permit for small MS4s. This option allows the small MS4 (A "MS4" is a conveyance or system of conveyances, including roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, manmade channels, or storm drains, which is designed or used for collecting or conveying storm water. A MS4 does not include a "combined sewer" or a sewer which is part of a publicly owned treatment work) to sign onto the General Permit in lieu of developing a fully individualized program and allows the State to efficiently regulate numerous storm water dischargers under a single permit. The City of Rocklin has opted to comply with the Phase II Regulations through coverage under the State's General Permit.

Four basic requirements are included in the General Permit including: discharge prohibition, effluent limitations, storm water management program requirements, and reporting requirements. The General Permit prohibits discharges of waste that are otherwise prohibited under state and regional water quality control plans. In addition, the General Permit prohibits discharges that cause or threaten to cause a nuisance, discharges that contain a reportable quantity of specified hazardous substances, and any other discharge except as allowed under the NPDES permit.

4.8.3 - ENVIRONMENTAL SETTING

Hydrologic Setting

The Rocklin Campus is located in the northern Central Valley's Sacramento River Basin within the Dry Creek Watershed which is approximately 101 square miles (64,640 acres). The northwestern portion of the campus is transected by Secret Ravine Creek, a tributary of Dry Creek, with a 6.13-square mile subwatershed. Secret Ravine Creek is a perennial stream (Appendix G).

The creek has no impairment of its waters, as evaluated in Section 303(a) of the Federal CWA. With an incised, flat, bottom 8' to 20' in width, it provides a riparian chinook salmon and steelhead habitat within an oakland and is a 100-year narrow flood plain-bordered perennial stream.

Groundwater under the campus is unconfined, of good quality but basically unused, at depths estimated to be in the order of 90 feet below ground surface.

Drainage from the campus is directed to bordering city streets and, to a lesser extent, drains into Secret Ravine. Other runoff on campus occurs from two springs draining into Secret Ravine.

The Placer County Water Agency provides water for irrigation from Boardman Canal. Canal water is stored in a pond behind the Campus Center and is used for irrigation and a variety of non-consumptive purposes (Appendix G).

Storm drainage from the majority of the developed campus is collected by a City of Rocklin storm drainage piping system in the site-bounded public streets and discharged to Secret Ravine southwest of and 'downstream' of the Campus.

Climate

The Western Regional Climate Center (WRCC) has developed a data set for monthly climate for the Sacramento area (1877 to 2015). This is the closest available stationary weather source to the Rocklin area. Table 4.8-1 details the average maximum and minimum temperature (degrees Fahrenheit [°F]) and average total precipitation (inches) for the area (Appendix G).

Table 4.8-1
Average Monthly Temperature and Precipitation (1877 to 2015)

Month	Parameter		
	Avg. Max. Temp. (°F)	Avg. Min. Temp. (°F)	Avg. Prep. (inches)
Jan	53.5	39.6	3.66
Feb	59.7	43.1	3.20
Mar	64.9	45.7	2.67
Apr	71.1	48.4	1.41
May	78.3	52.5	0.62
June	85.9	56.9	0.16
July	91.7	59.2	0.01
Aug	90.6	58.7	0.03
Sep	86.3	57.0	0.30
Oct	76.7	51.6	0.94
Nov	64.1	44.5	1.98
Dec	54.1	39.9	3.17
Annual	73.1	49.8	18.18

Source: WRCC 2015a

Topography and Soils

The campus ranges between approximately 290 feet and 360 feet above msl (AMSL). The highest elevation occurs in the north-central portion, and the lowest elevations occur in the west along Secret Ravine (see Figure 4.8-1). Approximately 100 acres of habitat on the site have been converted to the college campus that includes an assortment of buildings, sports structures (e.g. baseball fields, football field, running track, tennis courts, gym, and trails), access roads, and parking facilities. Remnant mining tailings are located on the north portion of the site, indicating that some type of surface mining historically occurred there. The remainder of the site, the Secret Ravine drainage area, is undeveloped.

There is relatively little soil type diversity on the Project; only five soil types occur. These soils include Andregg coarse and sandy loam, Cometa-Ramona sandy loam, rubble land, and xerofluvents (cut and fill areas and placer areas). They are all classified as “well drained” with medium susceptibility to erosion. Figure 4.5-1 depicts their location.

It has been estimated that approximately 60 acres of the campus’ development area has been “hard-surfaced” – building footprints, parking areas, vehicular pedestrian access and sports facilities. The balance of the Campus has been improved with urban landscaping.

4.8.4 - IMPACTS AND MITIGATION MEASURES

Methodology

Potential significant impacts associated with the FMP were identified following a review of existing literature and available information.

Thresholds of Significance

Appendix G of the CEQA Guidelines includes questions from which lead agencies commonly derive significance thresholds. The District has done so here and determined that the project would have a significant impact on hydrology and water quality if it would:

- a. Violate any water quality standards or waste discharge requirements;
- b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted);
- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river in a manner which would result in substantial erosion or siltation on- or off-site;
- d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
- e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;
- f. Otherwise substantially degrade water quality;
- g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map;
- h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows;
- i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or
- j. Inundation by seiche, tsunami, or mudflow.

The hydrologic and water quality impacts of the Project will be evaluated based on field observations, contacts with regulatory and project-serving water and wastewater agencies, the referenced Drainage and Water Quality Study and the Project SB 610 Water Supply Assessment (Appendix G), and the pertinent questions and articulated significance levels of Appendix G of the State CEQA Guidelines.

Project Impacts**Impact #4.8-a: Would the Project violate any water quality standards or waste discharge requirements?**

The campus is served by a sanitary sewer collection system owned, operated and maintained by the South Placer Municipal Utility District (SPMUD). Wastewater connections, either pumped or gravity, from campus facilities are transported through a District trunkline in Rocklin Road. The District advises that although the trunkline has a potentially limited capacity it is scheduled for early replacement with a larger line.

The SPMUD is also considering the possibility of installation of a trunkline on an alignment paralleling Secret Ravine and wishes to confer at an early date with the College regarding such an installation. There could be benefits to the District, eliminating some pumped sewer service connections, from such an installation. It is thus worthy of District consideration at an early date. Any such installation, or changed connections, are beyond the scope of the FMP or, at this juncture, of any District engineering or environmental evaluation (Appendix G).

Campus flows to the sewer service collection system are at present, based upon domestic water use metering in 2017, approximately 45,000 gallons per day. These flows are projected to increase, proportionate to a 20-year, FMP-projected 50 percent on-site student population from 9,000 per day to 13,500, to 67,500 gallons per day. This limited water usage, and related wastewater discharges, are the result of major and continuing campus water use reduction programs and facilities. Wastewater treatment is provided to SPMUD-transported wastewater by the South Placer Wastewater Authority (SPWA) Dry Creek Wastewater Treatment Plant operated by the City of Roseville, a tertiary treatment facility of 18 million gallons per day capacity. Roseville wastewater treatment plant officials, upon being advised that a 50-percent increase in that flow from the campus over the next 20 years can be anticipated, advised that such increase would be less than significant. The plant is in full compliance with its State Waste Discharge Permit (Appendix G).

In addition to complying with the Federal Clean Water Act, the State Porter-Cologne Water Quality Act and the City of Rocklin General Plan policies governing wastewater disposal and water quality protection (Appendix A), Sierra College Rocklin Campus maintains a facility-specific onsite Spill Prevention, Control and Counter Measure (SPCC) Plan, which must be updated every five years. Such maintenance, and its implementation, are required by State and Federal regulations. The Plan provides guidelines for onsite spills or accidents of petroleum-based products such as gasoline, diesel, or oil.

The College also currently maintains water quality by implementing recommendations from the Sierra College Rocklin Campus Land Use Development Plan 1995-2010. According the Plan, "prior to development of any relatively undisturbed area, more detailed site surveys (shall) be conducted and attempts made at avoiding or disturbing valuable biotic or cultural resources on the site, and any planned development shall be conducted with environmental

sensitivity.” The Plan also recommends that clustering of buildings/facilities should occur in less sensitive areas than the Secret Ravine Creek area, which “is to be given the greatest protection (Sierra Community College District Planning Committee Land Use Task Force 1996).”

The two agencies which transport and treat the Campus domestic waste are regulated by the Clean Water Act and the Porter-Cologne Water Quality Act and their derivative regulatory structure and requirements. Additionally, Under Section 401 of the CWA, a federal mandate, activities that could result in discharges to CWA Section 404-defined water bodies must also obtain a State Water Quality Certification (WQC). The local Regional Water Quality Control Board (RWQCB) has jurisdiction over all those areas defined as jurisdictional under Section 404 of the CWA, and also regulates water quality for all Waters of the State. State waters outside federal jurisdiction include isolated wetlands as defined under the California Porter-Cologne Water Quality Control Act (Porter Cologne; Ca. Water Code, Div. 7, §13000 *et seq.*). A Waste Discharge Permit (WDP) may be required to comply with the Porter-Cologne Water Quality Control Act even if the CWA would not apply. To obtain a WQC or WDP, the applicant must demonstrate that the proposed discharge would be consistent with the standards set forth by the State.

CONCLUSION

A review of the FMP discloses no planned components that would increase the current per capita metered domestic water usage or wastewater flow. Rather, planned components include only the modernization, replacement, or expansion of existing instructional, athletic and parking facilities. The District will continue to work with the SPMUD on installation of a trunkline or other changes to the sanitary sewer system. The District will comply with all federal and State permitting requirements regarding water quality and waste discharge. Therefore, the Project would not violate any water quality standards or waste discharge requirements.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

There would be *no impact*.

Impact #4.8-b: Would the Project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

The Campus is located in the northern Central Valley’s Sacramento River Basin within the Dry Creek Watershed, which is approximately 101 square miles (64,640 acres). The

northwestern portion of the Campus is transected by Secret Ravine Creek, a tributary of Dry Creek, with a 6.13-square mile subwatershed. Secret Ravine Creek is a perennial stream. The Creek has no impairment of its waters, as evaluated in Section 303(a) of the Federal Clean Water Act. Groundwater under the Campus is unconfined, of good quality but basically unused, at depths estimated to be in the order of 90 feet below ground surface (Appendix G).

The Placer County Water Agency provides water for irrigation from Boardman Canal. Canal water is stored in a pond behind the Campus Center and is used for irrigation and a variety of non-consumptive purposes (Appendix G).

The Placer County Water Agency's (PCWA's) Water Supply Assessment for the Project (Appendix G) has evaluated this impact and determined that surface water would be the main source of water for the Project. Quoting from that study:

Surface water will be the main source of water for the Master Plan. Water will be supplied through the Foothill-Sunset-Ophir treated water system.

The Agency has several sources of surface water supply available for use in western Placer County, including Sierra College. These supplies are listed as follows:

- *Pacific Gas & Electric (PG&E) Company Contract – 100,400 AFY*
- *Middle Fork Project (MFP) Water Rights – 120,000 AFY*
- *Central Valley Project (CVP) Contract – 35,000 AFY*
- *Pre-1914 Water Rights – 3,400 AFY*

Chapter 3 of the 2015 PCWA UWMP provides detailed discussion and information regarding these sources of water supply, including normal year, single dry year, and multi-dry year reliability. The 2015 UWMP defines the single dry year as the most severe case, modeled after 1977 drought conditions. The drought conditions of 2014-15 were similar, but not quite as severe as in 1977. For a single dry year, surface water supply allocations are assumed to be 67% for MFP supply, 50% for PG&E and CVP supplies, and 25% for pre-1914 supply. More details of water supply reliability can be found in Section 3.7 of the 2015 UWMP.

The Agency is a member of the West Placer Groundwater Sustainability Agency (GSA) and operates two existing wells in western Placer County. The Agency uses groundwater only in drought or other water supply emergencies. The 2015 UWMP estimates a total of five wells at buildout, each producing 1,000 AFY for a total groundwater supply of 5,000 AFY. The existing and proposed wells are all within the North American Sub-basin.

The West Placer GSA has jurisdiction over a portion of the North American Sub-basin of the Sacramento Valley Groundwater Basin. The West Placer portion of this basin currently operates within sustainable yield, estimated to be approximately 90,000 AFY. Placer County General Plan Policy prohibits new development solely supplied by groundwater, which has contributed significantly to sustainable conditions.

The project site is located well east of existing and proposed groundwater pumping facilities and will not directly receive this source of supply. However, groundwater is anticipated as a backup supply for the integrated water system. As a backup supply, the Agency estimates that groundwater will be available in the amount needed.

Sierra College has been aggressively implementing water saving measures as technology has improved and aging infrastructure has been replaced. Examples include the following:

- Pool covers are used to reduce evaporation;
- One hundred high-efficiency showerheads have been installed in the locker rooms;
- Low-flow plumbing fixtures have been installed throughout the campus with plans for adding 100 more in existing structures. All new facilities will include low-flow toilets; and
- Thirty-three newly-installed waterless urinals are each expected to save 40,000 gallons of water annually for a combined savings of 1.32 million gallons per year.

Additionally:

- Sierra College is gradually planting more drought-resistant and native plants, reducing turf, installing more advanced irrigation spray heads, and is installing an extensive system of landscape sprinkler controllers, some of which are weather sensitive;
- A landscaping master plan will be developed in 2019 that will include minimal turf/lawn areas, additional native trees, and minimal drought tolerant shrubs, all supported by a drip irrigation infrastructure as needed.
- All new facilities will include low-flow toilets and urinals and waterless urinals, LED lighting, and building energy management systems.

Quoting the Water Supply Assessment:

The proposed Master Plan was included in the Agency's 2015 UWMP as having a treated water demand of 84 AFY and an unchanged raw water demand. The 2015 UWMP demonstrated adequate supply in normal, single dry, and multi-dry years. In review of historical data and the supplied Master Plan narrative, Agency staff estimates a potable water demand of 53 AFY as a result of the Master Plan. Additionally, raw water demand is estimated to decrease by 10% as a result of the Master Plan. Given that these values are less than the values assumed in the 2015 UWMP, there are sufficient supplies to meet the needs of the proposed Master Plan. The Agency concludes that existing and planned future supplies will be sufficient to meet demand from existing customers, the proposed Master Plan, and from other planned land uses, including agricultural and manufacturing uses.

CONCLUSION

The 2015 UWMP analysis determined that the potable water demand and raw water demand for the Campus would be less than the water available, and that sufficient water supplies will

continue to be available to meet demand. The District will continue to use water saving measures and will install low water use toilets and other facilities in the planned buildings and elsewhere on campus. The Project would not require any groundwater resources unless in emergency situations and is not located in a significant groundwater recharge area (see the Topography and Soils portion of the Environmental Setting subsection of this EIR section). Therefore, there would be no impact to groundwater resources or groundwater recharge.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

There would be *no impact*.

Impact #4.8-c: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river in a manner which would result in substantial erosion or siltation on or off-site?

The District is responsible for all onsite storm drainage. That responsibility includes the routine construction and maintenance of any onsite drainageways, drop inlets, gutters, culverts, and storm drainage piping. Although “routine,” and subject to individual building/parking/access facility design, it will encompass major expansion of existing drainage facilities because of the Project-proposed addition of six acres of impervious surfaces for buildings plus five acres of supportive parking and access.

The majority of the campus, existing and master planned, drainage exits campus boundaries to the bordering city streets and City of Rocklin storm drainage system in those streets. City Public Works staff have indicated that, although they have no drainage system pipe capacity problems at present and would anticipate none with the projected Rocklin Campus development, they are uncertain as to the condition of the piping system – that it may be constructed, in part, of corrugated metal and require early replacement. The city storm drainage system ultimately discharges to Secret Ravine southwest of the campus.

The District is not subject to city grading permit issuance and related controls, but instead receives permits from the California Division of State Architects. As conditions of approval, development must conform to all Division of State Architect’s requirements and to CEQA. The Ordinance does not allow the impediment of natural surface flow, grading that can cause safety risks, or grading that violates any NPDES permits. It includes directions for seeking grading approval, including application submittal, as well as grading and erosion and sediment control standards.

Implementation would adhere to the State’s stormwater requirements and would comply with the city’s construction site storm water runoff control and city post-construction storm water management requirements, as appropriate. For construction site storm water runoff

control, the City's Storm Water Management Plan (SWMP) states that construction sites greater than one acre "will be subject to the General Permit SWPPP requirements of the Regional Water Quality Control Board (RWQCB)." The SWMP requirements for storm water management of the FMP are met in Rocklin through implementation of the City's *Construction Specification, Improvements Standards, and Standard Drawings* (City of Rocklin 2012) as verified during City Engineer site plan review.

Construction Specifications, Improvements Standards and Standard Drawings (City of Rocklin 2012) includes improvements standards for drainage and grading. Drainage requirements include that drainage have capacities that "accommodate the ultimate development." The drainage standards include drainage design capacity, alignment, and profile requirements; pipe radii criteria; pipeline alignment requirements; and pipeline acceptance and easement criteria. The drainage standards also include hydraulic design and drainage structures criteria, temporary drainage diversions requirements, and channel design criteria. In addition, in implementation of the FMP, and its individual components, the Project will have to comply with all the requirements of the NPDES permitting process, including noticing, preparation, and implementation of individual construction project storm water pollution prevention plans.

Under Section 401 of the CWA, a federal mandate, activities that could result in discharges to CWA Section 404-defined water bodies must also obtain a State Water Quality Certification (WQC). The local RWQCB has jurisdiction over all those areas defined as jurisdictional under Section 404 of the CWA and regulates water quality for all Waters of the State. State waters outside federal jurisdiction include isolated wetlands as defined under the California Porter-Cologne Water Quality Control Act (Porter Cologne; Ca. Water Code, Div. 7, §13000 *et seq.*). A Waste Discharge Permit (WDP) may be required to comply with the Porter-Cologne Water Quality Control Act even if the CWA would not apply. To obtain a WQC or WDP, the applicant must demonstrate that the proposed discharge would be consistent with the standards set forth by the State.

It is the District's responsibility that either all such surface water bodies that could conceivably be affected by FMP implementation be permitted following Plan adoption or that, alternatively, each Plan building or facility to be constructed obtain an individual permit if it would affect such a water body. With either alternative, the District must implement all permit conditions. This includes the Section 401 permit from the Regional Water Quality Control Board.

The District has avoided campus development encroachment in the oak woodland area constituting the College's Secret Ravine watershed. The College currently maintains water quality by implementing recommendations from the Sierra College Rocklin Campus Land Use Development Plan 1995-2010 (1996). According to the FMP, for those areas that are in close-proximity to the Secret Ravine and its 100-year flood plain, should be given the greatest protection from future development. The District should consider expansion and development of the campus in areas where they will have the fewest impacts to Secret Ravine and adjacent resources. The FMP recommends, "...attempts (be) made at avoiding or disturbing valuable biotic or cultural resources on the site, and any planned development

shall be conducted with environmental sensitivity.” The FMP also recommends that clustering of buildings/facilities should occur in less sensitive areas than the Secret Ravine Creek area (Sierra Community College District Planning Committee Land Use Task Force 1996).

There are, however, other water features on campus which must be avoided or for which any impacts must be mitigated (Figure 4.8-2 and Table 4.8-2). Potential impacts to riparian resources, including Secret Ravine and the drainages that flow from the campus into Secret Ravine are discussed in greater detail in Chapter 4.3, Biological Resources.

Specific design plans for each new structure on the Campus have not yet been completed. However, the overall design includes limiting expansion on the west side of the campus, which will avoid impacts to Secret Ravine. Where drainages exist on the main campus, efforts are planned to avoid impacts or minimize impacts, including consultation with CDFW, RWQCB and USACE (See Chapter 4.3 for additional details).

CONCLUSION

The drainage and runoff impacts of the Project area are potentially significant.

MITIGATION MEASURE(S)

MM HYD-1: The District shall comply with the Sierra College Rocklin Campus Land Use Development Plan 1995-2010 recommendations to maintain water quality. Any new development shall be clustered in areas less sensitive than the Secret Ravine, and detailed site surveys shall be conducted prior to construction.

Implement Mitigation Measure MM BIO-9.

EFFECTIVENESS OF MEASURE(S)

As noted above, the District has drafted design plans to avoid Secret Ravine and limit expansion to areas away from that area. Mitigation Measure MM BIO-9 (Wetlands and other waters) states that no impacts will occur to wetlands on the Project site. Impacts to Pond 1 and Ditches 2 and 3 shall be mitigated by restoring the features to the maximum extent practicable. No impacts will occur to the potential vernal pool features, except as might be associated with efforts to enlarge them for creating additional on-site wetland resources. To avoid and minimize impacts to wetlands and other waters to the maximum extent practicable, Best Management Practices (BMPs) will be implemented that will further reduce impacts.

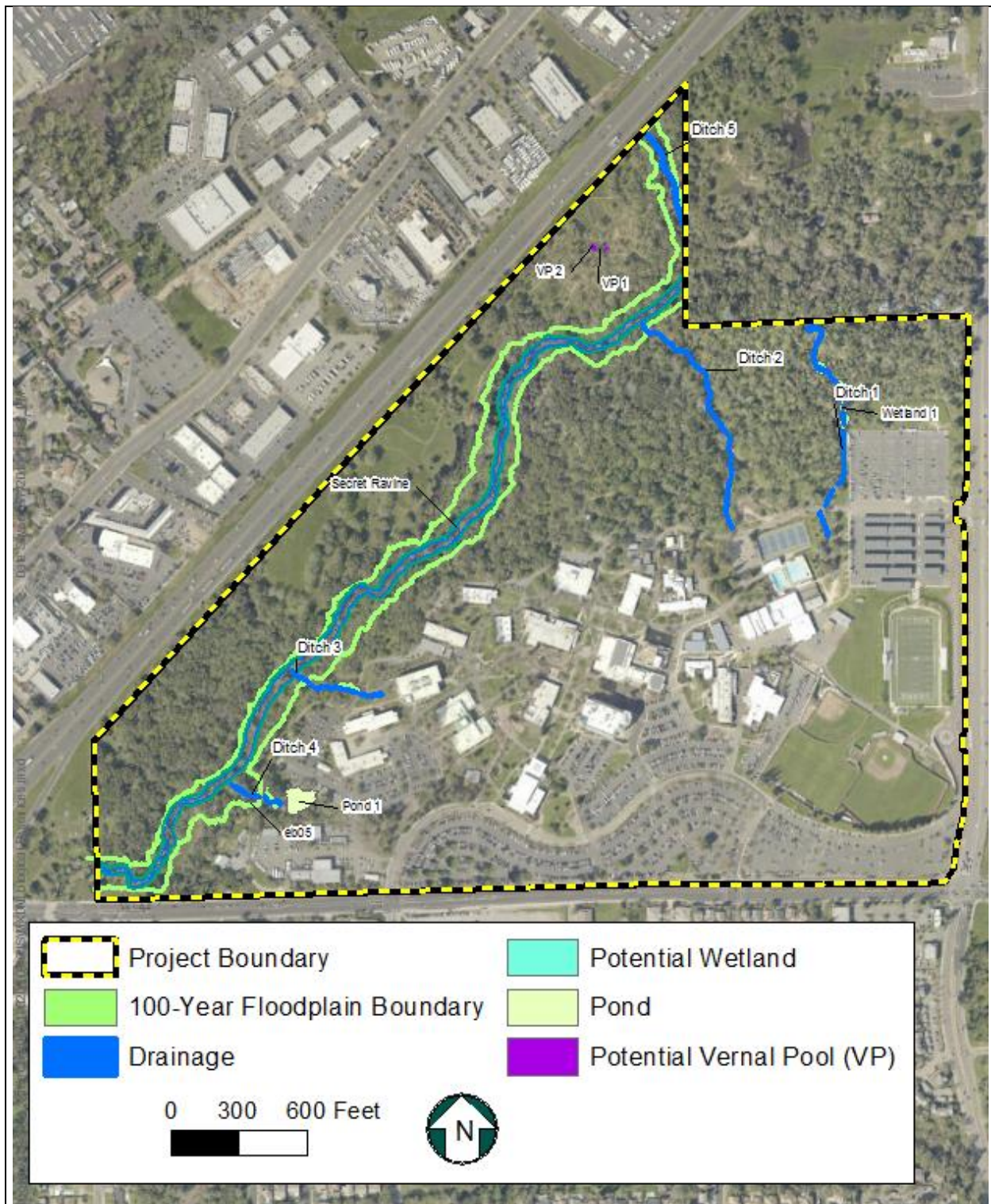


Figure 4.8-2
Surface Water Features, Sierra College Master Plan

**Table 4.8-2
Water Features**

Stream	Secret Ravine	Stream that joins Miner's Ravine and eventually feeds into the Sacramento River. This stream has a wide riparian buffer and, in some areas, wide banks.	2.55 acres/4,775 lineal feet
Wetland	Wetland 1	Wet feature with cattails, Himalayan blackberries, and willows. Ditch 1 flows through this feature. Hydric soils were identified within the mapped area.	0.03 acre
	Pond 1	Pond with riparian vegetation, including cattails and willows. Ditch 4 drains from this feature. Wood duck, mallard, and pond turtle were observed in pond.	0.28 acre
	VP1	Potential vernal pool wetland located in grassland with significant rubble in the area.	0.02 acre
	VP2	Potential vernal pool wetland located in grassland with significant rubble in the area.	0.02 acre
Ditches	Ditch 1	This ditch originates in the main campus area and flows north, connecting to Secret Ravine. Culverts 1-5 occur along this ditch.	0.12 acre/1,471 feet
	Ditch 2	This ditch originates in the main campus area and flows north, connecting to Secret Ravine	0.09 acre/1,281 feet
	Ditch 3	This ditch originates in the main campus area and flows west, connecting to Secret Ravine.	0.05 acre/403 feet
	Ditch 4	This ditch originates near Pond 1 and flows west, connecting to Secret Ravine.	0.02 acre/334 feet
	Ditch 5	This ditch originates offsite but flows southeast across the northern portion of the Project, continuing offsite to Secret Ravine.	0.09 acre/571 feet
Total Water Features			3.24 acres

With implementation of Mitigation Measure MM HYD-1 and MM BIO-9, impacts to federally- and State- protected waters will be reduced to a level that is *less than significant*.

Impact #4.8-d: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site. See Impact #4.8-c.

CONCLUSION

See conclusion to Impact #4.8-c.

MITIGATION MEASURE(S)

Implement Mitigation Measure **MM HYD-1** and **MM BIO-9**.

EFFECTIVENESS OF MEASURE(S)

Through implementation of design features sensitive to the protection of Secret Ravine and the other drainages on the campus through implementation of HYD-1, consultation and permitting with federal and State agencies, and the use of BMPs as detailed in Mitigation Measure MM BIO-9, impacts to existing drainage patterns would be reduced to *less than significant*.

Impact #4.8-e: Would the Project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Storm drainage from the majority of the developed Campus is collected by a City of Rocklin storm drainage piping system in the site-bounded public streets and discharged to Secret Ravine, southwest and downstream of the Campus.

The Project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impact #4.8-c discusses the potential of the Project to result in lower water quality resulting from erosion or siltation from construction or other project activities. That section also discusses the requirements regarding capacity of stormwater drainage systems.

Although the District will comply with the Division of the State Architect, they will comply with City *Construction Specifications, Improvements Standards and Standard Drawings* (City of Rocklin 2012) when consistent with State requirements. *Construction Specifications*,

Improvements Standards and Standard Drawings include improvements standards for drainage and grading. Drainage requirements include that drainage have capacities that “accommodate the ultimate development.” The drainage standards include drainage design capacity, alignment, and profile requirements; pipe radii criteria; pipeline alignment requirements; and pipeline acceptance and easement criteria. The drainage standards also include hydraulic design and drainage structures criteria, temporary drainage diversions requirements, and channel design criteria. In addition, in implementation of the FMP, and its individual components, the Project would have to comply with all the requirements of the NPDES permitting process, including noticing, preparation, and implementation of individual construction project storm water pollution prevention plans.

CONCLUSION

With implementation of the SWPPP and compliance with NPDES permitting process, as well as California Division of State Architect and other requirements, impacts to capacity of stormwater drainage systems and runoff would be less than significant.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

Impacts would be *less than significant*.

Impact #4.8-f: Would the Project otherwise substantially degrade water quality?

The Campus has four aboveground storage tanks (ASTs) used to store gasoline, diesel, and used oil. Gasoline and diesel are stored in two 1,000-gallon tanks at Building Y. These are described in Appendix B of the Drainage and Water Quality Study (Appendix G) and are also described here.

Used oil is stored in a 250-gallon tank at Building X³ and in a 250-gallon tank at Building N. There are four 55-gallon drums of new oil stored at Building X. The combined volume of oil or petroleum-based products exceeds a regulatory threshold of 1,320 gallons.

The aboveground gasoline and diesel storage tanks are located on concrete pads and most of the area surrounding those pads is paved with asphalt. Surface drainage from these tanks would be to the north. Surface drainage from the used oil tank located on the south side of Building X would be to the southwest. Surface drainage from the bulk oil stored in 55-gallon drums on the north side of Building X would be to the north. Surface drainage near the used oil tank at Building N is to the south. The final discharge of surface drainage from Buildings X and Y would be to the north and the closest waterway is an unnamed pond located within approximately 100 feet north of the gasoline and diesel storage tanks. The final discharge of

³ See Study Figure 2-3 for Building locations

surface drainage from the used oil tank on the south side of Building X would likely remain within the concrete berm in that area. Final discharge of surface drainage from Building N used oil tank would be to the south on the pavement. If the tank were full (250 gallons) that amount of used oil released might extend to the fence line approximately 50 feet south. There are no bodies of surface water within one mile south of Building N.

Containment and diversionary structures include the aboveground fuel storage tanks, which are double-walled and protected from vehicle and projectile impacts by design, as well as by traffic bollards. The two used oil tanks are double-walled storage tanks, both with secondary containment volumetric capacities of approximately 130 percent of the primary tank. Spill kits with absorbents are located near the storage tanks and the drum storage area. There are no storm drain inlets located within a fenced facility. Electric pumps are used to pump gasoline and diesel, and an emergency shutoff switch is located on the north external wall of Building Y. A pneumatic pump is used to pump oil from the tank, which is located midway along the external south wall of Building X, through piping that traverses the maintenance shop and terminates with a camlock fitting in front of the building.

The described facilities and protection measures are routinely inspected and maintained and are deemed compliant with the SPCC Plan.

CONCLUSION

With compliance to the SPCC and Best Management Practices, impacts would be less than significant.

MITIGATION MEASURE(S)

Implementation of Mitigation Measure MM HAZ-1.

EFFECTIVENESS OF MEASURE(S)

Mitigation Measure MM HAZ-1 includes, “if Buildings N and/or X are demolished or redeveloped, in-ground hydraulic hoists must be removed. If impacts to soil and groundwater around and beneath the hoists is encountered, the soil should be removed with PCEHC oversight; and if any of Buildings E, G-ME, H, N, S, T, W, X, and Yt2, the hazardous waste storage shed, or the grounds shed are renovated or demolished, the District shall either remove and store hazardous materials in other suitable locations or properly dispose of the materials prior to renovation or demolition.” With compliance with SPCC, BMPs and MM HAZ-1, degradation of water quality would be *less than significant*.

Impact #4.8-g: Would the Project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

The Project would not place housing within a 100-year flood hazard area as mapped on a federal food hazard boundary or flood insurance rate map or other flood hazard delineation map. Secret Ravine Creek lies to the east of the Project site and lies within the 100-year flood

zone (Figure 4.8-1). The developed areas of the campus are at a higher elevation than the ravine and are outside of the flood zone. There are minor drainages on the developed campus; however, these too are outside of the 100-year flood hazard area.

In the 2011 Update to the Dry Creek Watershed Flood Control Plan, the Placer County Flood Control and Water Conservation District identified a potential site of a flood flow reduction project at Secret Ravine near Sierra College Boulevard to reduce impacts due to flooding. This flood flow reduction project could be funded by development impact fees from new development that could potentially compromise the existing drainage system. Another potential project is the upgrade of the ALERT System in the City of Roseville, which monitors numerous precipitation and stream gauges and provides a valuable source of advance flood warning information. Additionally, a region-wide notification system has been established by the City of Rocklin in partnership with regional emergency response agencies that enhances the public notification of emergency events.

CONCLUSION

The project involves no construction or occupancy in a flood hazard area or Flood Insurance Rate Map-designated flood hazard area. However, due to the proximity of Secret Ravine to the Project site, additional drainage system improvements may be necessary to maintain minimal flood hazard exposure.

MITIGATION MEASURE(S)

MM HYD-2: If deemed necessary by Placer County Flood Control and Water Conservation District, the District shall pay a fair share of any additional drainage system improvements required for Secret Ravine in order to avoid significant impacts resulting from increased exposure to flood hazard. These improvements could include the flood flow reduction project at Secret Ravine, or the upgrading of the ALERT system in the City of Roseville and/or Rocklin. The District shall maintain participation in reporting stream monitoring data to the appropriate agencies in order to provide updated and accurate stream levels and minimize the risk posed by flooding.

EFFECTIVENESS OF MEASURE(S)

With implementation of MM HAZ-2, impacts would be *less than significant*.

Impact #4.8-h: Would the Project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

The closest water body to the Project site is Secret Ravine, approximately 500 feet west of the nearest building. However, the proposed Project does not include placing structures within a 100-year flood hazard area. Although new structures will be constructed on the western side of the campus, closest to Secret Ravine, the design plans do not propose placement of buildings in locations that would either impede or redirect flood flows (see

Figure 4.8-2 for location of the water features on the campus). Also see discussion under Impact #4.8-g for more information.

CONCLUSION

The project involves no construction of or occupancy in a flood hazard area or Flood Insurance Rate Map-designated flood hazard area.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

There would be *no impact*.

Impact #4.8-i: Would the Project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Secret Ravine is the closest stream, located west of the developed campus. It is a perennial stream that flows into Dry Creek south of the Project. Secret Ravine is not associated with an upstream levee or dam.

The Project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

There would be *no impact*.

Impact #4.8-j: Would the Project cause inundation by seiche, tsunami, or mudflow?

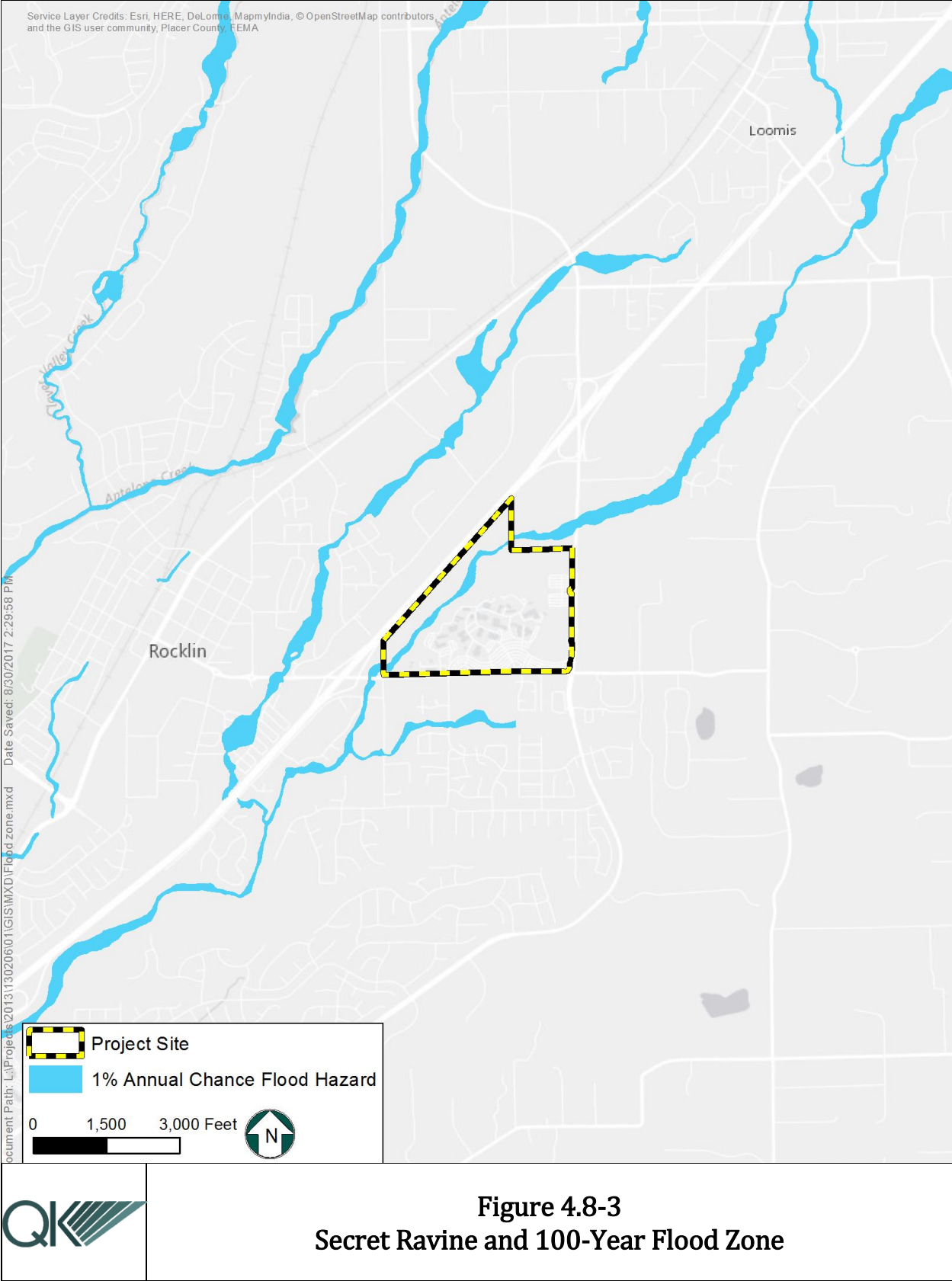
The Project site is not located near a body of water subject to seiche or tsunami, nor does its topography (see Figure 4.8-1) provide an opportunity for mudflow.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

There would be *no impact*.



4.9 - Land Use and Planning

4.9.1 - INTRODUCTION

This section of the EIR describes the environmental and regulatory setting for land use and planning and analyzes potential impacts of the FMP on an already established community; any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project; and any applicable habitat conservation plan or natural community conservation plan. The existing conditions and impact analysis in this section are based on existing literature, available information, and professional judgment.

4.9.2 - ENVIRONMENTAL SETTING

Regional and Local Setting

The Project site is located within the City of Rocklin, Placer County situated at the eastern edge of the Sacramento Valley. Positioned along Interstate 80 (I-80), the Rocklin Campus is approximately 21 miles northeast of the City of Sacramento and 14 miles southwest of the City of Auburn. The campus is situated within the far southeastern corner, where it sits on the edge of urbanized land and lower density, agricultural residential land. The natural landscape both within and surrounding the campus consists of gently rolling topography and oak grassland.

PROJECT SITE

The Project site is generally located on the northwest corner of the intersection of Rocklin Road and Sierra College Boulevard and lies directly east of I-80. The topography of the Campus slopes gently from north to south. The main campus consists of 192 acres of existing college facilities and associated structures and parking facilities north of Rocklin Road. There are currently 58 buildings totaling more than 616,857 gross square feet (GSF). In addition, a perennial tributary (Secret Ravine) and natural open space area is located along the northwestern side of the Campus. This area acts as a buffer between I-80 and the campus core, as well as a natural area for recreational and educational purposes.

SURROUNDING LAND USES

Land uses surrounding the Campus mostly consist of developed urban uses within the City of Rocklin. Specifically, the following uses occur:

North: Land immediately north of the campus, between Sierra College Boulevard and I-80, includes two single-family dwellings and a church. The two single-family dwellings are approximately 500 feet, and the church is further along Sierra College Boulevard at approximately 2,000 feet north of the northern edge of the campus parking lots. Additionally, there are a total of seven dwellings, approximately 1,700 feet from the northern parking lots, north of Secret Ravine.

East: Land to the east is devoted to low-density, agricultural residential uses, including lands within the Town of Loomis. Located directly east of the campus site is a single-family dwelling surrounded by natural vegetation and fallow agricultural, grazing lands.

West: Immediately to the west of the campus is the Secret Ravine and naturally occurring vegetated area. This land is utilized by the District for recreational and educational purposes. West of I-80 lays land that is devoted to retail commercial and office uses. I-80 traverses from southwest to northeast from this intersection along the western side of the campus site. An existing commercial center is located on the western side of I-80.

South: Land to the south, across Rocklin Road, includes medium-density residential and retail commercial. The existing commercial uses include a strip mall, gas station, professional offices and restaurants. A 36-acre site that is currently owned and utilized by the District for overflow parking is also located directly south of the campus site at the intersection of Rocklin Road and El Don Drive. This overflow lot and is not included in the FMP.

Current General Plan and Zoning Designations

The City of Rocklin General Plan (2012) designates the main campus as Public-Quasi Public (PQP), and Resource-Conservation (R-C). The PQP designation primarily covers the existing Campus area and the proposed expansion areas for new construction. The R-C designation follows the alignment of Secret Ravine along the northern and western portions of the Project site. The Zoning Code of the City of Rocklin classifies the campus as within the Planned Development-Community College (PD-CC) zone district and the Secret Ravine area as within Open Area (OA) zone district. The Project site also contains the PD-OA (Precise Development-Open Area) zone district. The R-C land use designation and PD-OA zone district areas would not be affected by the Project. Figures 4.9-1 and 4.9-2 show the General Plan land use designations and zone districts, respectively, for the Campus and surrounding areas.

4.9.3 - REGULATORY SETTING

Federal

There are no applicable federal regulations for environmental issue areas analyzed below.

State

GOVERNMENT CODE SECTIONS 53090(A), 53091, 53094 AND EDUCATION CODE SECTION 80

California Government Code (CGC) Section 53091 states that all local agencies shall comply with the applicable building and zoning ordinance within the territory where the local agency, such as a community college district, is located.

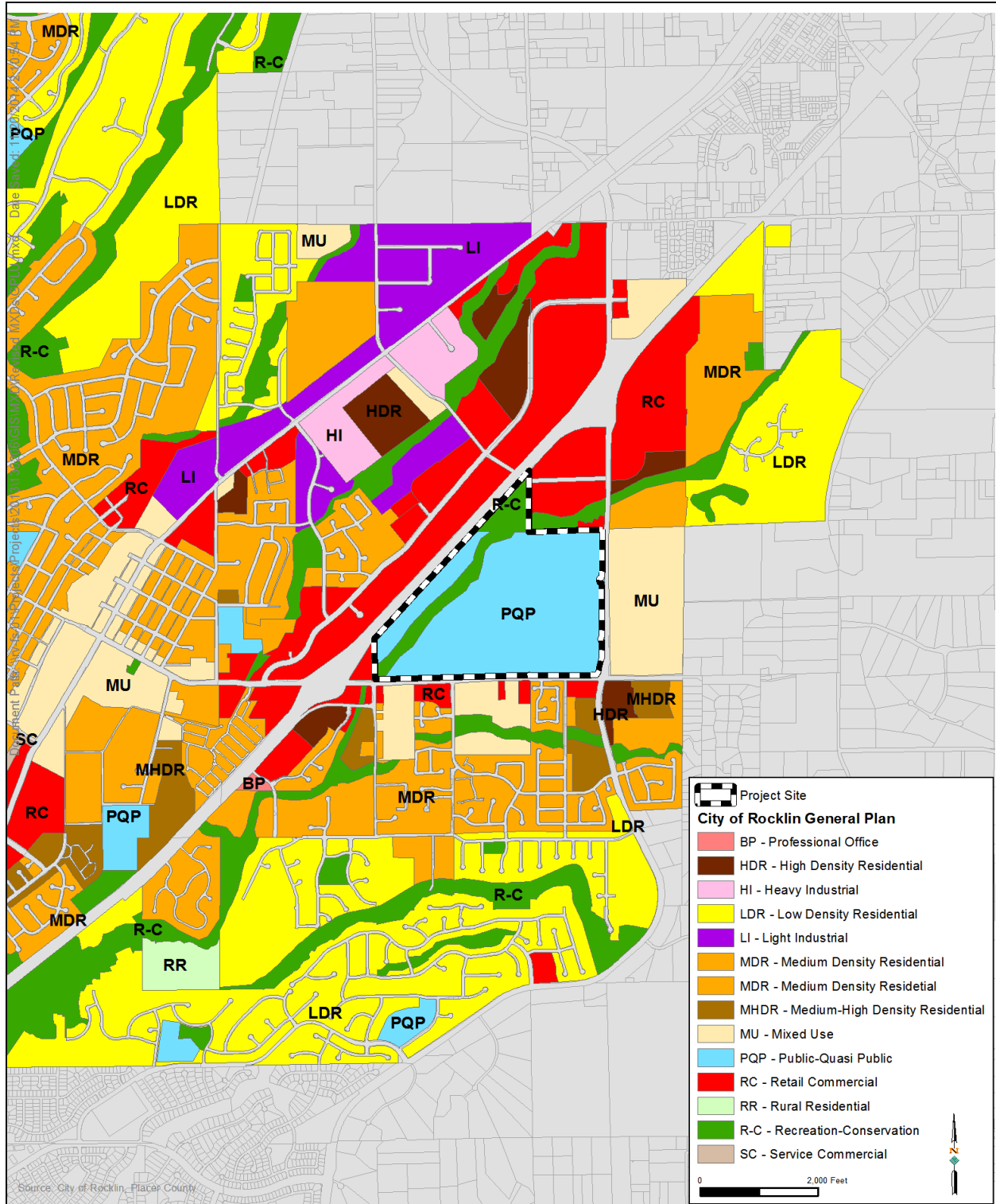
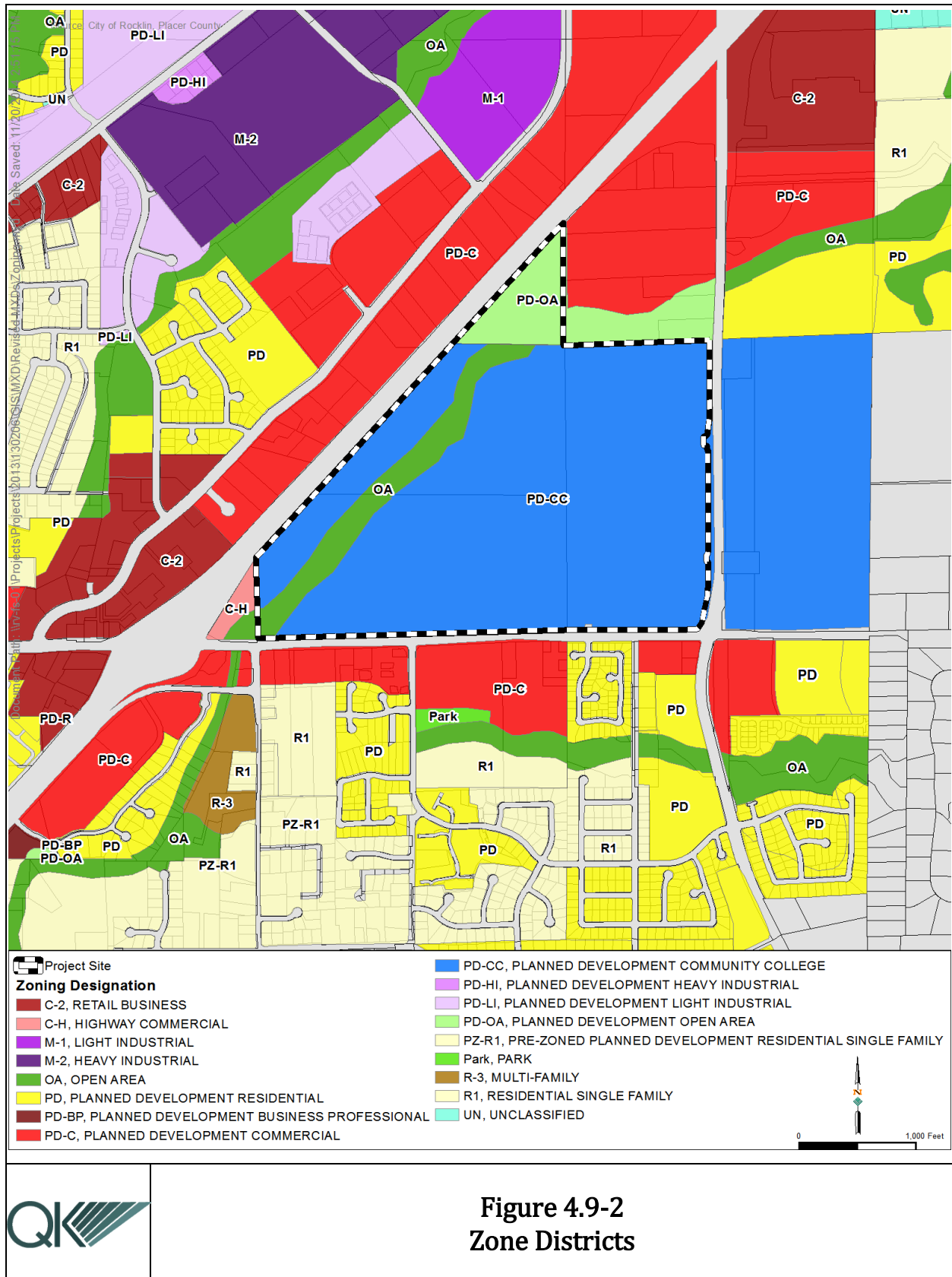


Figure 4.9-1
General Plan Map Code Designations



A local agency, as defined by CGC Section 53090(a), is “an agency of the state for the local performance of governmental or proprietary function within limited boundaries.” Furthermore, CGC Section 53094 specifically gives parameters for school districts to render a zoning ordinance inapplicable for any proposed use of property by a school district. California Education Code Section 80 defines a school district as “school districts of every kind or class, except a community college district.” Therefore, a community college district would be subject to the applicable building and zoning ordinance of the territory where the district is located pursuant to CGC Section 53091 and, in this case, the City of Rocklin.

GENERAL PLANS

CGC Section 65300 et seq. establishes the obligation of cities and counties to adopt and implement general plans. The general plan is a comprehensive, long-term, and general document that describes plans for the physical development of a city or county and of any land outside its boundaries that, in the city’s or county’s judgment, bears relation to its planning. The general plan addresses a broad range of topics, including, at a minimum, land use, circulation, housing, conservation, open space, noise, and safety. In addressing these topics, the general plan identifies the goals, objectives, policies, principles, standards, and plan proposals that support the city’s or county’s vision for the area. The general plan is a long-range document that typically addresses the physical character of an area over a 20-year period. Although the general plan serves as a blueprint for future development and identifies the overall vision for the subject area, it remains general enough to allow for flexibility in the approach taken to achieve the plan’s goals.

ZONING ORDINANCES

CGC Section 65800 et seq. establishes the responsibility of cities and counties to adopt and administer zoning laws, ordinances, rules, and regulations. The zoning ordinance generally defines two types of regulations: 1) regulations that related to architectural and structure design of structures and 2) regulations that restrict use of land and structures within designated districts. Zoning ordinances must also be consistent with all other applicable specific plans as well as the general plan.

Local

CITY OF ROCKLIN GENERAL PLAN

Pursuant to CGC Section 65300, the City of Rocklin General Plan (2012) addresses land use within Chapter IV, “Land Use Element.” The plan also includes local programs and regulations as well as a comprehensive set of guiding goals and implementing policies. The proposed development of the Project would be considered a PQP use as it has been identified for use by a public agency, more specifically Sierra College. However, there are no specific goals within Chapter IV, “General Plan Elements” of the General Plan that describe policies or standards for such uses and therefore, the General Land Use Policies will be used as a guide for consistency between the FMP and the General Plan.

The General Plan is the primary planning document that provides long-term policy guidance for the City of Rocklin. The document provides general policies related to land use within the City limits. There are no specific policies for PQP land uses, such as the Project. However, the following policies and regulations from the adopted General Plan (City of Rocklin 2012) would apply to the FMP:

Land Use Element Goals and Policies

GENERAL LAND USE GOAL

To promote orderly and well-planned development that enhances the City of Rocklin.

GENERAL LAND USE POLICIES

LU-4 Utilize techniques that minimize the adverse effects of light and glare on surrounding properties and incorporate dark sky concepts to the extent practicable.

GOAL FOR LAND USE COORDINATION

To continue to discuss and comment on major land use and infrastructure plans and proposals in Rocklin or surrounding jurisdictions with the County and other cities in the South Placer subregion.

POLICIES FOR LAND USE COORDINATION

LU-67 Encourage communication between the County and the cities of Roseville, Loomis, Lincoln, and Rocklin to ensure the opportunity to comment on actions having cross-border implications and to address other community interface issues, including land use compatibility, circulation and access, and development standards.

GOAL FOR GREENHOUSE GAS EMISSIONS REDUCTION

Promote land use strategies that decrease reliance on automobile use, increase the use of alternative modes of transportation, maximize efficiency of services provision and reduce emissions of greenhouse gases.

POLICIES FOR GREENHOUSE GAS EMISSIONS REDUCTION

LU-68 Adopt and implement land use strategies that utilize existing infrastructure, reduce the need for new roads, utilities and other public works in newly developing areas, and enhance non-automobile transportation.

LU-71 Add bicycle facilities to City streets and public spaces.

LU-74 Promote greater linkage between land uses and transit, as well as other modes of transportation.

- LU-75 Promote development and preservation of neighborhood characteristics that encourage walking and bicycle riding in lieu of automobile-based travel.

Open Space and Conservation Goals and Policies

GOAL FOR THE PRESERVATION OF OPEN SPACE LAND FOR NATURAL RESOURCES

To designate, protect, and conserve open space land in a manner that protects natural resources and balances needs for the economic, physical and social development of the City.

POLICES FOR THE PRESERVATION OF OPEN SPACE LAND FOR NATURAL RESOURCES

- LU-5 Encourage residential, commercial and industrial development Projects to be designed in a manner that effectively protects existing oak trees designated to be retained through the development review process.
- OCR-1 Encourage the protection of open space areas, natural resource areas, hilltops, and hillsides from encroachment or destruction through the use of conservation easements, natural resource buffers, building setbacks or other measures.
- OCR-2 Recognize that balancing the need for economic, physical, and social development of the City may lead to some modification of existing open space and natural resource areas during the development process.
- OCR-3 Define the actual limits of the conceptual dimensions for open space areas as depicted on the General Plan Land Use Diagram during processing of development projects.
- OCR-5 Utilize the California Environmental Quality Act (CEQA) as the primary regulatory tool for identifying and mitigating, where feasible, impacts to open space and natural resources when reviewing proposed development projects.
- OCR-6 Look for opportunities to interconnect open space and natural areas to accommodate wildlife movement and sustain ecosystems and biodiversity.

GOAL FOR OPEN SPACE USED FOR THE MANAGED PRODUCTION OF RESOURCES

To designate, protect, and conserve open space utilized for the managed production of resources while maintaining compatibility with neighboring uses and other open space preservation goals.

GOAL FOR OPEN SPACE FOR OUTDOOR RECREATION

Provide sufficient improved and unimproved outdoor recreation sites to meet the needs of the City on a continuing basis and at residential buildout.

POLICIES FOR OPEN SPACE FOR OUTDOOR RECREATION

- OCR-14 Provide developed as well as undeveloped parkland, recognizing that certain unique open space attributes may be best preserved by retaining them in a natural condition.
- OCR-28 Integrate, to the extent practical, the City's bike and trails network with trails in adjacent jurisdictions and the region.

GOAL FOR THE CONSERVATION, DEVELOPMENT, AND UTILIZATION OF NATURAL RESOURCES

Conserve and protect natural resources while permitting their managed use, consistent with City, State and Federal requirements.

POLICIES FOR THE CONSERVATION, DEVELOPMENT, AND UTILIZATION OF NATURAL RESOURCES

- OCR-39 Require the protection of wetlands, vernal pools, and rare, threatened and endangered species of both plants and animals through either avoidance of these resources, or implementation of appropriate mitigation measures where avoidance is not feasible, as determined by the City of Rocklin.
- OCR-40 Require compliance with the State and Federal Endangered Species Acts and the Clean Water Act as conditions of development project approval.
- OCR-42 Encourage projects to be designed in a manner that protects heritage oak trees and other botanically unique vegetation designated to be retained.
- OCR-43 Mitigate for removal of oak trees and impacts to oak woodlands in accordance with the City of Rocklin's Oak Tree Preservation Ordinance, or for projects located in zones not directly addressed by the Oak Tree Preservation Ordinance mitigation measures, on a project-by-project basis through the planning review and entitlement process.
- OCR-45 Encourage development projects to incorporate natural resources such as creeks, steep hillsides, and quarries in restricted ownership by an appropriate entity that provides for the protection of the natural resource and also allows for access by the public, where appropriate.
- OCR-46 Participate as appropriate in a regional approach to the management of drainage basins and flood plains with regional agencies such as the Placer County Flood Control and Water Conservation District.
- OCR-47 Protect designated 100-year floodplains from encroachment by development that would impede flood flows or pose a hazard to occupants.
- OCR-48 Promote, where appropriate, the joint use of creeks for flood control, open space, conservation of natural resources, and limited recreation activities.

- OCR-49 Minimize the degradation of water quality through use of erosion control plans and Best Management Practices.
- OCR-50 Maintain a grading ordinance that minimizes erosion and siltation of creeks and other watercourses.
- OCR-51 Evaluate development along stream channels to ensure that it does not create any of the following effects in a significant manner: reduced stream capacity, increased erosion or deterioration of the channel.
- OCR-53 Encourage measures promoting proper disposal of pollutants to the sanitary sewer or hazardous waste facilities rather than to the storm drainage system.
- OCR-55 Consider the visual qualities of development projects and project compatibility with surrounding areas, especially when projects are proposed in urbanizing areas abutting rural or semi-rural areas where significant natural resource values exist.
- OCR-57 Encourage urban design and form that conserves land and other resources.

Circulation Element Goals and Policies

GOAL FOR TRANSPORTATION SYSTEM

To create a balanced and coordinated transportation system which utilizes all transportation modes efficiently and promotes sound land use.

POLICIES FOR TRANSPORTATION SYSTEM

- C-1 Provide for a circulation pattern for regional, community, and neighborhood traffic needs.
- C-4 Promote the use of non-motorized transportation by providing a system of bicycle routes and pedestrian ways.
- C-6 Encourage non-residential development proposals to incorporate features that promote ridesharing or use of alternative transportation modes.

GOAL FOR CITY AND REGIONAL STREET SYSTEM

To provide a safe and well-maintained system of streets that meets community needs.

POLICIES FOR CITY AND REGIONAL STREET SYSTEM

- C-7 Monitor traffic on City streets to determine improvements needed to maintain an acceptable Level of Service (LOS).

- C-10 A. Maintain a minimum traffic Level of Service “C” for all signalized intersections during the p.m. peak hour on an average weekday, except in the circumstances described in C-10.B and C. below.
- B. Recognizing that some signalized intersections within the City serve and are impacted by development located in adjacent jurisdictions, and that these impacts are outside the control of the City, a development project which is determined to result in a Level of Service worse than “C” may be approved, if the approving body finds (1) the diminished level of service is an interim situation which will be alleviated by the implementation of planned improvements or (2) based on the specific circumstances described in Section C below, there are no feasible street improvements that will improve the Level of Service to “C” or better as set forward in the Action Plan for the Circulation Element.
- C. All development in another jurisdiction outside of Rocklin’s control which creates traffic impacts in Rocklin should be required to construct all mitigation necessary in order to maintain a LOS C in Rocklin unless the mitigation is determined to be infeasible by the Rocklin City Council. The standard for determining the feasibility of the mitigation would be whether or not the improvements create unusual economic, legal, social, technological, physical or other similar burdens and considerations.
- C-22 Interconnect traffic signals and/or consider the use of roundabouts where financially feasible and warranted to provide flexibility in controlling traffic movements at intersections.
- C-27 Design and phase construction of road improvements to minimize disruption to local residents and traffic, to the extent feasible.
- C-31 Design road improvements and new road alignments to avoid or minimize disturbance to identified cultural resources, where feasible.

SPECIAL STREET IMPROVEMENT POLICIES

- C-35 Increase traffic capacity at Rocklin Road and I-80, as traffic conditions require, by widening, overcrossings, or other design features, to allow for more efficient traffic movement and pedestrian and bike facilities.

CITY OF ROCKLIN ZONING ORDINANCES

The City of Rocklin Municipal Code (2018) is the City’s guideline for regulating land use activities and development within its jurisdiction. There are 17 chapters (called “Titles”) that make up the code which consists of all the regulatory and penal ordinances and certain administrative ordinances of the City of Rocklin, California, codified pursuant to the provisions of Sections 50022.1 through 50022.8 and 50022.10 of the CGC. More specifically,

Title 17, “Zoning” sets the development requirements for the subject area. The College will consult with the city on the implementation of the FMP projects to ensure compliance with applicable design requirements and other project-related city ordinances.

The purpose of Title 17, “Zoning” is to:

- Regulate the use of buildings, structures and land as between agriculture, industry, business, residential use, and open space, including agriculture, recreation, enjoyment of scenic beauty and use of natural resources, and other purposes;
- Regulate the location, height, bulk, number of stories, and size of buildings and structures;
- Regulate the size and use of lots, setbacks, courts, and other open spaces;
- Regulate the percentage of a lot which may be occupied by a building or structure;
- Regulate the intensity of land use;
- Establish requirements for off-street parking and loading;
- Divide the city into zoning districts of such number, shape, and area as may be deemed best suited to carry out the purposes of this title; and
- To provide for the enforcement of the regulations of this title (Rocklin Municipal Code Section 17.02.030).

The purposes set forth above have been deemed necessary in order to encourage the most appropriate use of land; to conserve, protect and stabilize the value of property; to provide adequate open spaces for light and air; to prevent undue concentration of population; to lessen congestion on the streets; to provide adequate provisions for community utilities; and to promote the public health, safety, and general welfare. It is a further purpose of this title to implement the City of Rocklin General Plan.

DESIGN REVIEW

Since the future construction, modernizations, and expansions as a result of the FMP would occur on lands zoned Precise Development (PD), Rocklin, California Municipal Code Section 17.60.070 requires “design review under Rocklin Municipal Code Chapter 17.72.” The College will consult with the city on the implementation of the FMP projects to ensure compliance with applicable design requirements and other project-related city ordinances.

Section 17.72.010 of the Rocklin, California Municipal Code states that:

[D]ue to the size, bulk and height of many multiple-family residential and non-residential developments, it is necessary to ensure that the designs thereof make the most efficient use of available resources and harmonize with existing and proposed residential development, as well as with existing development of like character.

Section 17.72.020 of the Rocklin, California Municipal Code calls out when a design review is required by stating:

[N]o building permit shall be issued for the construction of any new building, or structure (excluding signs) or for the exterior alteration or remodeling of any existing building or structure unless and until the design of the proposed construction, alteration, or remodeling has been approved.

The City's Planning Commission is designated as the design review board (Rocklin, California Municipal Code Section 17.72.030). Their duties include, but are not limited to:

- Conduct hearings and take action on design review applications in accordance with this chapter, the general plan, and all other applicable rules, regulations and policies enacted by the council; and
- Establish design guidelines for multiple-family residential and non-residential development consistent with this chapter, the general plan and all other applicable rules, regulations and policies enacted by the council.

In accordance with Rocklin, California Municipal Code Section 17.72.050, an application must be submitted to the City Planning Director "for consideration by the design review board."

As required by Rocklin, California Municipal Code Section 17.72.060:

A public hearing on the application shall be conducted by the design review board...Notice of hearing shall be given not less than ten days prior to the hearing by mail to the owners of property within a six-hundred-foot radius of the project site.

ROCKLIN OAK TREE PRESERVATION ORDINANCE AND GUIDELINES

Chapter 17.77 of the Rocklin, California Municipal Code constitutes the Rocklin Oak Tree Preservation Ordinance, which resulted in the adoption of the City of Rocklin Oak Tree Preservation Guidelines (City of Rocklin 2006). This tool serves to address the decline of oak woodlands due to "urbanization through a considered attempt to balance the benefit of preservation, and the cost thereof, against the social benefits of private property ownership and development." These guidelines are in furtherance of the General Plan Open Space Conservation and Recreation Element, Policies 1 and 4. In order to achieve this goal, these guidelines serve the purpose of implementing a comprehensive design review process for all new development that will impact oak woodlands. These guidelines also offer incentives for the preservation of oak trees and provide practicable alternatives and options to removal when feasible. Chapter 17.77, "Oak Tree Preservation" offers a list of general mitigation measures for the removal of oak trees. All required tree mitigation shall conform to the guidelines and the following policies:

- Onsite mitigation through native oak tree replacement is the preferred mitigation method;
- The location and condition under which replacement trees are planted must be carefully selected to allow for practicable and feasible future development to

minimize the likelihood that future tree removal is not required, and to maximize the likelihood that the replacement trees will survive and thrive;

- The ideal age and size of a replacement tree shall be as specified in the guidelines;
- Transplanted trees, whether from on-site or off-site, may be accepted as replacement trees, but shall be given a discounted value, as specified in the guidelines, based on anticipated survival rates, as compared with nursery stock. The discounted value specified in the guidelines shall be reviewed from time to time;
- Any replacement tree, including a transplanted tree, which dies within five years of being planted must be replaced on a one to one basis; and
- Where mitigation formulas use percentages, results will always be rounded up to the next whole number percentage (Rocklin, California Municipal Code Section 17.77.070).

4.9.4 - IMPACTS AND MITIGATION MEASURES

Methodology

Potential significant impacts associated with the FMP were identified following a review of existing literature and available information, and by using professional judgment.

Thresholds of Significance

Appendix G of the CEQA Guidelines includes questions from which lead agencies commonly draw significance thresholds. The District has done so here, and has determined that the project would have a significant impact on land use and planning if it would:

- a. Physically divide an established community;
- b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or
- c. Conflict with any applicable habitat conservation plan or natural community conservation plan.

Project Impacts

Impact #4.9-a: Would the Project physically divide an established community?

The Project would not physically divide an established community.

As discussed in Chapter 3, Project Description, the FMP describes a development program for the next 20 years that includes demolition of existing structures, construction of new structures, and rehabilitation of numerous existing structures. The FMP proposes a phased approach to future development and modernization of the existing campus that utilizes a similar footprint. The phasing components of the FMP include near-term and long-term projects, all of which are to be implemented on the already existing campus footprint. The

near-term projects (Phase 1) include a Phase 1 of a new instructional building, new parking structure (North) with related road improvements, Weaver Hall modernization, gym modernization, and Phase 1 of infrastructure improvements, some of which would be expanded into the currently underdeveloped area. Both near-term and long-term projects explicitly lay out a future development pattern.

CONCLUSION

The Project does not include any linear features, such as roads, walls, railroad lines, that would physically divide an established community. Therefore, the projects included in the FMP would not constitute a division within the existing surrounding community, and there would be no impact.

MITIGATION MEASURE(S)

No mitigation is required.

EFFECTIVENESS OF MEASURE(S)

There would be *no impact*.

Impact #4.9-b: Would the Project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

The Project is not included in a Specific Plan or Local Coastal Program and therefore, would not result in a conflict with any applicable policy or regulation under jurisdiction of such plans or programs. Potential conflicts or inconsistencies between the Project and the City of Rocklin's *General Plan* (City of Rocklin 2012), Zoning Code (Rocklin, California Municipal Code Title 17, "Zoning"), or Oak Tree Preservation Ordinance (Rocklin, California Municipal Code Chapter 17.77, 2006) that were adopted for the purpose of avoiding or mitigating an environmental effect could result in a potentially significant impact with regard to land use and planning. However, the Project site has existed in this location since the adoption of the most recent General Plan document and was zoned accordingly for consistency purposes, as required by CGC Section 65860. Therefore, the continued use of the site as a community college, as envisioned by the FMP, would be consistent with both the General Plan and Zoning Code. Through implementation of the appropriate policies and regulations, including those of the City of Rocklin, the Project would comply with regulatory documents and therefore, eliminate any potential conflicts. Below is a discussion of the Project's consistency with the General Plan, Zoning Code, and Oak Tree Preservation Ordinance.

City of Rocklin General Plan

The General Plan is the primary planning document that provides long-term policy guidance for the City of Rocklin. The document provides general policies related to land use within the City limits. However, there are no specific policies for PQP land uses, such as the Project.

However, there are policies and regulations from the adopted General Plan (City of Rocklin 2012) that would apply to the FMP. Table 4.9-1 provides a detailed review of the FMP's consistency with applicable General Plan goals and policies.

**Table 4.9-1
Master Plan Consistency with Applicable Goals and
Policies of the City of Rocklin General Plan**

General Plan Goals and Policies	Master Plan Consistency
Land Use Element	
General Land Use Goal: To promote orderly and well-planned development that enhances the City of Rocklin.	Consistent. The proposed Project is a 20-year FMP. This type of plan will promote orderly and well-planned projects.
LU-4: Utilize techniques that minimize the adverse effects of light and glare on surrounding properties and incorporate dark sky concepts to the extent practicable.	Consistent. The Project would incorporate design techniques that would minimize the effects of light and glare.
LU-67: Encourage communication between the County and the cities of Roseville, Loomis, Lincoln, and Rocklin to ensure the opportunity to comment on actions having cross-border implications and to address other community interface issues, including land use compatibility, circulation and access, and development standards.	Consistent. As part of the public process, neighboring jurisdictions will have the opportunity to provide comment on this document and on future projects built under this FMP.
LU-68: Adopt and implement land use strategies that utilize existing infrastructure, reduce the need for new roads, utilities and other public works in newly developing areas, and enhance non-automobile transportation.	Consistent. The Project will utilize to the greatest extent possible existing infrastructure, roadways and utilities, and will provide opportunities for non-automobile transportation where feasible.
LU-71: Add bicycle facilities to City streets and public spaces.	Consistent. The Project will include bicycle facilities on campus that promote the usage of bicycles as a means of transportation to and from the Project site, reducing the amount of local traffic generated by the Project.

General Plan Goals and Policies	Master Plan Consistency
LU-74: Promote greater linkage between land uses and transit, as well as other modes of transportation.	Consistent. The Project will consist of on-site transit improvements to improve vehicular circulation. A bus stop is located toward the south west corner of the site. This will assist in linking the site to the greater Rocklin area via public transportation and further reduce local traffic generated by the Project.
LU-75: Promote development and preservation of neighborhood characteristics that encourage walking and bicycle riding in lieu of automobile-based travel.	Consistent. The Project promotes the use of alternative modes of transportation by including bicycle facilities and by being located in close proximity to transit stops.
Open Space, Conservation, and Recreation Element	
Preservation of Open Space Land for Natural Resources Goal: To designate, protect, and conserve open space land in a manner that protects natural resources and balances needs for the economic, physical and social development of the City.	Consistent. Although expansion into the oak woodlands is necessary, the FMP balances this need with the desire to minimize development and impacts to the oak woodlands. No development is planned that would affect the Secret Ravine corridor on the edge of the main Campus.
Open Space Used for the Managed Production of Resources Goal: To designate, protect, and conserve open space utilized for the managed production of resources while maintaining compatibility with neighboring uses and other open space preservation goals.	Consistent. See response to prior policy. The FMP will remain consistent with neighboring uses and maintain the preservation of open space as a management priority.
Recreation Programs and Facilities Goal: Provide opportunities for organized recreational activities and programs.	Consistent. The FMP provides for the new construction of National Collegiate Athletic Association (NCAA) regulation-sized soccer, baseball, and softball fields as well as a tennis complex featuring 10 courts. The FMP also provides for the expansion of the primary athletics facility to accommodate new locker and training rooms, a fitness/wellness center, offices, and aquatics complex. The aquatics complex would include a 50-meter pool

General Plan Goals and Policies	Master Plan Consistency
	and platform diving pool. This modernization would also include a three-story, 20,000-square-foot gymnasium expansion.
Conservation, Development, and Utilization of Natural Resources Goal: Conserve and protect natural resources while permitting their managed use, consistent with City, State and Federal requirements.	Consistent. One of the objectives of the FMP is to minimize development within the oak woodlands and the Secret Ravine corridor on the edge of the main Campus.
LU-5: Encourage residential, commercial and industrial development Projects to be designed in a manner that effectively protects existing oak trees designated to be retained through the development review process.	Consistent. See Section 4.3 for details
OCR-1: Encourage the protection of open space areas, natural resource areas, hilltops, and hillsides from encroachment or destruction through the use of conservation easements, natural resource buffers, building setbacks or other measures.	Consistent. One of the objectives of the FMP is to minimize development within the oak woodlands and the Secret Ravine corridor on the edge of the main Campus. No hilltops will be impacted by this Project.
OCR-2: Recognize that balancing the need for economic, physical, and social development of the City may lead to some modification of existing open space and natural resource areas during the development process.	Consistent. One of the objectives of the FMP is to minimize development within the oak woodlands and the Secret Ravine corridor on the edge of the main Campus. Although some development may impede into this area of the site, it will be drastically limited.
OCR-3: Define the actual limits of the conceptual dimensions for open space areas as depicted on the General Plan Land Use Diagram during processing of development projects.	Consistent. One of the objectives of the FMP is to minimize development within the oak woodlands and the Secret Ravine corridor on the edge of the main Campus.
OCR-5: Utilize the California Environmental Quality Act (CEQA) as the primary regulatory tool for identifying and	Consistent. CEQA is being completed as a requirement for this Project. Appropriate mitigation, where feasible, will be applied

General Plan Goals and Policies	Master Plan Consistency
mitigating, where feasible, impacts to open space and natural resources when reviewing proposed development projects.	to the Project to minimize environmental impacts as a result of the construction and operation of this Project.
OCR-6: Look for opportunities to interconnect open space and natural areas to accommodate wildlife movement and sustain ecosystems and biodiversity.	Consistent. One of the objectives of the FMP is to minimize development within the oak woodlands and the Secret Ravine corridor on the edge of the main Campus. This will accommodate wildlife movement and sustain ecosystems and biodiversity on this portion of the site.
OCR-14: Provide developed as well as undeveloped parkland, recognizing that certain unique open space attributes may be best preserved by retaining them in a natural condition.	Consistent. One of the objectives of the FMP is to minimize development within the oak woodlands and the Secret Ravine corridor on the edge of the main Campus.
OCR-28: Integrate, to the extent practical, the City's bike and trails network with trails in adjacent jurisdictions and the region.	Consistent. Upon demolition of the existing Child Development Center building, the FMP proposes to restore this area to a natural condition with a bike trail extension tying local trails into the Campus.
OCR-33: Provide active recreation facilities and related infrastructure within community parks, such as lighted athletic fields, soccer fields, softball diamonds and parking areas.	Consistent. The FMP provides for the new construction of NCAA regulation-sized soccer, baseball, and softball fields as well as a tennis complex featuring 10 courts.
OCR-38: Provide additional active recreational opportunities such as community centers, a performing arts center, swimming pools and gymnasiums.	Consistent. The FMP provides for the expansion of the primary athletics facility to accommodate new locker and training rooms, a fitness/wellness center, offices, and aquatics complex. The aquatics complex would include a 50-meter pool and platform diving pool. This modernization would also include a three-story, 20,000-square-foot gymnasium expansion.
OCR-39: Require the protection of wetlands, vernal pools, and rare,	Consistent. One of the objectives of the FMP is to minimize development within

General Plan Goals and Policies	Master Plan Consistency
threatened and endangered species of both plants and animals through either avoidance of these resources, or implementation of appropriate mitigation measures where avoidance is not feasible, as determined by the City of Rocklin.	the oak woodlands and the Secret Ravine corridor on the edge of the main Campus. This will play a role in protecting potential wetlands, vernal pools and other species that may be on-site.
OCR-40: Require compliance with the State and Federal Endangered Species Acts and the Clean Water Act as conditions of development project approval.	Consistent. The Project will be in compliance with the State and Federal Endangered Species Acts and the Clean Water Act.
OCR-42: Encourage projects to be designed in a manner that protects heritage oak trees and other botanically unique vegetation designated to be retained.	Consistent. One of the objectives of the FMP is to minimize development within the oak woodlands and the Secret Ravine corridor on the edge of the main Campus.
OCR-43: Mitigate for removal of oak trees and impacts to oak woodlands in accordance with the City of Rocklin's Oak Tree Preservation Ordinance, or for projects located in zones not directly addressed by the Oak Tree Preservation Ordinance mitigation measures, on a project-by-project basis through the planning review and entitlement process.	Consistent. One of the objectives of the FMP is to minimize development within the oak woodlands and the Secret Ravine corridor on the edge of the main Campus.
OCR-45: Encourage development projects to incorporate natural resources such as creeks, steep hillsides, and quarries in restricted ownership by an appropriate entity that provides for the protection of the natural resource and also allows for access by the public, where appropriate.	Consistent. The construction planned in the FMP is designed to occur in previously impacted areas when feasible. Current roadways allow appropriate access to the nature area on campus.
OCR-46: Participate as appropriate in a regional approach to the management of drainage basins and flood plains with regional agencies such as the Placer County Flood Control and Water Conservation District.	Consistent. See Section 4.8 for details

General Plan Goals and Policies	Master Plan Consistency
OCR-47: Protect designated 100-year floodplains from encroachment by development that would impede flood flows or pose a hazard to occupants.	Consistent. See Section 4.8 for details
OCR-48: Promote, where appropriate, the joint use of creeks for flood control, open space, conservation of natural resources, and limited recreation activities.	Consistent. If deemed warranted, the Project Applicant will promote, where appropriate, the joint use of creeks for flood control, open space, conservation of natural resources, and limited recreation activities.
OCR-49: Minimize the degradation of water quality through use of erosion control plans and Best Management Practices.	Consistent. The Project will implement BMPs regarding water quality during the construction phase of all future Projects.
OCR-50: Maintain a grading ordinance that minimizes erosion and siltation of creeks and other watercourses.	Consistent. The Project will implement BMPs as recommended by the SWPP Plan prepared as required by the Regional Water Quality Control Board, as well as other state and federal requirements regarding water quality during the construction phase of all future Projects. This will minimize the potential for erosion and siltation of creeks.
OCR-51: Evaluate development along stream channels to ensure that it does not create any of the following effects in a significant manner: reduced stream capacity, increased erosion or deterioration of the channel.	Consistent. The Project will implement BMPs regarding water quality during the construction phase of all future Projects.
OCR-53: Encourage measures promoting proper disposal of pollutants to the sanitary sewer or hazardous waste facilities rather than to the storm drainage system.	Consistent. Any potential for disposal of pollutants/hazardous waste will be done in accordance with Sierra College's Spill Prevention Control and Countermeasures Plan.
OCR-55: Consider the visual qualities of development projects and project compatibility with surrounding areas, especially when projects are proposed in	Consistent. Two objectives of the FMP are to achieve a functional and aesthetically pleasing Campus environment and to achieve architectural and site design

General Plan Goals and Policies	Master Plan Consistency
urbanizing areas abutting rural or semi-rural areas where significant natural resource values exist.	compatible with the surrounding community.
OCR-57: Encourage urban design and form that conserves land and other resources.	Consistent. Two objectives of the FMP are Achieve a functional and aesthetically pleasing Campus environment and to Achieve architectural and site design compatible with the surrounding community.
Circulation Element	
Transportation System Goal: To create a balanced and coordinated transportation system which utilizes all transportation modes efficiently and promotes sound land use.	Consistent. The Project will include bicycle facilities and is located within close proximity to a transit facility.
City and Regional Street System Goal: To provide a safe and well-maintained system of streets that meets community needs.	Consistent. The Project will include on-site and off-site street improvements as part of the implementation of the FMP.
C-1: Provide for a circulation pattern for regional, community, and neighborhood traffic needs.	Consistent. As previously stated above, the Project will include components that will assist in connecting the Project site to a more regional area.
C-4: Promote the use of non-motorized transportation by providing a system of bicycle routes and pedestrian ways.	Consistent. Upon demolition of the existing Child Development Center building, the FMP proposes to restore this area to a natural condition with a bike trail extension tying local trails into the Campus. The Project will also include pedestrian trails throughout the site.
C-6: Encourage non-residential development proposals to incorporate features that promote ridesharing or use of alternative transportation modes.	Consistent. Upon demolition of the existing Child Development Center building, the FMP proposes to restore this area to a natural condition with a bike trail extension tying local trails into the Campus. The Project will also include pedestrian trails throughout the site.

General Plan Goals and Policies	Master Plan Consistency
C-7: Monitor traffic on City streets to determine improvements needed to maintain an acceptable Level of Service.	Consistent. A Traffic Impact Study has been prepared for this Project and includes necessary improvements that the Project Applicant must comply with in order to maintain an acceptable Level of Service.
C-10: A. Maintain a minimum traffic Level of Service “C” for all signalized intersections during the p.m. peak hour on an average weekday, except in the circumstances described in C-10.B and C. below. B. Recognizing that some signalized intersections within the City serve and are impacted by development located in adjacent jurisdictions, and that these impacts are outside the control of the City, a development project which is determined to result in a Level of Service worse than “C” may be approved, if the approving body finds (1) the diminished level of service is an interim situation which will be alleviated by the implementation of planned improvements or (2) based on the specific circumstances described in Section C below, there are no feasible street improvements that will improve the Level of Service to “C” or better as set forward in the Action Plan for the Circulation Element. C. All development in another jurisdiction outside of Rocklin’s control which creates traffic impacts in Rocklin should be required to construct all mitigation necessary in order to maintain a LOS C in Rocklin unless the mitigation is determined to be infeasible by the Rocklin City Council. The standard for determining the feasibility of the mitigation would be whether or not the improvements create unusual economic, legal, social,	Consistent. A Traffic Impact Study has been prepared for this Project and includes necessary improvements that the Project Applicant must comply with in order to reduce traffic impacts. However, the Project will not maintain acceptable LOS C during the PM peak hours. See Section 4.13 for additional information.

General Plan Goals and Policies	Master Plan Consistency
technological, physical or other similar burdens and considerations.	
C-22: Interconnect traffic signals and/or consider the use of roundabouts where financially feasible and warranted to provide flexibility in controlling traffic movements at intersections.	Consistent. A Traffic Impact Study has been prepared for this Project that included an analysis of traffic signals. TDM strategies include the District paying the cost of reoptimizing signal timings at Rocklin Road/Sierra College Boulevard intersection.
C-27: Design and phase construction of road improvements to minimize disruption to local residents and traffic, to the extent feasible.	Consistent. All road improvements will be constructed to minimize disruption to both on-site and off-site vehicle traffic to the area.
C-31: Design road improvements and new road alignments to avoid or minimize disturbance to identified cultural resources, where feasible.	Consistent. All road improvements will be constructed to minimize disturbance to any potential cultural resources, where feasible.
C-35: Increase traffic capacity at Rocklin Road and I-80, as traffic conditions require, by widening, overcrossings, or other design features, to allow for more efficient traffic movement and pedestrian and bike facilities.	Consistent. A Traffic Impact Study has been prepared for this Project and includes necessary improvements that the Project Applicant must comply with in order to maintain an acceptable Level of Service.
S-11: Ensure that new development does not result in on-site flooding or increase flooding of off-site properties.	Consistent. The Project will comply with the City's Ordinance regarding "Flood Hazard Areas."
S-14: Require that construction activities cease if contamination is discovered on construction projects until the contamination is reported, and its extent is assessed, delineated, and isolated, as appropriate. Remediation shall occur to the satisfaction of the appropriate responsible agency (such as the Placer County Environmental Health Services, the Central Valley Regional Water Quality Control Board, the Department of Toxic	Consistent. A Phase I Environmental Site Assessment was completed as part of the Project requirement. The Project will comply with recommended recommendations as outlined in this report.

General Plan Goals and Policies	Master Plan Consistency
Substances Control, or the City of Rocklin, depending on the type of contamination).	

As shown in Table 4.9-1, the FMP would be consistent with all applicable goals and policies of the *City of Rocklin General Plan* except those described in section 4.13 regarding LOS

Zoning Code of the City of Rocklin

The Project site consists of two zone districts that cover both the existing campus site as well as Secret Ravine located along the western edge of the Project site.

OPEN AREA ZONE DISTRICT

The OA zone district is intended to serve the public through uses such as parks, golf courses, and public buildings. Additionally, any proposed use within the zone district requires the issuance of a conditional use permit (CUP) by the Community Development Director of the City of Rocklin. However, the Project does not propose any development within the area of the Project site that is designated OA and therefore, is not subject to obtaining a CUP.

PLANNED DEVELOPMENT ZONE DISTRICT

According to the Zoning Code of the City of Rocklin, the PD zone district is intended to provide greater creativity and flexibility in environmental design than is provided under the strict application of the zoning and subdivision ordinances, while at the same time protecting the public health, safety and welfare and property values (Rocklin, California Municipal Code Section 17.77.070). Additionally, the PD zone district's purpose aims to:

- Promote and encourage cluster development on large sites to avoid sensitive areas of property;
- Encourage creative and innovative design on large sites by allowing flexibility in property development standards;
- Encourage the preservation of open space;
- Accommodate various types of large scale, complex and phased developments; and
- Establish a procedure for the development of large tracts of land in order to reduce or eliminate the rigidity, delays, and conflicts that otherwise would result from application of zoning standards designed primarily for small lots.

The Project's main campus is currently within the PD-CC zone district and the northwest corner of the Project site is within the PD-OA zone district. Under the FMP, no development is proposed within the area of the Project site that is within the PD-OA zone district. The College will consult with the city on the implementation of the FMP projects to ensure compliance with applicable design requirements and other project-related city ordinances.

Potential impacts in the form of inconsistent design features and characteristics may arise if the Project is not subject to the design review process. This could result in a conflict with any

applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project, namely the Rocklin, California Municipal Code. This is a potentially significant impact. Mitigation Measure MM 4.9-1 reduces this impact to less than significant by requiring a design review prior to construction of any near-term or long-term projects as a result of the FMP.

Rocklin Oak Tree Preservation Ordinance

Portions of the Project site would be subject to the City of Rocklin Oak Tree Preservation Guidelines (City of Rocklin 2006), which were developed as required by the 17.77.100 of the Rocklin, California Municipal Code and a part of the Rocklin Oak Tree Preservation Ordinance. The Oak Tree Preservation Guidelines require mitigation for the removal of protected native oak trees except in certain zone districts. The zone district in which the FMP would be located is required to comply with the Rocklin Oak Tree Preservation Ordinance.

According to the arborist survey conducted for the FMP, Phase 1 of the FMP would result in impacts to 73 native oak trees that contain 1,011 trunk inches (see Appendix D). Phase 1 consists of the near-term projects—North parking structure and associated access road improvements, new instructional building, modernization of Weaver Hall, modernization of the gym, and Phase 1 of infrastructure improvements—as described in Chapter 3, Project Description. The number of affected trees for each of these near-term projects is shown below:

- Parking structure North—52 trees with 789 trunk inches;
- New instructional building—21 trees with 222 trunk inches;
- Weaver Hall modernization – No native oak trees will be impacted;
- Modernization of the gym – No native oak trees will be impacted; and
- Phase 1 of infrastructure improvements, no native oak trees will be impacted.

Additionally, the long-term projects (as described in Chapter 3, Project Description) could also impact native oak trees. If unmitigated, the construction of near-term projects would, and the construction of long-term projects could, result in a conflict with the Rocklin Oak Tree Preservation Ordinance, which is a significant impact. Implementation of Mitigation Measure MM BIO-8 would require compliance with the Rocklin Oak Tree Preservation Ordinance and therefore, with implementation of this mitigation, the FMP would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project. Impacts would be less than significant.

As discussed above, the potential impact of the Project with regard to inconsistencies with applicable land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect is potentially significant. The design review process was established by the City of Rocklin in order to ensure that any development within the PD zone district maintains and enhances the character of the area complies with, among other things, architectural standards, and general plan policies and all other applicable rules adopted by the City Council. Additionally, the Project may directly and indirectly impact existing native oak trees within the construction footprint and directly adjacent areas.

Therefore, the Project must complete the design review process as determined by the city, including appropriate mitigation for loss of oak trees prior to construction of any structure as a result of the FMP (Mitigation Measure MM BIO-8). With incorporation of this mitigation, the Project would be consistent with all existing policies, and impacts would be reduced to a less-than-significant level.

CONCLUSION

The Project would not conflict with any General Plan or zoning ordinances, but without mitigation would conflict with the City of Rocklin Oak Tree preservation ordinance.

MITIGATION MEASURE(S)

Implement Mitigation Measure MM BIO-8 (Oak Trees).

Oak trees shall be avoided to the maximum extent feasible by implementing the measures (Foothill Associates 2018, Appendix D) as described in Section 4.3 Biological Resources, Mitigation Measure MM BIO-8.

EFFECTIVENESS OF MEASURE(S)

Implementation of Mitigation Measure MM BIO-8 would reduce impacts to *less than significant*.

Impact #4.9-c: Would the Project conflict with any applicable habitat conservation plan or natural community conservation plan?

The Project would not conflict with any applicable habitat conservation plan or natural community conservation plan. The Project has been designed to avoid any potentially environmentally sensitive areas such as the Secret Ravine, which is analyzed in Section 4.3, "Biological Resources." The Project site is not found within the plan area of any habitat conservation plan or natural community conservation plan.

CONCLUSION

The Project is not included in, nor does it conflict with, any applicable habitat conservation plan or natural community conservation plan. There would be no impact.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

There would be *no impact*.

4.10 - Noise

4.10.1 - INTRODUCTION

This section of the EIR describes the environmental and regulatory setting for noise and analyzes potential impacts of the project on exposure of persons to or generation of noise levels in excess of standards or excessive groundborne vibration or groundborne noise levels, any permanent, temporary or periodic increase in ambient noise levels in the project vicinity, whether or not the project is to be located on a site within an airport land use plan, located on a site within two miles of a public airport or located on a site within the vicinity of a private airstrip where the project would expose people residing or working in the project area to excessive noise levels. The existing conditions and impact analysis in this section are based on the Environmental Noise Analysis (Appendix H) prepared by Bollard Acoustical Consultants, Inc., dated January 31, 2018 for the Project, existing literature, available information, and professional judgment.

4.10.2 - ENVIRONMENTAL SETTING

Acoustical Fundamentals and Terminology

THE DECIBEL

Noise is simply described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second, called Hertz (Hz).

Discussing sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel (dB) scale was devised. The decibel scale uses the hearing threshold (20 micropascals of pressure), as a point of reference, defined as 0 dB. Other sound pressures are compared to the reference pressure and the logarithm is taken to keep the numbers in a practical range. The dB scale allows a million-fold increase in pressure to be expressed as 120 dB.

A-WEIGHTING

To better relate overall sound levels and loudness to human perception, frequency-dependent weighting networks were developed. There is a strong correlation between the way humans perceive sound and A-weighted sound levels. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment for community exposures. All sound levels expressed in this section are A-weighted sound levels, unless noted otherwise. Definitions of acoustical terminology are provided in Appendix H.

COMMUNITY NOISE

Community noise is commonly described in terms of the “ambient” noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (Leq), over a given time period (usually one hour). The Leq is the foundation of the day-night average noise descriptor and shows very good correlation with community response to noise for the average person.

The day-night equivalent level (Ldn) is based upon the average noise level over a 24-hour day, with a +10 dB weighting applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because Ldn represents a 24-hour average, it tends to disguise short-term variations in the noise environment. Where short-term noise sources are an issue, noise impacts may be assessed in terms of maximum noise levels, hourly averages, or other statistical descriptors.

PERCEPTION OF LOUDNESS

The perceived loudness of sounds and corresponding reactions to noise are dependent upon many factors, including sound pressure level, duration of intrusive sound, frequency of occurrence, time of occurrence, and frequency content. As mentioned above; however, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by weighing the frequency response of a sound level meter by means of the standardized A-weighting network.

SOUND PROPAGATION

It is commonly understood that sound decreases with distance. But the propagation of sound is dependent on considerably more variables than distance alone. Those variables include the type of noise source (point, moving point, or line sources), the directionality of the noise source, the frequency content of the source (low frequency sound is absorbed in the atmosphere at a slower rate than high-frequency sound and therefore “carries” farther), atmospheric conditions (wind, temperature, humidity, gradients), ground type (dirt, grass fields, concrete, etc.), shielding (structures, noise barriers, topography), and vegetation.

For this project, proposed residential receptors are located within fairly close proximity to the project site. At short distances between the source and receptor, the effects of the atmosphere on sound propagation are diminished, as those effects become more pronounced with greater distances.

For the purposes of assessing noise sources within the project area, traffic on public roadways are considered “moving point” sources. The sound level decay rate for this type of source is 4.5 dB per doubling of distance from the source.

PERCEPTION OF CHANGES IN NOISE LEVELS

Table 4.10-1 is based upon recommendations made in August 1992 by Federal Interagency Committee on Noise (FICON) to provide guidance in the assessment of changes in ambient noise levels resulting from aircraft operations. The recommendations are based upon studies that relate aircraft noise levels to the percentage of persons highly annoyed by noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, these criteria have been applied to other sources of noise similarly described in terms of cumulative noise exposure metrics such as the Ldn.

Table 4.10-1
Significance of Changes in Cumulative Noise Exposure

Ambient Noise Level Without Project, Ldn	Increase Required for Significant Impact
<60 dB	+5.0 dB or more
60-65 dB	+3.0 dB or more
>65 dB	+1.5 dB or more

Source: FICON

According to Table 4.10-1, an increase in noise from similar sources of 5 dB or more would be noticeable where the ambient level is less than 60 dB. Where the ambient level is between 60 and 65 dB, an increase in noise of 3 dB or more would be noticeable, and an increase of 1.5 dB or more would be noticeable where the ambient noise level exceeds 65 dB Ldn. The rationale for the Table 4.10-2 criteria is that, as ambient noise levels increase, a smaller increase in noise resulting from a project is sufficient to cause annoyance.

Existing (baseline) Noise Environment

The existing noise environment within the overall project area varies by location and is primarily defined by surface traffic on Interstate 80 (I-80), Sierra College Boulevard, and Rocklin Road.

EXISTING TRAFFIC NOISE ENVIRONMENT

To describe noise levels due to traffic, the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA RD-77-108) was used. The FHWA model is based upon the Calvenno reference noise factors for automobiles, medium trucks and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site.

Baseline FHWA Model traffic volume inputs were obtained from the Traffic Impact Analysis (TIS) (January 2018, Appendix H). Table 4.10-2 shows the predicted existing traffic noise levels at a reference distance of 100 feet from the roadway centerlines, as well as the distances to the unshielded Ldn contours. The FHWA Model Inputs for baseline conditions are provided in Appendix H.

Table 4.10-2
Existing (Baseline) Traffic Noise Levels @ 100 feet and Distances to Traffic Noise Contours
Sierra College Master Plan EIR – Rocklin, California

Segment	Roadway	Segment Description	Ldn (dB)	Distance to Ldn Contour (feet)		
				70 dB	65 dB	60 dB
1	Rocklin Road	Granite Drive to I-80 WB Ramps	66	52	113	243
2	Rocklin Road	I-80 WB Ramps to I-80 EB Ramps	66	50	108	233
3	Rocklin Road	I-80 EB Ramps to Aguilar Road	66	51	110	237
4	Rocklin Road	Aguilar Road to El Don Dr	65	47	102	219
5	Rocklin Road	El Don Dr to Havenhurst Cir	63	36	78	169
6	Rocklin Road	Havenhurst Cir to Sierra College Blvd	64	38	82	177
7	Rocklin Road	East of Sierra College Blvd	62	27	59	127
8	Sierra College Blvd	Granite Drive to I-80 WB Ramps	65	48	103	222
9	Sierra College Blvd	I-80 WB Ramps to I-80 EB Ramps	67	60	128	276
10	Sierra College Blvd	I-80 EB Ramps to Schriber Way	66	50	108	233
11	Sierra College Blvd	Schriber Way to Bass Pro Dr	65	50	107	231
12	Sierra College Blvd	Bass Pro Drive to Stadium Entrance Dr	68	73	156	337
13	Sierra College Blvd	Stadium Entrance Drive to Rocklin Rd	68	68	147	317
14	Sierra College Blvd	South of Rocklin Rd	68	73	157	338

Source: FHWA-RD-77-108 with traffic inputs provided by the project traffic consultant.

EXISTING GENERAL AMBIENT NOISE ENVIRONMENT WITHIN THE PROJECT AREA

To quantify the existing ambient noise environment within the Project site, short-term ambient noise level measurements were conducted at eight (8) locations within the Sierra College Rocklin Campus on September 10, 2015 (Figure 4.10-1).



Figure 4.10-1
Noise Measurement Location

The results of the noise measurement study are summarized below in Table 4.10-3.

Table 4.10-3
Short-Term Ambient Noise Level Measurements Summary

Site	Average Noise Level, Leq (dB)	Maximum Noise Level, Lmax (dB)
1	49	62
2	50	57
3	54	61
4	50	63
5	49	57
6	53	69
7	55	70
8	55	67

Source: Bollard Acoustical Consultants, Inc.

A Larson Davis Laboratories (LDL) Model 824 precision integrating sound level meter was used for the long-term ambient noise level measurement surveys. The meter was calibrated before use with an LDL Model CAL200 acoustical calibrator prior to use to ensure the accuracy of the measurements. The equipment used meets all pertinent specifications of the American National Standards Institute.

The Table 4.10-3 data indicate that existing ambient noise conditions on the Rocklin Campus are consistent with the City's desire to maintain noise levels from stationary noise sources at or below 55 dBA Leq during daytime hours. The measured noise levels were caused by general campus activities, including grounds maintenance, students conversing, and other sounds caused by building utilities, passing vehicular traffic, and similar sources.

4.10.3 - REGULATORY SETTING

Noise is regulated at the federal, State, and local levels through regulations, policies, plans, and/or local ordinances. Local policies are commonly adaptations of federal and State guidelines, based on prevailing local conditions or special requirements.

Federal

The Federal Noise Control Act of 1972 established a requirement that all federal agencies administer their programs to promote an environment free from noise that would jeopardize public health or welfare. The U.S. Environmental Protection Agency (EPA) was given the responsibility for:

- Providing information to the public regarding identifiable effects of noise on public health and welfare;
- Publishing information on the levels of environmental noise that will protect the public health and welfare with an adequate margin of safety;
- Coordinating federal research and activities related to noise control; and

- Establishing federal noise emission standards for selected products distributed in interstate commerce.

The Noise Control Act also directed that all federal agencies comply with applicable federal, State, interstate, and local noise control regulations. Although the EPA was given a major role in disseminating information to the public and coordinating federal agencies, each federal agency retains authority to adopt noise regulations pertaining to agency programs. The EPA can, however, require other federal agencies to justify their noise regulations in terms of Noise Control Act policy requirements.

The Occupational Safety and Health Administration retains primary authority for setting workplace noise exposure standards, the Federal Aviation Administration retains primary jurisdiction over aircraft noise standards, the FHWA retains primary jurisdiction over highway noise standards, and the Federal Transit Administration (FTA) retains primary jurisdiction over transit noise standards.

In 1974, in response to the requirements of the Noise Control Act, the EPA identified indoor and outdoor noise limits to protect public health and welfare (e.g., communication disruption, sleep disturbance and hearing damage). The EPA has determined that over a 24-hour period, a Leq of 70 dB will result in some hearing loss. Interference with activity and annoyance will not occur if exterior levels are maintained at a Leq of 55 dB and interior levels at or below 45 dB. Although these levels are relevant for planning and design and useful for informational purposes, they are not land use planning criteria because they do not consider economic cost, technical feasibility, or the needs of the community.

The EPA has set 55 dBA Ldn as the basic goal for residential environments. However, other federal agencies, in consideration of their own program requirements and goals, as well as difficulty of actually achieving a goal of 55 dBA Ldn, have generally agreed on the 65 dBA Ldn level as being appropriate for residential uses. At 65 dBA Ldn activity interference is kept to a minimum, and annoyance levels are still low. It is also a level that can realistically be achieved.

Key federal agencies with noise regulations and guidelines include:

- Housing and Urban Development—Noise standards for federally funded housing projects;
- Federal Aviation Administration—Noise standards for aircraft noise;
- Federal Highway Administration—Noise standards for federally funded highway projects;
- Federal Transit Administration—Noise standards for federally funded transit projects; and
- Federal Railroad Administration—Noise standards for federally funded rail projects.

State

CALTRANS VIBRATION GUIDANCE

Construction vibration is regulated in accordance with standards established by the Transportation and Construction-Induced Vibration Guidance Manual, issued by the California Department of Transportation (Caltrans). Table 4.10-4 presents these standards.

Table 4.10-4
Groundborne Vibration Exposure Standards

Structure and Condition	Maximum Peak Particle Velocity (inches/seconds)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic building, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.20	0.10
Historic and older residential structures with plaster walls and ceilings	0.50	0.25
New residential structures with gypsum board walls and ceilings	1.00	0.50
Modern commercial and industrial buildings	2.00	0.50

Source: Jones & Stokes, 2004.

Transient sources create a single, isolated vibration event, such as blasting or drop-ball impacts. Continuous/frequent intermittent sources include multiple impacts from pile drivers, the use of vibratory compaction equipment, and other construction equipment that creates vibration other than in single events. This Manual applies to Caltrans initiated projects.

Also see Section 3.13 for additional regulation related to highway noise. Chapter 3 may have additional regulations that indirectly apply to noise.

Local

CITY OF ROCKLIN MUNICIPAL CODE

The City of Rocklin Municipal Code regulates loud, unnecessary, and disturbing noise from various sources within the city. The City's Municipal Code does not include specific noise standards for noise sources, nor does it identify specific hourly limitations for construction-related activities. However, the City of Rocklin does have Construction Noise Guidelines, which restrict construction-related noise-generating activities within or near residential areas to between 7:00 a.m. and 7:00 p.m. on weekdays, and between 8:00 a.m. and 7:00 p.m. on weekends.

CITY OF ROCKLIN GENERAL PLAN

Pursuant to California Government Code section 65302, the Rocklin General Plan (2012) addresses noise in its Noise Element. These goals and policies are listed below:

NOISE GOALS

- To protect City residents from the harmful and annoying effects of exposure to excessive noise.
- To protect the economic base of the City by discouraging noise-sensitive land uses from encroaching upon existing or planned noise-producing uses.
- To encourage the application of innovative land use planning methodologies in areas of potential noise conflicts.
- To prevent noise-sensitive land uses from being adversely affected by stationary noise sources.
- To prevent noise-sensitive land uses from being adversely affected by transportation noise sources.

NOISE POLICIES

- | | |
|-----|---|
| N-1 | Determine noise compatibility between land uses, and to provide a basis for developing noise mitigation, an acoustical analysis shall be required as part of the environmental review process for all noise-sensitive land uses which are proposed in areas exposed to existing or projected exterior noise levels exceeding the level standards contained within this Noise Element. |
| N-2 | Emphasize site planning and project design to achieve the standards of this Noise Element. The use of noise barriers shall be considered a means of achieving the noise standards; however, the construction of aesthetically intrusive wall heights shall be discouraged. |
| N-3 | Ensure that stationary noise sources do not interfere with sleep by applying an interior hourly maximum noise level design standard of 45 dBA in the enclosed sleeping areas of residences affected by stationary noise sources. This standard assumes doors and windows are closed. |
| N-4 | Restrict development of noise-sensitive land uses where the noise levels due to existing or planned stationary noise sources will exceed the exterior stationary noise level design standards of the Noise Element, unless effective noise mitigation measures have been incorporated into the project. |
| N-5 | Evaluate and mitigate as appropriate, noise created by proposed stationary noise sources so that the exterior stationary noise level design standards of the Noise Element are not exceeded. |
| N-6 | Apply the noise level design standards contained within Table 2-1 of the Noise Element to Policies N-4 and N-5 of the Noise Element. |

- N-7 Restrict development of noise-sensitive land uses in areas exposed to existing or projected levels of noise from transportation noise sources that exceed the noise level standards contained within the Noise Element, unless the project design includes effective mitigation that results in noise exposure which meets standards.
- N-8 Evaluate and mitigate as appropriate, noise created by new roadway noise sources (e.g., truck routes and new roadways) not contained within the General Plan, so as not to exceed the noise level standards of the Noise Element.
- N-9 Apply the noise level design criteria contained within Table 2-2 of the Noise Element to Policies N-7 and N-8 of the Noise Element.

Common noise sources as listed in the City of Rocklin Noise Element are shown in Tables 4.10-5, 4.10-6, and 4.10-7. “Researchers have grappled for many years with the problem of translating objective measurements of sound into directly correlated measures of public reaction to noise. The descriptors of community noise in current use are the results of these efforts, and represent simplified, practical measurement tools to gauge community response (City of Rocklin 2012).”

Table 4.10-5
City of Rocklin Noise Element
Exterior Noise Level Design Standards for New Projects
Affected by or Including Stationary Noise Sources

Noise Level Descriptor	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
Hourly Leq, dB	55	45
The City can impose noise level standards that are more restrictive than those specified above based upon determination of existing low ambient noise levels.		
“Fixed” noise sources which are typically of concern include, but are not limited to the following:		
HVAC Systems - Cooling Towers/Evaporative Condensers		
Pump Stations - Lift Stations		
Emergency Generators - Boilers		
Steam Valves - Steam Turbines		
Generators - Fans		
Air Compressors - Heavy Equipment		
Conveyor Systems - Transformers		
Pile Drivers - Grinders		
Drill Rigs - Gas or Diesel Motors		
Welders - Cutting Equipment		
Outdoor Speakers - Blowers		

The types of uses which may typically produce the noise sources described above include but are not limited to: industrial facilities including pump stations, trucking operations, tire shops, auto maintenance shops, metal fabricating shops, shopping centers, drive-up windows, businesses using amplified sound systems, car washes, loading docks, batch plants, bottling and canning plants, recycling centers, electric generating stations, race tracks, landfills, sand and gravel operations, schools, playgrounds, and athletic fields.

Note: The point of measurement for noise levels is at a location at least five feet inside the property line of the receiving land use and at a point five feet above ground level. In the case of lots where the noise-sensitive use has a reasonable outdoor activity area for outdoor enjoyment, the stationary noise source criteria can be applied at a designated outdoor activity area (at the discretion of the City).

Source: (City of Rocklin, 2012)

**Table 4.10-6
City of Rocklin Noise Element
Maximum Allowable Noise Exposure
Transportation Noise Sources**

Affected/Receiving Land Use	Outdoor Activity Areas ¹ Ldn/CNEL, dB	Interior Spaces	
		Ldn/CNEL, dB	Leq, dB ²
Residential	60 ³	45	--
Transient Lodging	65	45	--
Hospitals, Nursing Homes	60 ¹	45	--
Theaters, Auditoriums, Music Halls	--	--	35
Non-Commercial Places of Public Assembly	60 ³	--	40
Office Buildings	--	--	45
Schools, Libraries, Museums	--	--	45
Playgrounds, Neighborhood Parks	70	--	--

¹ The outdoor activity area is generally considered to be the location where individuals may generally congregate for relaxation, or where individuals may require adequate speech intelligibility. Such places may include patios of residences, picnic facilities, or instructional areas.

Where it is not practical to mitigate exterior noise levels at patio or balconies of apartment complexes, a common area such as a pool or recreation area may be designated as the outdoor activity area.

At the discretion of the City, where no outdoor activity areas are provided or known, only the interior noise level criteria can be applied to the project.

² As determined for a typical worst-case hour during periods of use.

³ Where it is not possible to reduce noise in outdoor activity areas to 60 dB Ldn/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB Ldn/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

Note: Existing dwellings and new single-family dwellings on existing lots are not subject to further City review with respect to compliance with the standards of the Noise Element. As a consequence, such dwellings may be constructed in areas where noise levels exceed the standards of the Noise Element.

Source: (City of Rocklin, 2012)

Table 4.10-7
City of Rocklin Noise Element
Typical A-Weighted Maximum Sound Levels of Common Noise Sources

Decibels	Description
130	Threshold of pain
120	Jet aircraft take-off at 100 feet
110	Riveting machine at operators' position
100	Shotgun at 200 feet
90	Bulldozer at 50 feet
80	Diesel locomotive at 300 feet
70	Commercial jet aircraft interior during flight
60	Normal conversation speech at 5-10 feet
50	Open office background level
40	Background level within a residence
30	Soft whisper at 2 feet
20	Interior of recording studio

Source: (City of Rocklin, 2012)

The City of Rocklin General Plan Noise Element establishes acceptable noise level limits for both transportation and non-transportation noise sources. The primary objective of the Noise Element is to prescribe policies that lead to the preservation and enhancement of the quality of life for the residents of Rocklin by securing and maintaining an environment free from excessive noise.

4.10.4 - IMPACTS AND MITIGATION MEASURES

Methodology

The methodology applied to this section of the EIR consists of using information from the Environmental Noise Analysis that was completed for the proposed Project. That analysis focuses on noise impacts due to (resulting from), potential project-generated traffic, which could cause a substantial increase in off-site traffic noise levels at existing noise-sensitive land uses in the immediate Project vicinity, or if noise generated by on-site activities exceeded the City of Rocklin General Plan noise standards at nearby noise-sensitive uses. The analysis of noise impacts also focuses on surrounding noise-sensitive receptors.

Potential significant impacts associated with the Project were evaluated on a quantitative and qualitative basis through a review of existing literature and available information, and by using professional judgment in comparing the anticipated Project effects on noise with existing conditions. The evaluation of Project impacts is based on significance criteria drawn from Appendix G of the State CEQA Guidelines, which the District has determined to be appropriate criteria for this Draft EIR.

Thresholds of significance

Appendix G of the CEQA Guidelines includes questions from which lead agencies commonly draw significance thresholds. As explained above, the District has done so here, though it has exercised its discretion to modify the Appendix G language somewhat. The District has determined that the project would have a significant impact on noise if it would:

- a. Expose persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- b. Expose persons to or generation of excessive groundborne vibration or groundborne noise levels;
- c. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- d. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels permitted by the City of Rocklin General Plan;
- e. Expose people residing or working in an area located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport to excessive noise levels coming from an airport (not applicable);
or
- f. Expose people residing or working in the project area to excessive noise levels due to the project's being within the vicinity of a private airstrip (not applicable).

Project Impacts

Impact #4.10-a: Would the Project expose persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

The Project would not result in the exposure of persons to or the generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Construction

The Project would generate noise during construction by the use of construction equipment. Table 4.10-8 provides the typical construction equipment required for the Project and estimated sound generated by this equipment at 50 feet. It is estimated that most of the proposed equipment would generate an average sound of 80 dB to 85 dB at 50 feet, which is considered “annoying” to the human ear. As discussed in the Regulatory Setting, the City of Rocklin Municipal Code regulates loud, unnecessary, and disturbing noise from various sources within the city, but does not include specific noise standards for noise sources, nor does it identify specific hourly limitations for construction-related activities. The City’s General Plan Noise Element prescribes policies that lead to the preservation and enhancement of the quality of life for the residents of Rocklin by securing and maintaining an environment free from excessive noise; however, does not contain specific noise standards for construction-related activities. The City does have Construction Noise Guidelines, which establishes a noise policy on all construction projects within or near

residential development. The guidelines require construction to be conducted between 7:00 a.m. to 7:00 p.m. on weekdays and between 8:00 a.m. to 7:00 p.m. on weekends.

Table 4.10-8
Typical Construction Equipment Noise

Construction Equipment	Maximum Noise Level (dB) at 50 Feet
Auger drill rig	85
Backhoe	80
Bar bender	80
Boring jack power unit	80
Chain saw	85
Compactor (ground)	80
Compressor (air)	80
Concrete batch plant	83
Concrete mixer truck	85
Concrete pump truck	82
Concrete saw	90
Crane	85
Dozer	85
Dump Truck	84
Excavator	85
Flatbed truck	84
Front end loader	80
Generator (25 kilovolt-amperes (kVA) or less)	70
Generator (more than 25 kVA)	82
Grader	85
Hydra break ram	90
Jackhammer	85
Mounted impact hammer (hoe ram)	90
Paver	85
Pneumatic tools	85
Pumps	77
Rock drill	85
Roller	85
Scraper	85
Soil mix drill rig	80
Tractor	84
Trencher	85
Vacuum street sweeper	80
Vibratory concrete mixer	80
Welder/Torch	73

Source: (Federal Highway Administration, 2006)

Due to the significant distance between the identified construction areas and the nearest off-site residences (over 700 feet), shielding provided by intervening structures and topography, and elevated ambient noise levels at the nearest receivers resulting from traffic

on I-80, Rocklin Road, and Sierra College Boulevard, no adverse off-site construction noise effects are identified for this project at sensitive off-site receptors. Additionally, all phases of the proposed FMP would comply with the requirements of the City of Rocklin's Noise Element and Construction Noise Guidelines.

Operation

The post-project campus noise environment is not expected to be appreciably different from the existing noise environment once construction activities are completed. The evaluation of noise generated by on-site activities associated with the project is limited to project construction noise and noise generated by traffic on surrounding roads. Particularly, noise generated from outdoor sporting events is expected to remain similar to existing environment and is not expected to create any new noise impacts to existing or future adjacent land uses.

To assess offsite traffic noise impacts as a result of the project at full phase build out, existing and future traffic noise levels were predicted for the local area roadways, both with and without traffic generated by the proposed Project. Existing noise levels and the noise level increases resulting from the Project are compared and assessed relative to the City's General Plan noise standards represented in this section as Tables 4.10-9 and 4.10-10 in the Regulatory Setting above. For transportation noise affecting proposed noise-sensitive land uses within the campus, the noise standards of Table 4.10-5 are applied. For non-transportation noise affecting existing or proposed noise-sensitive land uses within the campus, the noise standards of Table 4.10-6 are applied.

The FHWA Model was used by Bollard Acoustical Consultants to predict existing and existing plus project traffic noise levels, and the project-related noise level increases. Tables 4.10-9 and 4.10-10 show existing and future (cumulative) traffic noise exposure along the project area roadways both with and without the proposed project, including the traffic noise levels due to the project. The FHWA Model inputs are provided in Appendix H.

Table 4.10-9
Existing Versus Existing Plus Project Traffic Noise Levels

Segment	Roadway	Segment Description	Ldn, dB @ 100 feet			Substantial Increase?
			Existing	Existing Plus Project	Change	
1	Rocklin Rd	Granite Drive to I-80 WB Ramps	66	66	0	No
2	Rocklin Rd	I-80 WB Ramps to I-80 EB Ramps	66	66	0	No
3	Rocklin Rd	I-80 EB Ramps to Aguilar Road	66	66	0	No
4	Rocklin Rd	Aguilar Road to El Don Dr	65	66	0	No
5	Rocklin Rd	El Don Dr to Havenhurst Cir	63	64	1	No

Segment	Roadway	Segment Description	Ldn, dB @ 100 feet		Change	Substantial Increase?
			Existing	Existing Plus Project		
6	Rocklin Rd	Havenhurst Cir to Sierra College Blvd	64	64	0	No
7	Rocklin Rd	East of Sierra College Blvd	62	62	0	No
8	Sierra College Blvd	Granite Drive to I-80 WB Ramps	65	65	0	No
9	Sierra College Blvd	I-80 WB Ramps to I-80 EB Ramps	67	67	0	No
10	Sierra College Blvd	I-80 EB Ramps to Schriber Way	66	66	0	No
11	Sierra College Blvd	Schriber Way to Bass Pro Dr	65	66	1	No
12	Sierra College Blvd	Bass Pro Drive to Stadium Entrance Dr	68	69	1	No
13	Sierra College Blvd	Stadium Entrance Drive to Rocklin Rd	68	68	1	No
14	Sierra College Blvd	South of Rocklin Rd	68	69	1	No

Source: FHWA-RD-77-108 with traffic inputs provided by Environmental Planning Partners, Inc.

Table 4.10-10
Cumulative Versus Cumulative Plus Project Traffic Noise Levels

Segment	Roadway	Segment Description	Ldn, dB @ 100 feet		Change	Substantial Increase?
			Existing	Existing Plus Project		
1	Rocklin Rd	Granite Drive to I-80 WB Ramps	67	67	0	No
2	Rocklin Rd	I-80 WB Ramps to I-80 EB Ramps	67	67	0	No
3	Rocklin Rd	I-80 EB Ramps to Aguilar Road	67	67	0	No
4	Rocklin Rd	Aguilar Road to El Don Dr	66	66	0	No
5	Rocklin Rd	El Don Dr to Havenhurst Cir	64	65	1	No
6	Rocklin Rd	Havenhurst Cir to Sierra College Blvd	64	65	0	No
7	Rocklin Rd	East of Sierra College Blvd	64	64	0	No
8	Sierra College Blvd	Granite Drive to I-80 WB Ramps	68	68	0	No
9	Sierra College Blvd	I-80 WB Ramps to I-80 EB Ramps	69	69	0	No
10	Sierra College Blvd	I-80 EB Ramps to Schriber Way	68	69	1	No
11	Sierra College Blvd	Schriber Way to Bass Pro Dr	68	68	1	No
12	Sierra College Blvd	Bass Pro Drive to Stadium Entrance Dr	71	71	1	No

Segment	Roadway	Segment Description	Ldn, dB @ 100 feet		Change	Substantial Increase?
			Existing	Existing Plus Project		
13	Sierra College Blvd	Stadium Entrance Drive to Rocklin Rd	70	71	0	No
14	Sierra College Blvd	South of Rocklin Rd	71	71	0	No

Source: FHWA-RD-77-108 with traffic inputs provided by Environmental Planning Partners, Inc.

According to the Environmental Noise Analysis performed by Bollard Acoustical Consultants, Inc. (Appendix H), the Rocklin general plan policies that included Table 6 and Table 5 were used for the evaluation of noise levels generated during operations phases. Table 6 includes noise levels for projects in proximity to roadways, while Table 5 describes acceptable noise levels generated from non-transportation sources.

Development within the project area would cause increases in existing and future traffic noise levels on the local roadway network. A total of 14 existing roadway segments were evaluated (see Tables 4.10-9 and 4.10-10), and it was determined that the project-related traffic noise level increase relative to existing traffic noise levels without the project would range upwards to +1 dB.

CONCLUSION

Using the standards included in the City's general plan, of the 14 segments evaluated, the increase was not found to be substantial on any roadway segments, relative to the significance criteria cited above. As a result, off-site traffic noise impacts resulting from project-generated traffic are considered to be less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

EFFECTIVENESS OF MEASURE(S)

Impacts would be *less than significant*.

Impact #4.10-b: Would the Project expose persons to or generation of excessive groundborne vibration or groundborne noise levels?

The Project would not expose persons to or generate excessive groundborne vibration or groundborne noise levels.

The most common sources of man-made vibration are sonic booms, blasting, pile driving, pavement breaking, diesel locomotives, and rail-car coupling. None of these sources are anticipated during construction of the project or operation of mechanical equipment after project construction. The effects of ground-borne vibration include movement of building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. In extreme cases, the vibration can cause damage to buildings. High impact-related

construction activities that result in the creation of the greatest groundborne vibration and noise levels would not occur as a consequence of the Project. The most intensive earth moving would occur during demolition of currently-existing buildings, but sensitive receptors are not located near these sites. Temporary construction noise generation would occur but would not be out of character with similar generation as a result of on-going surrounding traffic. According to the Environmental Noise Analysis performed by Bollard Acoustical Consultants, Inc. (Appendix H), the sensitive areas of the Project site are not appreciably affected by existing vibration sources, nor does the Project propose appreciable sources of vibration.

CONCLUSION

The Project would not result in the exposure of persons to or generation of excessive groundborne vibration and groundborne noise levels during construction, and impacts would be less than significant.

MITIGATION MEASURE(S)

No mitigation is required.

EFFECTIVENESS OF MEASURE(S)

Impacts would be *less than significant*.

Impact #4.10-c: Would the Project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

The Project would not result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.

As discussed in Impact #4.10-a, offsite traffic noise impacts were assessed as a result of the project at full phase build out. Table 4.10-9 shows the existing and existing plus project traffic noise levels and Table 4.10-10 shows the future (cumulative) traffic noise exposure with and without the proposed project along 14 of the project area roadways (see tables above). Because the City of Rocklin has no explicit policy stating how off-site traffic noise impacts are to be evaluated, Bollard Acoustical Consultants utilized the following criteria to assess the significance of project-related traffic noise level increases:

7. Where existing traffic noise levels are less than 60 dB Ldn at the outdoor activity areas of noise-sensitive uses, a +5 dB Ldn increase in noise levels due to roadway improvement projects will be considered significant; and
8. Where existing traffic noise levels range between 60 and 65 dB Ldn at the outdoor activity areas of noise-sensitive uses, a +3 dB Ldn increase in noise levels due to roadway improvement projects will be considered significant; and
9. Where existing traffic noise levels are greater than 65 dB Ldn at the outdoor activity areas of noise-sensitive uses, a +1.5 dB Ldn increase in noise levels due to roadway improvement projects will be considered significant.

With the exception of the proposed Public Safety Center located in the northeastern corner of the campus, no noise-sensitive buildings are proposed to be constructed closer to roadways than existing noise-sensitive buildings (classrooms). The proposed Public Safety Center is located approximately 225 feet from the centerline of Sierra College Boulevard, closer than any existing noise-sensitive buildings.

The buildings (both existing and proposed) nearest to I-80 are located approximately 850 feet from the roadway centerline. The FHWA Model was used with a future I-80 traffic volume conservatively assumed to be 150 percent of the existing volume obtained from Caltrans traffic count data. The model indicates a future I-80 peak-hour traffic noise level of 65 dB Leq at the proposed building facades. However, intervening topography and vegetation would cause actual levels to be lower than the model's prediction at the distance of the nearest classrooms.

Standard construction practices typically result in about 25 dB of exterior-to-interior noise reduction, thereby resulting in an interior noise level of approximately 40 dB Leq or less within the existing and proposed buildings nearest to I-80.

The FHWA Model indicates a future Sierra College Boulevard peak-hour noise level of 66 dB Leq at the nearest building façade of the CDC, located approximately 200 feet from the roadway centerline. With the 25 dB of noise reduction provided by standard construction practices, Sierra College Boulevard traffic noise levels are predicted to be approximately 41 dB Leq.

Future development on the campus would incrementally affect the future (cumulative) ambient noise environment in regard to the increase in student population, thus increasing traffic levels on the local roadway network. As discussed in Impact #4.10-a, the project-related traffic noise level increase relative to existing traffic noise levels without the project would range upwards to +1 dB. Of the 14 segments evaluated, the increase was not found to be substantial on any roadway segments, relative to the significance criteria cited above. As a result, off-site traffic noise impacts resulting from project-generated traffic are considered to be less than significant.

As noted above, a substantial increase in traffic noise levels is defined as 1.5 to 5 dB Ldn, depending on the baseline noise environment without the proposed Project. Because the cumulative increase in project-generated traffic would not cause traffic noise levels to increase in excess of the standards numbered above, the Project's contribution to the cumulative noise environment is not considerable, resulting in a finding of less than significant impact. Future traffic noise exposure within the nearest proposed noise-sensitive buildings to I-80 and Sierra College Boulevard are conservatively predicted to be 40-41 dB Leq. Because this range of levels is considered satisfactory relative to the City's 45 dB Leq interior noise level standard, this impact is considered less than significant. Therefore, would not result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the project.

CONCLUSION

The Project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

MITIGATION MEASURE(S)

No mitigation is required.

EFFECTIVENESS OF MEASURE(S)

Impacts would be *less than significant*.

Impact #4.10-d: Would the Project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels allowed under the Rocklin General Plan?

The Project would not result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels allowed under the Rocklin General Plan.

A substantial temporary increase in noise levels was defined using the same criteria shown above in Impact #4.10-c. During the construction phases of the project, noise from on-site construction activities, including building demolition, grading, and infrastructure construction would add to the noise environment in the project vicinity. Table 4.10-8, in Impact #4.10-a, shows typical noise levels associated with various construction-related activities and equipment. The activities involved in typical construction would generate maximum noise levels ranging from approximately 70 to 90 dB Lmax at a distance of 50 feet.

Activities associated with construction of the Project would be temporary in nature and limited to daytime hours per the City's Construction Noise Guidelines. Due to the significant distance between the construction area and the nearest off-site residences (over 700 feet), shielding provided by intervening structures and topography, and elevated ambient noise levels at the nearest receivers resulting from traffic on I-80, Rocklin Road, and Sierra College Boulevard, no adverse off-site construction noise effects are identified for this project at sensitive off-site receptors.

Some existing buildings which would be demolished as part of this project are located in close proximity to existing noise-sensitive buildings on campus. In addition, some proposed new buildings would also be located in close proximity to existing buildings. As a result, the noise-generated by the demolition of some existing structures and the construction of new buildings could disrupt activities within sensitive spaces of nearby buildings. Although these disruptions would be of limited duration, this impact is considered to be potentially significant; however, with the implementation of Mitigation Measure MM NSE-1, the impact could be reduced to less than significant.

MITIGATION MEASURE(S)

MM NSE-1 Construction Related noise mitigation:

- a. Construction activities for all phases of construction occurring within 300 feet of campus dormitories, including servicing of construction equipment shall only be permitted during the hours of 7:00 a.m. and 5:00 p.m. Monday through Friday and between 9:00 a.m. to 5:00 p.m. on Saturdays and Sundays.
- b. Delivery of materials or equipment to the site and truck traffic coming to and from the site is restricted to the same construction hours specified in (a) above.
- c. All construction equipment powered by internal combustion engines shall be properly muffled and maintained.
- d. All equipment and vehicles shall be turned off when not in use. Unnecessary idling of internal combustion engines is prohibited.
- e. All stationary noise-generating construction equipment, such as air compressors, shall be located as far as practical from sensitive buildings.
- f. The equipment storage location shall be sited as far as possible from nearby sensitive receptors.
- g. Where it is not feasible to reduce construction-related noise to acceptable levels within classrooms through the measured cited above, class schedules and locations should be modified as needed for the duration of the construction activity.

EFFECTIVENESS OF MEASURE(S)

Implementation of mitigation measure above would reduce impacts to *less than significant*.

Impact #4.10-e: Would the Project for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would expose people residing or working in the project area to excessive noise levels?

The project site is located more than two miles from the nearest airport and is not located within an airport land use plan. The nearest airport is the Lincoln Regional Airport, which is located 15 miles northwest of the campus. No private airstrips were identified in the project vicinity. Therefore, the project would have no impact on airports or private airstrips and would not expose people residing or working in the project area to excessive noise levels.

CONCLUSION

The proposed Project site is not within two miles of a public or private airport. There would be no impact.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

There would be *no impact*.

Impact #4.10-f: Would the Project for a project within the vicinity of a private airstrip, would expose people residing or working in the project area to excessive noise levels?

The project site is located greater than two miles from the nearest airport and is not located within an airport land use plan. The nearest airport is the Lincoln Regional Airport, which is located 15 miles northwest of the campus. No private airstrips were identified in the project vicinity. Therefore, the project would have no impact on airports or private airstrips and would not expose people residing or working in the project area to excessive noise levels.

CONCLUSION

The proposed Project site is not within two miles of a public or private airport. There would be no impact.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

There would be *no impact*.

4.11 - Population and Housing

4.11.1 - INTRODUCTION

This section of the EIR describes the environmental and regulatory setting for population and housing and analyzes potential impacts of the Facilities Master Plan (FMP) on inducing directly or indirectly substantial population growth and displacing substantial numbers of existing housing or people necessitating replacement housing elsewhere. The existing conditions and impact analysis in this section are based on existing literature, available information, and professional judgment.

4.11.2 - ENVIRONMENTAL SETTING

Current Population

The Project site is located within the incorporated City of Rocklin, Placer County, and under the jurisdiction of the City of Rocklin General Plan (2012). According to the 2010 U.S. Census, Rocklin had a population of 56,974; the average household size was 2.71 persons, with 63.3 percent owner-occupied housing units and 33.7 percent renter-occupied housing units (United States Census 2016).

Population Projections

The 2017 Population Projection Report estimates that the overall population within Rocklin increased by 4.5 percent between 2016 and 2017 to 64,417 (California Department of Finance 2017). By 2020 it is estimated that the population of Rocklin will be about 64,900. The population ages 65 to 74 within Placer County will increase by 59 percent between 2015 and 2035, and the population ages 55 to 64 will increase by 16 percent during this period. The population of persons ages 75 years and greater is expected to increase by 55 percent by that year.

4.11.3 - REGULATORY SETTING

Federal

There are no applicable federal regulations for environmental issue areas analyzed below.

State

There are no applicable State regulations for environmental issue areas analyzed below.

Local

CITY OF ROCKLIN GENERAL PLAN

Housing Element

Housing is primarily addressed through the *City of Rocklin 2013-2021 Housing Element* (City of Rocklin 2013). The most applicable goals and policies of the current Housing Element are as follows:

HOUSING CONSERVATION

- Goal 1: Maintain and improve the quality of existing housing and residential neighborhoods in Rocklin.
- Policy 1.1 Promote increased awareness of the importance of property maintenance to long-term housing quality and engage the community to preserve neighborhoods.
- Policy 1.2 Seek, through code enforcement, the private rehabilitation of substandard dwelling units and provide financial assistance, when available, to owners of dwelling units occupied by lower income households. In applying this policy, the City shall seek to avoid the displacement of lower income households.
- Policy 1.3 Provide assistance to inspect and identify code violations in residential structures.
- Policy 1.4 Require the abatement or demolition of substandard housing that is not economically feasible to repair.
- Policy 1.5 Work with for-profit developers and non-profit housing corporations to identify existing affordable housing and develop strategies to maintain its affordability.
- Policy 1.6 Continue to pursue available sources of funding for maintaining and expanding the supply of affordable housing for lower- and moderate-income households, including extremely low-income households.
- Policy 1.7 Preserve the existing stock of affordable housing, including (but not limited to) mobile homes and apartments, through City regulations as well as financial and other forms of assistance.
- Policy 1.8 Support the Roseville's and Placer County's Housing Authority in the provision of Section 8 Housing Choice Voucher rental assistance to very low and extremely low-income households.

4.11.4 - IMPACTS AND MITIGATION MEASURES

Methodology

The potential impacts of the FMP were evaluated qualitatively by comparing the future changes to population, housing, and employment with the existing conditions. The evaluation is based on professional judgment, a review of existing literature, an analysis of the goals and policies of the City of Rocklin Housing Element (2012), and consideration of the significance criteria established by Appendix G of the CEQA Guidelines.

Thresholds of Significance

Appendix G of the CEQA Guidelines includes questions from which lead agencies commonly draw significance criteria. The District has done so here, and has determined that the project would have a significant impact on population and housing if it would:

- a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure);
- b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; or
- c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

Project Impacts

Impact #4.11-a: Would the Project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The Project would not induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

The Rocklin General Plan EIR analyzed the anticipated population and housing impacts that would occur as a result of the mixed urban development that was contemplated by the General Plan; key issues that were evaluated included population growth and availability of housing opportunities (City of Rocklin 2011).

The FMP is based on an estimated increase in student population of 57 percent over the next 20 years, resulting in an enrollment of an estimated 22,500 students. The Project would include new construction and/or improvements to existing academic buildings on the Campus. The construction of a new dormitory would relieve current student housing issues; student requests for on-campus dorm space typically outnumber the available space by a ratio of three to one. The number of beds available as a result of the new facilities would increase from 121 to approximately 400. This number is not considered a considerable

increase in population. The addition of a parking structure on the northeast corner of campus, accessed from Sierra College Boulevard, would help to balance the traffic volume to and from Campus between Rocklin Road and Sierra College Boulevard.

CONCLUSION

The analysis found that implementation of the Project would not contribute to a significant generation of growth that would substantially exceed any established growth projections nor would it displace substantial numbers of housing units or people. Recent data on population projections by age for the City of Rocklin were not available. However, the Rocklin 2013-2021 Housing Element (July 2013) indicates that between the years 2000 and 2010, the city's adults ages 20 to 24 increased by 117 percent. This increase was double that for ages 5 through 19, and six times the increase for young adults ages 25 through 44. The Project has been designed to serve a maximum projected enrollment of 22,500. The 22,500-student enrollment capacity for the Campus was established by the District Board as a reasonable growth goal and is consistent with the student enrollment assumed in the City of Rocklin General Plan (City of Rocklin 2012) at full build-out. The construction of the proposed dormitory is intended to relieve on-campus housing shortages, and the construction of the proposed parking structure is intended to reduce congestion along existing roads utilized by students and staff. Therefore, based on the data analyzed the Project would not directly or indirectly induce population growth and impacts were determined to be less than significant.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

Impacts would be *less than significant*.

Impact #4.11-b: Would the Project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

The Project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. One new dormitory is planned within the near term, with approximately 350 to 400 beds available. After this dormitory has been constructed, the existing dormitory with 121 beds will be demolished.

The Project area currently has a variety of existing land uses, including residential, commercial, industrial, and open space. The Campus is compatible with its surroundings, and implementation of the FMP would not change this baseline condition regarding compatibility with surrounding land uses.

CONCLUSION

Many students would be considered temporary residents, as they would move out of the area when they either graduate or matriculate to a four-year academic institution. The majority of students are commuters who have existing living accommodations. There are a number of apartment complexes and single-family rental units in the vicinity of the Campus. None of the existing land uses or the people residing in existing housing units would be required to be removed or relocated as a result of the Project. Implementation of the Project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. There would be no impact.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

There would be *no impact*.

Impact #4.11-c: Would the Project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The Project would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

CONCLUSION

See response to Impacts #4.11-a and #4.11-b. The Project would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. There would be no impact.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

There would be *no impact*.

4.12 - Recreation

4.12.1 - INTRODUCTION

This section of the EIR describes the environmental and regulatory setting for recreation and analyzes potential impacts of the FMP on the use of existing neighborhood and regional parks or other recreational facilities, and the construction or expansion of recreational facilities. The existing conditions and impact analysis in this section are based on proposed activities included in the FMP, existing literature, available information, and professional judgment.

4.12.2 - ENVIRONMENTAL SETTING

The City of Rocklin Community Services & Facilities Department develops, maintains, and operates all City-owned park and recreation facilities. The City has a City Council-appointed Recreation Commission which serves as an advisory board to the City Council on matters including parkland acquisition, design and development, and recreation programs and activities.

The City of Rocklin owns 31 parks that total approximately 428 acres of parkland, including approximately 219 improved acres. 30 of the parks are fully or partially developed (five community parks and 25 neighborhood parks) (City of Rocklin 2012). At build-out, Rocklin would have 33 or 34 parks totaling over 440 acres of improved and unimproved land.

According to the Parks, Schools and Recreational Facilities Map from the City of Rocklin General Plan (City of Rocklin 2012), the nearest recreational facilities to the Project site are the In-the-Net Sports Center and the Rocklin Bowl. These locations are approximately 0.3 miles from the Project site. The nearest park to the Project site is Monte Verde Park, which is located south of the site. This park consists of barbecue pits, benches, playing field, picnic tables, and a preschool-aged playground structure.

As described in Chapter Three - Project Description, existing recreational facilities at the Campus include a gymnasium and locker rooms (G and Gt Buildings); 25-yard lap pool; diving pool; five tennis courts; and football, baseball, softball, and soccer fields. The fields are very independent from each other in that there is no sense of shared space among the athletic facilities and there are no restrooms near the existing sports fields. The original gymnasium and locker rooms (G Building) were constructed in the 1960s and were expanded sometime between 1971 and 1996 (Gt Building). Training, locker, and team rooms are inadequate and do not currently meet the requirements of the instructional and athletics programs.

In addition to sports facilities, the Campus features approximately 90 acres of oak woodland and green space located between Interstate 80 (I-80) and the developed Campus. Within this area lies a variety of plant and wildlife species as well as a perennial tributary known as the Secret Ravine, which spans approximately 10.5 miles through surrounding communities and unincorporated portions of Placer County. This nature area serves as a recreational amenity

and as an outdoor space for educational purposes. The biology, botany, zoology, microbiology, environmental studies, geology, and geography disciplines as well as many other disciplines utilize this space for learning opportunities. The space is used extensively by the public as well as other school and community groups.

Near Term Projects

The Recreation section discusses overall potential project impacts to recreation, with a focus upon the near-term projects that include the proposed north parking structure, new instructional building, gym modernization, modernization of Weaver Hall and infrastructure improvements to the north side of the campus.

4.12.3 - REGULATORY SETTING

Federal

There are no applicable federal regulations for environmental issue areas analyzed below.

State

THE CALIFORNIA PARKLANDS ACT OF 1980

Although a recreation element is not mandated by law to be included in a general plan, recreation resources are to be considered in the open space element of a general plan (Government Code Section 65560). The California Parklands Act of 1980 (Public Resources Code Section 5096.141–5096.143) identifies “the public interest for the state to acquire, develop, and restore areas for recreation...and to aid local governments of the state in acquiring, developing, and restoring such areas...” The act also identifies the necessity of local agencies to exercise vigilance to see that the parks, recreation areas, and recreational facilities they now have are not lost to other uses.

QUIMBY ACT

The goal of the 1975 Quimby Act (California Government Code Section 66477) was to require developers to help mitigate the impacts of property improvements by requiring them to set aside land, donate conservation easements, or pay fees for park improvements. The Quimby Act gave authority for passage of land dedication ordinances only to cities and counties, thus requiring special districts to work with cities and/or counties to receive parkland dedication and/or in-lieu fees. The fees must be paid and land conveyed directly to the local public agencies that provide park and recreation services community-wide. Revenues generated through the Quimby Act cannot be used for the operation and maintenance of park facilities.

Originally, the Quimby Act was designed to ensure “adequate” open space acreage in jurisdictions adopting Quimby Act standards (e.g., 3–5 acres per 1,000 residents). In some California communities, the acreage fee was very high where property values were high, and

many local governments did not differentiate on their Quimby fees between infill projects and greenbelt developments. In 1982, the Quimby Act was substantially amended via Assembly Bill (AB) 1600. It should be noted that the Quimby Act applies only as a condition of the approval of a tentative or parcel subdivision map (e.g., for residential use). Under Government Code section 66477, subdivision (a)(1)(6)(B), however, a city or county can enter into a shared or joint use agreement with a school district or community college district, to provide access to the park or recreational facilities to residents of subdivisions with fewer than the required three acres of park per 1,000 residents.

Local

According to the 2011 City of Rocklin General Plan Update, the City of Rocklin Community Services and Facilities Department oversees parks and recreation services in the city. The department maintains 30 developed parks, one undeveloped park, and another 200 acres of open space. In addition, the department offers numerous activity and leisure-based programs for all ages, including sports and fitness, theatre and arts, education, and special events.

CITY OF ROCKLIN MUNICIPAL CODE

Chapter 17.71 of the Rocklin Municipal Code provides for the financing of adequate park and recreation facilities by requiring residential uses be conditioned on the payment of a park and recreation fee. Fees collected pursuant to this chapter can be used only for the purpose of providing and maintaining park and recreational facilities.

PARK MAINTENANCE AND DEVELOPMENT ACT OF 1998

Chapter 3.34 of the Rocklin Municipal Code, also known as the Park Maintenance and Development Act of 1998, imposes a special tax on every residential parcel in the City of Rocklin solely for the purpose of raising revenue necessary for the development and maintenance of parks and related recreation facilities in the city.

CITY OF ROCKLIN GENERAL PLAN POLICIES

The following proposed General Plan policies would assist in avoiding or minimizing impacts associated with increased demand for parks and recreation facilities:

Open Space, Conservation, and Recreation Element Policies

GOAL FOR OPEN SPACE FOR OUTDOOR RECREATION

Provide sufficient improved and unimproved outdoor recreation sites to meet the needs of the City on a continuing basis and at residential buildout.

OCR-12 Provide for park and other outdoor recreational needs, both active and passive, through methods including but not limited to: collection of park user fees, dedication of parkland, or a combination of both; rehabilitation of

existing park and recreation facilities; requiring the installation of park improvements; and requiring that financial mechanisms be created for long-term park and/or open space operation and maintenance.

- OCR-13 Require dedication of parkland, payment of in lieu fees for parkland, or a combination of both, as a condition of approval in the early stages of the development process, including approval of rezonings, where it is necessary to insure consistency with or implementation of the goals and policies contained in this General Plan.
- OCR-14 Provide developed as well as undeveloped parkland, recognizing that certain unique open space attributes may be best preserved by retaining them in a natural condition.
- OCR-18 Provide park facilities in a timely manner.
- OCR-19 Utilize locational and size guidelines that will allow the City to maintain a minimum of 5 acres of parkland per 1,000 residents.
- OCR-20 Co-locate parks with schools whenever feasible, through joint use and development agreements.
- OCR-22 Require new development to mitigate its impact on park development and maintenance.
- OCR-23 Seek outside funding from local, State and Federal agencies, as well as the private sector, for new park development and rehabilitation of existing park facilities.
- OCR-24 Consider acquisition and development of small areas along creeks at convenient and safe locations for use by the general public.
- OCR-25 Protect designated outdoor recreation sites from incompatible urban development.
- OCR-26 Maintain a Park Repair and Development Fund that receives revenues from a variety of sources.
- OCR-27 Establish Class I bikeways where feasible along public roadways when roadways are adjacent to open space and parkland.
- OCR-28 Integrate, to the extent practical, the City's bike and trails network with trails in adjacent jurisdictions and the region.

GOAL FOR RECREATION PROGRAMS AND FACILITIES

Provide opportunities for organized recreational activities and programs.

- OCR-30 Provide recreation programs that meet resident needs.
- OCR-31 Provide recreation programs that foster financially self-supporting recreational facilities.
- OCR-33 Provide active recreation facilities and related infrastructure within community parks, such as lighted athletic fields, soccer fields, softball diamonds and parking areas.
- OCR-34 Provide recreation facilities for neighborhood residential areas in neighborhood parks that include informal turf areas, playgrounds, and passive recreation opportunities.
- OCR-35 Seek funding sources for a variety of recreational programs and facilities, including program fees, lease agreements and concessions, State and Federal funds, and the City Americans with Disabilities Act Superfund.
- OCR-36 Participate on a regional level (with other local jurisdictions) in hosting sports tournaments and recreational events that promote tourism, whenever feasible.
- OCR-37 Encourage joint use of City and school facilities for recreational programs.

4.12.4 - IMPACTS AND MITIGATION MEASURES

Methodology

The potential impacts of the FMP were evaluated qualitatively by comparing the anticipated effects on recreation with the existing conditions. The evaluation is based on professional judgment, a review of existing literature, and consideration of the significance criteria established by Appendix G of the CEQA Guidelines.

Thresholds of significance

Appendix G of the CEQA Guidelines includes questions from which lead agencies commonly draw significance criteria. The District has done so here, and determines that the project would have a significant impact on recreation if it would:

- a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or
- b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Project Impacts

Impact #4.12-a: Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

The Project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

The FMP would not increase the use of existing parks or recreational facilities. The FMP utilizes a maximum projected enrollment of 22,500 students, which is consistent with the student enrollment assumed in the *City of Rocklin General Plan* (City of Rocklin 2012) at full build-out. The General Plan has already accounted for the increased need for additional neighborhood and regional parks and other recreational facilities to accommodate future growth projections that included the maximum projected enrollment at the Campus. Additionally, the Campus currently has open space and recreational facilities for the student and staff population, and the FMP intends to improve, modernize, and expand those facilities to address the anticipated increase in student population.

CONCLUSION

No substantial physical deterioration of the existing facilities on- or off-campus would occur or be accelerated as a result of the FMP. As discussed in previous sections, the college is expecting an increase in population over the next 20 years; however, this increase would not affect any existing City parks or facilities. All those attending classes would have access to on-site recreational facilities. Therefore, the FMP would have a less-than-significant impact on the physical deterioration of existing parks and facilities.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

Impacts would be *less than significant*.

Impact #4.12-b: Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The Project includes recreational facilities and therefore does not require the construction or expansion of additional off-site recreational facilities which might have an adverse physical effect on the environment.

Implementation of the FMP includes the modernization and expansion of existing recreational facilities in order to serve the maximum projected enrollment on campus of

22,500 students, which is consistent with the student enrollment assumed in the City of Rocklin General Plan at full build-out. Projects planned within the next five years are considered near-term and will be evaluated on a project level; those planned beyond that period are evaluated on a programmatic level. This project will modernize and expand the existing gym building, replacing the current use of portables.

Near-term Projects

Near-term projects are those that Sierra College anticipates will be funded within a period of approximately five years and are considered to have a higher degree of certainty than other components in the FMP. These near-term projects will be analyzed at the project level and include the following:

- Parking garage;
- Infrastructure – north side of campus;
- New instructional building;
- Modernization of Weaver Hall; and
- Gym modernization.

In addition to the construction of new buildings, as detailed below, the near-term projects will include the demolition of permanent structures and removal of temporary structures in locations where new structures will be constructed. Some existing structures will be updated with energy-efficient LED lighting, low-flow toilets, Americans with Disabilities Act (ADA) compliance measures, and other improvements. Near-term projects include expansion and modernization of the gymnasium and other recreational facilities.

Existing physical education facilities at the Campus include a gymnasium, locker rooms, classrooms, and a weight room; 25-yard lap pool; diving pool; five tennis courts; football, baseball, softball, and soccer fields, and four beach volleyball courts. This project will modernize the existing 57-year old gym buildings and add an additional building, which will allow for the consolidation of the PE classes currently taught in 5 portable buildings (all 5 portables will be demolished following the completion of the project).

LONG-TERM PROJECTS

These projects are slated to be built after the near-term projects, and over the remainder of the FMP's 20-year planning period. Long-term projects would include all building, street, sidewalk and other improvements to existing structures not occurring within the first five years. Long-term projects may include construction of additional buildings, such as a Student Housing, Public Safety Center, and the West Placer California State University Sacramento (CSUS) Transfer Center described below. Improvements to vehicle, bicycle, and pedestrian circulation and parking conditions will also occur during this period.

All modernization/expansion projects would bring the facilities into compliance with current building codes, health and safety requirements, and accessibility regulations.

Additionally, reconfiguration or expansion of the buildings may be included in order to better support current instructional programming and a larger student body.

The existing buildings would be upgraded for compliance with current building and ADA codes. The modernizations will improve energy efficiency and when possible reconfigure the existing spaces to improve efficiency, including upgrades to gymnasium facilities.

In addition to the modernization, expansion, and construction of the facilities described above, the District anticipates the creation of new open space in the heart of the campus. The changes will provide students terraced seating overlooking a centralized water feature. This area is designed to encourage student interaction and learning opportunities outside of the classroom. The walkways and landscaping would take full advantage of the natural topography, creating a flexible outdoor space that compliments the buildings that surround it. The campus also includes a Nature Area that is utilized, in part, for informal recreational activities.

CONCLUSION

With the near-term and long-term projects analyzed above, the FMP is working to improve the conditions of recreational amenities available to students and staff in order to adequately serve the projected campus enrollment growth. As noted above, the Project at full build-out would include modernizations of on-campus recreational facilities to serve the students and staff of Sierra College. The projects proposed as part of both near- and long-term phases would comply with the City of Rocklin General Plan policies. Policy OCR-33 states the need to “[p]rovide active recreation facilities and related infrastructure, such as lighted athletic fields, soccer fields, softball diamonds and parking areas” and policy OCR-38, which states the need to “[provide additional recreational opportunities such as community centers, a performing arts center, swimming pools and gymnasiums.” Since the future recreation development projects are consistent with the General Plan’s policies to provide recreational opportunities and are consistent with the FMP’s overall campus vision, the projects would not create a significant impact. Both near-term and long-term project would not result in the construction or expansion of any existing recreational facilities off-site that might have an adverse effect on the environment. Therefore, there would be a less-than-significant impact.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

Impacts would be *less than significant*.

4.13 - Transportation and Traffic

4.13.1 - INTRODUCTION

This section of the EIR describes the environmental and regulatory setting for transportation and traffic and analyzes whether the Facilities Master Plan (FMP) would conflict with any applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system or any applicable congestion management program; result in a change in air traffic patterns that results in substantial safety risks; substantially increase hazards due to a design feature; result in inadequate emergency access; or conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. The existing conditions and impact analysis in this section are based on the Final Transportation Impact Study (TIS) for Sierra College FMP (see Appendix I), existing literature, available information, and professional judgment.

4.13.2 - ENVIRONMENTAL SETTING

Unless otherwise cited, the following environmental setting is based on information provided in the TIS (see Appendix I) and Chapter Three - Project Description. For purpose of the traffic analysis for the FMP, the “study area” defined in the TIS includes 14 intersections along the Rocklin Road and Sierra College Boulevard corridors. Additionally, analysis of I-80 from SR 65 to east of Sierra College Boulevard is included, as are several intersections outside the City of Rocklin. Figure 4.13-1 shows the study area.

Motorized Transportation

The following provides information about the existing freeway, arterials, and local roads that comprise the transportation system for the campus. Interstate 80 (I-80), Rocklin Road, and Sierra College Boulevard make up the primary roadways surrounding the campus, with remaining roadways leading into the I-80 freeway and the two arterials.

REGIONAL

Interstate 80

Interstate (I) 80 is a high capacity major interstate freeway facility that traverses the study area generally in the southwest-northeast direction connecting major urban centers within and beyond the state of California. I-80 serves as a major home-to-work commuter route in the Davis-Sacramento-Auburn area and is the major connector for Bay Area-Lake Tahoe-Reno recreation traffic. I-80 enters the Rocklin city limits at the State Route (SR) 65 interchange and continues northeast where it exits the Rocklin city limits at the Brace Road overpass. I-80 through the Rocklin area is a six-lane freeway with two interchanges that serve the campus at Rocklin Road and Sierra College Boulevard.

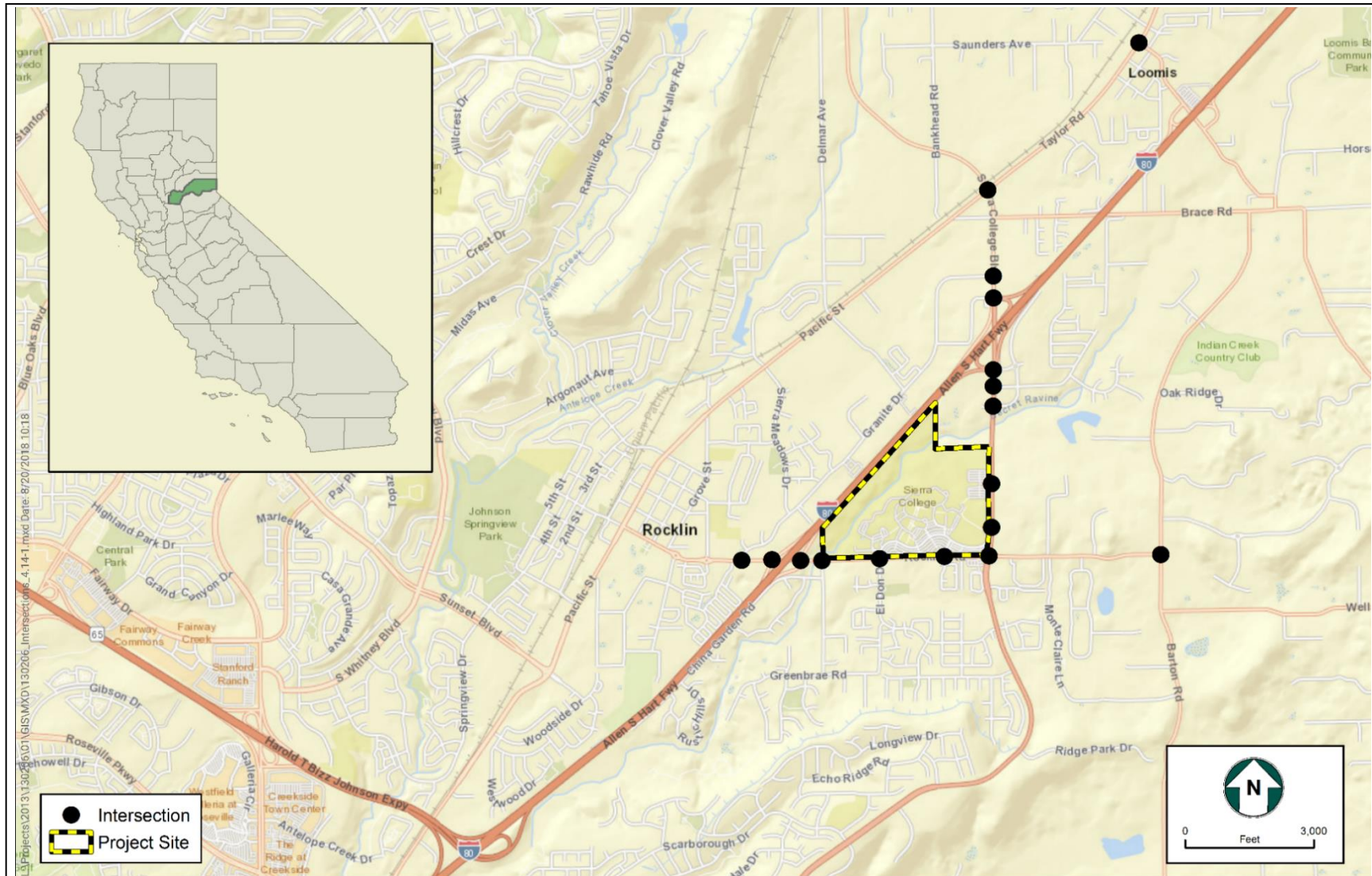


Figure 4.13-1
Vicinity Map



ROCKLIN ROAD

Rocklin Road forms the southern boundary of the campus and the FMP. Rocklin Road is an east-west roadway that is classified within the Rocklin General Plan Circulation Element (2012) as a principal arterial (i.e., a high-capacity road that delivers traffic from collector roads to freeways or expressways) between Pacific Street and Sierra College Boulevard, carrying large volumes of through traffic. East of I-80, it has a posted speed limit of 40 miles per hour (mph) with two travel lanes in each direction separated by a center median or channelized left-turn pockets.

SIERRA COLLEGE BOULEVARD

Sierra College Boulevard is the roadway located along the eastern boundary the campus. Sierra College Boulevard is predominantly a north-south roadway that is classified within the City of Rocklin General Plan Circulation Element as a principal arterial, carrying large volumes of through traffic in the eastern portion of the City. It connects the City of Rocklin to the City of Roseville in the south and the City of Rocklin with the Town of Loomis in the north. Sierra College Boulevard begins in the south at the Placer County/Sacramento County line as the northward extension of Hazel Avenue, continuing north through (or along the border of) different sections of unincorporated Placer County and the incorporated cities of Roseville and Rocklin, and the Town of Loomis, ending eventually at State Route (SR) 193 near the City of Lincoln. Adjacent to the Sierra College campus, it has a posted speed limit of 50 mph with three lanes in the southbound direction and two lanes in the northbound direction separated by a center median or channelized left-turn pockets.

State Route 65

State Route 65 (SR 65) is a north-south state highway that begins at I-80 in Roseville and extends north through Rocklin and Lincoln to State Route 70 near Marysville. SR 65 is a four-lane freeway between I-80 and Ferrari Ranch Road and a two-lane to four-lane conventional highway north of Ferrari Ranch Road (Rocklin 2012). SR-65 intersects with I-80 to the south and west of the campus. It provides the connection from other arterials and roadways for nearby neighborhoods and urban centers, including Pacific Street, Whitney Boulevard, and Sunset Boulevard. SR-65 forms a large portion of the City of Rocklin's western boundary and connects the City to Yuba City to the north.

PACIFIC STREET/TAYLOR ROAD

Pacific Street/Taylor Road is an arterial running in a northeast-southwest direction, to the northwest of and roughly parallel to I-80, and west of the campus. Pacific Street connects the City of Roseville to the southwest, and Loomis and Newcastle to the northeast. Pacific Street is a four-lane facility from SR-65 to about Sierra Meadows Drive, and a two-lane facility east and west of that section. East and west of the Rocklin City Limits, Pacific Street is named Taylor Road.

SUNSET BOULEVARD

Sunset Boulevard is located west of the campus and I-80 in the City of Rocklin. It is a four-to six-lane arterial that extends in a northwest direction from Woodside Drive to SR-65 where it forms a full-access interchange. West of SR-65, Sunset Boulevard continues as a two-lane arterial to North Foothills Boulevard where it terminates in unincorporated Placer County.

GRANITE DRIVE

Granite Drive is a four-lane arterial facility connecting to Sierra College Boulevard, to the northwest of, and running roughly parallel to, I-80, and north of the Campus. Granite Drive provides access to commercial developments along the I-80 corridor, including numerous auto dealerships and new large-scale retail centers.

AGUILAR ROAD

Aguilar Road is a two-lane local street that provides access from Rocklin Road south to residential communities in the City of Rocklin and unincorporated Placer County. This roadway is located east of I-80 and west of the Campus. Aguilar Road connects to Southside Ranch Road/Greenbrae Road, which is an east-west local street that provides access to Sierra College Boulevard further south.

EL DON DRIVE

El Don Drive is a two-lane collector (i.e., a low-to-moderate-capacity road which serves to move traffic from local streets to arterial roads) that connects with Rocklin Road immediately south of the Campus. The north leg of the Rocklin Road/El Don Drive intersection is one of several ingress and egress point to the Campus. This roadway curves from the south to the east, so that it intersections with Sierra College Boulevard south of the Campus. It provides access to residential communities southwest of the Rocklin Road/Sierra College Boulevard intersection.

HAVENHURST CIRCLE

Havenhurst Circle is a two-lane local street that provides access from Rocklin Road south into a small residential community in the City of Rocklin. Havenhurst Circle is not a through street and provides access only to the immediate community. The north leg of Rocklin Road at Havenhurst Circle is a major access point to the Campus.

BARTON ROAD

Barton Road is a north-south, two-lane arterial that provides access to mostly rural residential lots from Brace Road into the unincorporated Placer County community of Granite Bay.

BRACE ROAD

Brace Road is an east-west, two-lane arterial north of the Campus. To reach the Campus from this arterial, one would travel west, over I-80 to the intersection with Sierra College Boulevard, and then travel south to the eastern entrance of the campus (Stadium Entrance Drive). Brace Road provides access between some commercial uses around Pacific Street and Sierra College Boulevard in the west and rural residential lots east of I-80 and terminates at Horseshoe Bar Road and Laird Road.

LOCAL**Study Intersections**

The following 17 intersections along the Rocklin Road and Sierra College Boulevard corridors, plus two adjacent roadways, were selected in consultation with City of Rocklin staff for analysis in the TIS on the basis of providing primary, local, and regional access to and from the Campus (Figure 4.13-2):

1. Rocklin Road/Granite Drive
2. Rocklin Road/Westbound I-80 Ramps
3. Rocklin Road/Eastbound I-80 Ramps
4. Rocklin Road/Aguilar Road
5. Rocklin Road/El Don Drive
6. Rocklin Road/Havenhurst Circle
7. Rocklin Road/Sierra College Boulevard
8. Sierra College Boulevard/Granite Drive
9. Sierra College Boulevard/Westbound I-80 Ramps
10. Sierra College Boulevard/Eastbound I-80 Ramps
11. Sierra College Boulevard/Schriber Way
12. Sierra College Boulevard/Bass Pro Drive
13. Sierra College Boulevard/Stadium Entrance Drive
14. Sierra College Boulevard/Campus Drive
15. Sierra College Boulevard/Taylor Road
16. Horseshoe Bar Road/Taylor Road
17. Rocklin Road/Barton Road

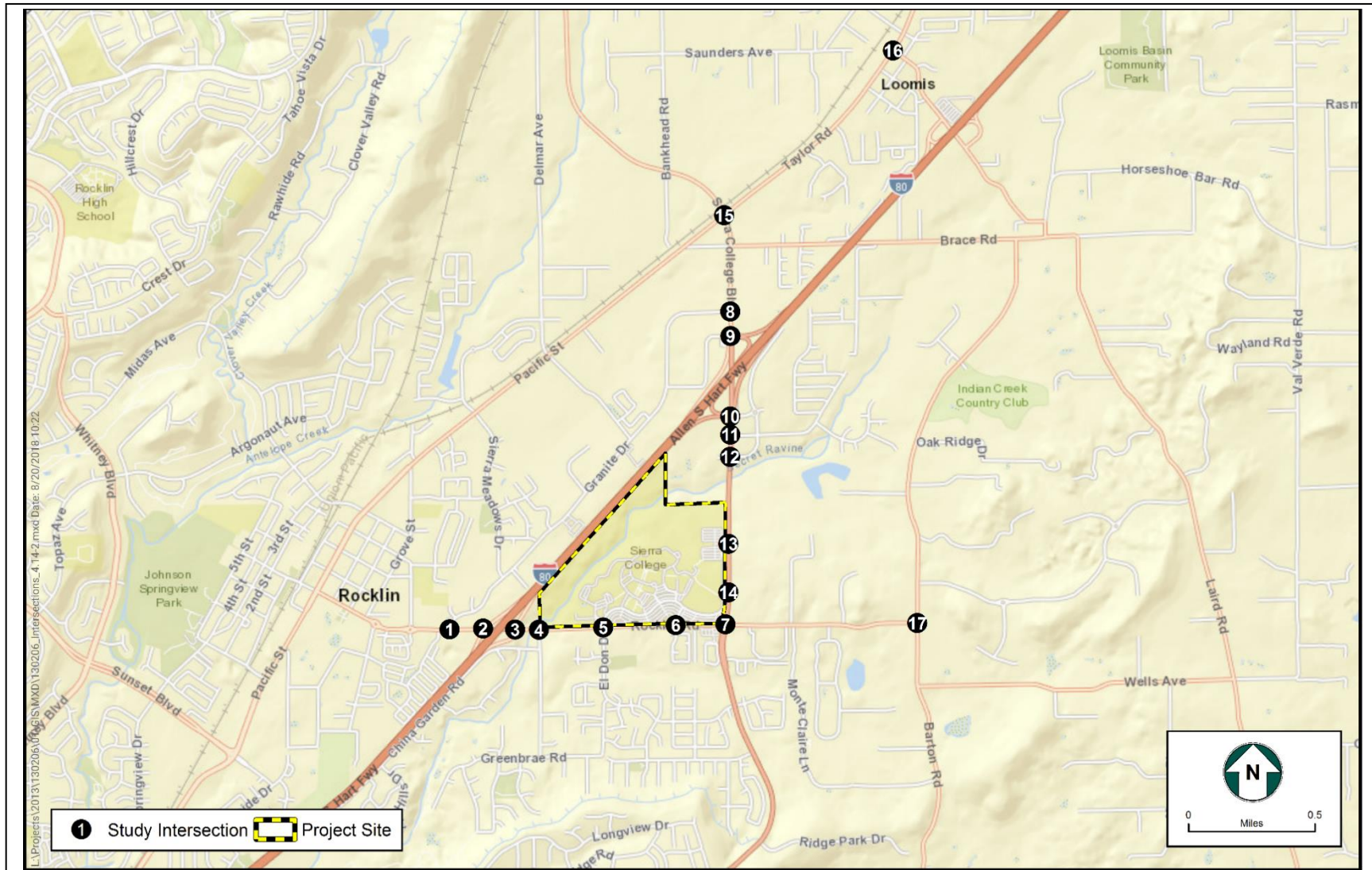


Figure 4.13-2
Study Area

Study Freeway Facilities

All freeway facilities on I-80 from SR-65 to east of Sierra College Boulevard were included for analysis:

I-80 Eastbound

- West of Rocklin Road Off-Ramp (basic)
- Rocklin Road Off-Ramp (diverge)
- Rocklin Road On-Ramp (merge)
- Rocklin Road On-Ramp to Sierra College Boulevard Off-Ramp (basic)
- Sierra College Boulevard Off-Ramp (diverge)
- Sierra College Boulevard Loop On-Ramp (merge)
- Sierra College Boulevard Diagonal On-Ramp (merge)
- East of Sierra College Boulevard Diagonal On-Ramp (basic)

I-80 Westbound

- East of Sierra College Boulevard Off-Ramp (basic)
- Sierra College Boulevard Off-Ramp (diverge)
- Sierra College Boulevard Loop On-Ramp (merge)
- Sierra College Boulevard Diagonal On-Ramp (merge)
- Between Sierra College Boulevard and Rocklin Road (basic)
- Rocklin Road Off-Ramp (diverge)
- Rocklin Road On-Ramp (merge)
- West of Rocklin Road On-Ramp (basic)

EXISTING TRAFFIC VOLUMES

As explained in the TIS, traffic conditions are busiest at the Rocklin Campus during the first couple weeks of each semester as students attempt to add classes, have not yet dropped classes, more regularly attend classes, etc. Conditions then level off as students attend classes regularly. Accordingly, the campus' parking and circulation needs are not designed to meet the busiest week or two of each semester. Doing so would result in an oversupply of parking and excessive infrastructure for much of the remainder of the year. Instead, conditions are studied for a typical weekday during the middle of the semester. Figure 4.13-3 provides not only the existing lane geometry and control, but also the existing weekday AM and PM peak hour traffic volumes for the study intersections.

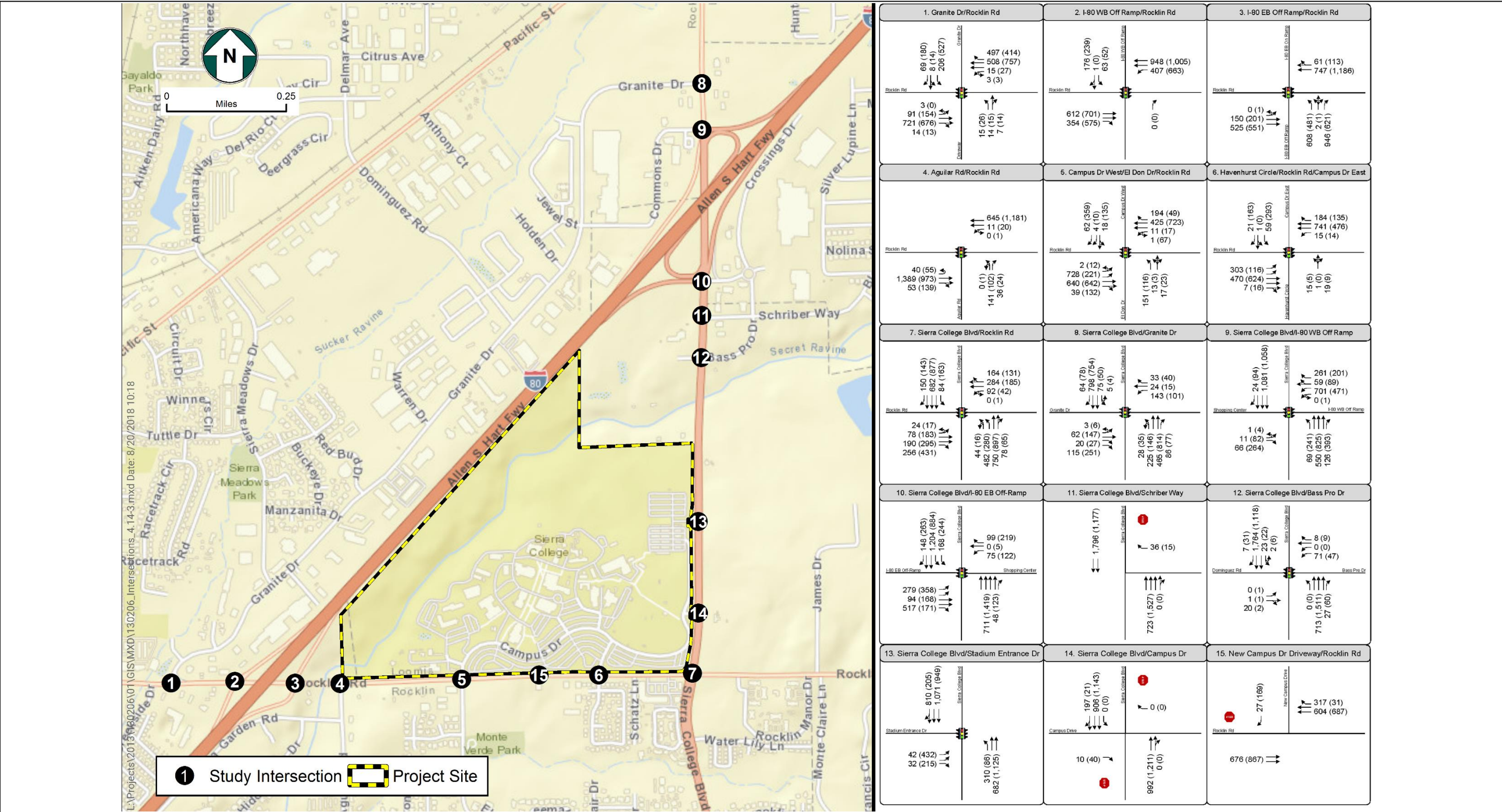


Figure 4.13-3
Traffic Patterns and Lane Configurations



EXISTING INTERSECTION OPERATIONS

Existing AM and PM peak hour intersection traffic operations were quantified using traffic counts obtained in April 2016 as part of the existing conditions analysis for the City of Rocklin Circulation Element Update.

The TIS (Appendix I) analyzed traffic operating conditions using level of service (LOS) as the primary measure of operational performance. Vehicle LOS is a qualitative measure of traffic flow from the perspective of motorists and is an indication of the comfort and convenience associated with driving. The LOS analysis uses procedures identified in the 2010 Highway Capacity Manual (HCM) published by the Transportation Research Board (TRB) of the National Academies of Science. The HCM defines six levels of service ranging from LOS A (representing free-flow vehicular traffic conditions with little to no congestion) to LOS F (oversaturated conditions where traffic demand exceeds capacity resulting in long queues and delays). Although the 6th Edition of the HCM was released by TRB in Fall 2017, the technical analysis for this study was essentially complete before its release. Further, it is noted that the use of microsimulation (as described in the TIS) does not require the selection of a given version of the HCM. Table 4.13-1 contains a summary of the existing LOS at the study intersections.

**Table 4.13-11
Existing LOS at Study Intersections**

Intersection	Control	AM Peak Hour		PM Peak Hour	
		Average Delay (secs)	LOS	Average Delay (secs)	LOS
1. Rocklin Rd/Granite Dr	Signal	11	B	21	C
2. Rocklin Rd/I-80 WB Off-Ramp	Signal	17	B	30	C
3. Rocklin Rd/I-80 EB Off-Ramp	Signal	26	C	27	C
4. Rocklin Rd/Aguilar Rd	Signal	8	A	24	C
5. Rocklin Rd/El Don Dr	Signal	27	C	23	C
6. Rocklin Rd/Havenhurst Circle	Signal	21	C	13	B
7. Rocklin Rd/Sierra College Blvd	Signal	33	C	33	C
8. Sierra College Blvd/Granite Dr	Signal	21	C	17	B
9. Sierra College Blvd/I-80 WB Off-Ramp	Signal	18	B	22	C
10. Sierra College Blvd/I-80 EB Off-Ramp	Signal	13	B	17	B
11. Sierra College Blvd/Schriber Way	Side-Street Stop	3 (5)	A (A)	2 (15)	A (B)
12. Sierra College Blvd/Bass Pro Dr	Signal	5	A	6	A
13. Sierra College Blvd/Stadium Dr	Signal	4	A	8	A
14. Sierra College Blvd/Campus Dr	Side-Street Stop	3 (4)	A (A)	4 (5)	A (A)
15. Sierra College Blvd/Taylor Rd	Signal	36	D	41	D
16. Horseshoe Bar Rd/Taylor Rd	Signal	27	C	27	C
17. Rocklin Rd/Barton Rd	All-Way Stop	21	C	14	B

Notes: For signalized intersections, average intersection delay is reported in seconds per vehicle for all approaches. For side-street stop-controlled intersections, the delay and LOS for the most-delayed individual movement is shown in parentheses next to the average intersection delay and LOS. All results are rounded to the nearest second.

Source: Appendix I.

As shown, all intersections within Rocklin currently operate at LOS C or better during each peak hour. The Sierra College Boulevard/Taylor Road intersection in Loomis operates at LOS D. Following are some key observations from this table:

- In Spring 2017, the City of Rocklin worked with Caltrans to install equipment in the signal controller boxes at the Rocklin Road/Aguilar Road and Rocklin Road/I-80 EB Ramps intersections to enable the two signals to operate as a coordinated system. Specifically, the signal timing plans provide a 'green wave' during the afternoon and evening peak periods for westbound traffic to progress through both signals, and eventually turn onto WB I-80 (or continue straight on Rocklin Road). The effects of these timing plans are reflected in the results shown in Table 4.13-1.
- In Spring 2017, Sierra College completed a minor widening improvement along Campus Drive. Specifically, a dedicated right-turn lane was striped on the northbound Campus Drive approach to Lot D, which is the first major intersection within the campus. Previously, during the AM peak hour, traffic was spilling back onto Rocklin Road from this intersection due to the single approach lane and heavy pedestrian flows across the street (to access campus classrooms). The minor widening has resulted in improved operations, which are reflected in Table 4.13-1. However, traffic still regularly queues out of the 400-foot left-turn pocket on eastbound Rocklin Road at Campus Drive.
The Sierra College Boulevard/Campus Drive intersection does not currently satisfy the peak hour warrant for consideration of a traffic signal, and therefore, there is no plan for future improvement at this intersection. The Sierra College Boulevard/Schriber Way intersection is planned to be signalized in the future.
- The Rocklin Road/El Don Drive intersection operates at an overall LOS C. However, the eastbound left-turn operates at LOS D, with lengthy vehicular queuing at some times of day when students enter the campus.

An increase in part-time students was observed in 2017, with the trend expected to continue into 2018 and beyond. It is therefore assumed that there is more attendance for short periods of time (i.e., students attending only one class and then leaving campus), resulting in more frequent trips and higher parking demand. This apparent trend may contribute to perceptions of congestion along the Rocklin Road corridor being worse than those values indicated in Table 4.13-1.

EXISTING FREEWAY AND RAMP OPERATIONS

Table 4.13-2 displays the eight distinct types of freeway facilities that exist in each direction of I-80 from SR 65 to east of Sierra College Boulevard. Each facility was analyzed during the weekday AM and PM peak hours (refer to Appendix B of the TIS for detailed calculations). As shown, all freeway facilities currently operate at an acceptable LOS E during each PM peak hour.

Public Transit

The largest provider of public transit services within Placer County is Placer County Transit (PCT). The goal of PCT is “to provide a safe and direct means of transportation service for western Placer County residents.” Existing PCT bus routes that have stops at the Campus include the Auburn to Light Rail and Lincoln/Sierra College routes (County of Placer 2016).

**Table 4.13-12
Existing LOS at Study Freeway Facilities**

Freeway Facility	Type	AM Peak Hour		PM Peak Hour	
		Density	LOS	Density	LOS
Eastbound I-80					
West of Rocklin Rd Off-Ramp	Basic	18	B	38	E
Rocklin Rd Off-Ramp	Diverge	22	C	32	D
Rocklin Rd On-Ramp	Merge	16	B	32	D
Rocklin Rd On-Ramp to Sierra College Blvd Off-Ramp	Basic	11	B	31	D
Sierra College Blvd Off-Ramp	Diverge	20	B	36	E
Sierra College Blvd Loop On-Ramp	Merge	13	B	30	D
Sierra College Blvd Diagonal On-Ramp	Merge	17	B	35	E
East of Sierra College Blvd Diagonal On-Ramp	Basic	11	B	34	D
Westbound I-80					
East of Sierra College Blvd Off-Ramp	Basic	27	D	16	B
Sierra College Blvd Off-Ramp	Diverge	31	D	21	C
Sierra College Blvd Loop On-Ramp	Merge	25	C	18	B
Sierra College Blvd Diagonal On-Ramp	Merge	28	C	20	C
Between Sierra College Blvd and Rocklin Rd	Basic	24	C	16	B
Rocklin Rd Off-Ramp	Diverge	30	D	22	C
Rocklin Rd On-Ramp	Merge	30	D	26	C
West of Rocklin Rd On-Ramp	Basic	28	D	20	C

Notes: Density is expressed in passenger vehicle equivalents per mile per lane. All results are rounded to the nearest second

Source: Appendix I.

The Auburn to Light Rail route spans from the light rail transit station to the southwest at Watts Avenue and I-80 in the Sacramento area. This route serves the campus hourly in each direction, weekdays from 5:30 a.m. to 7:40 p.m. The Lincoln/Sierra College route is a continuous route from Lincoln to Sierra College and serves the Campus from 6:00 a.m. to 7:50 p.m. on weekdays. Because this route has numerous stops, travel on the bus from Sunset/Park intersection to the campus would take 45 minutes, versus 10 minutes by private vehicle. The Taylor Road Shuttle also services the campus as well as Loomis, Penryn, Newcastle, and Auburn. The Shuttle serves the campus every other hour in each direction from 7:15 a.m. to 8:25 p.m. on weekdays (Appendix I). The buses accommodate bicycles on the exterior as space is available.

Direct bus service to the campus is not currently provided to the well-populated central Roseville areas west of SR 65 and north of I-80. Students or staff residing in those areas

would need to take a different Roseville bus, and then transfer at the Sierra Gardens bus transfer or the Roseville Galleria (for transferring to a Placer County Transit bus).

Though a bus shelter is located more centrally within the campus, service to this stop has been discontinued due to on-campus congestion, which apparently hindered bus travel times. In summary, it is not surprising that relatively few students and staff commute by bus to Sierra College. Buses serve a limited geographic area, have long headways, and feature many stops contributing to lengthy travel times. Additionally, riding the bus does not provide a cost savings (relative to driving) since fare discounts are not offered to students and the daily cost to park is \$3 (Appendix I).

RAIL SERVICE

Rail passenger travel in the City of Rocklin is served by Capital Corridor Trains run by Amtrak. The Capital Corridor route includes stops from San Jose to Auburn, including an unstaffed station in Rocklin (Amtrak 2016). There are currently nine runs per day in each direction, but only one run in each direction from Auburn to Oakland that serves Rocklin (City of Rocklin 2011).

AIRPORTS

There are no public or private airports located within, or immediately adjacent to, the City of Rocklin (City of Rocklin 2011). The closest airport to the Campus is the Lincoln Regional Airport approximately 11 miles to the northwest of the Campus in the City of Lincoln. The Campus is not located within any of the Compatibility Zones for the Lincoln Regional Airport, which restrict lands uses based on compatibility with nearby airports and flight paths (County of Placer 2000).

Proposed Improvements

A long-range circulation plan has been developed that considers the infrastructure needed to serve peaks in travel under a condition in which student enrollment increases by 57 percent over existing levels. The circulation plan seeks to take advantage of currently available roadway capacity at the I-80/Sierra College Boulevard interchange through future parking garage placement, campus access provisions, and on-campus circulation. To address congestion on Rocklin Road, it also includes various improvements along the project frontage. These upgrades are assumed to be included as near-term or long-term projects and were, therefore, included in the TIS (Appendix I). Upgrades include:

- Widen Campus Drive to a five-lane cross-section – this is necessary to accommodate the future travel demand generated by the campus, as well as the new parking structure on Lots D/E. The median lane would accommodate left-turns or be landscaped.
- Additional Capacity on El Don Drive and Campus Drive West approaches to Rocklin Road – the southbound Campus Drive West approach would be widened to include a

shared left/through lane and two right-turn lanes. The existing northbound through/right lane would be converted into a shared left/through/right lane.

- Dual eastbound left-turn lanes – are recommended onto Campus Drive West from Rocklin Road to accommodate the projected travel demand (over 700 vehicles per hour).
- New access on Rocklin Road – a new driveway is recommended on Rocklin Road between Campus Drive West and East. As currently contemplated, it would be restricted to right-turns only. However, it could become a partial / emergency signal (if a fire station was constructed on the south side of Rocklin Road, as has been discussed).

SOUTHEAST QUADRANT

- Dual eastbound left-turn lanes – are recommended onto Campus Drive East from Rocklin Road to accommodate the projected travel demand. In conjunction, Campus Drive East would be widened and realigned to accommodate greater volumes of traffic.

NORTHEAST QUADRANT

- Widen/Extend Stadium Entrance off Sierra College Boulevard – to accommodate the additional traffic associated with a 1,500-space parking garage (and also some diverted traffic from lots along Rocklin Road due to the new science building). Stadium Entrance would be widened to have a five-lane cross-section through Lots J and K. It would then continue westerly to the new garage as a two-lane facility. As part of this improvement, the first drive aisle opening may need to be restricted to right-turns only. The right-turn deceleration lane on southbound Sierra College Boulevard is recommended to be channelized and become the outside receiving lane on westbound Stadium Entrance. The project would also eliminate the seldom used northbound left-turn ingress lane on Sierra College Boulevard at Campus Drive.

Non-Motorized Transportation

PEDESTRIAN AND BICYCLE PATHS

The Placer County Transportation Planning Agency (PCTPA) works with local jurisdictions and regulatory agencies on projects and programs to improve the regional transportation system, including regional pedestrian and bicycle paths. The PCTPA has prepared the Placer County Regional Bikeway Plan (Bikeway Plan) (Kittelson 2018). Additionally, the Rocklin City Council approved the Rocklin Parks and Trails Master Plan in 2017 (RJM Design 2017). According to the Bikeway Plan, some of the existing regional bikeway facilities on Rocklin Road at or near the campus include:

- Granite Drive to I-80 under crossing: 2- to 4-foot shoulder. I-80 under crossing has a sidewalk for pedestrians. Bicyclists must share the automobile lane or use the sidewalk;

- After I-80 under crossing to Sierra College Drive: greater than 4-foot shoulder;
- Bike parking/bus stop/locker rooms and showers at Sierra College; and
- Rocklin Road to Barton Road: less than 2-foot shoulder.

Class II facilities (designated on-street with appropriate signing and striping) exist along portions of Rocklin Road, Sierra College Boulevard, and Granite Drive (Appendix I). Bicycle facilities are not present along El Don Drive. West of I-80, Class II facilities exist along Granite Drive, Pacific Street to Grove Street, and Grove Street to Granite Drive (RJM Design 2017).

Sidewalks are present along the majority of Rocklin Road adjacent to the project site and El Don Drive. A portion of Sierra College Boulevard between Rocklin Road and Bass Pro Drive does not have sidewalks present. This is to be expected since adjacent properties along this segment are rural residential or undeveloped. At signalized intersections, crosswalks with push-button pedestrian activation are present on most approaches (Appendix I).

4.13.3 - REGULATORY SETTING

Federal

FEDERAL CLEAN AIR ACT

The Clean Air Act (CAA) requires that, in areas experiencing air quality problems, transportation planning must be consistent with air quality goals. This is determined through the transportation conformity process. In some areas, this process has forced State and local transportation officials to make tough decisions in order to meet both air quality and mobility goals. Where CAA goals were not being met, some State and local transportation officials have been challenged to find ways to reduce vehicle emissions by developing transportation plans, TIPs, and projects that will alter travel patterns, reduce the number of single-occupant vehicles, and make alternative modes of transportation (such as transit and bicycles) an increasingly important part of the transportation network.

REGIONAL SURFACE TRANSPORTATION PROGRAM

Road improvements to city and county roads are sometimes funded with federal grants. Grants often require a match of funding from the local jurisdiction. Funds are directed to projects and programs for a broad variety of streets and road work. Typical projects that qualify to be funded under this federal program are roadway surfacing and reconstruction.

CONGESTION MITIGATION AND AIR QUALITY PROGRAM

Funds are directed to transportation projects and programs which contribute to the attainment or maintenance of National Ambient Air Quality Standards in non-attainment or air quality maintenance areas for ozone, carbon monoxide, or particulate matter under provisions in the CAA.

State**ASSEMBLY BILL 1358**

On September 30, 2008 Governor Arnold Schwarzenegger signed Assembly Bill 1358, the California Complete Streets Act. The Act states: “In order to fulfill the commitment to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity, transportation planners must find innovative ways to reduce vehicle miles traveled (VMT) and to shift from short trips in the automobile to biking, walking and use of public transit.”

The legislation impacts local general plans by adding the following language to Government Code Section 65302(b)(2)(A) and (B):

- A. Commencing January 1, 2011, upon any substantial revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multi-modal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan; and
- B. For the purposes of this paragraph, “users of streets, roads, and highways” means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

Local**REGIONAL TRANSPORTATION PLAN**

The adopted Regional 2035 Transportation Plan (RTP) establishes regional transportation policy for the Placer County region and focuses on achieving a coordinated and balanced multi-modal transportation system, while maintaining the integrity of the existing system. The RTP includes projects located throughout Placer County region for all forms or modes of transportation, including automobiles, transit, non-motorized (including bicycle), passenger rail, freight, and aviation facilities.

PLACER COUNTY REGIONAL BIKEWAY PLAN

The primary purpose of the Bikeway Plan (Placer County 2001) is to provide for a regional system of bikeways for transportation and recreation purposes. The focus of the plan is on regional connectors and key routes providing access to activity centers such as employment, shopping, schools, and government facilities. The Bikeway Plan calls out the Campus as a source of increasing numbers of bicycle commuters due to continued growth in enrollment.

CITY OF ROCKLIN GENERAL PLAN**GOAL FOR TRANSPORTATION SYSTEM**

To create a balanced and coordinated transportation system which utilizes all transportation modes efficiently and promotes sound land use.

POLICIES FOR TRANSPORTATION SYSTEM

- C-1 Provide for a circulation pattern for regional, community, and neighborhood traffic needs.
- C-2 Coordinate land use and transportation planning to support transit services, [Neighborhood Electric Vehicles] facilities and non-motorized transportation.
- C-4 Promote the use of non-motorized transportation by providing a system of bicycle routes and pedestrian ways.
- C-5 Coordinate with public transit providers to meet residents' needs.
- C-6 Encourage non-residential development proposals to incorporate features that promote ridesharing or use of alternative transportation modes.

GOAL FOR CITY AND REGIONAL STREET SYSTEM

To provide a safe and well-maintained system of streets that meets community needs.

POLICIES FOR CITY AND REGIONAL STREET SYSTEM

- C-7 Monitor traffic on City streets to determine improvements needed to maintain an acceptable Level of Service.
- C-10 A. Maintain a minimum traffic Level of Service "C" for all signalized intersections during the p.m. peak hour on an average weekday, except in the circumstances described in C-10 B and C. below.
- C-10 B. Recognizing that some signalized intersections within the City serve and are impacted by development located in adjacent jurisdictions, and that these impacts are outside the control of the City, a development project which is determined to result in a Level of Service worse than "C" may be approved, if the approving body finds (1) the diminished level of service is an interim situation which will be alleviated by the implementation of planned improvements or (2) based on the specific circumstances described in Section C below, there are no feasible street improvements that will improve the Level of Service to "C" or better as set forward in the Action Plan for the Circulation Element.

- C-10 C. All development in another jurisdiction outside of Rocklin's control which creates traffic impacts in Rocklin should be required to construct all mitigation necessary in order to maintain a LOS C in Rocklin unless the mitigation is determined to be infeasible by the Rocklin City Council. The standard for determining the feasibility of the mitigation would be whether or not the improvements create unusual economic, legal, social, technological, physical or other similar burdens and considerations.
- C-15 Reduce the potential for the use of local residential streets as shortcuts for through traffic on streets that are not improved to full City standards.
- C-19 Maintain existing streets in a safe condition.
- C-20 Maintain street design standards for arterials, collectors and local streets.
- C-21 Apply appropriate street design standards for private streets.
- C-22 Interconnect traffic signals and/or consider the use of roundabouts where financially feasible and warranted to provide flexibility in controlling traffic movements at intersections.
- C-27 Design and phase construction of road improvements to minimize disruption to local residents and traffic, to the extent feasible.
- C-31 Design road improvements and new road alignments to avoid or minimize disturbance to identified cultural resources, where feasible.

SPECIAL STREET IMPROVEMENT POLICIES

- C-35 Increase traffic capacity at Rocklin Road and I-80, as traffic conditions require, by widening, overcrossings, or other design features, to allow for more efficient traffic movement and pedestrian and bike facilities.
- PF-38 Coordinate roadway maintenance and construction projects with utility companies and private developers to minimize pavement cuts in new or resurfaced streets.

GOAL FOR PUBLIC TRANSPORTATION

To promote a safe and efficient public transit system, utilizing both bus and rail modes, to provide viable non-automotive means of transportation and help reduce traffic congestion.

POLICIES FOR PUBLIC TRANSPORTATION

- C-51 Promote the use of public transit through development conditions such as requiring park-and-ride lots, bus turnouts and passenger shelters along major streets.

GOAL FOR TRAILS, BIKEWAYS, NEIGHBORHOOD ELECTRIC VEHICLES (NEVs), AND PEDESTRIAN WAYS

To provide a safe, comprehensive and integrated system of trails, bikeways, pedestrian ways and accommodations for neighborhood electric vehicles (NEVs) that encourage the use of alternative modes for commuting, recreation and other trips.

POLICIES FOR TRAILS, BIKEWAYS, NEIGHBORHOOD ELECTRIC VEHICLES (NEVs), AND PEDESTRIAN WAYS

- C-56 Improve bicyclist and pedestrian safety through such methods as signage, lighting, traffic controls, and crosswalks.
- C-59 Promote pedestrian convenience and recreational opportunities through development conditions requiring sidewalks, walking paths, or hiking trails connecting various land uses including residential areas, commercial areas, schools, parks, employment centers and open space.
- OCR-33 Provide active recreation facilities and related infrastructure within community parks, such as lighted athletic fields, soccer fields, softball diamonds, and parking areas.
- OCR-35 Seek funding sources for a variety of recreational programs and facilities, including program fees, lease agreements and concessions, State and Federal funds, and the City Americans with Disabilities Act Superfund.
- OCR-59 Continue to consult with the Placer County Air Pollution Control District in the development of stationary and mobile source control measures affecting the City of Rocklin.

CITY OF ROCKLIN STRATEGIC PLAN

The Five-Year Strategic Plan is a blueprint, intended to support the City's General Plan, ensuring the City retains a fiscally sustainable community while maintain a quality of life that the citizens expect (City of Rocklin 2015). General Plan goals and policies are included in the Strategic Plan with supporting objectives and actions. These include:

Strategic Plan Objective 1.3 – Develop and Implement City Infrastructure Plan is to, “Create and implement a city-wide infrastructure maintenance plan.” Actions include:

- 1.3a Create a prioritization list of identified barriers from the ADA assessment in support of Policy C-56.
- 1.3b work with developers to ensure ADA compliance is a part of their projects in support of Policy C-56.
- 1.3c Seek alternative funding sources for identified ADA compliance project in support of Policy C-56.

Strategic Plan Objective 1.4 – Develop and Implement City Infrastructure Plan is to, “Create and implement a city-wide infrastructure maintenance plan.” Actions include:

- 1.4a Create and implement the five-year pavement management plan and prioritize pavement areas while taking into account available fund dollars vs. roadway impacts and identify new road resurfacing materials. These actions support Policies C-27, C-31, and PF-38.
- 1.4b Evaluate PCI of all roadways to determine which roadways can be treated with a preventative treatment vs. having to perform a roadway reconstruction in support of Policy PF-38.

Strategic Plan Objective 1.5 – Review all City Owned Parks & Landscaping for Beautification and Sustainability Opportunities is intended to improve, enhance and restore the City’s street medians, roadways, and parkland, while creating an environmentally friendly and welcoming atmosphere for the residents and visitors. Actions include:

- 1.5j Implementation of Parks and Trails Master Plan recommendations in support of Policies (Open Space, Conservation, and Recreation Element (OCR)) OCR-33 and OCR-35.

Strategic Plan Objective 1.8 – Public Services Technology Enhancements is to, “implement improved technology for providing dependable customer service to the community and staff.” Actions include:

- 1.8c Introduce “All Electric” vehicles into the City, in support of Policy OCR-59.

Strategic Plan Objective 1.11 – Traffic Enhancements and Upgrades is described as, “Maintain and enhance street aesthetics while sustaining a steady flow of traffic in a safe manner.” Actions include:

- 1.11b Perform adjustments to traffic signal timing to maintain an acceptable level of service as traffic patterns change in support of Policies C-7, C-19, C-22, and C-56.
- 1.11f Create a Roundabouts 1st Policy Document in support of Policies C-7, C-15, C-22 and C-56.
- 1.11g Evaluate Traffic Calming and Speed Reduction best practices and establish policies and procedures in support of Policies C-7, C-15 and C-56.

ROCKLIN PARKS AND TRAILS MASTER PLAN

The Rocklin Parks and Trails Master Plan provides a comprehensive plan for the City’s parks and trails systems and recreational facilities to assist with the future growth, maintenance, planning and rehabilitation of these facilities. This Plan validates the Rocklin Strategic Plan and provides direction to implement and carry out the policies and recommendations under the Plan.

TOWN OF LOOMIS GENERAL PLAN

Four study intersections are located outside the City of Rocklin and within the Town of Loomis. The Town of Loomis General Plan (Town of Loomis 2001) sets forth the following Level of Service policy under the Circulation Element Section D, entitled Issues, Goals, Policies, and Implementation Measures:

In order to minimize congestion, maintain Level of Service C on all roads and intersections within the Town of Loomis. Level of Service D may be allowed in conjunction with development approved within the Town of Loomis as an exception to this standard, at the intersections of King and Taylor, Horseshoe Bar Road and Taylor, Horseshoe Bar Road and I-80, Sierra College and Brace Road, and Webb and Taylor, when:

1. The deficiency is substantially caused by “through” traffic, which neither begins nor ends in Loomis, and is primarily generated by non-residents; or
2. The deficiency will be temporary (less than three years), and a fully-funded plan is in place to provide the improvements needed to remedy the substandard condition.

4.13.4 - IMPACTS AND MITIGATION MEASURES**Methodology**

LOS is described under Existing Intersection Operations, page 4.13-9. The following description of LOS and signalized intersections is from the Project TIS (Appendix I). Page 4.4-38 of the City of Rocklin General Plan Update DEIR (2011) identifies the need to analyze signalized intersections in the City using the Interim Materials on Highway Capacity – Circular 212 (Transportation Research Board, 1980) methodology. As part of an ongoing update to its Circulation Element, the City is migrating away from ‘Circular 212’ to instead use the state-of-the-practice Highway Capacity Manual (HCM) methodology. Nevertheless, all signalized study intersections are analyzed using both methods, with HCM results found within the report and Circular 212 results found in Appendix A of the TIS (Appendix I). Because of the volume of travel and characteristics of intersections within the study area, the HCM results provide a more realistic assessment of existing and forecast operating conditions. Therefore, the HCM results are used as the basis for identifying significant impacts and testing mitigation measures.

The LOS at signalized intersections is based on the average delay experienced by all motorists traveling through the intersection. Table 4.13-3 presents the delay range for each LOS category for signalized intersections as presented in Chapter 18 of the 2010 HCM.

This study uses the SimTraffic microsimulation model software to calculate LOS at all study intersections within the City of Rocklin. This program was selected for use because the intersections are closely spaced to other intersections along Sierra College Boulevard and Rocklin Road and are affected by traffic conditions at adjacent interchanges. This software considers the effects of signal coordination, vehicle queue spillbacks between intersections,

and variation in driver and vehicle types. Due to the isolated nature of study intersections in Loomis, Synchro, which applies HCM 2010 procedures, HCM 2010 was used to analyze those intersections.

**Table 4.13-13
Level of Service Thresholds for Intersections**

Level of Service	Average Control Delay (seconds per vehicle)	
	Signalized Intersections ¹	Unsignalized Intersections ²
A	≤ 10 sec/veh	≤ 10 sec/veh
B	> 10 to 20 sec/veh	> 10 to 15 sec/veh
C	> 20 to 35 sec/veh	> 15 to 25 sec/veh
D	> 35 to 55 sec/veh	> 25 to 35 sec/veh
E	> 55 to 80 sec/veh	> 35 to 50 sec/veh
F	> 80 sec/veh	> 50 sec/veh

Notes: ¹ Delay values rounded to the nearest second and evaluated for LOS based on the above thresholds (i.e., 10 sec = LOS A).

Source: Appendix I

SimTraffic was also used with both the LOS and average delay reported for unsignalized study intersections at Sierra College/Schriber and Sierra College/Campus Drive. Additionally, a peak hour traffic signal warrant analysis was conducted using applicable criteria from the California Manual of Uniform Traffic Control Devices (MUTCD), 2014. Freeway facilities along the study segments of I-80 were analyzed using HCM 2010 procedures. Table 4.13-4 presents the density range for each ramp merge/diverge (i.e., ramp junction) movements and freeway mainline segments.

**Table 4.13-14
Freeway Level of Service Definitions**

Level of Service	Mainline (Density) ¹	Ramp Junctions (Density) ¹
A	≤ 11	≤ 10
B	> 11 to 18	> 10 to 20
C	> 18 to 26	> 20 to 28
D	> 26 to 35	> 28 to 35
E	> 35 to 45	> 35
F	> 45 or Demand exceeds capacity ²	Demand exceeds capacity ²

Notes: ¹ Density expressed in passenger car equivalents per hour per mile per lane.

² Occurs when freeway demand exceeds upstream (diverge) or downstream (merge) freeway segment capacity, or if off ramp demand exceeds off-ramp capacity. Source: Appendix I

EXISTING TRAFFIC VOLUMES

Traffic counts were obtained at the majority of study intersections in April 2016 as part of the existing conditions analysis for the City of Rocklin's General Plan Circulation Element Update. Schools were in session at the time of the counts and typical traffic conditions were observed.

Thresholds of Significance

Appendix G of the CEQA Guidelines includes questions from which lead agencies commonly draw significance thresholds. The District has done so here, and determines that the project would have a significant impact on transportation and traffic if it would:

- a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- e. Result in inadequate emergency access; or
- f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

In addition to the Appendix G-derived thresholds of significance and adding specificity to some of the general terminology contained therein, the TIS (Appendix I) utilized thresholds based on those in the City of Rocklin and Town of Loomis General Plans. As explained in the TIS,

"The following thresholds of significance have been used to determine whether implementing the proposed project would result in a significant transportation impact. These thresholds of significance are derived from questions posed in Appendix G of the CEQA Guidelines, the General Plan LOS policy, significance thresholds used in previous environmental documents in the City, and professional judgment. For purposes of this study, a significant impact would occur if the project would:

1. Cause a signalized study intersection to be degraded as follows during the PM peak hour:
 - For intersections currently operating (or are projected to operate) at LOS C or better, worsen operations to LOS D or worse.
 - For intersections that currently operate (or are projected to operate) at LOS D or worse, cause a five-second or greater increase in delay.
2. Cause an unsignalized study intersection to be degraded as follows during the PM peak hour:
 - For intersections currently operating (or are projected to operate) at an overall LOS C or better, worsen operations to LOS D or worse and satisfy the peak hour warrant (as described in the MUTCD) for consideration of a traffic signal.
 - For intersections that currently operate (or are projected to operate) at an overall LOS D or worse and satisfying the peak hour warrant (as described in the MUTCD) for consideration of a traffic signal, cause a five percent or greater increase in the total traffic volume.
3. Cause a study freeway facility to be degraded as follows during the AM or PM peak hours:
 - For facilities currently operating (or are projected to operate) at LOS E or better, worsen operations to LOS F.
 - For facilities that currently operate (or are projected to operate) at LOS F, increase the volume to-capacity (v/c) ratio by 0.05 or more.
 - Cause the maximum vehicle queue at an off-ramp to spill back onto the freeway mainline (or exacerbate an existing (or projected) queuing deficiency).

Project Impacts

Impact #4.13-a: Would the Project Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

To measure whether transportation facilities operate acceptably or are significantly impacted by the addition of project generated traffic, standards of significance policies were established for this study. Standards of significance policies establish LOS thresholds for acceptable/tolerable operations of transportation facilities, as well as the policies regarding what triggers a significant project impact. To accomplish this, the City of Rocklin and Town of Loomis adopt minimum LOS in an attempt to control congestion that may result as new development occurs. The City of Rocklin considers a LOS of C acceptable for all signalized intersections, except in certain circumstances. In addition, the Town of Loomis also considers LOS C acceptable in most circumstances, with a LOS D acceptable under limited, temporary situations.

In order for the Project to be consistent for all applicable policies given the LOS standards of the two agencies in the Project area, the goal of the Project is to provide LOS results that meet the acceptable criteria of the individual agencies for intersections and street segments under their jurisdiction.

CITY OF ROCKLIN AND LOOMIS GENERAL PLANS

The Circulation Element of the City of Rocklin General Plan (City of Rocklin 2012) includes the following:

- C-10 A. Maintain a minimum traffic Level of Service “C” for all signalized intersections during the p.m. peak hour on an average weekday, except in the circumstances described in C-10.B and C. below.
- C-10 B. Recognizing that some signalized intersections within the City serve and are impacted by development located in adjacent jurisdictions, and that these impacts are outside the control of the City, a development project which is determined to result in a Level of Service worse than “C” may be approved, if the approving body finds (1) the diminished level of service is an interim situation which will be alleviated by the implementation of planned improvements or (2) based on the specific circumstances described in Section C below, there are no feasible street improvements that will improve the Level of Service to “C” or better as set forward in the Action Plan for the Circulation Element.
- C-10 C. All development in another jurisdiction outside of Rocklin’s control which creates traffic impacts in Rocklin should be required to construct all mitigation necessary in order to maintain a LOS C in Rocklin unless the mitigation is determined to be infeasible by the Rocklin City Council. The standard for determining the feasibility of the mitigation would be whether or not the improvements create unusual economic, legal, social, technological, physical or other similar burdens and considerations.

Three study intersections are located outside the City of Rocklin and within the Town of Loomis. The Town of Loomis General Plan (Town of Loomis 2001) sets forth the following Level of Service policy under the Circulation Element Section D, entitled Issues, Goals, Policies, and Implementation Measures:

In order to minimize congestion, maintain Level of Service C on all roads and intersections within the Town of Loomis. Level of Service D may be allowed in conjunction with development approved within the Town of Loomis as an exception to this standard, at the intersections of King and Taylor, Horseshoe Bar Road and Taylor, Horseshoe Bar Road and I-80, Sierra College and Brace Road, and Webb and Taylor, when:

1. The deficiency is substantially caused by “through” traffic, which neither begins nor ends in Loomis, and is primarily generated by non-residents; or

2. The deficiency will be temporary (less than three years), and a fully-funded plan is in place to provide the improvements needed to remedy the substandard condition.

The project is considered to have a significant impact if the traffic generated by the project would cause any study location LOS operations to deteriorate past the identified LOS thresholds during the PM peak hours. It is the City of Rocklin's goal to have all signalized intersections function at a minimum LOS C, although there are certain exceptions, as described in the General Plan Policy C-10.

- The traffic generated by the project would cause the vehicle/capacity ratio (V/C) of an intersection to increase by five percent (addition of 0.05) and/or the change of one full service level letter grade; or
- The traffic generated by the project would add more than five percent of the total traffic to an unsignalized intersection which is projected to operate unacceptably.

Pertinent plans, ordinances, and policies establishing measures of effectiveness for the performance of a circulation system include the City of Rocklin General Plan, Town of Loomis General Plan, and RTP. The following discusses whether the FMP would conflict with such plans, ordinances, and policies for various modes of transportation. A discussion of the FMP impact on pedestrian and bicycle paths and mass transit can be found in Impact #4.13-f and is not further addressed in this impact discussion.

Motorized Transportation

To assess the impacts that the FMP may have on the surrounding street and highway segments and intersections, the first step is to determine the variation in future year traffic between the existing condition and the effects of the FMP. Tables 4.13-1 and 4.13-2 provide a summary of the existing LOS at study intersections and study freeway segments and ramp junctions, respectively.

The June 2018 FMP states that the campus is currently serving a total of approximately 14,300 students. However, for trip generation purposes, the number of students and staff on Campus daily is a more accurate measure of activity. The current average number of students and staff on campus Monday through Thursday is 6,000 at any given time. With a proposed 57 percent growth of average students and staff on campus daily from 6,000 to 9,420, traffic is also expected to increase by 57 percent (see Appendix I for a discussion of how these numbers were generated). Based on daily and peak hour traffic counts collected at all campus driveways, a trip generation using the average daily number of students and staff on campus was calculated. This average daily student and staff trip generation represents the effects of the FMP on future traffic at full build out. Table 4.13-5 shows the additional projected or future trips generated at full build out, above those currently generated (using 2016 figures). Daily trips are based on average number of daily students and staff.

**Table 4.13-15
Projected Trip Generation**

Project Name	Daily Student & Staff County	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			Total	In	Out	Total	In	Out
Average# Existing Students & Staff on Campus	6,000	20,929	2,121	1,946	175	1,709	552	1,157
Peak # Projected Add'l Students & Staff on Campus	3,420	11,930	1,209	1,109	100	975	315	660
Totals	9,420	32,859	3,330	3,055	275	2,684	867	1,757

Source: Appendix I.

As shown in Table 4.13-5, the FMP is expected to generate at buildout 11,930 additional daily trips, including an additional 1,209 AM peak hour trips, and an additional 975 PM peak hour trips. This will result in a total of 3,330 AM peak hour trips and 2,684 PM peak hour trips generated at Project buildout.

The Campus currently provides approximately 4,330 parking spaces, of which 3,569 (82 percent) are student spaces (Appendix I). With the apparent trend in an increase of part-time students, it is expected that there will continue to be spikes in parking demand. In addition to the lots on the campus north of Rocklin Road that provide the majority of parking spaces, 488 parking spaces are located in the overflow lot. The District plans a new parking garage on the north edge of the campus, accessed via Stadium Drive. A second garage is planned during the long-term phase of the project, that would be situated in the southwest portion of the campus at the location of the current surface lots D/E. The overflow lot would be eliminated with the construction of the additional spaces in the proposed garages. The number of parking spaces available would increase from the 4,330 currently available to approximately 6,842 spaces (Appendix I).

The project would cause the campus' overall usage of Rocklin Road from I-80 to decrease from 45 to 35 percent of total campus trips. However, there would still be a net increase in traffic on this corridor. The project would cause the usage of Sierra College Boulevard south of I-80 to increase from 27 to 37 percent of total inbound trips during the AM peak hour. This would represent a net increase of 597 trips. The project would also cause increases in traffic at the Rocklin Road/Sierra College Boulevard intersection. This is due to additional parking on the south side of the campus, as well as overall student enrollment increases.

EXISTING PLUS PROJECT LOS AT STUDY INTERSECTIONS (AND ADDITIONAL DRIVEWAY)

Using the projected trip generation as a result of the growth of student population at the Project buildout, as shown in Table 4.13-6, the "existing plus project" condition at the study intersections was analyzed using the peak hour intersection LOS. Table 4.13-6 compares the existing AM and PM LOS at each intersection, as well as the existing plus project AM and PM LOS (at Project buildout).

Table 4.13-16
Peak Hour Intersection Level of Service Existing Plus Project Conditions

Intersection	Control	Existing Conditions				Existing Plus Project Conditions			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Average Delay (secs)	LOS	Average Delay (secs)	LOS	Average Delay (secs)	LOS	Average Delay (secs)	LOS
1. Rocklin Rd/Granite Dr	Signal	11	B	21	C	12	B	22	C
2. Rocklin Rd/I-80 WB Off-Ramp	Signal	17	B	30	C	19	B	31	C
3. Rocklin Rd/I-80 EB Off-Ramp	Signal	26	C	27	C	29	C	30	C
4. Rocklin Rd/Aguilar Rd	Signal	8	A	24	C	8	A	46	D
5. Rocklin Rd/El Don Dr	Signal	27	C	23	C	25	C	58	E
6. Rocklin Rd/Havenhurst Circle	Signal	21	C	13	B	14	B	12	B
7. Rocklin Rd/Sierra College Blvd	Signal	33	C	33	C	35	C	38	D
8. Sierra College Blvd/Granite Dr	Signal	21	C	17	B	21	C	17	B
9. Sierra College Blvd/I-80 WB Off-Ramp	Signal	18	B	22	C	20	B	24	C
10. Sierra College Blvd/I-80 EB Off-Ramp	Signal	13	B	17	B	22	C	17	B
11. Sierra College Blvd/Schriber Way	Side-Street Stop	3 (5)	A (A)	2 (15)	A (B)	4 (7)	A (A)	2 (16)	A (B)
12. Sierra College Blvd/Bass Pro Dr	Signal	5	A	6	A	7	A	6	A
13. Sierra College Blvd/Stadium Dr	Signal	4	A	8	A	11	B	15	B
14. Sierra College Blvd/Campus Dr	Side-Street Stop	3 (4)	A (A)	4 (5)	A (A)	4 (4)	A (A)	5 (8)	A (A)
15. Rocklin Road/New Campus Dwy.	Side-Street Stop	-	-	-	-	1 (3)	A (A)	21 (178)	C (F)
16. Sierra College Blvd/Taylor Rd	Signal	36	D	41	D	40	D	43	D
17. Horseshoe Bar Rd/Taylor Rd	Signal	27	C	27	C	30	C	29	C
18. Rocklin Rd/Barton Rd	All-Way Stop	21	C	14	B	24	C	15	B

Notes: For signalized intersections, average intersection delay is reported in seconds per vehicle for all approaches. For side-street stop-controlled intersections, the delay and LOS for the most-delayed individual movement is shown in parentheses next to the average intersection delay and LOS. All results are rounded to the nearest second. Shaded cells represent significant impacts. Source: Appendix I

The “Methodology” subsection provides a more in-depth discussion on the LOS definitions for intersections and thresholds of significance for study intersections. As shown in grey highlighting in Table 4.13-6, three PM peak hour LOS intersection deficiencies are projected in existing-plus-project condition. This is a potentially significant impact. One AM peak hour LOS intersection deficiency is also shown (at Sierra College Blvd/Taylor Rd), but is not

evaluated further because the City of Rocklin, in assessing whether traffic impacts are significant under CEQA or comply with its General Plan policies, does not take projected AM conditions into account. Traffic during PM peak conditions tends to be heavier than during AM conditions. Had weekday AM peak hour operations been included as a timeframe that could potentially result in significant impacts, the results in Table 4.13-6 indicate that no such significant impacts would have been identified.

The Project would cause significant impacts at City of Rocklin intersections under existing plus project conditions. During the PM peak hour, the Project would worsen operations at the Rocklin Road/Aguilar Road intersection from LOS C to D, and worsen operations at the Rocklin Road/El Don Drive intersection from LOS C to E. The root cause of the impact is the lack of capacity at the I-80/Rocklin Road interchange, particularly the westbound left-turn movement onto westbound I-80. The following describes how these operations would be degraded:

The Project would add approximately 190 westbound through vehicles to the Rocklin Road/I-80 eastbound (EB) Ramps intersection. The majority of this traffic would be positioned in the inside through lane in anticipation of accessing the left-turn lane to merge onto I-80. The westbound left-turn lane onto I-80 (which currently serves 582 vehicles) would only be able to accommodate an additional 10 vehicles during the PM peak hour. Another remaining 70 vehicles would be present in the westbound queue on Rocklin Road at the end of the PM peak hour (Appendix I).

In addition, the proposed Project would cause the LOS to worsen from LOS C to D at the Rocklin Road and Sierra College Boulevard intersection. This significant impact is caused by project-added traffic and is not related to the I-80/Rocklin Road interchange. This impact is not likely to occur for a considerable period of time based on the timing/phasing of new buildings and parking garages on campus. The new southerly garage would be constructed after the new northerly garage is built. When the new northerly garage is built, it is probable that students would divert to this new facility (given its parking supply and central campus location), which could actually result in less traffic on Rocklin Road along the campus frontage in the interim condition.

There are no existing fee programs in place that include collection of funds for the reconstruction of the I-80/Rocklin Road interchange. Partial funding for the reconstruction was included in the County-wide Measure M sales tax ballot initiative that failed in November 2016. Accordingly, a fair share payment is not an appropriate mechanism for mitigating this impact because there is not a reasonable mitigation plan in place that would create a probability that the money paid would actually be spent for its intended purpose. While there are ongoing discussions of placing another capital improvement sales tax initiative before the voters, it is speculative to assume it would be approved by the voters and be a mechanism for this mitigation plan.



1. Granite Dr/Driveaway/Rocklin Rd 	2. I-80 WB Off Ramp/Rocklin Rd 	3. I-80 EB Off Ramp/Rocklin Rd
4. Aguilard Rd/Rocklin Rd 	5. Campus Dr/El Don Dr/Rocklin Rd 	6. Havenhurst Circle/Rocklin Rd
7. Sierra College Blvd/Rocklin Rd 	8. Sierra College Blvd/Granite Dr 	9. Sierra College Blvd/I-80 WB Off Ramp
10. Sierra College Blvd/I-80 EB Off-Ramp 	11. Sierra College Blvd/Schriber Way 	12. Sierra College Blvd/Bass Pro Dr



Figure 4.13-4
Vicinity Map



Figure 4.13-4 (Continued)
Vicinity Map

Neither of the unsignalized study intersections along Sierra College Boulevard (Sierra College/Schriber and Sierra College/Campus Drive) would satisfy the peak hour warrant for consideration of a traffic signal. The Rocklin Road/New Campus Driveway would satisfy the peak hour warrant for a traffic signal during the PM peak hour. However, it is not planned to be constructed as a full signalized intersection.

EXISTING PLUS PROJECT LOS AT STUDY FREEWAY SEGMENTS

Table 4.13-7 contains a summary of the LOS results for the existing plus project conditions at the study freeway segments and ramp junctions. As shown, all segments would continue operating at an acceptable LOS E or better during each peak hour.

Table 4.13-17
Peak Hour Freeway Facility LOS – Existing Plus Project Conditions

Freeway Facility	Type	Existing Conditions				Existing Plus Project Conditions			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Density	LOS	Density	LOS	Density	LOS	Density	LOS
Eastbound I-80									
West of Rocklin Rd. Off-Ramp	Basic	18	B	38	E	20	C	40	E
Rocklin Rd. Off-Ramp	Diverge	22	C	32	D	24	C	33	D
Rocklin Rd. On-Ramp	Merge	16	B	32	D	18	B	33	D
Rocklin Rd. On-Ramp to Sierra College Blvd. Off-Ramp	Basic	11	B	31	D	13	B	32	D
Sierra College Blvd. Off-Ramp	Diverge	20	B	36	E	23	C	36	E
Sierra College Blvd. Loop On-Ramp	Merge	13	B	30	D	13	B	30	D
Sierra College Blvd. Diagonal On-Ramp	Merge	17	B	35	E	17	B	36	E
East of Sierra College Blvd. Diagonal On-Ramp	Basic	11	B	34	D	11	B	35	D
Westbound I-80									
East of Sierra College Blvd. Off-Ramp	Basic	27	D	16	B	28	D	16	B
Sierra College Blvd. Off-Ramp	Diverge	31	D	21	C	32	D	21	C
Sierra College Blvd. Loop On-Ramp	Merge	25	C	18	B	25	C	19	B
Sierra College Blvd. Diagonal On-Ramp	Merge	28	C	20	C	28	C	21	C
Between Sierra College Blvd. and Rocklin Rd.	Basic	24	C	16	B	24	C	16	B
Rocklin Rd. Off-Ramp	Diverge	30	D	22	C	30	D	23	C
Rocklin Rd. On-Ramp	Merge	30	D	26	C	31	D	27	C
West of Rocklin Rd. On-Ramp	Basic	28	D	20	C	28	D	22	C

Source: Appendix I

Although Table 4.13-7 shows that the Project would not cause any freeway facilities to experience a decreased service level, the Project would add trips to portions of SR 65 between I-80 and Blue Oaks Boulevard. Congestion and poor operation conditions along this

freeway segment are well documented, and plans are in development to fund its widening along with reconstructing the I-80/SR 65 interchange. However, the timing of the full set of improvements is uncertain.

The Project would contribute to worsened operations along SR 65 between I-80 and Blue Oaks Boulevard. While this study does not include a quantitative analysis of project impacts to this freeway facility, it is concluded from the Project's trip generation and distribution of student zip codes that a sizeable number of project-related trips would use this facility to travel to/from the campus. It is also apparent that the amount of project-added traffic would be sufficient so as to be considered as significantly exacerbating operations along this roadway. Prior environmental documents prepared by the City of Roseville have analyzed this facility and concluded that a 50-peak hour trip increase to a given segment along it is deemed a significant impact.

Construction has begun on the first phase of the I-80/SR 65 interchange improvements, which will add capacity to SR 65 between I-80 and Pleasant Grove Boulevard. Funding for ultimate improvements is dependent on a new sales tax initiative that would apply either to all or portions of Placer County communities. Sierra College purchases that incur sales tax would be contributing toward this improvement. Impacts to SR 65 are considered significant and unavoidable. This conclusion is applicable to both the existing plus project and existing plus approved projects plus project scenarios. There are no mitigation measures available that would reduce these impacts.

EXISTING PLUS PROJECT QUEUING AT I-80 RAMP JUNCTIONS

Table 4.13-8 displays the existing plus project weekday AM and PM peak hour maximum queue lengths at the off-ramps at the I-80/Rocklin Road and I-80/Sierra College Boulevard interchanges. As shown, the Project would cause the eastbound I-80 Sierra College Boulevard off-ramp maximum queue to exceed the available storage during the AM peak hour. This would occur as a result of the Project adding approximately 360 vehicles to the right-turn movement at the ramp terminal intersection.

**Table 4.13-18
I-80 Freeway Off-Ramp Queues – Existing Plus Project Conditions**

Off-Ramp	Available Storage	Maximum Queue (ft.)			
		Existing Conditions		Existing Plus Project Conditions	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
I-80 eastbound off-ramp at Rocklin Road	1,125 ft.	375	425	375	475
I-80 eastbound off-ramp at Sierra College Blvd	1,300 ft.	225	250	1,425	200
I-80 westbound off-ramp at Sierra College Blvd	1,300 ft.	325	275	325	275
I-80 westbound off-ramp at Rocklin Road	1,150 ft.	150	300	175	300

Notes: Values rounded up to the nearest 25 feet. Available storage measured from stop bar to freeway off-ramp gore point. Eastbound I-80 includes an 840-foot auxiliary/deceleration lane in advance of the Rocklin Road off-ramp. Westbound I-80 includes a 450-foot auxiliary/deceleration lane in advance of the Sierra College Boulevard off-ramp. These values are in addition to the storage shown above. Shaded values indicate that queue would exceed the available storage.

Source: Appendix I.

Table 4.13-8 indicates that the Project would cause the eastbound I-80 Sierra College Boulevard off-ramp maximum queue to increase from 225 feet to 1,425 feet during the AM peak hour. This would exceed the 1,300 feet of available storage, thereby causing traffic to spill back onto I-80. This is a significant impact.

EXISTING PLUS APPROVED PROJECTS PLUS PROJECT CONDITIONS

Although not included in the prior freeway analysis tables, the Project would add trips to portions of SR 65 between I-80 and Blue Oaks Boulevard, where congestion and poor operation conditions are well documented. The project would contribute to worsened operations along SR 65 between I-80 and Blue Oaks Boulevard.

In addition to analyzing potential impacts that would occur with implementation and operation of the Project, the District must also evaluate the impacts that would occur when the Project is considered with all other projects approved for the surrounding areas, as these future projects may also contribute to increased traffic or other traffic impacts. Because these projects have not been constructed (as of early 2018), they cannot be included in the “existing” volumes.

The City provided a list of pending and approved land development projects that should be included for purposes of estimating traffic forecasts for an “existing plus approved projects” scenario (see Chapter 5 for more information). Table 4.13-9 displays peak hour intersection LOS for these conditions.

Table 4.13-19
Peak Hour Intersection LOS – Existing Plus Approved Projects Plus Project Conditions

Intersection	Control	Existing Plus Approved Projects Conditions				Existing Plus Approved Projects Plus Project Conditions			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Average Delay (secs)	LOS	Average Delay (secs)	LOS	Average Delay (secs)	LOS	Average Delay (secs)	LOS
1. Rocklin Rd/Granite Dr	Signal	15	B	34	C	15	B	39	D
2. Rocklin Rd/I-80 WB Off-Ramp	Signal	22	C	37	D	24	C	38	D
3. Rocklin Rd/I-80 EB Off-Ramp	Signal	30	C	29	C	32	C	31	C
4. Rocklin Rd/Aguilar Rd	Signal	10	A	30	C	10	B	46	D
5. Rocklin Rd/El Don Dr	Signal	39	D	26	C	26	C	70	E

Intersection	Control	Existing Plus Approved Projects Conditions				Existing Plus Approved Projects Plus Project Conditions			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Average Delay (secs)	LOS	Average Delay (secs)	LOS	Average Delay (secs)	LOS	Average Delay (secs)	LOS
6. Rocklin Rd/Havenhurst Circle	Signal	22	C	15	B	17	B	14	B
7. Rocklin Rd/Sierra College Blvd	Signal	36	D	39	D	38	D	44	D
8. Sierra College Blvd/Granite Dr	Signal	21	C	20	B	22	C	21	C
9. Sierra College Blvd/I-80 WB Off-Ramp	Signal	18	B	26	C	20	B	26	C
10. Sierra College Blvd/I-80 EB Off-Ramp	Signal	15	B	21	C	22	C	21	C
11. Sierra College Blvd/Schriber Way	Side-Street Stop	3 (6)	A (A)	3 (13)	A (B)	5 (6)	A (A)	3 (19)	A (C)
12. Sierra College Blvd/Bass Pro Dr	Signal	9	A	10	A	11	B	14	B
13. Sierra College Blvd/Stadium Dr	Signal	5	A	9	A	12	B	16	B
14. Sierra College Blvd/Campus Dr	Side-Street Stop	3 (5)	A (A)	4 (6)	A (A)	5 (6)	A (A)	5 (8)	A (A)
15. Rocklin Road/New Campus Dwy.	Side-Street Stop	-	-	-	-	2 (3)	A (A)	16 (120)	C (F)

Notes: For signalized intersections, average intersection delay is reported in seconds per vehicle for all approaches. For side-street stop-controlled intersections, the delay and LOS for the most-delayed individual movement is shown in parentheses next to the average intersection delay and LOS. All results are rounded to the nearest second. Shaded cells represent significant impacts.

Source: Appendix I

As displayed in Table 4.13-9, under the existing plus approved projects plus project scenario, significant impacts would occur from an increase in delay at the PM peak hour at four intersections.

- Rocklin Road/Granite Drive (LOS C to D);
- Rocklin Road/Aguilar Road (LOS C to D);
- Rocklin Road/El Don Drive/Campus Drive (LOS C to E); and
- Rocklin Road/Sierra College Boulevard (LOS D conditions exacerbated).

Similar to the existing plus project analysis conclusions, the addition of project trips under this scenario would result in a westbound Rocklin Road vehicular queue spillback that impacts the 'upstream Rocklin intersections' during the PM peak hour. These impacts would be considered significant.

Table 4.13-10 displays the existing plus approved projects plus project, weekday AM and PM peak hour maximum queue lengths at the off-ramps for only the I-80/Rocklin Road and I-80/Sierra College Boulevard interchanges.

As shown, the Project would cause the eastbound I-80 Sierra College Boulevard off-ramp maximum queue to exceed the available storage during the AM peak hour. This would create congestion during the AM peak hour, which would be considered a significant impact.

Table 4.13-20
I-80 Freeway Off-Ramp Queues – Existing Plus Approved Projects Plus Project Conditions

Off-Ramp	Available Storage	Maximum Queue (ft.)			
		Existing Plus Approved Projects		Existing Plus Approved Projects Plus Project	
		Conditions		Conditions	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
I-80 eastbound off-ramp at Rocklin Road	1,125 ft.	375	500	400	650
I-80 eastbound off-ramp at Sierra College Blvd	1,300 ft.	225	250	1,425	425
I-80 westbound off-ramp at Sierra College Blvd	1,300 ft.	325	275	325	300
I-80 westbound off-ramp at Rocklin Road	1,150 ft.	225	325	200	300

Notes: Values rounded up to the nearest 25 feet. Available storage measured from stop bar to freeway off-ramp gore point.

Eastbound I-80 includes an 840-foot auxiliary/deceleration lane in advance of the Rocklin Road off-ramp. Westbound I-80 includes a 450-foot auxiliary/deceleration lane in advance of the Sierra College Boulevard off-ramp. These values are in addition to the storage shown above. Shaded values indicate that queue would exceed the available storage.

Source: Appendix I.

Rail Service

Rail passenger travel in the City of Rocklin is served by Capital Corridor Trains run by Amtrak. The Capital Corridor route includes stops from San Jose to Auburn, including an unstaffed station in Rocklin (Amtrak 2016). There are currently nine runs per day in each direction, but only one run in each direction from Auburn to Oakland that serves Rocklin (City of Rocklin 2011). The Master Plan would not affect existing rail service because it would also not increase use of this service. The Campus services a regional client base that commutes to the Campus predominantly by motorized vehicle and does not utilize an interregional rail service to access the Campus. The fact that the Capital Corridor Train only makes one run in each direction to Rocklin daily makes it inconvenient for students and staff to utilize it to reliably access the Campus. Additionally, the other regions that the train serves have their own community college campuses that would be more convenient for students in those regions to access.

Bicycle and Pedestrian Facilities

Students traveling to and from campus by bicycle are estimated to be less than one percent during AM and PM peak hours (Appendix I). Class II facilities (designated on-street with appropriate signing and striping) exist along both sides of Rocklin Road, Sierra College Boulevard, and Granite Drive. Bicycle facilities are not present along El Don Drive.

Sidewalks are present along the majority of Rocklin Road adjacent to the Project site and El Don Drive. A portion of Sierra College Boulevard between Rocklin Road and Bass Pro Drive does not have sidewalks present. There are no bike lane or path connections into the campus or along Campus Drive, and no dedicated bicycle facilities within the campus. There are no bike lane or path connections into the campus or along Campus Drive, although there are sidewalks along much of this route.

Sidewalks are present along Rocklin Road, Sierra College Boulevard south of Rocklin Road, and along much of Campus Drive on the campus, as well as the western side of the existing parking lot at the northern end of Campus (Lot J) south of Stadium Entrance. Sidewalks are located within the interior of campus as well. Pedestrian warning lights have been installed, and there are crosswalks as well, although students also jay-walk.

The proposed FMP does not show traffic controls, crosswalks, etc. to be situated at on-site intersections. It also does not show planned upgrades to the bicycle and pedestrian systems on-campus (Appendix I). However, the Project would not preclude construction of any planned bicycle facilities as identified in the *City of Rocklin Parks and Trails Master Plan* (2017). The project would comply with relevant strategies and policies from Chapter V of that document. Therefore, this impact is considered *less than significant*.

The following mitigation measures are recommended to lessen the significance of impacts resulting from the Project impacts to LOS, which conflict with applicable plans, ordinances or policies that establish measures of effectiveness for the performance of the circulation system:

CONCLUSION

The Project would cause significant impacts at City of Rocklin intersections under existing plus project conditions, because there is a lack of capacity at the I-80/Rocklin interchange, particularly the westbound left-turn movement onto westbound I-80. The proposed Project would cause the LOS to worsen from LOS C to D at the Rocklin Road and Sierra College Boulevard intersection, because of an increase in traffic from the Project. This impact is significant.

With the addition of approximately 360 vehicles to the eastbound right-turn movement, the Project would cause the eastbound I-80 Sierra College Boulevard off-ramp maximum queue to exceed the available storage during the AM peak hour. This would exceed the 1,300 feet of available storage by 125 feet, with traffic spilling back onto I-80. This is a significant impact.

The Project would contribute to worsened operations along SR 65 between I-80 and Blue Oaks Boulevard. Resulting impacts here are considered significant and unavoidable, and there are no mitigation measures available to reduce these impacts to less than significant and unavoidable, though it is noted that a capacity-increasing project is currently under construction in the northbound direction from I-80 to Pleasant Grove Boulevard.

Under the existing plus project scenario, the Project would worsen operations at the Rocklin Road/Aguilar Road intersection from LOS C to D and worsen operations at the Rocklin Road/El Don Drive intersection from LOS C to E, which would be considered a significant impact.

The Project would cause significant and unavoidable impacts during the PM peak hour under existing plus approved projects plus project conditions at Rocklin Road and the following intersections: Granite Drive, Aguilar Road, El Don Drive/Campus Drive, and Sierra College Boulevard. Here the addition of trips would result in a westbound Rocklin Road vehicular queue spillback, impacting upstream Rocklin intersections. This impact is considered significant and unavoidable.

The Project would cause traffic to spill out of the I-80 eastbound Sierra College Boulevard off-ramp onto I-80 during the AM peak hour under existing plus project and existing approved projects plus project conditions, which would be considered significant and unavoidable. The District's Board of Trustees, in order to approve the FMP, would have to find, under policy C-10 of the Rocklin General Plan, that there are no feasible mitigation measures that will improve the degraded Level of Service to C.

There would be no impacts to rail service or pedestrian and bicycle facilities.

MITIGATION MEASURE(S)

MM TRA-1 – Implement Transportation Demand Management Strategies: Sierra College shall implement all feasible transportation demand management (TDM) strategies that reduce single-occupant vehicle travel during peak hours. Examples of potential measures include (but are not limited to) dynamic rideshare matching, parking cost increases, staff telecommuting, expansion of transit service coverage/subsidized transit fares, enhanced bicycle and pedestrian connections, flexible work schedules, and greater temporal distribution of instruction schedules.

The effectiveness of selected TDM strategies can be difficult to quantitatively measure due to the lack of TDM research effectiveness on college campuses. Sierra College shall investigate these TDM strategies and implement those that are considered feasible to reduce the number of vehicle trips generated by the campus during peak hours. In assessing and selecting these strategies, the District will follow this process:

3. Proposed TDM strategies will be developed by the Director of Facilities, with input from its traffic consultant and the Facilities Council; and

4. Strategies will be reviewed and revised, as needed, by the Facilities Master Planning Task Force, which will then recommend the adoption of the final list of strategies by the District Strategic Council. Strategic Council is the primary governance body for the District, and reports through the College President to the Board of Trustees. Strategic Council meetings are governed by the Brown Act, and therefore are open to the public and to public comment.

MM TRA-2 - Pay Cost of Reoptimizing Signal Timings: Sierra College shall pay the cost of reoptimizing signal timings at Rocklin Road/Sierra College Boulevard intersection.

MM TRA-3: Modify the Westbound Approach to the Rocklin Road/Sierra College Boulevard Intersection to convert the shared through/right lane to a right-turn only lane: to reduce impacts at the intersection under existing plus approved projects plus project conditions.

EFFECTIVENESS OF MEASURE(S)

Implementation of Mitigation Measure MM TRA-1 would reduce impacts, but because level of impacts cannot be measured, impacts would remain *significant and unavoidable*. Nevertheless, the project is required to implement Mitigation Measure MM TRA-1, which is considered feasible because it is within Sierra College's purview to implement and has been deemed effective in previous campus studies. The District's Board of Trustees, in order to approve the FMP, would have to find, under policy C-10 of the Rocklin General Plan, that there are no feasible mitigation measures that will improve the degraded Level of Service to C.

With implementation of Mitigation Measure MM TRA-2, impacts at the Rocklin Road/Sierra College Boulevard intersection can be reduced to a *less-than-significant* level. Implementation of Mitigation Measure MM TRA-3 is considered feasible because it can be accomplished by restriping the roadway. Implementation would restore impact to the Rocklin Road/Sierra College intersection only to *less than significant*. These measures would require the City of Rocklin and the District to work together to develop a plan and agree upon financing of the measures. In 2017, the City of Rocklin, Caltrans, and consultants working on behalf of Sierra College met at City offices and again in the field to implement a coordinated traffic control plan at intersections near I-80/Rocklin Road. This level of cooperation and progress demonstrates the feasibility of signal timing optimization as a mitigation strategy

Impact #4.13-b: Would the Project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Placer County has no operable Congestion Management Program, and therefore Impact #4.13-b does not apply.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

There would be *no impact*.

Impact #4.13-c: Would the Project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

The Project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

There are no public or private airports located within, or immediately adjacent to, the City of Rocklin (City of Rocklin 2011). The closest airport to the Campus is the Lincoln Regional Airport about 10 miles to the northwest of the Campus in the City of Lincoln. The Campus is not located within any of the Compatibility Zones for the Lincoln Regional Airport, which restrict lands uses based on compatibility with nearby airports and flight paths (County of Placer 2000). Therefore, air traffic patterns would not be altered (e.g., due to placement of large structures within a flight path) at a result of the Master Plan. The Master Plan would also not increase use of the airport (i.e., traffic levels) because the Campus services a regional client base that commutes to the Campus predominantly by motorized vehicle and does not utilize airports to access the Campus.

CONCLUSION

The FMP would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. There would be no impact.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

There would be *no impact*.

Impact #4.13-d: Would the Project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

The build out of the campus requires improvements to roads in order to accommodate the increased growth at the campus (see Impacts #4.13-a and #4.13-b). Development of these

improvements would be designed to applicable standards for motorists, bicyclists, and pedestrians. The campus is surrounded by existing urban uses and is currently compatible with its surrounding. Implementation of the FMP would not change this baseline condition regarding compatibility with surrounding land uses.

CONCLUSION

The Master Plan would not substantially increase hazards due to a design feature or incompatible uses. There would be no impact.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

There would be *no impact*.

Impact #4.13-e: Would the Project result in inadequate emergency access?

The Project would not result in inadequate emergency access.

The Rocklin Fire Department provides fire protection and emergency response services to the FMP area. With three stations located throughout the City, Fire Station No. 23 at 4060 Rocklin Road is the closest to the Project site at approximately one mile east. There is direct access along Rocklin Road to the campus, which is west of I-80. Emergency vehicles from this station would require less than a five-minute drive to access the project site via either of the two signalized accesses on Rocklin Road. Emergency vehicle pre-emption devices are present at traffic signals along the route.

The Rocklin Campus is served by the City of Rocklin Police Department. These patrol officers would respond to all emergency and most nonemergency requests for traffic enforcement, crime reports, vehicle accidents, disturbance/noise issues, suspicious persons, parking, and most problems involving public safety and community care-taking. The Police Department is headquartered at 4080 Rocklin Road, approximately one mile west of the Project site.

Proposed site access improvements would provide for enhanced vehicular egress from the campus relative to current conditions. This is particularly true along Rocklin Road where Campus Drive is being widened to include additional egress lanes onto Rocklin Road. Additionally, a third point of access would be constructed on Rocklin Road to enhance egress during an emergency.

CONCLUSION

Fire and police stations are located in close proximity to the Project. The agencies will continue to have quick and direct access for emergencies. The impact is less than significant.

Improvements to nearby streets and freeways would result from implementing Mitigation Measures MM TRA-1 and MM TRA-2. However, impacts for emergency access would remain as potentially significant.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

There would be *less-than-significant* impact.

Impact #4.13-f: Would the Project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

The Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Transit Systems

Placer County Transit and Roseville Transit serve the campus with bus stops located in the eastbound and westbound directions of Rocklin Road directly downstream of El Don Drive/Campus Drive. Placer County Transit serves the campus with three routes. The cost is \$1.25 per ride. Discounts are not offered to college students. Bicycles are allowed and are front-mounted on the bus exterior subject to available space (Appendix I).

Roseville Transit's bus service includes Routes E and G operate in clockwise and counter-clockwise directions, respectively, along a loop generally consisting of I-80, Rocklin Road, Sierra College Boulevard, Eureka Road, and Douglas Boulevard. Direct bus service to Sierra College is not currently provided to the well-populated central Roseville areas west of SR 65 and north of I-80. Students or staff residing in those areas would need to take a different Roseville bus, and then transfer at the Sierra Gardens bus transfer or the Roseville Galleria (for transferring to a Placer County Transit bus). The cost is \$1.50 per ride. Discounts are not offered to college students. Bicycles are allowed and are front-mounted on the bus exterior subject to available space. Though a bus shelter is located more centrally within the campus, service to this stop has been discontinued due to on-campus congestion, which apparently hindered bus travel times. (Appendix I).

Field observations indicate moderate levels of boardings/alightings (mainly by students) during the morning, afternoon, and evening peak periods at each bus stop. In this context, moderate means about a dozen students exiting or waiting for a bus.

In summary, relatively few students and staff commute by bus to Sierra College. Buses serve a limited geographic area, have long headways, and feature many stops contributing to lengthy travel times. Additionally, riding the bus does not provide a cost savings (relative to driving) since fare discounts are not offered to students and the daily cost to park is \$3 (Appendix I). Transit services will not be affected by the Project. It is estimated (see Appendix I) that approximately two percent of AM and 1.5 percent of PM students walk to campus, including those who walk to and from nearby bus stops. Of that percentage, one-half are estimated to park in the off-site lot located at Rocklin Road/El Don Drive. Therefore, bus transit is estimated at less than one percent of travel to campus during peak hours.

Policy C-50 of the City of Rocklin General Plan (2012) calls for the City to work with transit providers to plan, fund, and implement additional transit services that are cost-effective and responsive to existing and future resident needs. Similarly, Policy C-2 calls for the City to coordinate land use and transportation planning to support transit services. Although bus stops featuring shelters and turnout lanes are present at the edge of the campus on Rocklin Road, only a very small percentage of students and staff travel to the campus by bus. As noted previously, this is primarily caused by the lack of geographic coverage of bus routes and inefficient service. The Project, by virtue of adding considerable traffic on adjacent roadways, could cause an increase in bus travel times. This could adversely effect on-time bus service, which could erode bus ridership. Therefore, project impacts to transit are considered significant.

Bicycles and Pedestrian Facilities

Students traveling to and from campus by bicycle are estimated to be less than one percent during AM and PM peak hours (Appendix I).

Class II facilities (designated on-street with appropriate signing and striping) exist along both sides of Rocklin Road, Sierra College Boulevard, and Granite Drive. Bicycle facilities are not present along El Don Drive.

Sidewalks are present along the majority of Rocklin Road adjacent to the Project site and El Don Drive. A portion of Sierra College Boulevard between Rocklin Road and Bass Pro Drive does not have sidewalks present. This is to be expected since adjacent properties along this segment are rural residential or undeveloped. At signalized intersections, crosswalks with push-button pedestrian activation are present on most approaches (Appendix I). There are no bike lane or path connections into the campus or along Campus Drive, and no dedicated bicycle facilities within the campus.

Bicycles are allowed on buses and are front mounted on the bus exterior subject to available space.

There are no bike lane or path connections into the campus or along Campus Drive, although there are sidewalks along much of this route.

Sidewalks are present along Rocklin Road, Sierra College Boulevard south of Rocklin Road, and along much of Campus Drive on the campus, as well as the western side of the existing parking lot at the northern end of Campus (Lot J) south of Stadium Entrance. Sidewalks are located within the interior of campus as well. Pedestrian warning lights have been installed, and there are crosswalks as well, although students also jay-walk. In summary, although pedestrian facilities are present throughout much of the campus, the system lacks continuity, best practice pedestrian treatments, and other key pedestrian linkages. The proposed FMP does not show traffic controls, crosswalks, etc. to be situated at on-site intersections. It also does not show planned upgrades to the bicycle and pedestrian systems on-campus (Appendix I).

CONCLUSION

The Project would add travel time to transit vehicles operating along Rocklin Road during peak hours, which could adversely effect on-time bus service, which is considered significant.

The Project would not preclude construction of any planned bicycle facilities as identified in the City of Rocklin Parks and Trails Master Plan (2017). The Project would comply with relevant strategies and policies from Chapter V of that document. Therefore, the impact for bicycle facilities is considered less than significant.

The Project would not be in conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the City's pedestrian system. The Project would include additional pedestrian facilities within its campus to better accommodate pedestrian travel. Pedestrian facilities are already present along much of the Project frontage including a pedestrian linkage directly from the Sierra College Boulevard/Rocklin Road intersection. Project impacts to pedestrian facilities are less than significant.

MITIGATION MEASURE(S)

Implement Mitigation Measure MM TRA-1.

EFFECTIVENESS OF MEASURE(S)

Although the effectiveness of chosen TDM strategies implemented as mitigation is unknown, the mitigation is feasible and should be implemented, as it could reduce travel time to transit vehicles along Rocklin Road to some extent. Impacts to transit vehicles would remain *significant and unavoidable*.

4.14 - Tribal Cultural Resources

4.14.1 - INTRODUCTION

Virtually any physical evidence of past human activity can be considered a cultural resource, although not all such resources are considered to be significant. They often provide the only means of reconstructing the human history of a given site or region, particularly where there is no written history of that area or that period. Consequently, their significance is judged largely in terms of their historical or archaeological interpretive values. Along with research values, cultural resources can be significant, in part, for their aesthetic, educational, cultural and religious values. Once a cultural resource is evaluated, if it is found to be significant, it is then called a historic property under federal law, or a historical resource under California law, depending on whether federal and/or State regulations apply.

Tribal Cultural Resources

This section describes the requirements under CEQA to consult with Native American tribes in order to determine whether “tribal cultural resources”, as defined under CEQA, are present within the Project. CEQA defines tribal cultural resources, under Section 21074. (a) as either of the following: (1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: (A) Included or determined to be eligible for inclusion in the California Register of Historical Resources. (B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1. (2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1.

In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe. (b) A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape. (c) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “nonunique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

This section also summarizes the results of consultation outreach efforts to Native American tribes regarding the proposed Project, tribal response to that outreach, and describes the impacts on cultural resources that would result from implementation of the proposed Project. Finally, this section identifies mitigation measures that would reduce these impacts. The existing conditions and impact analysis in this section are based on the Cultural Resources Reports prepared for this Project (Appendix E).

Cultural Resources Terminology

Below are definitions of key cultural resource terms that are used in this section.

Artifact: An object that has been made, modified, or used by a human being.

Cultural resource: A location of human activity, occupation, or use identifiable through field inventory, historical documentation, or oral evidence. Cultural resources include archaeological resources and built environment resources (sometimes known as historic architectural resources) and may include sites, structures, buildings, objects, artifacts, works of art, architecture, and natural features that were important in past human events. They may consist of physical remains or areas where significant human events occurred, even though evidence of the events no longer remains. Cultural resources also include places that are considered to be of traditional cultural or religious importance to social or cultural groups.

Ethnographic: Relating to the study of human cultures. “Ethnographic resources” represent the heritage resource of a particular ethnic or cultural group, such as Native Americans or African, European, Latino, or Asian immigrants. They may include traditional resource-collecting areas, ceremonial sites, value-imbued landscape features, cemeteries, shrines, or ethnic neighborhoods and structures.

Historical resource: This term is used for the purposes of CEQA and is defined in the State CEQA Guidelines (14 CCR 15064.5) as: (1) a resource listed in, or determined to be eligible for listing in the California Register of Historical Resources (CRHR); (2) a resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); and (3) any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California by the lead agency, provided the lead agency’s determination is supported by substantial evidence in light of the whole record.

Tribal cultural resource: Sites, features, places, cultural landscapes, sacred places and objects with cultural value to a California Native American tribe that are listed or determined eligible for listing in the national or state register of historical resources or listed in a local register of historical resources or determined by the lead agency as a tribal cultural resource at its own discretion, based on substantial evidence.

Unique archaeological resource: This term is used for the purposes of CEQA and is defined in the State CEQA Guidelines (14 CCR 15064.5) as an archaeological artifact, object, or site, about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it either contains information needed to answer important scientific research questions; has a special and particular quality such as being the oldest of its type or the best available example of its type; or is directly associated with a scientifically recognized important prehistoric or historic event or persons.

4.14.2 - ENVIRONMENTAL SETTING

Prehistoric Native American village, camp and food processing sites occur along Secret Ravine, which meanders along the west side of the campus. Most of the known archaeological sites date back to the Middle and Late prehistoric periods and into the historic period (see Appendix E).

4.14.3 - REGULATORY SETTING

Federal

There are no applicable federal regulations for environmental issue areas analyzed below.

State

ASSEMBLY BILL 52 (AB52)

Assembly Bill 52, signed by Governor Edmund G. Brown, Jr. in September of 2014, requires consideration of tribal cultural resources early in the CEQA process to ensure that local and tribal governments, public agencies, and project proponents may identify and address potential adverse impacts to tribal cultural resources early in the project planning stages. The legislature's proactive approach intended to reduce the potential for conflict and delay in the environmental review process. A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource, as defined, is a project that may have a significant effect on the environment under CEQA (PRC Section 21084.2).

The legislation requires a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project (PRC Section 20184.3.1). If the lead agency determines that a project may have a substantial adverse change to a tribal cultural resource(s), the agency must consider measures to mitigate that impact (PRC Section 20184.3(b)(2)). Tribes must request notification from the lead agency in writing. Notification and response times for both the tribe and lead agency are specifically identified in AB52.

CALIFORNIA PUBLIC RESOURCES CODE 5024 AND 5024.5

Under PRC Section 5024 and 5024.5 state agencies must notify and submit documentation to the California State Historic Preservation Officer (SHPO) to initiate consultation, early in the planning process, for any project with the potential to affect state-owned historical resources on or eligible for inclusion in the agency "Master List" (PRC Section 5024(a) or are on or eligible for listing in the National Register of Historic Places or as a California Landmark (PRC Section 5031-5033).

CALIFORNIA PUBLIC RESOURCES CODE 5097-5097.993

This regulation states that no person shall knowingly excavate, damage or destroy historic or prehistoric sites, situated on public lands, except with the express permission of the public agency having jurisdiction; nor interfere with the free expression of Native American religion; nor damage any Native American sacred site. In addition, this regulation proscribes penalties for violations of the code.

Prior to the commencement of construction of any major public works projects on state land, owned or under the jurisdiction of any state agency must provide details of the project and its location. The Department of Parks and Recreation may conduct an archaeological site survey and make recommendations to mitigate damage to any archaeological or Native American sacred site. This regulation also establishes the responsibilities of the Native American Heritage Commission and their role in the preservation and protection of Native American sacred sites.

Pursuant to PRC 5097.98, in the event human remains are encountered during testing and evaluation or during construction and the NAHC receives notification of a discovery of Native American human remains from a county coroner pursuant to subdivision (c) of Section 7050.5 of the Health and Safety Code, it shall immediately notify those persons it believes to be most likely descended (MLD) from the deceased Native American. The MLD shall negotiate with the landowner the proper disposition of the human remains. To obtain or possess Native American human remains or associated funerary remains is a felony under this regulation.

4.14.4 - IMPACTS AND MITIGATION MEASURES**Methodology**

This analysis addresses the potential for tribal cultural resources, as defined under Assembly Bill (AB) 52 and CEQA to be present within the Project site. This determination is made through consultation with Native American tribes. AB 52 requires consideration of tribal cultural resources early in the CEQA process to ensure that local and tribal governments, public agencies, and project proponents may identify and address potential adverse impacts to tribal cultural resources early in the project planning stages. The bill established a new category of resources in the CEQA called “tribal cultural resources.” Tribal cultural resources were defined as sites, features, places, cultural landscapes, sacred places and objects with cultural value to a California Native American tribe that are listed or determined eligible for listing in the national or state register of historical resources, or listed in a local register of historical resources or determined by the lead agency as a tribal cultural resource at its own discretion, based on substantial evidence. Tribes must request notification from the lead agency in writing. Notification and response times for both the tribe and lead agency are specifically identified in AB52. No Native American Tribe contacted the lead agency for the Project requesting consultation.

The College contacted six Native American tribes, whose contact information was provided by the Native American Heritage Commission (NAHC) to fulfill the spirit of the law, as well as to facilitate the identification of cultural resources within the Project area. It should be noted that the college notified tribes in April 2014, before AB 52 was in effect, and that there was some response at that time. The District also reached out to the tribes during the public scoping period in October 2017, after the project description was revised and the new NOP released.

NATIVE AMERICAN OUTREACH

The College originally initiated an EIR in support of their FMP in 2013. The Board of Trustees put the Project on hold in the fall of 2017, in order to revise the FMP. Because the Project was halted before the Draft EIR was released for public review, the College started the EIR anew in October 2017. During the period when the original EIR was underway, the College initiated outreach efforts with Native American tribes. A letter dated April 10, 2014 was mailed to each contact describing the nature and location of the study and requesting any information on known or suspected sacred, ceremonial or other sites of Native American significance that may be impacted by the FMP. A location map was provided with each letter. The list included:

- Hermeo Olanio, Vice Chairperson Shingle Springs Band of Miwok Indians;
- Rose Enos Maidu / Washoe
- Gene Whitehouse, Chairperson United Auburn Indian Community of the Auburn Rancheria
- Eileen Moon, Vice Chairperson Tsi-Akim Maidu
- Nicholas Fonseca, Chairperson Shingle Springs Band of Miwok Indians
- Gravson Conev, Cultural Director Tsi Akim Maidu
- Marcos Guerrero, United Auburn Indian Community of the Auburn Tribal Preservation Committee Rancheria
- Wallrice Moore Nisenan-Su Maidu-Konkow-Washoe
- Daniel Fonseca, Shingle Springs Band of Miwok Cultural Resource Director
- Judith Marks Colfax-Todds Valley Consolidated Tribe
- Nathan Camp, United Auburn Indian Community of the Auburn THPO Rancheria;
- Don Ryberg, Chairperson Tsi Akim Maidu;

On April 17, 2014 and again on May 7, 2014, the cultural resource director, Mr. Daniel Fonseca, Shingle Springs Rancheria responded by letter to the mailing and to the Draft EIR, respectively. In those responses, Mr. Fonseca indicated that the Shingle Springs Band of Miwok Indians was not aware of any known cultural resources on the campus. However, Mr. Fonseca expressed interest in continued consultation through updates as the project progresses, including environmental, archaeological and cultural reports. In addition, if any new information or human remains come to light, Mr. Fonseca wanted to be contacted.

In a May 1, 2014 email, Mr. Marcos Guerrero, Cultural Resource Manager, United Auburn Indian Community of the Auburn Rancheria, requested a consultation and to set up a site tour of the project area. Mr. Guerrero indicated that the tribe had a number of concerns in the area, especially along Secret Ravine. Mr. Guerrero asked for a contact person at the college, which was provided. Consulting Archaeologist, Ric Windmiller, responded with the contact information for the college's representative.

On June 12, 2014, Mr. Gene Whitehouse, Chairman, United Auburn Indian Community of the Auburn Rancheria responded by letter to the April 10, 2014 mailing. Mr. Whitehouse expressed concern about development within his tribe's aboriginal territory that has the potential to impact the lifeways, cultural sites and landscapes that may be of sacred or ceremonial significance. In order to ascertain if the project could affect such cultural resources, Mr. Whitehouse requested copies of any archaeological reports and future environmental documents. Mr. Whitehouse also requested that tribal monitors be present during the field survey for archaeological resources. He also indicated that the tribe's preservation committee has identified cultural resources in and around the project area and would like to request a site visit to confirm their location.

As mentioned previously, AB52 regarding Native American consultation procedural requirements came into effect July 1, 2015. Under AB52, tribes wishing to participate in tribal consultation must request, in writing, to be notified by the lead agency for a project. Sierra College, lead agency for the Campus Project, did not receive any request for consultation under AB52. However, due to the sensitivity of the Project area and the passage of time since initial Native American outreach for informational purposes, Native American outreach was updated. On October 11, 2017, QK sent a request to the NAHC for a search of their sacred lands files. The NAHC indicated that a search of their files failed to indicate the presence of Native American cultural resources in the immediate project area. Commission staff enclosed the most recent list, containing six tribal contacts, and recommended that each should be contacted to provide further information that may identify places of importance to the native people (see Cultural Resource Report; Appendix E).

- | | |
|------------------------------------|--|
| • Pamela Cubbler, Treasurer | Colfax-Todds Valley Consolidated Tribe |
| • Nicholas Fonseca, Chairperson | Shingle Springs Band of Miwok Indians |
| • Gravson Conev, Cultural Director | Tsi Akim Maidu |
| • Don Rvberg, Chairperson | Tsi Akim Maidu |
| • Gene Whitehouse, Chairperson | United Auburn Indian Community of the Auburn Rancheria |
| • Darrel Cruz, THPO | Washoe Tribe of Nevada and California. |

Letters were sent to all six contacts on the list provided by the NAHC on December 5, 2017. Follow-up calls and/or emails were made to the letter recipients on January 16, 2018. Darrell Cruz of the Washoe Tribe of Nevada and California responded via email, the same day, deferring consultation efforts regarding the Project to the United Auburn Indian Rancheria. On February 5, 2018, QK received a letter from Gene Whitehouse of the United Auburn Indian Community of the Auburn Rancheria (UAIC), stating they would like to

consult further on this Project. They asked to set up a site visit and recommended that a tribal monitor be present during any ground disturbing activities. No other responses were received by the lead agency as of February 1, 2018. Continued consultation will include contacts from both lists provided by the NAHC as per their response.

Thresholds of Significance

Appendix G of the CEQA Guidelines includes questions from which lead agencies commonly draw thresholds of significance. The District has done so here, and determines that the project would have a significant impact on cultural resources if it would:

- a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
 - i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or
 - ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Impact #4.14-a(i): Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

A Cultural Resources Inventory Report was prepared for the original Project FMP by Ric Windmiller, Kenneth Finger and Dan Supernowicz (2015). Results of the survey indicated that the Project area contained segments of an historic-era ditch and placer mined area, both of which are not classified as Native American. Neither site appears eligible for the California Register of Historical Resources nor meets the criteria as unique archaeological resources. However, because the Secret Ravine drainage was an area of intensive use both historically and prehistorically, significant buried archaeological resources may be encountered during ground-disturbing activities.

CONCLUSION

The proposed Project is not likely to impact a listed or eligible for listing historical resource. However, the possibility of finding cultural resources in the project area exist, which is

considered a potentially significant impact. As previously discussed in Section 4.4, Mitigation Measures MM CUL-1 and MM CUL-4 would reduce the impacts to cultural resources, including tribal cultural resources, in the event that said resources are uncovered during project construction.

MITIGATION MEASURE(S)

Implement Mitigation Measure MM CUL-1 and MM CUL-4 as described in Section 4.4.

EFFECTIVENESS OF MEASURE(S)

Implementation of Mitigation Measures MM CUL-1 and MM CUL-4 as described in Section 4.4 will reduce the impact on tribal resources to a level that is *less than significant with mitigation incorporated*.

Impact #4.14-a(ii): Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

As stated in Section 4.14.2 above, the NAHC was contacted in April of 2014 by QK. The NAHC responded with a list of 12 individuals from tribes who may have knowledge of tribal cultural resources within the Project area. Those listed were contacted by QK in April of 2014. Due to the passage of time, the NAHC was contacted again in October of 2017 who responded in a letter report with a list of 6 individuals from tribes, who were subsequently contacted by QK in December of 2017 and January 2018. They indicated the Project area is highly sensitive for tribal cultural resources although none are currently identified within the Project area.

CONCLUSION

Tribal consultation was conducted appropriately and early in the project. The Shingle Springs Band of Miwok and the United Auburn Indian Community of the Auburn Rancheria responded that the area was sensitive for tribal cultural resources; however, they did not identify any known tribal cultural resources within the Project area. Both tribes also expressed interest in continuing consultation through updates as the Project progresses. In their January 2018 response, the United Auburn Indian Community of the Auburn Rancheria requested that the College provide them copies of any archaeological reports and environmental documents completed for the project. They recommend that UAIC tribal representatives be present during field surveys. They would also like to set up a meeting or site visit and begin consulting on the proposed project. The Washoe Tribe of Nevada and

California deferred all consultation efforts to the United Auburn Indian Community of the Auburn Rancheria. The Sierra College and the Tribe are aware that unknown tribal cultural resources may be uncovered during construction, which would be considered a potentially significant impact. As previously discussed in Section 4.4, Mitigation Measures MM CUL-1 and MM CUL-4 would reduce the impacts to cultural resources, including tribal cultural resources, in the event that said resources are uncovered during project construction.

MITIGATION MEASURE(S)

Implement Mitigation Measure MM CUL-1 and MM CUL-4 as described in Section 4.4.

EFFECTIVENESS OF MEASURE(S)

Implementation of Mitigation Measure MM CUL-1 and MM CUL-4 as described in Section 4.4 will reduce the impact on tribal resources to a level that is ***less than significant with mitigation incorporated.***

4.15 - Utilities and Public Services

4.15.1 - INTRODUCTION

This section of the EIR describes the environmental and regulatory setting for public services and analyzes potential physical impacts of the FMP on the provision of, or need for, new or physically altered governmental facilities, including, but not limited to fire protection, police protection, schools and parks (parks are covered in greater detail under Section 4.12 Recreation). It should be noted that impacts on these public services would not be considered environmental impacts unless they result in the need to construct new facilities, the construction of which would have a physical impact on the environment. The existing conditions and impact analysis in this section are based on existing literature, available information and professional judgment.

This section also describes the environmental and regulatory setting for utilities and service systems. It analyzes potential impacts of the Facilities Master Plan (FMP) on wastewater treatment requirements from the Regional Water Quality Control Board (RWQCB), possible construction of new water or wastewater treatment facilities, new storm water drainage facilities or expansion of all existing facilities, water supplies available to serve the project from existing entitlements and resources, adequate capacity to serve the project's projected demand in addition to the provider's existing commitments, permitted capacity for solid waste disposal needs and federal, state, and local solid waste statutes and regulations related to solid waste. The existing conditions and impact analysis in this section are based on the *Water Supply Assessment Sierra College Facilities Master Plan* (see Appendix G) and the *Drainage and Water Quality Study Sierra College, Rocklin Campus Facilities Master Plan* (see Appendix G) prepared for the Project, existing literature, available information, and professional judgment.

4.15.2 - ENVIRONMENTAL SETTING

Fire Protection

Fire suppression, emergency medical and special operations/rescue services for the Sierra College Rocklin Campus are provided by the City of Rocklin Fire Department (RFD). In addition to emergency response and rescue services, departmental duties include maintaining the fire stations, fire apparatus, and water systems essential for fighting fires in the community. The department also conducts weed abatement and fuel modification programs and provides a variety of public safety and educational programs (City of Rocklin 2018). The City of Rocklin operates the following three fire station locations:

- Fire Station No. 23 at 4060 Rocklin Road;
- Fire Station No. 24 at 3401 Crest Drive; and
- Fire Station No. 25 at 2001 Wildcat Boulevard.

A fourth station is currently in the planning stage and is being proposed to be located at the future intersection of Park Drive and Valley View Parkway. The RFD currently has 39 full-

time personnel, including administration, prevention and suppression staff with an additional volunteer firefighting and support force. The RFD works with Placer County Water Agency (PCWA) to insure there is an adequate water supply for firefighting needs. The fire department responded to 5,231 emergency calls in the year 2016, an increase of 39 percent from 2012 (City of Rocklin 2018). The Department currently has an average response time of 5 minutes and 31 seconds for all incidents and an Insurance Services Office (ISO) rating of 3 (City of Rocklin 2018). The Department's response time is the time interval that elapses from the time a call for assistance is received until the first unit is on the scene. ISO ratings range from 1 to 10, with 1 being the best rating.

The northwestern boundary of the developed portion of the FMP consists of a meandering single-lane access driveway along the edge of the Campus and provides a one-way traffic route for staff and service vehicles. This drive, also referred to as the Fire Lane or Service Road, serves as a natural boundary between the Campus and an undeveloped natural area associated with Secret Ravine. The Fire Lane was originally a dirt trail for emergency vehicles but was improved many years ago by adding an asphalt surface. It is not an engineered road and cannot support a significant increase in traffic; it is also inadequate for large first responder vehicles. Portions of this roadway will be improved under the FMP.

Ambulance Service

Under contract with Placer County, ambulance services are provided by American Medical Response (AMR), with response times under 10 minutes for the majority of calls.

Police Protection

Security is provided by on-site security personnel as part of Campus operating procedures.

The Campus is also served by the City of Rocklin Police Department. These patrol officers would respond to all emergency and most nonemergency requests for traffic enforcement, crime reports, vehicle accidents, disturbance/noise issues, suspicious persons, parking, and most problems involving public safety and community care-taking. The Police Department is headquartered at 4080 Rocklin Road, approximately one mile west of the Project site.

According to the *Rocklin Police Department 2017 Annual Report* (City of Rocklin 2017), under the Operations Captain are two Lieutenants, one Corporal, 32 officers, one traffic officer, five reserve officers and two animal control officers. There are also sworn officers in the Investigations unit, as well as records and communications staff and a volunteer coordinator. Between 2016 and 2017, violent crime increased 11 percent, and property crime increased five percent. Most notably, there were no homicides in 2017 (one in 2016); vehicle theft increased from 96 to 112 (120 percent); robbery increased from 14 to 17 (93 percent); larceny decreased from 911 to 820 (10 percent); and arson increased from five to 11 (120 percent).

The closest California Highway Patrol (CHP) station is located north of Rocklin in Newcastle, at the Indian Hill Road/Interstate 80 interchange. When necessary, the CHP provides back-up services to the Rocklin Police Department and surrounding jurisdictions.

Schools

There are three schools within the City of Rocklin located less than 1.5 miles from the Rocklin Campus. They include Sierra Elementary Schools to the south, and Springview Middle School and Rocklin Elementary School to the west of I-80.

Disaster Preparedness and Campus Emergency Procedures

Emergency procedures in Rocklin are guided by the Emergency Operations Plan (Rocklin Municipal Code, Chapter 2.32). The Emergency Operations Plan provides a framework to guide the City's efforts to mitigate and prepare for, respond to, and recover from major emergencies or disasters.

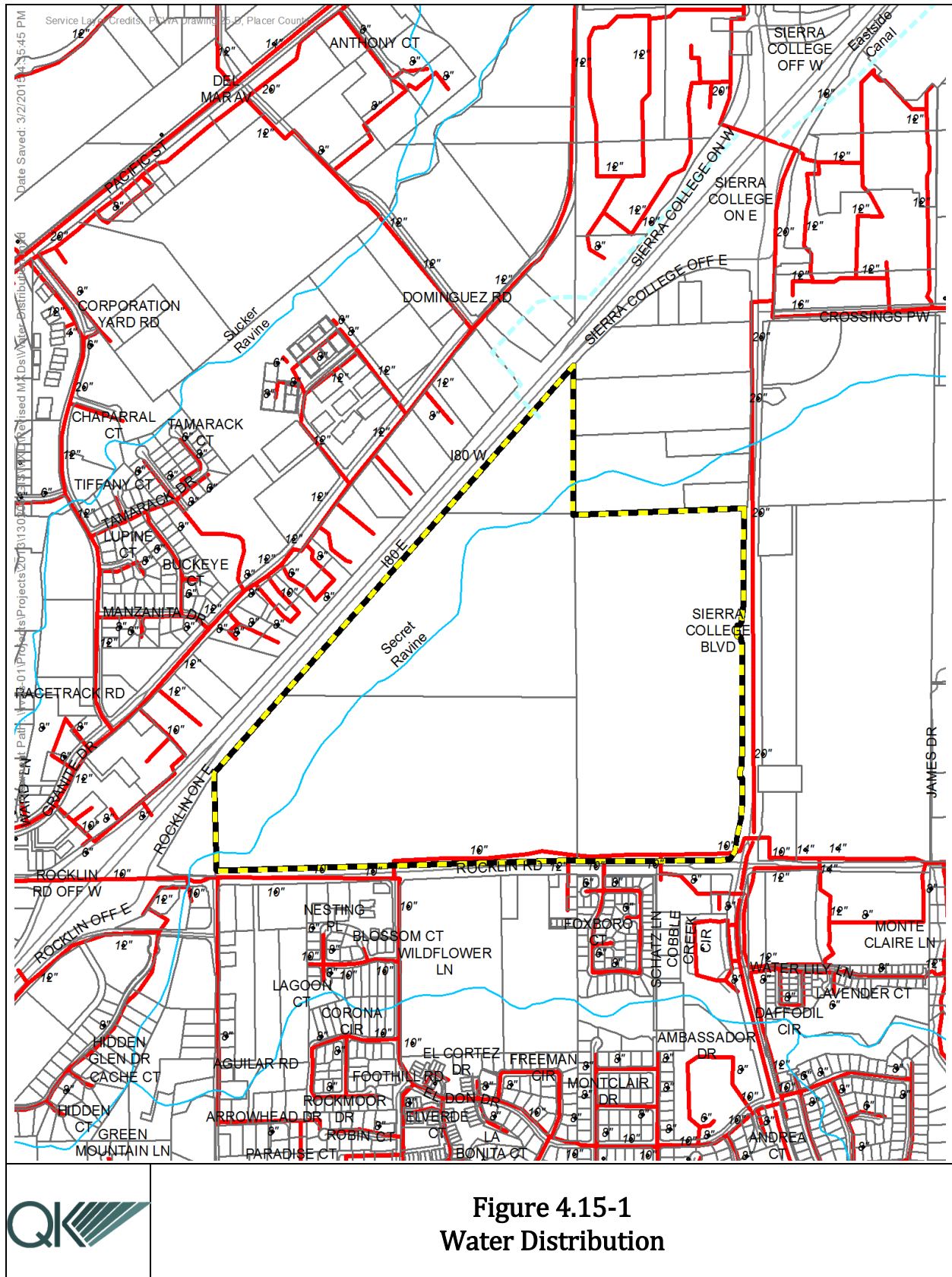
According to the Rocklin Campus Classroom Emergency Procedures, faculty members are responsible for the safety and well-being of students during scheduled instructional activities. It is expected that each semester, faculty would notify their students of Sierra College emergency procedures both verbally and in the course syllabus.

Water Supply

The existing campus water supplies are provided by the Placer County Water Agency (PCWA) through a pipeline system that produces treated domestic (potable) water and the Eastside Canal that supplies non-treated canal (non-potable) water for irrigation of the Campus. Figure 4.15-1 shows the existing water pipeline system supplying the Campus with potable water and the Eastside Canal supplying the Campus with non-potable irrigation water. Information on water supply is taken from the *Water Supply Assessment Sierra College Facilities Master Plan* (WSA) (see Appendix G).

WATER SOURCES

The area served by the PCWA Western Water System, in which the College campus is located, extends from the community of Alta on the east, down the Interstate 80 (I-80) corridor, to the Sutter and Sacramento county lines on the west and south (PCWA 2018). The service area includes retail treated water deliveries to the communities of Alta, Monte Vista, Applegate, Colfax, Auburn, Loomis and Rocklin and much of the surrounding unincorporated areas.



In addition to treated water service, the PCWA provides irrigation water through its extensive canal system to individual customers, and untreated water for treatment and resale by other retail water purveyors. Irrigation water comprises about two-thirds of the PCWA's Western Water System deliveries.

The Western Water System is subdivided into four zones—Zones 1, 2, 3, and 5. The campus is located in the lower part of Zone 1. Water for Zone 1 is delivered by contract through the Pacific Gas & Electric (PG&E) Drum-Spaulding hydroelectric system, and also comes from the PCWA's Middle Fork American River Project (MFP). The PCWA operates four water treatment plants (WTPs) in Zone 1. The Zone 1 service area has 16 storage tanks with about 49 million gallons (MG) of storage capacity and 496 miles of treated water pipe.

The PCWA uses surface water as its primary supply. The PCWA may produce groundwater in dry hydrologic conditions to meet demands in the Zone 1 service area. The Agency's primary surface water supplies consist of MFP water from the American River, Central Valley Project (CVP) water from the American River, and water purchased from PG&E from the Yuba and Bear Rivers.

The PCWA also has pre-1914 appropriative rights to water from Canyon Creek, a tributary of the Auburn River, South Fork Dry Creek Tributary to Coon Creek, and North Fork Dry Creek Tributary to Coon Creek.

It is estimated that the City of Roseville will ultimately deliver about 20,000 acre-feet per year (AFY) of recycled water to meet demands within its retail service area. Of this amount, it is estimated that about 6,126 AFY of recycled water will be available to service demands in future PCWA retail service areas such as Zone 1.

The City of Lincoln is planning an expansion of their existing wastewater treatment and reclamation plant that would be able to produce 6,822 AFY of recycled water of which about 2,800 AFY could be used by other water purveyors (such as the PCWA).

Although considered independent water service areas by the PCWA, Zones 1 and 5 are presented together in anticipation of future urban growth in Zone 1, which will displace land uses currently in Zone 5 (a zone that currently only includes raw water demands for commercial agricultural and rural irrigation). Table 4.15-1 summarizes PCWA's projected water supply for Zones 1 and 5 through build-out conditions beyond 2040.

CURRENT WATER DEMAND AND USAGE

Based on 2013 fall semester enrollment data, the College Research Office calculated an average daily headcount of 6,000 students and staff on Campus at any one time, Monday through Thursday, using a metered supply of about 68.1 AFY of treated domestic (potable) water (see Appendix G).

The campus is irrigated with non-treated canal (non-potable) water from a PCWA canal. The canal usage is not metered. Approximately 40 percent of the 100-acre campus development

(or 40 acres) (see Figure 3-5) is currently being irrigated at an estimated annual irrigation rate of 2.5 AFY per irrigated acre, the current irrigation demand for non-potable canal water is estimated to be approximately 100 AFY.⁴ The current acreage that is irrigated on the campus was limited to the green areas shown in Figure 3-5 and did not include any areas within the Secret Ravine.

**Table 4.15-1
Zones 1 and 5 Water Supply**

Supply	AFY							Build Out
	Current	2015	2020	2025	2030	2035	2040	
PG&E	100,400	100,400	100,400	100,400	100,400	100,400	100,400	100,400
MFP	120,000	120,000	120,000	120,000	120,000	120,000	120,000	120,000
CVP	0	0	31,000	31,000	31,000	31,000	31,000	31,000
Pre-1914	3,400	3,400	3,400	3,400	3,400	3,400	3,400	3,400
Recycled Water	0	2,443	4,885	5,936	6,987	8,038	9,089	9,089
Desalination and Transfers	0	0	0	0	0	0	0	0
Total	223,800	226,243	259,685	260,736	261,787	262,838	263,889	263,889

Source: Appendix G.

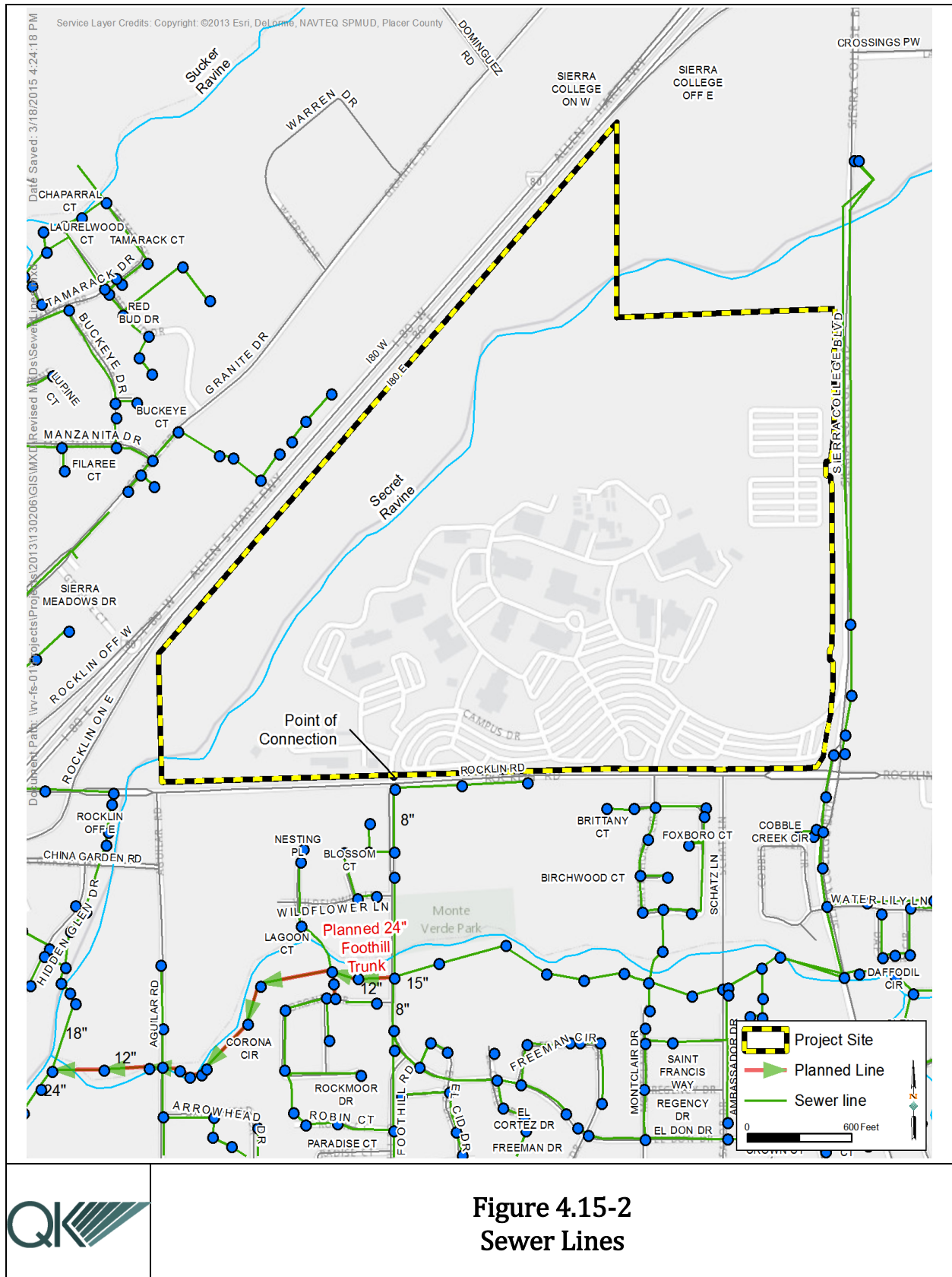
Therefore, the 2013 total water demand (potable and non-potable) for the campus is approximately 168.1 AFY.

Wastewater

Wastewater collection and treatment for the campus is provided by South Placer Municipal Utility District (SPMUD) and the South Placer Wastewater Authority (SPWA). SPMUD operates and maintains the sewer collection system and provides sewer maintenance and engineering services while the SPWA provides wastewater treatment (City of Rocklin 2012). The existing sewer infrastructure consists of a sewer line system throughout the City that transports wastewater to the Dry Creek Wastewater Treatment Plant, which is operated by the SPWA. The plant is located in the southern part of Roseville and provides wastewater treatment for the SPMUD. According to the City's General Plan, the plant operates under a Federal NPDES permit and discharges its treated effluent into Dry Creek under standards established by the Central Valley Regional Water Quality Control Board (CVRWQCB).

The wastewater flows from the existing campus are not metered; however, it is estimated that such flows are essentially the same as the metered domestic water usage, approximately

⁴ 2.5 AFY/irrigated acre X 40 acres of existing landscaping on the Campus = 100 AFY



45,000 gallons per day in 2017. The campus wastewater flows are pumped to an 8-inch sanitary sewer line on Rocklin Road which is a component of the sewer system owned and maintained by the SPMUD (Figure 4.15-2). The collected wastewater is treated at the city-operated Dry Creek Wastewater Treatment Plant. This tertiary treatment facility has an average daily flow of 12 million gallons per day with a design capacity of 18 million gallons per day, discharging into Dry Creek.

Storm Water Drainage

The Rocklin Public Works Department is responsible for maintenance of all City-owned portions of the storm water drainage system in the City, which will include any storm water facility alterations surrounding the Campus. All storm water drainage facilities on the existing campus are maintained by the College and adhere to the appropriate design standards. Storm drainage systems, and impacts of the FMP on such systems, are further discussed in Section 4.8, Hydrology and Water Quality.

Solid Waste

The Western Placer Waste Management Authority (WPWMA) provides recycling and waste disposal services to “Participating Agencies,” which includes the City of Rocklin. The existing campus facilities produce an estimated total of 925 tons of solid waste each year, 59 of which is recycled (Doty, Laura. 2018b. *pers. comm.*). Solid waste produced from the campus is transported and transferred by a private contractor to the Western Regional Sanitary Landfill, a 281-acre Class II and III waste disposal facility and an adjacent recycling facility, owned and operated by the WPWMA. The landfill has been estimated by the California Integrated Waste Management Board to have sufficient capacity to accept permitted daily waste flows of 1,900 tons per day with a capacity projected to extend to 2058. The adjacent MRF enables recycling to achieve state mandated waste diversion goals, achieving a diversion rate of 42 percent of the waste delivered to the landfill in the year 2013. The WPWMA has 465 acres of land adjacent to the disposal facility which could be permitted for landfill usage in the future.

4.15.3 - REGULATORY SETTING

Federal

NPDES STORMWATER PERMITS

In 1987, the Clean Water Act (CWA) was amended to establish the National Storm Water Program and the National Pollutant Discharge Elimination System Permits (NPDES) regulatory program. This two-phased stormwater program was established, incorporating a prioritized approach to stormwater management. Phase I of the program requires discharges from Municipal Stormwater Systems serving populations over 100,000 to be covered under a NPDES permit. Phase II of the program reduced the population threshold to 10,000 and reduced the area of construction disturbance that requires permit coverage from five acres to one acre. NPDES permits cover industrial and municipal discharges, discharges

from stormwater systems in larger cities, stormwater associated with numerous kinds of industrial activity, runoff from construction sites disturbing more than one acre, and other mining and agricultural operations.

NPDES WASTEWATER PERMITS

In 1987, the CWA was amended to establish the National Storm Water Program and the NPDES regulatory program. The State and Regional Water Boards identify the sources of pollutants that threaten the quality of the State's waters and regulate those sources by imposing requirements to control the discharge of pollutants. The Water Boards issue waste discharge requirements (permits) to individual or groups of dischargers, using information on water quality conditions, the type and characteristics of the discharge, and applicable water quality standards and implementing provisions established in policy, plans, regulations, and laws. One of the types of permits issued is the NPDES permit for wastewater. Wastewater facilities are issued permits based on the volume of wastewater discharged. A wastewater discharger with design flow of at least one million gallons per day (MGD), or has a pretreatment program, is issued a major NPDES permit; a wastewater discharger with a design flow of 1 MGD or less is issued a minor NPDES permit.

NATIONAL PRETREATMENT PROGRAM

The National Pretreatment Program is a cooperative effort of federal, State and local regulatory environmental agencies established to protect water quality. The program is designed to reduce the level of pollutants discharged by industry and other non-domestic wastewater sources into municipal sewer systems, and thereby, reduce the amount of pollutants released into the environment through wastewater. Limits may be met by the non-domestic source through pollution prevention techniques (product substitution recycle and reuse of materials) or treatment of the wastewater.

U.S. BUREAU OF RECLAMATION

Folsom Dam, on the American River, from which the Placer County Water Agency obtains a significant portion of its water supply, is managed by the Bureau in accordance with numerous applicable laws, directions, opinions and orders. The Bureau, acting for the Secretary of the Interior, regulates other surface water diversions from waters of the U.S.

ENVIRONMENTAL PROTECTION AGENCY

The Agency, delegating its authority in most instances to the appropriate State agencies (the Water Boards and the Department of Public Health), regulates both domestic water quality and wastewater effluent impacts on water resources via pertinent law and regulations. These include the NPDES permit system which was established in the CWA to regulate municipal and industrial discharges to surface waters of the United States. The discharge of wastewater to surface water is prohibited unless an NPDES permit has been issued to allow that discharge. Each NPDES permit includes the following provisions: effluent and receiving water limits of allowable concentrations and/or mass of pollutants contained in the

discharge; prohibitions on discharges not specifically allowed under the permit; provisions that describe required actions by the discharger, including industrial pretreatment, pollution prevention, and self-monitoring activities; and other regulatory requirements.

FEDERAL LANDFILL CRITERIA

Volume 40 of the code of Federal Regulations, Part 258 contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the federal landfill criteria. The federal regulations address the locations, operation, design, groundwater monitoring, and closure of landfills.

State

CALIFORNIA FIRE CODE

The 2013 California Fire Code (Title 24, Part 9 of the California Code of Regulations) establishes the minimum requirements consistent with nationally recognized good practices to safeguard the public health, safety, and general welfare from the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises, and to provide safety and assistance for fire fighters and emergency responders during emergency operations. The City has adopted the California Fire Code as part of its building regulations. The Code governs the fire safety requirements in building and construction (Rocklin Municipal Code, Chapter 15.04).

CALIFORNIA HEALTH AND SAFETY CODE

Additional State fire regulations are set forth in Sections 13000 et seq. of the California Health and Safety Code, which include regulations for building standards, fire protection and notification systems, fire protection devices such as extinguishers, smoke alarms, high-rise buildings, childcare facility standards, and fire suppression training.

CALIFORNIA STATE OFFICE OF THE FIRE MARSHAL

The California State Fire Marshal is responsible for review and approval of all capital construction projects on CSU campuses and other educational institutions, including renovations and new construction. Review is conducted to verify compliance with California Code of Regulations Title 19; Title 24, Part 9, California Fire Code; and Title 24, Part 2, California Building Code (CBC). Facility construction documents are required to be submitted to the office for approval and granting of final occupancy.

CALIFORNIA STATE PENAL CODE

All law enforcement agencies within California are organized and operate in accordance with the applicable provisions of the California Penal Code. This code sets forth the authority, rules of conduct, and training for peace officers. Under State law, all sworn municipal and county officers are State Peace Officers.

URBAN WATER MANAGEMENT PLANNING ACT

The Urban Water Management Planning Act was established in Division 6, Part 2.6 of the California Water Code. The act was developed due to concerns for potential water supply shortages throughout the State of California. It requires information on water supply reliability and water use efficiency measures. Urban water suppliers are required as part of the act to develop and implement Urban Water Management Plans (UWMPs) to describe their efforts to promote efficient use and management of water resources. PCWA has complied with the Urban Water Management Planning Act through the adoption of its 2011 UWMP.

SENATE BILL 610

SB 610 (Section 21151.9 of the Public Resources Code and Section 10910 et seq. of the Water Code) requires the preparation of “water supply assessments” (WSA) for large developments (e.g., for projects of 500 or more residential units, 500,000 square feet or more of retail commercial space, or 250,000 square feet or more of office commercial space) being considered by cities and counties. These assessments address whether there are adequate existing or projected water supplies available to serve proposed projects, in addition to urban and agricultural demands and other anticipated development in the service area in which the project is located. Where a WSA concludes that insufficient supplies are available, the WSA must lay out steps that would be required to obtain the necessary supply. The content requirements for the assessment include, but are not limited to, identification of existing and future water suppliers and quantification of water demand and supply by source in five-year increments over a 20-year projection. This information must be provided for average normal, single-dry, and multiple-dry years. The absence of an adequate current water supply does not preclude project approval but does require a lead agency to address a water supply shortfall in its project approval findings.

Even though no WSA was required for this project, which is not being proposed by a city or county, a WSA has nevertheless been prepared for the project and is included as Appendix G. (The conclusions of the WSA are summarized in the Impacts and Mitigation Measures portion of this section.)

SENATE BILL X7 7

In November 2009, after a session, the Legislature enacted, and the Governor signed, Senate Bill X7 7, which created a statewide goal of achieving a 20 percent reduction in urban per capita water use in California by 2020. Under this statute, urban water suppliers are required to establish water conservation targets for the years 2015 and 2020.

THE PORTER-COLOGNE WATER QUALITY CONTROL ACT CALIFORNIA STATE WATER RESOURCES BOARD; CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD, CENTRAL VALLEY REGION

The Porter-Cologne Water Quality Control Act (Porter-Cologne Act) is California’s statutory authority for the protection of water quality. Under the Porter-Cologne Act, the State must

adopt water quality plans, policies, and objectives that will provide protection to the State's waters for the use and enjoyment of the people of California. In California, the State Water Resources Control Board (SWRCB) has authority and responsibility for establishing policy for water quality control issues for the State. Regional authority for planning, permitting, and enforcement is delegated to the nine Regional Water Quality Control Boards (RWQCBs). The Porter-Cologne Act authorizes the SWRCB and RWQCBs to issue NPDES permits containing waste discharge requirements, and to enforce these permits. SWRCB and RWQCB regulations implementing the Porter-Cologne Act are included in Title 27 of the California Code of Regulations (CCR).

CALIFORNIA DEPARTMENT OF FISH AND GAME – SECTION 1602

In the interest of conserving and protecting fish, wildlife and native plant resources, Section 1602 of the California Fish and Game Code requires anyone to notify the California Department of Fish and Game (CDFG) of any proposed activity that may substantially modify a river, stream, or lake. Section 1602 applies to all perennial, intermittent, and ephemeral rivers, streams and lakes in the State of California. Upon notification, the CDFG will evaluate the proposed activity, and make a determination whether an alteration agreement is needed. The alteration agreement would impose conditions upon the proposed activity.

CALIFORNIA INTEGRATED WASTE MANAGEMENT ACT

Title 14 and 27 of the California Code of Regulations contain all the regulations pertinent to solid waste management and the California Department of Resources, Recycling and Recovery (CalRecycle).

To minimize the amount of solid waste that must be disposed of by transformation and land disposal, the State Legislature passed the California Integrated Waste Management Act (CIWMA) of 1989 (AB 939), effective January 1990. According to the CIWMA, all cities and counties are required to divert 50 percent of all solid waste from landfill facilities by January 1, 2000. Each city is required to develop solid waste plans demonstrating integration of the CIWMA plan with the county plan. The plans must promote (in order of priority) source reduction, recycling and composting, and environmentally safe transformation and land disposal.

CALIFORNIA PUBLIC UTILITIES COMMISSION

California Public Utilities Commission (CPUC) Decision 95-08-038 contains the rules for the planning and construction of new transmission facilities, distribution facilities, and substations. The decision requires permits for the construction of certain power line facilities or substations if the voltages would exceed 50 kV or the substation would require the acquisition of land or an increase in voltage rating above 50 kV. Distribution lines and substations with voltages less than 50 kV do not need to comply with this decision; however, the utility must obtain any nondiscretionary local permits required for the construction and operation of these projects. CEQA compliance is required for construction of facilities constructed in accordance with the decision.

Local

The following policies are contained in various elements of the 2012 City of Rocklin General Plan and are applicable to public services and utility issues associated with the proposed project:

Community Safety Element

GOAL FOR COMMUNITY SAFETY

To minimize danger from hazards and to protect residents and visitors from earthquake, fire, flood, other natural disasters, and human-created hazards such as train derailment, industrial accidents, acts of war or terrorism, and accidental release of harmful materials.

FIRE HAZARDS POLICIES

- S-16 Require new development and projects proposing land use changes to annex into existing or new Community Facilities Districts for fire prevention/suppression and medical response, or to create other financing mechanisms as necessary.
- S-18 Incorporate fuel modification/fire hazard reduction planning (e.g., weed abatement, open space management plans, firebreaks, planting restrictions) on lands (both public and private) that contain terrain and vegetative features such as grass, woodlands and severe slopes.

Open Space, Conservation, and Recreation Element Policies

- OCR-20 Co-locate parks with schools whenever feasible, through joint use and development agreements.
- OCR-37 Encourage joint use of City and school facilities for recreational programs.

Public Services and Facilities Element Goals and Policies

PUBLIC SERVICES AND FACILITIES GOAL

To provide high quality public facilities and a full range of public services to all areas and residents of the City, and to ensure that new development does not cause the inefficient use of such facilities and services.

GENERAL PUBLIC FACILITIES AND SERVICES POLICIES

- PF-1 Provide for adequate lead time in the planning of needed expansions of public services and facilities.
- PF-2 Require a study of infrastructure needs, public facility needs and a financing plan for newly annexing areas.

- PF-3 Require that any development that generates the need for public services and facilities, including equipment, pay its proportional share of providing those services and facilities. Participation may include, but is not limited to, the formation of assessment districts, special taxes, payment of fees, payment of the City's Construction Tax, purchase of equipment, and/or the construction and dedication of facilities.
- PF-4 Disapprove development proposals that would negatively impact City-provided public services, unless the negative impact is mitigated.
- PF-5 Require that construction of private development projects be coordinated with the construction of public facilities and services that are needed to serve the project.

POLICIES FOR LAW ENFORCEMENT, FIRE PROTECTION, AND EMERGENCY RESPONSE

- PF-11 Ensure that new development will not create a significant negative impact on the existing level of police and fire protection services.
- PF-13 Analyze the cost of fire protection, police services and emergency medical response for annexations and major project developments and require a funding mechanism to offset any shortfall.
- PF-14 Require that projects be designed with adequate access for emergency services and general circulation. Such design should typically include the provision of multiple points of access.
- PF-16 Provide law enforcement resources as necessary to meet community needs.
- PF-17 Provide visible patrol services within the City, including specialized patrol programs for open space areas and trails.
- PF-18 Support community-oriented police services, including strong crime prevention and educational programs, school resource officers, and neighborhood watch programs.
- PF-19 Minimize the potential for criminal activity through development project design review.
- PF-20 Provide fire apparatus access in new development consistent with Rocklin Fire Department requirements, including appropriate access into open space and undeveloped portions of properties.
- PF-21 Provide progressive fire protection resources as necessary to meet community needs.

- PF-25 Require new development to meet fire flow requirements based on standards codified in the International Fire Code.

POLICIES FOR REFUSE COLLECTION AND DISPOSAL POLICIES

- PF-29 Require solid waste collection services to ensure the maintenance of health standards.

Public Services & Facilities Element

- PF-1 Provide for adequate lead time in the planning of needed expansions of public services and facilities.
- PF-29 Require solid waste collection services to ensure the maintenance of health standards.
- PF-33 Require undergrounding of utility lines in new development, except where infeasible for financial and/or operational reasons.
- PF-38 Coordinate roadway maintenance and construction projects with utility companies and private developers to minimize pavement cuts in new or resurfaced streets.
- PF-39 Inform utility companies when major new developments and new street projects will occur so that planning for utility extensions can be coordinated.
- PF-41 Assist the Placer County Water Agency in implementing water conservation practices.
- PF-42 Promote the use of joint trenches for telecommunication and other dry utility purposes.

WATER FORUM AGREEMENT (WFA)

The Water Forum Agreement (WFA) is the result of the efforts of a diverse group of PCWA stakeholders. The stakeholder group was formed in 1994 with the goal to formulate principles for developing solutions to meet future regional water supply needs. Participants in the Water Forum have developed two coequal objectives:

- Provide a reliable and safe water supply for the region's economic health and planned development to the year 2030; and
- Preserve the fishery, wildlife, recreational, and aesthetic values of the Lower American River.

Further, the stakeholders have developed an integrated package of actions that will meet these two coequal objectives. These actions are as follows:

- Increase surface water diversions;
- Actions to meet customers' needs while reducing diversion impacts in drier years;
- Support for an improved pattern of fishery flow releases from Folsom Reservoir;
- Lower American River Habitat Management Program (HME), which addresses recreation in the Lower American River;
- Water conservation;
- Groundwater management; and
- Successor Effort.

Agreements have also been developed that describe in detail how each of the actions are being implemented by the respective purveyors. Purveyors include the Placer County Water Agency, the City of Roseville, and the San Juan Water District, as well as other regional water agencies. The Agreements are compiled into a Memorandum of Understanding that each agencies' authorizing body has executed. In return for signing the Final WFA, water purveyors receive regional support for water supply projects, including infrastructure development. Since 2000, the list of agencies and other stakeholders has increased, and their actions have gone from "in progress" to an impressive list of accomplishments. They now have a record of implementing farsighted water management solutions that have served to protect the river and foster regional vitality.

SOUTH PLACER WASTEWATER AUTHORITY

The SPWA is a joint powers authority formed to fund regional wastewater and recycled water facilities in southwestern Placer County for three partner agencies (the "participants"): The South Placer Municipal Utility District, the City of Roseville, and portions of Placer County. The regional facilities funded by the SPWA thus far include recycled water facilities, trunk sewer lines, and two wastewater treatment plants (WWTPs). All three participants transmit wastewater to these WWTPs. The SPWA monitors compliance with operational criteria established in the funding and operations agreements among the participants.

4.15.4 - IMPACTS AND MITIGATION MEASURES

Methodology

As described in Chapter Three - Project Description, the FMP describes a development program for the next 20 years that includes demolition of existing structures, construction of new structures, and rehabilitation of numerous existing structures. FMP components include both near-term and long-term projects. Near-term projects are those that the District anticipates would be funded within a period of five years and are considered to have a higher degree of certainty than other components. Future development as a result of the FMP would be implemented through phases that would be driven by funding methods, enrollment projections, and spatial needs of the campus. Prior to implementation of long-term projects, subsequent environmental analysis for future campus development may be required.

The potential impacts of the FMP were evaluated qualitatively and quantitatively by comparing the anticipated effects on utilities with the existing conditions. The evaluation is based on professional judgment, a review of existing literature, and consideration of the significance criteria derived from Appendix G of the CEQA Guidelines.

Thresholds of Significance

Appendix G of the CEQA Guidelines includes questions from which lead agencies commonly draw significance thresholds. The District has done so here, and determines that the project would have a significant impact on public services or utilities and services systems if it would:

- a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:
 - i. Fire protection
 - ii. Police protection
 - iii. Schools
 - iv. Parks
 - v. Other public facilities
- b. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- c. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- d. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- e. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed;
- f. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- g. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs; or
- h. Comply with federal, state, and local statutes and regulations related to solid waste.

Project Impacts

Impact #4.15-a (i, ii, iii, iv, or v): Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios,

response times or other performance objectives for any of the public services: fire protection; police protection; schools; parks; or other public facilities?

The Project would not result in substantial adverse physical impacts, need for new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives.

Fire Protection

According to the Rocking General Plan (2012), funding for Fire Department operations primarily comes from the City's general fund, with some fee-based revenue, grants and educational reimbursements through Sierra Community College. Potential impacts on the City of Rocklin's Fire Department were determined based on the potential for the FMP implementation to affect the ability of the Fire Department to maintain adequate service ratios, response times, or other performance objectives. The Rocklin Fire Department provides fire protection and emergency response services to the FMP area. With three stations located throughout the City, Fire Station No. 23 at 4060 Rocklin Road is the closest to the Project site at approximately one mile east.

NEAR-TERM PROJECTS

Near-term Projects include a parking garage on the north end of the campus, infrastructure improvements on the north side of campus, a new instructional building, modernization of Weaver Hall, and gymnasium modernizations.

The new parking structure will be constructed on the northern edge of the developed campus, west of the campus tennis courts and east of the new instructional building. The road between Stadium Entrance and the new parking structure will also be realigned and expanded, as needed, to allow for safe and efficient access and egress to and from the new garage. This structure may be constructed concurrently with the construction of the new instructional building.

The infrastructure upgrades will upsize or replace, as needed, utility and technology services to and around the existing northside of campus and will provide the necessary utility and technology infrastructure to the new campus facilities. The infrastructure services include electrical service, low voltage (data) service, water service (potable and non-potable), sanitary sewer, and storm water systems. The natural gas infrastructure was recently replaced but will need to be extended to the new instructional building and the new science building.

The fire road (more formally known as the service road or Campus Drive North) serves as a natural boundary between the Campus and nature area and as a fire lane. The service road was originally a dirt trail for emergency vehicles but was improved many years ago by adding an asphalt surface. While this is not an engineered road and cannot support a significant increase in traffic, it is also inadequate for large first responder vehicles. The District plans to improve and widen the road as a part of the FMP circulation improvements

within five years, although it is expected to remain one-lane and one-way from the north parking garage to Campus Drive, with continued, limited access.

Improvements to the service road will realign this roadway closer to the campus core in many areas, which will provide increased access for emergency response vehicles within the campus. A large tree-lined corridor that leads from the south parking lot to the science building features a pair of sweeping 40-foot wide walks which also serves as an emergency fire lane through campus.

The new instructional building will be the construction of a multi-story classroom building between Weaver Hall and the northern edge of the developed campus. It will consolidate and replace the classrooms, labs, and office spaces in Buildings B, C, M, Mt, E, F, and Dt's, which will be demolished following project completion. Although the new building will be roughly equal to the sum of the buildings that will be replaced (approximately 45,000 GSF), because it will be multi-story, the resulting footprint will be much less than the sum of the existing buildings.

The Weaver Hall modernization will provide current technology instructional spaces and be brought up to current accessibility and building code requirements. Instructional functions currently conducted in Weaver Hall will be moved into the new instructional building to facilitate the modernization.

Existing PE facilities at the Campus include a gymnasium, locker rooms, classrooms, and a weight room (G and Gt Buildings; see Figure 3-5); 25-yard lap pool; diving pool; five tennis courts; football, baseball, softball, and soccer fields, and four beach volleyball courts. The gymnasium project will modernize the existing 57-year old gym buildings and add an additional building, which will allow for the consolidation of the PE classes currently taught in 5 portable buildings (all 5 portables will be demolished following the completion of the project).

The near-term projects are consistent with the City of Rocklin General Plan Policies for Fire Protection. The relevant policies are as follows:

- PF-11: Ensure that new development will not create a significant negative impact on the existing level of police and fire protection services.
- PF-14: Require that projects be designed with adequate access for emergency services and general circulation. Such design should typically include the provision of multiple points of access.
- PF-21: Provide progressive fire protection resources as necessary to meet community needs.
- PF-25: Require new development to meet fire flow requirements based on standards codified in the International Fire Code.

The proposed near-term projects would be required to comply with Uniform Fire Code and any other local ordinances, adheres to applicable with General Plan policies, and the improvements to the service road would increase fire protection. Near-term projects would result in an increased residential population with the completion of the new dormitory. This new facility would accommodate approximately 230 to 280 more students living on campus than are currently in the existing dormitory (of 121 beds). This growth is in compliance with the growth projections of the City of Rocklin General Plan, which takes into account adequate fire service for the growing population. It is anticipated that the existing and future Rocklin Fire Department staff and equipment would be sufficient to meet the demands of the FMP while maintaining City response times and ISO rating. Near-term projects would not require the construction or expansion of any fire department facilities that would not have a significant effect on the environment that have not already been disclosed in the City of Rocklin General Plan EIR (City of Rocklin 2011). In addition, the development of all phases would be in line with the City of Rocklin General Plan policies related to fire protection services. At the time of future development, structures proposed under all phases of the FMP would be required to install appropriate fire suppression systems in accordance with the Uniform Fire Code and any other local ordinances.

LONG-TERM PROJECTS

Long-term projects include demolition of existing structures, construction of new structures, and rehabilitation of numerous existing structures for the next 20 years. As discussed in the Chapter Three - Project Description, long-term growth, while difficult to accurately predict, is predicted to serve a maximum projected enrollment of 22,500 students (or a headcount of 13,500 average daily students and staff Monday through Thursday). This is in compliance with the growth projections used for the City of Rocklin General Plan (City of Rocklin 2012).

The City's Insurance Protection Class Code or ISO Rating is three. The Insurance Services Office (ISO) uses a 1-10 rating scale to assess the adequacy of fire services from a particular station or district. A rating of one is the best level of service and a rating of ten is the lowest level of service. ISO ratings are the basis for setting fire insurance premium costs for local property owners, and thus are of significant importance to residents and property owners within each district. The rating assigned to a particular district or station is based on three factors: communication (10 percent), water supply (40 percent), and fire department abilities (50 percent). ISO ratings worse than five result in increased insurance premiums, and ratings of nine or ten typically result in premiums twice as high as areas which have a rating of seven or less.

Students and employees of the Campus may require the services of the Rocklin Fire Department in the event of an emergency. The Fire Department's average response time to all incidents is 5 minutes and 31 seconds. The proposed FMP is located within an existing fire protection service area, with the nearest fire station, Fire Station No. 23, being located at 4060 Rocklin Road, which is approximately one mile east of the Campus. Because the long-term projects would not result in an increased residential population and are in compliance with the growth projections of the City of Rocklin General Plan, which takes into account adequate fire service for the growing population, it is anticipated that the existing and future

Rocklin Fire Department staff and equipment would be sufficient to meet the demands of the FMP while maintaining City response times and ISO rating. The long-term projects would not require the construction or expansion of any fire department facilities that would not have a significant effect on the environment that have not already been disclosed in the City of Rocklin General Plan EIR (City of Rocklin 2011).

Police Protection

Potential Project impacts on police protection services were evaluated based on the adequacy of existing and anticipated staffing, equipment, and facilities to meet any additional demand for City police protection services resulting from implementation of the proposed FMP. Potential effects on the officer-to-population ratio and the net increase in reported incidents and calls for service were also taken into consideration when determining the impact from the implementation of the FMP.

NEAR-TERM PROJECTS

Near-term Projects include a parking garage on the north end of the campus, infrastructure improvements on the north side of campus, a new instructional building, modernization of Weaver Hall, and gym modernizations. Near-term improvements to infrastructure include widening and some relocating of the service road, which would improve access for emergency vehicles. A large tree-lined corridor that leads from the south parking lot to the science building features a pair of sweeping 40-foot wide walks which also serves as an emergency traffic lane through campus. The new buildings, structures and fire lane would be consistent with the City of Rocklin General Plan Policies for Police Protection. The relevant policies are as follows:

- PF-11: Ensure that new development will not create a significant negative impact on the existing level of police and fire protection services.
- PF-14: Require that projects be designed with adequate access for emergency services and general circulation. Such design should typically include the provision of multiple points of access.
- PF-18: Support community-oriented police services, including strong crime prevention and educational programs, school resource officers, and neighborhood watch programs.

LONG-TERM PROJECTS

The Campus is served by on-site security personnel and the Rocklin Police Department, headquartered at 4080 Rocklin Road, approximately one mile west of the long-term project sites. Students and employees of the Campus may require the services of the Rocklin Police Department in the event of an emergency.

Development of the long-term projects could slightly increase demand for police services. However, because the project is in compliance with the growth projections used for the City

of Rocklin General Plan and would be in line with the City of Rocklin General Plan policies related to police protection services, the projects would not result in an increased residential population. Therefore, it is anticipated that the existing and future Rocklin Police Department staff levels would be sufficient to meet the demands of the FMP at full build-out. In addition, the Campus would continue to have on-site security personnel as needed. The daily number of employees and students on campus would not trigger the need to add additional officers not already disclosed in the City of Rocklin General Plan.

Schools

There are three schools within the City of Rocklin located less than 1.5 miles from the Rocklin Campus. They include Sierra Elementary Schools to the south, and Springview Middle School and Rocklin Elementary School to the west of I-80. The FMP would not result in residential development or an increase in residential population that would increase demand on existing school facilities or negatively affect the acceptable service ratios of existing schools. The development of the Campus as envisioned by the FMP is in compliance with the growth projections disclosed in the City of Rocklin General Plan. This plan has been developed to accommodate the need for additional college facilities generated by the City's future growth. Implementation of the FMP would include the construction of new and upgraded school facilities on the campus in order to continue to serve this growing student and faculty population.

Parks

The FMP would not result in an increased residential population that would increase demand on existing park facilities or negatively affect the acceptable service ratios of existing parks. Implementation of the FMP would include the addition of new and upgraded recreational facilities on-campus, providing additional recreational opportunities to serve the growing student and faculty population. Refer to Section 4.12 for a complete description and analysis of parks and other recreational facilities and services.

Other Public Facilities

Other public facilities would include libraries and other public buildings and services provided by the City of Rocklin. The Rocklin Campus serves the local residents, and will provide library, recreational, and other services for students. It will not increase the use of the municipal services in Rocklin or other nearby communities.

CONCLUSION

Impacts to fire protection services as a result of the near-term and long-term projects of the FMP would not result in physical impacts or the need for additional fire protection, or lead to slower response times; therefore, there would be a less-than-significant impact to fire protection services. The proposed development for near-term projects would be in line with General Plan policies for fire and police protection and would result in a less-than-significant impact. Long-term impacts to police protection services could increase but are

consistent with the Rocklin General Plan and would be less than significant. The FMP near-term and long-term projects will not result in increased population to the City or increased use of schools or other public facilities. Impacts to schools as a result of the FMP would be less than significant. The addition of the new and improved facilities in the City could potentially decrease the use of other regional parks and recreational facilities by providing an additional option to serve the campus population. Therefore, impacts on parks would be considered less than significant.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

Impacts would be *less than significant*.

Impact #4.15-b: Would the Project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

The Project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

Wastewater from the campus is treated at the Dry Creek Wastewater Treatment Plant, which is operated by the WPWMA. According to the City's General Plan, the Dry Creek Wastewater Treatment Plant operates under a Federal NPDES permit and discharges its treated effluent into Dry Creek under standards established by the CVRWQCB. The SPWA is responsible for requirements in the NPDES permit, and the campus would continue to comply with the applicable requirements.

CONCLUSION

The FMP would not exceed wastewater treatment requirements of the CVRWQCB; therefore, there would be a less-than-significant impact.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

Impacts would be *less than significant*.

Impact #4.15-c: Would the Project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The Project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

As discussed in Chapter Three - Project Description, 14,400 students were enrolled at the Rocklin Campus during the fall 2013 term. It was estimated that on an average Monday through Thursday basis there are currently 6,000 students and staff on campus at any one time. This value is used as the baseline enrollment for this analysis. Additionally, the District estimates that on an average Monday through Thursday basis there will be 9,420 students and staff on campus daily at any one time, upon full build out (or maximum intensity) of the FMP. All potential environmental impacts are based on this number.

Sierra College currently receives potable (domestic) and raw water (for irrigation) from the PCWA. Metered potable water usage for the campus in 2017 totaled 11,506,000 million gallons, or 35.3 AFY (Appendix G). Since 2013, Sierra College has been implementing long-term water reduction measures which have resulted in a 48 percent reduction in potable water consumption; metered water usage totaled 68.1 AFY in 2013. The proposed FMP was included in PCWA's 2015 UWMP as having a treated water demand of 84 AFY and an unchanged raw water demand. The WSA prepared for the Project (Appendix G), determined that with the planned 57 percent increase in students over the next 20 years, to Project build-out, demands are estimated to increase by 50 percent, bringing the estimated Project demand to 52.9 AFY; therefore, given that this value is less than the value assumed in the 2015 UWMP, there are sufficient supplies to meet the needs of the proposed FMP. The WSA also notes that current water infrastructure, a 10-inch treated water main located in Rocklin Road, is sufficient for the FMP through 2037, and that any minor water system improvements needed in support of FMP implementation, on-site or off-site, can be coordinated under Facilities Agreements with the Agency.

Furthermore, the PCWA estimates that the FMP will reduce raw water demand on the campus by approximately 10 percent (from what was accounted for in the 2015 UWMP) through the addition of approximately six acres of hardscape, currently irrigated by raw water. The FMP would not require or result in the construction of new water facilities, or the expansion of existing water facilities; therefore, there would be a less-than-significant impact.

The campus is served by a sanitary sewer collection system owned, operated and maintained by the SPMUD. Wastewater connections are transported through a District trunkline in Rocklin Road. Transported wastewater is then treated at the Dry Creek Wastewater Treatment Plant. The collected wastewater is treated at the city-operated Dry Creek Wastewater Treatment Plant. The treatment plant has an average daily flow of 12 million gallons per day with a design capacity of 18 million gallons per day. The FMP would generate additional wastewater discharges by adding additional instructional space and through increased enrollment over time; however, according to the Drainage and Water Quality Study prepared for the Project (Appendix G), Roseville wastewater treatment plant officials advised that a proposed 50 percent increase in wastewater flows from the campus over the next 20 years would be a less-than-significant impact. In addition, the SPMUD advises that

although the existing sewer trunkline has a potentially limited capacity it is scheduled for early replacement with a larger line.

CONCLUSION

The FMP would not require or result in the construction of new water facilities, or the expansion of existing water facilities; therefore, there would be a less-than-significant impact. The Project would result in additional wastewater flow over the next 50 years, which has been determined to be a less-than-significant impact.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

Impacts would be *less than significant*.

Impact #4.15-d: Would the Project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The near-term projects would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

All storm water drainage facilities on the existing campus are maintained by the College and adhere to the appropriate design standards. If new storm water drainage facilities or expansion of existing facilities is required, the college would continue to adhere to the appropriate design standards. Storm drainage systems, and impacts of the FMP on such systems, are discussed in Section 4.8, Hydrology and Water Quality.

CONCLUSION

Long-term projects may result in the need for new storm water drainage facilities or expansion of existing facilities. These would be potentially significant impacts.

MITIGATION MEASURE(S)

Implementation of Mitigation Measure MM HYD-1.

EFFECTIVENESS OF MEASURE(S)

Implementation of this Mitigation Measure would reduce Impact #4.15-d to *less than significant with mitigation*.

Impact #4.15-e: Would the Project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

The Project would have sufficient water supplies available to serve the Project from existing entitlements and resources, and no new or expanded entitlements would be needed.

The WSA for the FMP (Appendix G) evaluated the ability of the PCWA to provide a treated domestic water supply and a raw water irrigation supply to the campus.

The PCWA's 2015 UWMP included the proposed FMP with a treated water demand of 84 AFY and an unchanged raw water demand and concluded that even in dry years and multiple dry years, the expanded-campus water supply was secure and adequate. As discussed previously in Impact #4.15-d, PCWA staff estimate a treated water demand of 53 AFY and a 10 percent reduction in raw water demand as a result of the FMP. Because these values are less than the values assumed in the 2015 UWMP, the PCWA concludes that there are sufficient supplies to meet the needs of the proposed FMP.

CONCLUSION

The Project would not increase use of treated or waste water at a significant level and impacts to the water supply would be less than significant.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

Impacts would be *less than significant*.

Impact #4.15-f: Would the Project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The Project would result in a determination by the wastewater treatment plant provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments.

As discussed in Impact #4.5-b, the proposed FMP projects would generate additional wastewater discharges by adding additional instructional space and through increased enrollment over time. This additional wastewater flow would result in an increased demand on the local wastewater treatment infrastructure.

Per personal communications with Laura Doty (Doty, Laura. 2018b. *pers. Comm.*), sewer use is based on the amount of domestic water used with the assumption that all potable water used by the College population would go directly into the sanitary sewer system. College campus flows to the sewer service collection system are at present, based upon domestic

water use metering in 2017, approximately 45,000 gallons per day. These flows are projected to increase, proportionate to a 20-year FMP-projected 50 percent on-site student population from 9,000 per day to 13,500 students, and an increase in wastewater to 67,500 gallons per day. This limited water usage, and related wastewater discharges, are the result of major and continuing campus water use reduction programs and facilities.

Wastewater treatment is provided to SPMUD-transported wastewater by the SPWA Dry Creek Wastewater Treatment Plant, a tertiary treatment facility of 18 million gallons per day capacity. Such a flow increment will not significantly result in an early requirement for an increase in the plants permitted discharge, require earlier facilities expansion, or affect the determination that additional plant capacity is required. Roseville wastewater treatment plant officials, upon being advised that a 50 percent increase in that flow from the campus over the next 20 years can be anticipated, advised that such increase would be less than significant. The plant is in full compliance with its State Waste Discharge Permit.

The campus would continue to pump wastewater flows through the 8-inch sanitary sewer line on Rocklin Road, operated by the SPMUD. The District advises that although the existing sewer trunkline has a potentially limited capacity it is scheduled for early replacement with a larger line.

CONCLUSION

The Project would increase wastewater flows within the range consistent with growth as anticipated by the City and will not result in a significant impact.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

Impacts would be *less than significant*.

Impact #4.15-g: Would the Project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

The Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs.

The existing campus facilities produce an estimated total of 925 tons of solid waste each year, 59 percent, or 550 tons, of which is recycled (Doty, Laura. 2018b. *pers. comm.*). For this analysis, it was assumed that the amount of tonnage per year was produced solely from students and staff. The FMP would comply with all federal, state, and local statutes related to solid waste. It was calculated that 2.5 tons of solid waste was produced per day⁵ by using

⁵ 925 tons per year / 365 days = 2.5 tons per day

the daily baseline population of 6,000 students and staff. Assuming maximum student enrollment at full build-out of the FMP total daily solid waste and recyclable production will be approximately 3.9 tons per day⁶ with 59 percent thereof recycled. This would result in a 498.5 ton increase totaling 1,423.5 tons per year⁷.

The WPWMA provides recycling and waste disposal services to “Participating Agencies,” including the City of Rocklin. Solid waste produced from the campus is transported and transferred by a private contractor to the Western Regional Sanitary Landfill, a 281-acre Class II and III waste disposal facility, and adjacent recycling facility, owned and operated by the WPWMA. The landfill has been estimated by the California Integrated Waste Management Board to have sufficient capacity to accept permitted daily waste flows of 1,900 tons per day with a capacity projected to extend to 2058. The adjacent Materials Recovery Facility (MRF) enables recycling to achieve state mandated waste diversion goals, achieving a diversion rate of 42 percent of the waste delivered to the landfill in the year 2013. The campus’ waste constitutes about one percent of the total solid waste delivered to the landfill and MRF; therefore, the landfill will be little affected by the 1.4 ton per day increase in solid waste. The continuation of the District’s existing 59 percent recycle rate and the Western Placer County’s landfill-adjacent MRF assure compliance with recycling requirements and regulations. In addition, the WPWMA has 465 acres of land adjacent to the disposal facility which could be permitted in the future for landfill usage. Therefore, the WPWMA has adequate capacity to serve the existing and future campus facilities as established in the FMP. The impact would be less than significant.

Implementation of the proposed FMP would also generate construction waste for projects in the near-term and long-term. Construction waste would be recycled to the extent possible, with waste then transported to the Materials Recovery Facility and Western Regional Sanitary Landfill. The facilities are expected to have capacity through 2058.

CONCLUSION

The Project would increase solid waste by approximately 1.4 tons per day from increased students on Campus for the 20-year FMP period. Construction activities would also result in increased solid waste, with a portion of the construction material being recycled materials.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

Impacts would be *less than significant*.

⁶ 2.5 tons per day / 6,000 people = 0.00041667 tons per person per day

0.00041667 tons per person per day x 9,420 people = 3.9 tons per day

⁷ 3.9 tons per day x 365 days = 1,423.5 tons per year

Impact #4.15-h: Would the Project comply with federal, state, and local statutes and regulations related to solid waste?

The Project would comply with federal, state, and local statutes and regulations related to solid waste.

Approximately 59 percent of all solid waste recovered from the Sierra College Rocklin campus was recycled in 2017 (Doty, Laura. 2018b. *pers. comm.*). Solid waste generated from construction and operation of the FMP would be consistent with the College's ongoing recycling program, and the City's requirements.

CONCLUSION

Solid waste generated from construction and operation is consistent with the College's ongoing recycling program, and the City's requirements, and impacts will be less than significant.

MITIGATION MEASURE(S)

No mitigation measures are required.

EFFECTIVENESS OF MEASURE(S)

Impacts would be *less than significant*.

CHAPTER 5 - CUMULATIVE IMPACTS

5.1 - Introduction

CEQA requires that an EIR examine the cumulative impacts associated with a project. “Cumulative impacts” are defined as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” (CEQA Guidelines, Section 15355; see also Pub. Resources Code, Section 21083, subd. (b).) Stated another way, “a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with *other projects* causing related impacts.” (CEQA Guidelines, Section 15130, subd. (a)(1) [emphasis added])

CEQA Guidelines Section 15130 requires the consideration of cumulative impacts within an EIR when a project’s incremental effects are cumulatively considerable. Cumulatively considerable means that “. . . the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.” This formulation indicates that particular impacts may be less than significant on a project-specific basis but significant on a cumulative basis, because their small incremental contribution, viewed against the larger backdrop, is cumulatively considerable.

In accordance with CEQA Guidelines Section 15130(b), “... the discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, the discussion need not provide as great [a level of] detail as is provided for the effects attributable to the project alone.” The discussion should be guided by standards of practicality and reasonableness, and it should focus on the cumulative impact to which the identified other projects contribute rather than on the attributes of other projects that do not contribute to the cumulative impact. The project’s cumulatively considerable contribution to a cumulative impact is not considered significant if the project’s contribution to the cumulative impact can be mitigated to below the level of significance through mitigation, including providing improvements and/or contributing funds through adopted fee-payment programs. The EIR must examine “reasonable options for mitigating or avoiding any significant cumulative effects of a proposed project” (CEQA Guidelines, Section 15130).

The CEQA Guidelines allow for the use of one of two alternative methods to determine the scope of projects for the cumulative impact analysis:

- List Method – A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency (Section 15130 (1)(A)); and/or
- Plan Projection Method – A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified

prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency. (Section 15130 (b)(1)(B)).

Although the List Method was selected to conduct the cumulative impact analysis for this Draft EIR, it is important to note that certain cumulative impacts such as effects of the proposed Project on air quality (regional air basin) and greenhouse gas emission (worldwide) must consider a much larger geographic area than the area comprised of the projects constituting the “list” of projects in the general vicinity of the proposed Project.

The following section summarizes projects in the vicinity of the proposed Project.

5.2 - Cumulative Projects

Table 5-1 identifies related completed and approved projects and other pending probable future development in the Project vicinity determined as having the potential to interact with the Project to the extent that a significant cumulative effect might be expected to occur. Those project locations are depicted in Figure 5-1. Any proposed project within the Project vicinity for which an application had been filed at the time of the NOP for the Project was considered a probable future project.

Of particular note is the proposed Costco project, which site is located two miles northeast of Campus in the Town of Loomis, also on the east side of I-80. This proposed wholesale warehouse store would include 152,101 square feet of floor area, a tire center, a 24-dispenser fueling station with potential to expand to 30 dispensers, and parking field and landscaping on a 17.4-acre site. A Draft EIR was prepared and circulated, but as of August 30, 2018 had not yet been presented for certification or approval of entitlements.

As stated in the introduction to this section, unlike other resources, cumulative impacts related to regional air quality and global climate change are not limited to consideration of the immediate geographic vicinity of the proposed Project.

5.3 - Cumulative Impacts Analysis

5.3.1 - AESTHETICS

The geographic setting of the potential aesthetic cumulative impacts consists usually of the areas with the same view-shed as the Project. This area was chosen because the aesthetic effects of the Project cannot interrelate with, or exacerbate, those of other projects that cannot be seen at the same time. Therefore, the cumulative impacts of visual resources would be limited to site specific impacts associated with any of the listed projects if they are not within the same view-shed area.

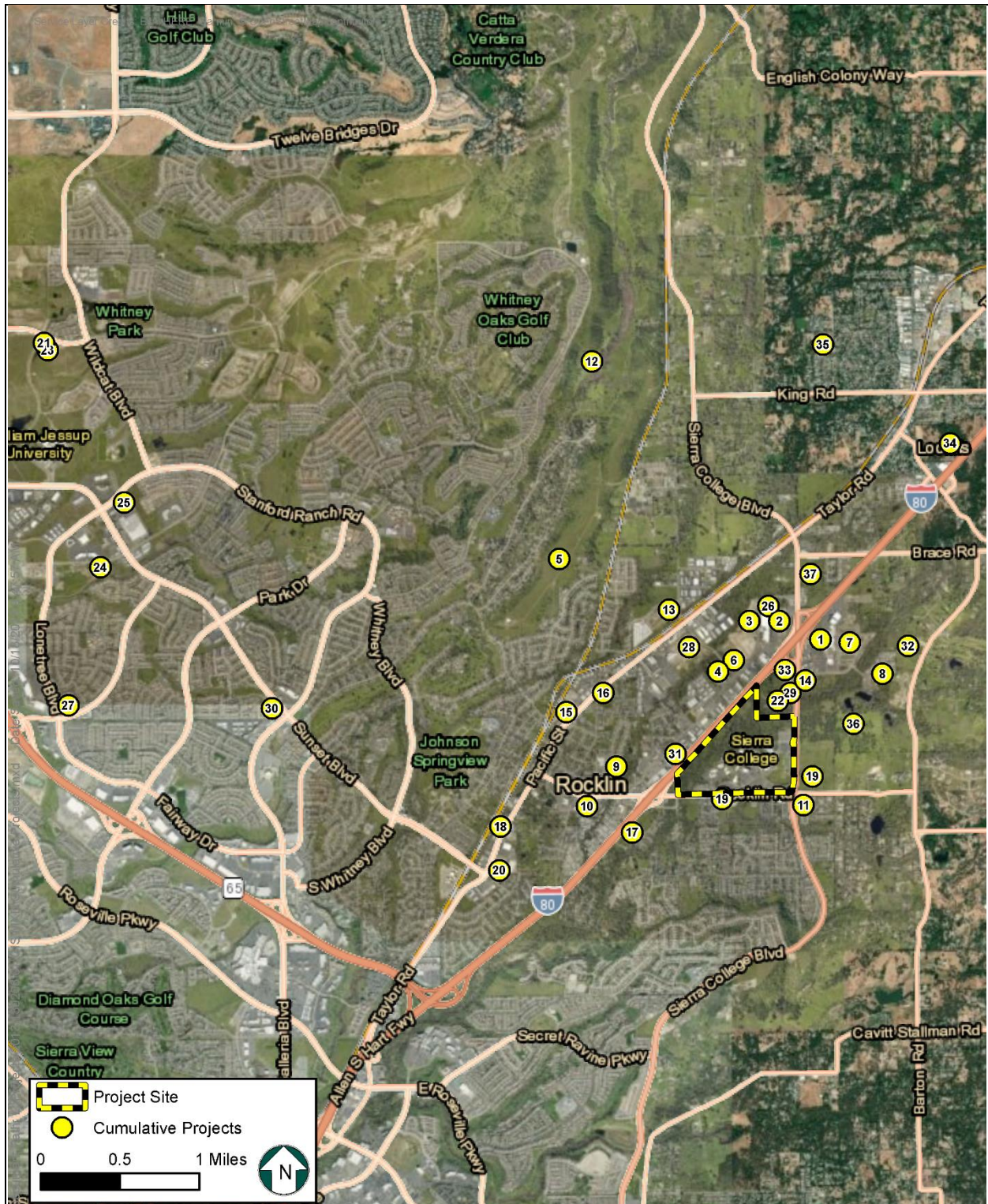


Figure 5-1
Cumulative Projects

Table 5-1
List of Past, Present, and Probable Future Projects

Map #	Project Description	Street	Status	Final Approval Date	Year Built	Comments
1	Rocklin Crossings	SE quadrant of I-80/Sierra College Blvd.	Approved			83,000 sq/ft retail
2	Rocklin Commons	NW quadrant of I-80/Sierra College Blvd.	Approved			120,000 sq/ft retail
3	Garnet Creek	On Granite Drive, opposite Target	Completed			224 multi-family dwelling units
4	Granite Dominguez Subdivision	On Granite Drive, west of Dominguez Road	Approved			71 single-family dwelling units
5	Los Cerros Subdivision	On ridge along Hillside Drive	Approved			115 single-family dwelling units
6	Brighton Subdivision	NE corner of Granite and Dominguez	Completed			72 single-family dwelling units
7	Rocklin 60	Behind Rocklin Crossings along Schriber Way	Completed			179 single-family dwelling units
8	Croftwood, Unit 1	East of Schriber Way	Completed			51 single-family dwelling units
9	Granite Terrace	Behind Rocklin library	Approved			42 single-family dwelling units
10	Avalon Subdivision	On Rocklin Road, east of Grove Street	Completed			76 single-family dwelling units
11	Sierra Gateway Apartments	SE corner of Rocklin Road/Sierra College Boulevard	Approved			195 multi-family dwelling units
12	Clover Valley Residential	West of Sierra College Boulevard and east of Whitney Oaks	Approved			558 single-family dwelling units
13	Parklands Subdivision	North of Pacific Street, west of Del Mar Avenue	Completed			142 single-family dwelling units
14	The Center at Secret Ravine	East of Sierra College, south Rocklin Crossings	Approved			16,000 sq/ft retail
15	ZL Rocklin	North of Pacific Street, east of Midas Avenue	Approved			204 multi-family dwelling units

Cumulative Impacts

Map #	Project Description	Street	Status	Final Approval Date	Year Built	Comments
16	Quarry Row Subdivision	Southeast corner of Pacific Street and Grove Street	In process			64 dwelling units
17	Rocklin Park Senior Living Addition	5450 China Garden Road	In process			23,164 sq/ft senior living space
18	Farron Street Retail Building	Southwest corner of Pacific Street and Farron Street	In process			2,100 sq/ft retail
19	Sierra Villages	Northeast corner of Rocklin Road and Sierra College Boulevard and southeast corner of Rocklin Road and El Don Road	In process			386 du, 27.4 acres of Mixed Use, 31.2 acres of Park/OS
20	Quarry Place Apartments	Northeast corner of Pacific Street and Sunset Boulevard	In process			180 apartments, 44 SFD, 9,700 sq/ft commercial
21	Placer Creek Apartments	Southeast corner of University Avenue and Whitney Ranch Parkway	In process			232 apartments
22	Secret Ravine Community	West side of Sierra College Boulevard at the SW intersection of Sierra College Boulevard and the future extension of Dominguez Road	In process			144 apartments, 12.41 acres of commercial/OS
23	Orchard Creek Business Park Rezone	Southeast corner of West Ranch View Drive and University Avenue	In process			24.5 acres of High Density Residential (min of 22 du per acre)
24	West Oak Townhomes	South of West Oaks Boulevard, directly to the east of Kathy Lund Park	In process			20 townhomes
25	Stanford Ranch Storage	1400 Stanford Ranch Road	In process			93,460 sq/ft storage, 251 RV and boat storage spaces, 3,080 sq/ft office
26	Tractor Supply Company	Approximately 800 feet west of the intersection of Granite Drive and Sierra College Boulevard	In process			19,034 sq/ft retail with parking lot

Cumulative Impacts

Map #	Project Description	Street	Status	Final Approval Date	Year Built	Comments
27	Blue Oaks Marketplace	Northeast corner of Lonetree Boulevard and Blue Oaks Boulevard	In process			Seven (7) parcel land division of existing center
28	Sierra Pine Tentative Parcel Map	4300 Dominquez Road	In process			Three (3) parcel land division for future development
29	Quick Quack Car Wash	West side of Sierra College Boulevard at the SW intersection of Sierra College Boulevard and the future extension of Dominguez Road	In process			3,510 sq/ft commercial use
30	Stanford Plaza Condo Conversion	2320 Sunset Boulevard	In process			Division of existing building into three (3) legal parcels
31	Niello Jaguar-Land Rover	4545 Granite Drive	In process			12,925 sq/ft remodel and 13,935 sq/ft expansion
32	Croftwood II Subdivision	West side of Barton Road at the terminus of Lakepointe Drive	In process			60 lot residential subdivision
33	Rocklin Station	Southwest corner of Sierra College Boulevard and Interstate 80	Approved			32,589 sq/ft of commercial uses
34	The Village at Loomis	Northwest of the Interstate 80 (I-80)/Horseshoe Bar Road interchange	Approved			426 du, 56,000 sq/ft commercial use, 25,000 sq/ft office uses
35	The Grove Subdivision	Southwest of the intersection of Humphrey Road and No Name Lane, Town of Loomis	Approved			31 lot residential subdivision
36	Flying Change Farms Equestrian Center	5145 James Drive, Town of Loomis	Approved			40-stall horse boarding facility
37	Costco	Southeast corner of the Sierra College Boulevard/Brace Road intersection, Town of Loomis	In process			152,101 sq/ft retail

The Facilities Master Plan (FMP), with the implementation of mitigation, would not have a substantial adverse effect on a scenic vista; substantially damage scenic resources, including trees, rock outcroppings, or historic buildings; substantially degrade the existing visual character or quality of the site and its surrounding, or create a new source of substantial light or glare. Sierra College opened in 1961. Although the Project facilities are expected to be of similar or higher quality than the existing environment at full build-out, future construction of long-term projects will require additional project-specific CEQA review where warranted (i.e., they would result in impacts not already fully contemplated in this EIR). Even when the FMP is considered together with all completed, approved, and probable future projects, the imposition and implementation of mitigation measures should preclude the occurrence of a significant cumulative aesthetic effect. Thus, the FMP will not make a cumulatively considerable contribution to any significant cumulative aesthetic impact. Future near- and long-term projects reviewed by this EIR will additionally be subject to design review prior. It may be that the architecturally-pleasing, master-planned and landscaped additions and renovations to the campus will contribute to an enhanced aesthetic setting.

Cumulative impacts would, with mitigation, be *less than cumulatively considerable*.

5.3.2 - AIR QUALITY

The geographic setting for cumulative impacts to air quality consists of the regional air basin as potentially affected by approved and proposed developments in the area of the Project site based on the list of foreseeable projects prepared in consultation with City of Rocklin Planning staff. The proposed Project site is located within the Sacramento Valley Air Basin (SVAB) and is under the jurisdiction of the Placer County Air Pollution Control District (PCAPCD). The SVAB is designated nonattainment for federal particulate matter 2.5 microns in diameter (PM_{2.5}) and the State particulate matter 10 microns in diameter (PM₁₀) standards, as well as for both the federal and State ozone standards. The federal Clean Air Act requires areas designated as federal nonattainment to prepare an air quality control plan referred to as the State Implementation Plan (SIP). The SIP contains the strategies and control measures for states to use to attain the national ambient air quality standards (NAAQS). In compliance with regulations, the PCAPCD periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the NAAQS, including control strategies to reduce air pollutant emissions via regulations, incentive programs, public education, and partnerships with other agencies.

The proposed Project's construction-related and operational emissions would not exceed the applicable cumulative thresholds of significance as defined by the PCAPCD in June 2010. In addition, the Project would be required to comply with all applicable PCAPCD rules and regulations. Because the Project would not exceed the thresholds of significance, the proposed Project would not substantially contribute to the region's nonattainment status of ozone or PM. Therefore, implementation of the proposed Project would not conflict with or obstruct implementation of the applicable air quality plan, violate an air quality standard or contribute to an existing or projected air quality violation. Therefore, a *less-than-cumulatively-considerable* impact related to air quality could occur. Note that projects

constructed in the long term (e.g., after 2025) may need to comply with standards that are not in place at this time.

The Project is part of a pattern of urbanization occurring in the greater Sacramento ozone-nonattainment area. The growth and combined population, vehicle usage, and business activity within the nonattainment area from the Project, in combination with other past, present, and reasonably foreseeable projects within Rocklin and surrounding areas, could either delay attainment of the standards or require the adoption of additional controls on existing and future air pollution sources to offset emission increases. Thus, the Project could cumulatively contribute to regional air quality health effects through emissions of criteria and mobile source air pollutants.

ARB approved the 2013 SIP Revisions to the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (Ozone Attainment Plan). This Plan describes how Placer County and the Sacramento nonattainment area will attain the required federal 8-hour ozone standard by the required deadline. Future emissions reduction strategies or control measures are provided to meet federal CAA requirements. Some of them include, but are not limited to, the following: regional mobile incentive programs, urban forest development programs, and local regulatory measures for emission reductions related to architectural coatings, automotive refinishing, natural gas production and processing, asphalt concrete, and various others. The proposed FMP is required to comply with the Ozone Attainment Plan. Therefore, the Project is on track to comply with ozone reduction attainment standards, and the impact would be *less than cumulatively considerable*.

The proposed Project's unmitigated operational emissions of NO_x would exceed the suggested thresholds of significance. Mitigation applied to the Project causes emissions now to fall below the thresholds of significance. The mitigation includes standard design features that will be incorporated in the Project's design, such as pathways that connect the on-site campus buildings and the close proximity to an existing bus stop and to Downtown. No additional mitigation measures were required to bring emissions below any established thresholds.

The proposed near-term projects at full build-out would not result in ozone emissions exceeding the PCAPCD's threshold for cumulative emissions. This would result in a *less-than-cumulative-considerable* impact.

The proposed Project would not involve any of the above uses identified by the California ARB; therefore, the toxic air contaminants (TACs) would not be expected to cause a significant impact. In addition, because the proposed Project would reduce the number of vehicle trips associated with build-out of the site compared to what has been anticipated in the General Plan EIR, the resultant CO emissions would likewise be less than anticipated. A *less-than-considerable-cumulative* impact would occur.

The Project was determined to be individually less than significant. The cumulative construction and operational air quality impacts of the Project, even when considered

together with other foreseeable regional development, would be *less than cumulatively considerable*.

5.3.3 - BIOLOGICAL RESOURCES

The geographic setting for cumulative impacts to biological resources consists of the subregional geographical range for species that could occur in the Project area, including foraging raptors, mammals such as American badgers, and fish species, as potentially affected by approved and proposed developments in the area of the Project site based on the list of foreseeable projects prepared in consultation with City of Rocklin Planning staff.

Redevelopment of portions of the Campus, and development of undeveloped areas of District property as proposed under the FMP, is not expected to contribute directly to cumulative biological resource impacts in the region. With implementation of mitigation proposed that would off-set impacts to special-status species, the Project would have impacts that are reduced to less than significant.

Each project within the City of Rocklin (excluding Project construction for education facilities) would be subject to the General Plan and other policies for conservation and protection of biological resources and natural water bodies. Those policies include development standards intended to avoid or minimize direct impacts where feasible and call for mitigation in the form of restoration or replacement when impacts on such resources cannot be avoided. If each future project were to comply with the General Plan policies and mitigation measures pertaining to biological resources, natural water bodies, the impacts of individual projects to these resources could be avoided. Implementing Project Mitigation Measures MM BIO-1 through BIO-7 would reduce and/or provide compensation for the direct impacts on sensitive habitats and special-status species found on the Project site, resulting in a less-than-cumulatively-considerable Project impact.

The Project site includes the natural areas, which will be partially developed under the FMP, and the loss of oak woodland habitat and riparian resources would contribute to the cumulative loss of natural habitats. The proposed Project, in conjunction with buildout of other projects in Rocklin would contribute to the permanent loss of habitat in Rocklin. The Project will result in impacts to 0.02 acre of riparian habitat and 0.01 acre of water, and with implementation of mitigation these impacts would be considered less than significant. The Project will also include impacts to 8.37 acres of woodland habitat. Because this habitat is along the fringe of existing roads and other human activities, and mitigation will be implemented to further reduce impacts, the Project will result in less than significant impacts to habitat. The Costco proposed north of Sierra College would result in the loss of approximately 10 acres of annual grassland and eight acres of valley oak woodland, including the loss of 372 mature trees. Mitigation measures will require the replacement for the loss of trees, as it will for the FMP Project. The cumulative effects of the proposed Project when mitigation is implemented, considered together with past, present, and probable future projects, will not be cumulatively significant effect. Therefore, the incremental cumulative impacts to biological resources from the Project would be *less than cumulatively considerable*.

The Project would result in permanent facilities being constructed on the site, but the wildlife values would not be reduced substantially from historic levels. Direct and indirect Project impacts that could potentially occur to special-status species would be precluded by implementing standard avoidance and minimization measures. There are no projects that would, in combination with the proposed Project, produce a significant impact to jurisdictional waters. Other projects in the vicinity of the proposed Project site will be required to comply with laws and regulations protecting biological resources. Such compliance will contribute to limiting direct cumulative impacts on biological resources. The direct and indirect Project impacts are less than significant with implementation of mitigation measures. The cumulative habitat loss of this and all projects within the geographical area considered will *be less than cumulatively significant*.

5.3.4 - CULTURAL RESOURCES

The geographic scope of analysis appropriate for cultural resources is one where the archaeological, historical, and paleontological resources within the radius are expected to be similar to those in the Project area because of their proximity. Similar environments, landforms, and hydrology would result in similar land uses and therefore, site types. Similar geology within this vicinity would likely yield fossils of similar sensitivity and quantity. Impacts of the proposed Project would be cumulatively considerable if they have the potential to combine with similar impacts of other past, present, or reasonably foreseeable projects. The cultural resources report (Appendix E) states that, “prehistoric Native American village, camp and food processing sites occur along Secret Ravine...During the gold rush, the auriferous soil and gravels of Secret Ravine were intensively placer mined...After the gold rush, miners of Chinese descent continued to rework the earlier claims.” Therefore, although Secret Ravine is most likely to reveal prehistoric and historic artifacts (prior to historic agricultural use), the geographic setting for cumulative impacts to cultural resources would include the areas around Rocklin, including Oroville locality to the north, the Central Sierra area to the east and the Central Valley/Delta area to the west, as described in Chapter 4.4 of this EIR.

An analysis of cumulative impacts takes into consideration the entirety of impacts that the other similar projects as presented in the project list and shown in Figure 5-1 would have on archaeological, paleontological and historical resources. This geographic scope of analysis is appropriate because the archaeological, historical, and paleontological resources within the radius are expected to be similar to those in the Project area because of their proximity. Similar environments, landforms, and hydrology would result in similar land uses and therefore, site types.

The Project area has been identified to have a moderate to high sensitivity for cultural resources. Two historic-era archaeological resources were identified during the field survey as within or adjacent to the proposed location of the dormitory, consisting of an earthen ditch and a mining site containing a trash deposit, two mining activity areas and a large tailings pile. Both resources were formally evaluated and do not meet any of the criteria for California Register eligibility, nor do they appear to meet any criteria as a “unique archaeological resource” under CEQA Guidelines. Therefore, no further management of these

resources is necessary. Excavation activities associated with the proposed Project in conjunction with other projects in the area could contribute to the progressive loss of fossil remains or as-yet unrecorded cultural resources. Although not likely, construction activities associated with the proposed Project could contribute to the cumulative loss of historical, and archaeological resources result in adverse cumulative impacts. With implementation of MM CUL-1, CUL-2 and CUL-4, cumulative impacts on these resources and buried human remains including those interred outside of formal cemeteries resulting from the Project construction would be less than cumulatively considerable. However, not all structures on the campus are currently more than 50 years old (one criterion for eligibility as an historical resource) and may not have been evaluated for eligibility as an historic resource. Of those that reach the 50-year age requirement during the 20-year FMP, few, if any, would qualify as an historic resource. If the District should decide to alter or demolish a structure that has been determined to be an historic resource, the impact would be significant and unavoidable.

The standard mitigation measures referenced above are included for the Project to reduce any impacts to less than significant. These mitigation measures are recommended by professional archaeologists and are likely to be included in other proposed and approved projects in the area. The Project would contribute to cumulatively significant impacts when considered with other past, present, and proposed future projects. Therefore, impacts of the proposed Project would be *cumulatively considerable*.

With respect to paleontological resources, implementation of MM-CUL-2 and CUL-3 would reduce the cumulative impact from the Project to a level of less than considerable. Similar mitigation would also be imposed on other projects in Placer County to reduce each individual project's impact on historical, cultural paleontological resources and buried remains. With implementation of these mitigation measures, impacts would be *less than cumulatively considerable*.

5.3.5 - GEOLOGY, SOILS, AND SEISMICITY

The geographic setting for considering cumulative impacts related to geology and soils includes the extent of the Campus because impacts related to geology and soils are site specific.

Future development, as a result of the FMP, would be required to adhere to NPDES requirements, the preparation of a Stormwater Pollution Prevention Plan (SWPPP) that specifies Best Management Practices (BMPs) to prevent construction pollutants, applicable General Plan policies, as well as the Rocklin Municipal Code, and California Building Code. The FMP would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving the rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction or landslides. With implementation of MM GEO-1 and GEO-8, the Project would not result in substantial soil erosion or loss of topsoil; be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the proposed phase development, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction or collapse that could damage Campus facilities; or create substantial risks to life or property

from expansive soils. Lastly, the FMP does not include the installation of septic tanks or waste water disposal systems.

All planned projects in the vicinity of the Campus would be subject to review in separate environmental documents and likely would be required to conform to the City of Rocklin General Plan, mitigate seismic hazards, and provide appropriate engineering to ensure soil stability. Thus, the cumulative impacts of past, present, and reasonably foreseeable future projects would be less than cumulatively considerable. As currently proposed, and with the identified mitigation measures incorporated, the FMP would not contribute to a cumulative impact related to geology and soils. Impacts to geologic resources, with implementation of mitigation measures, would be *less than cumulatively considerable*.

5.3.6 - GREENHOUSE GASES

The geographic setting for cumulative impacts to greenhouse gases include the local, regional and global regions where GHGs can be dispersed.

Unlike criteria air pollutants, GHGs are global pollutants that are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one year to several thousand years). From the standpoint of CEQA, GHG impacts to global climate change are inherently cumulative. This fact has been emphasized by the California Supreme Court. “[B]ecause of the global scale of climate change, any one project's contribution is unlikely to be significant by itself. *** ‘With respect to climate change, an individual project's emissions will most likely not have any appreciable impact on the global problem by themselves, but they will contribute to the significant cumulative impact caused by greenhouse gas emissions from other sources around the globe. The question therefore becomes whether the project's incremental addition of greenhouse gases is ‘cumulatively considerable’ in light of the global problem, and thus significant.” (*Center for Biological Diversity v. California Department of Fish and Wildlife* (2015) 62 Cal.4th 204, 219, quoting (Crockett, Addressing the Significance of Greenhouse Gas Emissions Under CEQA: California's Search for Regulatory Certainty in an Uncertain World (July 2011) 4 Golden Gate U. Env'tl. L.J. 203, 207–208.)

GHG impacts generated by this individual proposed FMP would not be mitigated to a less than significant level, from the standpoint of CEQA, and GHG impacts to global climate change are inherently cumulative. The GHGs generated by this Project are considered to be incrementally significant when combined with past, present, and foreseeable future Project. There would be a *cumulatively significant* impact.

5.3.7 - HAZARDS AND HAZARDOUS MATERIALS

The geographic setting for cumulative impacts to hazards and hazardous materials consists of the Project site and immediate project vicinity, as the use of hazardous materials is site specific and not regional in nature.

The Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, or create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The College uses and stores chemicals and other materials on site. These include oil and petroleum products, lubricants, cleaning products, and other chemicals used for weed control and other landscaping uses, as described in the Phase 1 ESA (Appendix F).

Federal, State, and local regulations related to the transportation, use, and disposal of hazardous materials mitigate impacts related to hazardous material handling practices. Furthermore, the temporary use of construction-related hazardous materials (e.g., fuels and oils) would be intermittent, and would cease once construction has been completed. Operations would adhere to all applicable federal, State, and local regulations regarding the transportation, use, and disposal of hazardous materials, as discussed in the Project's Phase I ESA. In addition, with implementation of MM HAZ-1, the Project will mitigate any potential hazards to a less than significant level.

Therefore, the Project would create a less-than-significant cumulative impact in connection with impacts from past, present, or reasonably foreseeable future projects. With implementation of Mitigation Measure MM HAZ-1, impacts would be *less than cumulatively considerable*.

5.3.8 - HYDROLOGY AND WATER QUALITY

The geographic setting for cumulative impacts to hydrology and water quality consists of the area of the Project site, as well as the regional service area of the service provider, South Placer Municipal Water District, and the overall watershed of the region.

College campus flows to the sewer service collection system are at present, based upon domestic water use metering in 2017. These flows are projected to increase, proportionate to a 20-year Master Plan-projected, 50 percent onsite student population from 9,000 students per day to 13,500, and from 45,000 gallons of domestic water per day to 67,500 gallons per day. This limited water usage, and related wastewater discharges, are the result of major and continuing College water use reduction programs and facilities.

In addition to complying with the Federal Clean Water Act, the State Porter-Cologne Water Quality Act and the City of Rocklin General Plan policies governing wastewater disposal and water quality protection (Appendix G), Sierra College Rocklin Campus maintains a facility-specific onsite Spill Prevention, Control and Counter Measure (SPCC) Plan, which must be updated every five years. Such maintenance, and its implementation, are required by State and Federal regulations. The Plan provides guidelines for onsite spills or accidents of petroleum-based products such as gasoline, diesel, or oil. Wastewater treatment is provided to the South Placer Municipal Utility District-transported wastewater by the South Placer Wastewater Authority (SPWA) Dry Creek Wastewater Treatment Plant operated by the City of Roseville, a tertiary treatment facility of 18 million gallons per day capacity. Roseville wastewater treatment plant officials, upon being advised that a 50 percent increase in that

flow from the Campus over the next 20 years can be anticipated, advised that such increase would be less than significant. The plant is in full compliance with its State Waste Discharge Permit.

Each of the projects recently completed, ongoing, or proposed, as listed in Table 5-2, may have designs for stormwater drainage systems, as required by the City of Rocklin, Town of Loomis or Placer County. Some of these projects would therefore transmit storm water into retention facilities that would then percolate water back into groundwater aquifers. Storm drainage from the majority of the developed Campus is collected by a City of Rocklin storm drainage piping system in the site-bounded public streets and discharged to Secret Ravine southwest of and 'downstream' of the Campus. Although "routine", and subject to individual building/parking/access facility design, it will encompass major expansion of existing drainage facilities because of the Project-proposed addition of six acres of impervious surfaces for buildings plus five acres of supportive parking and access (Appendix G).

The Storm Water RCB requires a statewide General Permit (NPDES No CAS000002) to cover all construction activity in the state of California except Tribal Lands, projects by Cal Trans, and the Lake Tahoe Hydrologic Unit. The State's General Permit requires a Storm Water Pollution Prevention Plan specifying Best Management Practices, and also requires the elimination or reduced on-storm water discharges to storm sewer system and other waters of the U.S. Other requirements, such as those under Placer County Storm Water Management Manual, would ensure that projects do not cumulatively contribute to impacts from storm water.

The proposed Project would need to comply with federal, State, and local regulations regarding surface water, waste water, and storm water. These regulations (and similar city or local regulations) are applied to all projects within the watershed. The cumulative effects of the proposed Project, when considered with past, present, and probably future projects will not cause a cumulatively significant effect. Therefore, implementation of the Project in conjunction with current and future projects throughout the watershed would not result in substantial cumulative impacts to water quality or hydrology and will be less than cumulatively considerable. The Project's cumulatively considerable contribution to a cumulative impact is not considered significant because the Project's contribution to the cumulative impact is less than significant. Impacts to hydrology and water quality would be *less than cumulatively considerable*.

5.3.9 - LAND USE AND PLANNING

The geographic setting for cumulative impacts to land use and planning consists of the City of Rocklin, Town of Loomis and Placer County.

The Project would not physically divide an already established community, nor would it conflict with any applicable habitat conservation plan or natural community conservation plan. The Project, when considered with other projects would not contribute to a cumulatively significant impact. As discussed in Impact #4.9.2, the FMP is consistent with the City of Rocklin General Plan. However, potential conflicts or inconsistencies between the

Project and the Rocklin Oak Tree Preservation Ordinance that were adopted for the purpose of avoiding or mitigating an environmental effect could result in a potentially significant impact with regard to land use and planning; these impacts would be reduced to less than significant with implementation of MM BIO-8. When considered with past, present and probable future projects, the Project will not cause a cumulatively significant impact. Other projects within the City of Rocklin have or will be required to comply with the Rocklin Oak Tree Preservation Ordinance. Projects within the Town of Loomis or Placer County will need to comply with the oak tree conservation or preservation ordinances that apply. Each of these require replacement of removed trees, so that the impacts will be less than significant. The impacts to Land Use would be *less than cumulatively considerable*.

5.3.10 - NOISE

The geographic setting for cumulative impacts to noise consists of the Project site and immediate project vicinity along with areas adjacent to the identified roadway segments analyzed within the transportation and traffic section of the EIR. Noise impacts to students and staff on the campus were generated from both temporary construction and operations, from both stationary sources and traffic-related sources on roadways adjacent to the campus.

The Project would not expose persons to or generation of noise levels in excess of established standards; result in the exposure of persons to or generation of excessive groundborne vibration and groundborne noise levels; result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project; or be located within the vicinity of an airport land use plan or private airstrip where the Project would expose people residing or working in the Project area to excessive noise levels. Other projects in the area would be subject to the City of Rocklin Noise Ordinance, OSHA standards, and significance criteria per the CEQA Guidelines. Temporary construction-related noise and vibrations would cease once construction is complete. With implementation of MM NSE-1, the Project would not result in significant noise impacts to construction workers or sensitive-receptors. Noise during operation would be similar to the existing ambient noise generated by the surrounding area roadways. Project specific off-site traffic noise impacts were evaluated relative to the increase in traffic noise that would result from the Project. The approach considered the baseline noise environment when determining the significance criteria. Although existing traffic noise levels may be in excess of the standards the City applies to new projects, those standards do not specifically apply to existing land uses, so that the noise analysis determined that the Project, when considered on its own, would not have a significant affect. (Bollard, Pers. Comm. 2018).

The Environmental Noise Analysis prepared for the Project analyzed future cumulative conditions (Appendix H). A total of 14 existing roadway segments were evaluated (see Tables 4.10-9 and 4.10-10), and it was determined that the Project-related traffic noise level increase relative to existing traffic noise levels without the Project would range upwards to +1 dB, which would not be noticeable. Of the 14 segments evaluated, the increase was not found to be substantial on any roadway segments, relative to the significance criteria cited above. A substantial increase in traffic noise levels is defined as 1.5 to 5 dB Ldn, depending

on the baseline noise environment without the proposed project. The cumulative increase in project-generated traffic would not cause traffic noise levels to increase in excess of the criteria. However, because the existing noise level (baseline) already exceeds the threshold, the Project's contribution to the cumulative noise environment is considerable. The Project would make a cumulatively considerable contribution to a cumulative impact in connection with impacts from past, present, or reasonably foreseeable future projects. Impacts, with implementation of mitigation, would be *cumulatively considerable*.

5.3.11 - POPULATION

The geographic setting for cumulative impacts to population includes homes, apartments, and other residential facilities within the City of Rocklin, Town of Loomis, and Placer County.

The goal of the FMP is to continue to serve the residents of Rocklin, Loomis, and other nearby communities. The increase in the on-campus student population, and associated increase in professional staff and other District employees will not be substantial. The current dormitory provides beds for approximately 120 students, and the proposed dormitory will provide beds for approximately 350 to 400 students. The implementation of the Project anticipates an increase in student enrollment: this increase is within the analyzed growth projections of the City of Rocklin General Plan and is consistent with the General Plan Housing Element. The overall population of Rocklin was expected to increase approximately 4.5 percent between 2016 and 2017. Between the years 2000 and 2008 Rocklin's population increased approximately 50 percent, from 36,330 to 53,843 (City of Rocklin 2012). City of Rocklin General Plan projections indicate that the population will increase to 76,136 by the year 2030 (City of Rocklin 2012) with a 2.4 annual percent increase between 2015 and 2020, slowing to an annual increase of 0.5 percent between 2020 and 2030. Based on these estimates, the FMP will not contribute to a significant increase in Rocklin's population. The cumulative impact of the project would be the increase on campus of approximately 230 to 280 beds for students. Most students who attend the College are otherwise residents for Rocklin or elsewhere in Placer County. Many of the projects included in Table 5-1 are residential projects that will provide housing for the increased population anticipated in Placer County. The cumulative effects of the proposed project, when considered with past, present, and probable and future projects will not cause a cumulatively significant effect. Therefore, implementation of the Project in conjunction with current and future projects in the vicinity of the Project area would not result in substantial cumulative population growth or housing impacts and will be less than cumulatively considerable.

5.3.12 - RECREATION

The geographic setting for cumulative impacts to recreation include the local facilities in proximity of the project within the City of Rocklin, Town of Loomis and Placer County.

The Project is the expansion and improvement to the Sierra College Rocklin Campus, including its on-campus recreational facilities. The Project would not increase the use of existing neighborhood and regional parks or other recreational facilities or require the construction of recreational facilities. Almost all students attending the College live off

campus in areas where parks and recreational facilities are considered in a general plan. The Project, when considered with past, present, and probable future projects would not cause a cumulatively significant effect. Therefore, impacts as a result of the FMP to recreational facilities and parks will be *less than cumulatively considerable*.

5.3.13 - TRANSPORTATION AND TRAFFIC

The geographic setting for cumulative impacts to transportation and traffic include the local road network within the City of Rocklin, Town of Loomis and state facilities identified within the project list.

For purposes of identifying cumulative impacts, the Traffic Impact Study (Appendix I) based impacts on the more conservative (i.e., more likely to cause impacts) Assumption in which Rocklin Road (east of I-80) remains a four-lane roadway versus being widened to six lanes. It is unknown whether such a widening, which is currently included in the City's Circulation Element, will occur (particularly because improvements to the I-80/Rocklin Road interchange are not anticipated in the planning horizon to the lack of any identified funding measures). The cumulative analysis does include several roadway widening and intersection improvements within Rocklin that are included in the City's CIP (see Appendix I for details).

According to Table 4.13-12, using LOS cumulative conditions under the four-lane scenario only, the proposed Project would cause the following cumulatively considerable significant impacts during the PM peak hour:

- Rocklin Road/Granite Drive (LOS E to F, conditions exacerbated);
- Rocklin Road/New Campus Driveway (LOS D conditions exacerbated);
- Rocklin Road/I-80 WB ramps (LOS D conditions exacerbated);
- Rocklin Road/I-80 EB ramps (LOS C to D);
- Rocklin Road/El Don Drive/Campus Drive (LOS E to F, conditions exacerbated);
- Rocklin Road/Sierra College Boulevard (LOS E to F, conditions exacerbated); and
- Sierra College Boulevard/Granite Drive (LOS F condition).

Table 5-2 indicates that the average delay (measured in seconds) increased at these intersections during the PM peak hour, when comparing the existing conditions to the existing conditions plus the project plus cumulative projects. For example, at Rocklin Road/Granite Drive, the average delay is 65 seconds during the PM peak hour. The average delay increases to 85 seconds with the additional traffic resulting from the Project at buildout, thereby decreasing the LOS from E to F at this intersection.

Table 5-2
Peak Hour Intersection Level of Service – Cumulative Conditions

Intersection	Control	Cumulative No Project Conditions						Cumulative Plus Project Conditions					
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
		Avg. Delay	LOS	%Demand Served	Avg. Delay	LOS	%Demand Served	Avg. Delay	LOS	% Demand Served	Avg. Delay	LOS	% Demand Served
Rocklin Rd/Granite Dr	Signal	23	C	90%	65	E	95%	16	B	98%	82	F	91%
Rocklin Rd/I-80 WB Off-Ramp	Signal	37	D	87%	41	D	92%	44	D	98%	48	D	87%
Rocklin Rd/I-80 EB Off-Ramp	Signal	80	F	81%	33	C	94%	25	C	97%	52	D	88%
Rocklin Rd/Aguilar Rd	Signal	54	D	81%	72	E	93%	44	D	97%	70	E	76%
Rocklin Rd/El Don Dr	Signal	72	E	82%	71	E	95%	46	D	98%	97	F	86%
Rocklin Rd/Havenhurst Circle	Signal	20	C	97%	13	B	96%	22	C	92%	13	B	73%
Rocklin Rd/Sierra College Blvd	Signal	41	D	96%	66	E	85%	42	D	85%	85	F	81%
Sierra College Blvd/Granite Dr	Signal	52	D	95%	141	F	73%	129	F	78%	146	F	75%
Sierra College Blvd/I-80 WB Off-Ramp	Signal	34	C	94%	53	D	75%	44	D	75%	36	D	71%
Sierra College Blvd/I-80 EB Off-Ramp	Signal	37	D	91%	46	D	78%	40	D	69%	36	D	79%
Sierra College Blvd/Schriber Way	TWSC	35	C	93%	47	D	76%	37	D	75%	46	D	76%
Sierra College Blvd/Bass Pro Dr	Signal	34	C	94%	59	E	79%	30	C	78%	54	D	79%
Sierra College Blvd/Stadium Dr	Signal	18	B	96%	99	F	81%	22	C	79%	85	F	68%
Sierra College Blvd/Campus Dr	TWSC	5 (6)	A (A)	96%	57 (178)	F (F)	81%	5 (13)	A (B)	81%	68 (127)	F (F)	77%
Rocklin Road/New Campus Dwy.	TWSC	-	-	-	-	-	-	2 (4)	A (A)	99%	32 (374)	D (F)	79%
Sierra College Blvd/Taylor Rd	Signal	182	F	-	273	F	-	185	F	-	274	F	-
Horseshoe Bar Rd/Taylor Rd	Signal	53	D	-	51	D	-	55	E	-	56	E	-
Rocklin Rd/Barton Rd	AWSC	58	F	-	189	F	-	71	F	-	196	F	-

Source: Appendix I

Notes: TWSC = Two-Way Stop-Control. AWSC= All-Way Stop Control. For signalized intersections, average intersection delay is reported in seconds per vehicle for all approaches. For side-street stop-controlled intersections, the delay and LOS for the most-delayed individual movement is shown in parentheses next to the average intersection delay and LOS. All results are rounded to the nearest second. This scenario assumes Rocklin Road remains four lanes from I-80 to Havenhurst Circle. Shaded cells represent significant impacts.

The Project would incrementally contribute to significant cumulative impacts at Town of Loomis intersections under cumulative plus project conditions. According to Table 4.13-12, the proposed project would cause the following cumulatively considerable significant impacts during the PM peak hour:

- Taylor Road/Horseshoe Bar Road (LOS D to E, conditions exacerbated); and
- Rocklin Road/Barton Road (LOS F conditions exacerbated).

These impacts are considered cumulatively considerable because the resultant increase in delay would exceed five seconds, which is the established threshold of significance.

The *Town of Loomis Capital Improvement Program (CIP)*, adopted by the Town Council on June 14, 2016, identifies a series of improvements scheduled for construction in 2016 through 2021 with an associated cost of \$4.25 million. The CIP lists 20 projects within the Town that are currently not funded through the CIP and total approximately \$5.7 million. Included in the unfunded projects list is a new signal at Rocklin Road/Barton Road and intersection modifications at Taylor Road/Horseshoe Bar Road (Appendix I).

Whereas the Project was found to cause a significant impact on SR 65 between I-80 and Blue Oaks Boulevard under existing plus project conditions, this impact would not be significant under cumulative conditions due to the planned SR 65 widening and I-80/SR 65 interchange improvement projects. Both projects are identified as fully funded in SACOG's 2036 MTP/SCS.

Table 5-3 indicates that the Project would exacerbate queuing deficiencies on the I-80 eastbound Sierra College Boulevard off-ramp under cumulative plus project conditions. Additionally, the Project would cause the Sierra College Boulevard diagonal eastbound on-ramp merge movement to worsen from LOS E to an unacceptable LOS F condition during the PM peak hour. These are considered significant impacts.

The Project would not preclude construction of any planned bicycle facilities as identified in the *City of Rocklin Parks and Trails Master Plan* (2017). The Project would comply with relevant strategies and policies from Chapter V of that document.

The Project would not be in conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the City's pedestrian system. The Project would include additional pedestrian facilities within its campus to better accommodate pedestrian travel. Pedestrian facilities are already present along much of the Project frontage including a pedestrian linkage directly from the Sierra College Boulevard/Rocklin Road intersection. Impacts to bicycle and pedestrian facilities would be *less than cumulatively considerable*.

Table 5-3
I-80 Freeway Off-Ramp Queues – Cumulative Conditions

Off-Ramp	Available Storage	Maximum Queue			
		Cumulative No Project Conditions		Cumulative Plus Project Conditions	
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
I-80 eastbound off-ramp at Rocklin Road	1,125 ft.	1,175	500	400	600
I-80 eastbound off-ramp at Sierra College Boulevard	1,300 ft.	4,575	450	4,575	375
I-80 westbound off-ramp at Sierra College Boulevard	1,300 ft.	350	325	350	325
I-80 westbound off-ramp at Rocklin Road	1,150 ft.	875	275	850	375

Notes: Values rounded up to the nearest 25 feet. Available storage measured from stop bar to freeway off-ramp gore point. Eastbound I-80 includes an 840-foot auxiliary/deceleration lane in advance of the Rocklin Road off-ramp. Westbound I-80 includes a 450-foot auxiliary/deceleration lane in advance of the Sierra College Boulevard off-ramp. These values are in addition to the storage shown above. Above values shown for the Rocklin Road “remains four lanes scenario” because this scenario is more than conservative (from a freeway off-ramp queuing perspective) than the six-lane scenario. Shaded values indicate that queue would exceed the available storage.

Source: Appendix I.

Access to the College via Roseville Transit and Placer County Transit is limited to routes along Rocklin Road and Sierra College Boulevard, and do not serve populations in central Roseville west of SR 65 and north of I-80. However, the Project would cause inconsistencies with policies in the City of Rocklin General Plan (2012) pertaining to transit service (see Chapter 4, Impact #4.13-6 for greater detail). The Project would add travel time to buses operating along Rocklin Road and Sierra College Boulevard during peak hours, which could adversely affect on-time bus service. When considered with impacts to transit from other projects, this impact would be ***cumulatively considerable***.

In summary, the cumulative effects of the Project, together with other projects listed in Table 5-1 will contribute to a cumulative significant effect. The Project would contribute to impacts that would be cumulatively considerable and unavoidable at some City of Rocklin and Town of Loomis intersections by worsening LOS conditions to unacceptable levels. The Project would exacerbate LOS along Rocklin Road, and Taylor Road/Horseshoe Bar Road. It would also exacerbate queuing on the I-80 eastbound Sierra College Boulevard off-ramp. Implementation of Mitigation Measure TRA-1 would reduce impacts to intersections and transit services. However, because the effectiveness of the TDM strategies are difficult to measure and results are unknown, this impact is considered ***cumulatively considerable and unavoidable*** for the six intersections along Rocklin Road and one intersection along Sierra College Boulevard, and for the transit service along Rocklin Road.

Although the Project could contribute a fair share payment for its increase in traffic at the two intersections in the Town of Loomis, such a payment would not ensure that the specified improvements would be constructed because the remaining funding for the improvements

has not been identified. Therefore, the District is not proposing to pay a fee that will not foreseeably result in any actual mitigation, and this impact is considered ***cumulatively considerable and unavoidable***.

5.3.14 - TRIBAL AND CULTURAL RESOURCES

The geographic setting for considering cumulative impacts related to tribal and cultural resources includes the extent of the Campus because these impacts would be site specific.

The Project would not cause a substantial adverse change in the significance of a tribal cultural resource. Tribal consultation was conducted appropriately and early. Two tribes requested continuing consultation on the Project; the Shingle Springs Band of Miwok and the United Auburn Indian Community of the Auburn Rancheria. With continued consultation and implementation of Mitigation Measures MM CUL-1 and CUL-4, impacts from the Project, even when considered in conjunction with current and future projects in the vicinity of the Project area, would have a less than significant cumulative effect. Therefore, implementation of the Project would also result in incremental impacts that will be ***less than cumulatively considerable***.

5.3.15 - UTILITIES AND SERVICES

The geographic setting for cumulative impacts to utilities and services consists of the area of the Project site as well as the regional service area of the local service providers within the City of Rocklin.

Wastewater collection and treatment for the Campus is provided by South Placer Municipal Utility District (SPMUD) and the South Placer Wastewater Authority (SPWA). Wastewater is transported through the City's sewer line system to the Dry Creek Wastewater Treatment Plant. The plant currently operates under a Federal NPDES permit and discharges its treated effluent into Dry Creek under standards established by the Central Valley Regional Water Quality Control Board (CVRWQCB). The treatment plant will continue to comply with all CVRWQCB standards and requirements. Under full build-out, the campus would generate a flow of 67,500 gallons per day (gpd) of wastewater. This would increase the existing wastewater flow by 22,500 gpd. Such a flow increment will not significantly result in an early requirement for an increase in the plants permitted discharge, require earlier facilities expansion, or affect the Agency's determination that additional plant capacity is required. When considered with other projects, the FMP Project would have less than significant cumulative effects to wastewater facilities. The Dry Creek Wastewater Treatment Plant is permitted for 18 million gallons per day with current flows to the facility of 12 million gallons per day. The FMP would have a ***less-than-cumulatively-considerable*** impact on existing wastewater facilities.

Solid waste produced on campus is transported to the Western Placer Waste Management Authority (WPWMA). Assuming, the FMP's estimated maximum capacity of student population is implemented, there would be an increase of total solid waste and recyclable waste production. The total daily solid waste and recyclables would be approximately 1.5

tons of total solid waste per day with 50 percent thereof recyclable. This would result in a 179.5 ton increase totaling 547.5 tons per year. The landfill has been estimated by the California Integrated Waste Management Board to have sufficient capacity to accept permitted daily waste flows of 1,900 tons per day with a capacity projected to extend to 2058. The campus' waste constitutes about one percent of the total solid wastes delivered to the MRF and solid waste site to the area-serving landfill will be little affected by the 1 ton per day increase in solid waste. When considered with other projects listed in Table 5-1, the Project would not cause a cumulatively significant effect. Therefore, the FMP would have a *less-than-cumulatively-considerable* impact on existing solid waste facilities.

All storm water drainage facilities on the existing campus are maintained by the College and adhere to the appropriate design standards. If new storm water drainage facilities or expansion of existing facilities is required, the College would continue to adhere to the appropriate design standards for on-site stormwater flow. The Project, when considered with other projects, would not cause a cumulatively significant effect. The Rocklin Public Works Department is responsible for maintenance of all City-owned portions of the storm water drainage system in the City, which will include any storm water facility alterations surrounding the Campus. The FMP would have a *less-than-cumulatively-considerable* impact on existing storm water drainage facilities.

Lastly, the infrastructure upgrades during the 20-year Project will upsize or replace, as needed, utility and technology services to and around the existing northside of campus (near-term), and later will extend throughout the campus. The Campus would continue to utilize PG&E for future electrical and gas needs. The College will continue to implement energy conservation programs to preserve and limit the amount of energy used on Campus. Existing buildings will be modernized and technological improvements installed, so that electrical energy consumption would not increase proportionally to the increase in students. The cumulative effects of the Project, when considered with other past, present, and proposed future projects, would be less than cumulatively significant. Therefore, the FMP would have a *less-than-cumulatively-considerable* impact on energy resources.

Impacts to fire protection services as a result of the near-term and long-term projects of the FMP would not result in physical impacts or the need for additional fire protection or lead to slower response times. The proposed development for near-term projects would be in line with General Plan policies for fire and police protection. Long-term impacts to police protection services could increase, although they too are consistent with the Rocklin General Plan. The FMP near-term and long-term projects will not result in increased population to the City or increased use of schools or other public facilities. The FMP and associated increased use of services for fire, police, and other public services would be in compliance with the General Plan and would not result in cumulatively significant effects when the Project is considered with other projects in Table 5-1. The impacts to utilities and services from the Project would be *less than cumulatively considerable*.

CHAPTER 6 - MANDATORY CEQA SECTIONS

6.1 - Effects Not Found to be Significant

CEQA Guidelines, Section 15128, states that “an EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR.”

Three issues included in the CEQA Guidelines Appendix G, agricultural and forestry resources and mineral resources, were not found in the Project area, and were therefore not evaluated in this EIR.

- Agricultural and Forestry Resources – There are no lands designated as agricultural within the Project area, and there are no trees or other plant materials harvested as forestry resources within the Project area.
- Geology, Soils, and Seismicity - Septic systems and alternative waste disposal systems are not discussed further, as the Project proposes to connect to the city sewer system.
- Mineral resources – There are no records or other evidence of historical mining of minerals or gravel within the Project area.

After analysis and environmental review, as provided in this EIR, it was determined that impacts for the following environmental issue areas would have no impact, be less than significant, or could be reduced to less-than-significant levels with mitigation:

- Aesthetics;
- Air Quality;
- Biological resources;
- Geology and soils;
- Hazards and hazardous materials;
- Hydrology and water quality;
- Land use and planning;
- Noise;
- Population and housing;
- Recreation;
- Tribal and cultural resources; and
- Utilities and service systems.

Please see Chapter 4 - Environmental Setting, Impacts, and Mitigation Measures, for more information on why it was determined that impacts for the preceding environmental issue areas would be less than significant or could be reduced to less-than-significant levels with mitigation.

6.2 - Significant Unavoidable Environmental Effects

The CEQA Guidelines, Section 15126.2 (a), (b), requires a description of any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described. The Project was evaluated with respect to specific resource areas to determine whether implementation would result in significant adverse impacts.

Potentially significant environmental impacts that would result from implementation of the proposed Project are summarized in Table 1-1 in the Chapter One - Executive Summary of this Draft EIR. In some cases, impacts that have been identified would be significant, but with the incorporation of the mitigation measures proposed in this Draft EIR, impacts would be reduced to levels that are less than significant. Although the proposed Project contains policies and guidelines that mitigate certain impacts, no mitigation measures have been identified to reduce the following impacts to a less-than-significant level. Those impacts that cannot feasibly be mitigated to a less-than-significant level, or for which no mitigation measures are available, would remain as significant unavoidable adverse impacts, as described below.

6.2.1 - CULTURAL RESOURCES

The College will use mitigation measures to reduce impacts to historical resources, but in some circumstances, impacts would not be reduced to less than significant.

Impact #4.4-a: Would the Project Cause a substantial adverse change in the significance of an historical resource as defined in Section 15064.5?

6.2.2 - GREENHOUSE GAS EMISSIONS

Mitigation measures were included that will reduce both direct and indirect greenhouse gas emissions, but impacts would not be reduced to a level that would not be significant and unavoidable.

Impact #4.6-a: Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

6.2.3 - TRANSPORTATION AND TRAFFIC IMPACTS

Although mitigation measures were available to reduce other impacts to a less-than-significant level, some adverse impacts evaluated under the Transportation and Traffic Section (4.13), remain significant and unavoidable.

Impact #4.13-a: The Project Would Not Conflict with an Applicable Plan, Ordinance or Policy Establishing Measures of Effectiveness for the Performance of the Circulation System.

Impact #4.13-f: The Project Would Not Conflict with Adopted Policies, Plans, or Programs Regarding Public Transit, Bicycle, or Pedestrian Facilities, or Otherwise Decrease the Performance or Safety of Such Facilities.

6.2.4 - SIGNIFICANT AND UNAVOIDABLE IMPACTS

This section summarizes the reasons why the Project will result in significant and unavoidable impacts to greenhouse gas emissions and some transportation issues. For greater detail see Sections 4.4 – Cultural Resources, 4.6 – Greenhouse Gas Emissions and 4.13 – Transportation and Traffic.

Impact #4.4-a. The College includes a number of buildings constructed since the 1970s. None of the buildings planned for demolition or improvements during the near-term qualified as historical resources. However, structures planned for demolition or modification in the long-term will meet the 50-year age criterion during that time. These structures will be evaluated before any construction or demolition occurs to determine whether or not they meet other criteria to qualify as historic resources. If they meet these criteria and the District decides to move ahead with modification or demolition, the impact would be significant and unavoidable.

Impact #4.6-a. It has been determined, based on CalEEMod® Modeling, that the Project will generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Implementation of the proposed Project would contribute to increases of GHG emissions that are associated with global climate change. Estimated GHG emissions attributable to future development would be primarily associated with increases of CO₂ and other GHGs, such as methane (CH₄) and nitrous oxide (N₂O), from mobile sources and utility usage. The model quantifies direct GHG emissions from construction and operation (including vehicle use), as well as indirect GHG emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. Emissions are expressed in MTCO₂e, based on the global warming potential of the individual pollutants.

The PCAPCD concluded that existing science is inadequate to support quantification of impacts that project-specific GHG emissions may have on global climatic change and that the effects of project-specific GHG emissions are essentially cumulative, and unless reduced or mitigated, their incremental contribution to global climatic change could be considered significant. This cumulative impact can be addressed by requiring all projects subject to CEQA reduce their GHG emissions through project design elements and PCAPCD BMPs as outlined in the PCAPCD CEQA Handbook Appendix F, #21 – 31 for non-residential projects. Reductions in the number of fuel-burning vehicles also contribute to lowering GHG emissions. Because GHG emissions from the project will exceed PCACPD's recommended threshold of 1,100 MTCO₂e/year, the proposed Project would have a ***significant cumulative*** impact on the environment. Project design measures and Best Management Practices shall be incorporated into the design of all future individual projects.

Impact #4.13-a. The Project was evaluated for consistency with the Rocklin General Plan Level of Service (LOS) criteria. The Project would cause significant impacts at City of Rocklin intersections under existing plus Project conditions, because there is a lack of capacity at the I-80/Rocklin interchange, particularly the westbound left-turn movement onto westbound I-80. The Project would contribute to worsened operations along SR 65 between I-80 and Blue Oaks Boulevard. There are no existing fee programs in place that include collection of funds for the reconstruction of the I-80/Rocklin Road interchange. Partial funding for the reconstruction was included in the County-wide Measure M sales tax ballot initiative that failed in November 2016. Accordingly, a fair share payment is not an appropriate mechanism for mitigating this impact because there is not a reasonable mitigation plan in place that would create a probability that the money paid would actually be spent for its intended purpose. Resulting impacts here are considered significant and unavoidable, and there are no mitigation measures available to reduce these impacts.

Impact #4.13-f: The Project would add travel time to transit vehicles operating along Rocklin Road during peak hours, which could adversely affect on-time bus service. Although the Project would comply with relevant strategies and policies for bicycle facilities or pedestrian systems, the fact that the Project would negatively affect the performance of the transit system makes this impact significant. Mitigation Measure MM TRA-1 would be implemented as a feasible measure. However, the effectiveness of chosen TDM strategies (as required by the mitigation measure) are unknown, although implementation of TDM strategies could reduce travel time to transit vehicles along Rocklin Road to some extent.

6.3 - Significant and Irreversible Environmental Changes

CEQA provides that an EIR shall include a detailed statement setting forth “[i]n a separate section...[a]ny significant effects on the environment that would be irreversible if the project is implemented.” (Pub. Resources Code, § 21100(b)(2).) Section 15126.2(c) of the CEQA Guidelines provides the following guidelines for analyzing the significant irreversible environmental changes of a project:

Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irretrievable damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

Implementation of the proposed Project would result in the short-term commitment of nonrenewable and/or slowly renewable energy resources and natural resources including lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, other metals, and water due to construction activities. As the Project site develops, nonresidential development would require further commitment of energy resources in the form of natural gas and electricity. Increased motor vehicular travel as a result of the increased commitment

of public services would also be required. Implementation of the proposed Project would result in the long-term commitment of resources to serve the proposed Project site. The most notable significant irreversible impacts are increased use of land for new structures and use of water and power sources to support additional students on campus. The proposed Project could result in irreversible damage from environmental accidents, such as an accidental spill of materials used in construction, for example, concrete or fuels.

Significant impacts resulting from development of the proposed Project, for which complete mitigation is unavailable, infeasible, or outside the jurisdiction of the Sierra College Rocklin Campus to implement, are summarized in Section 6.1, Significant Unavoidable Environmental Impacts, and are described in detail in the Cultural Resources, Greenhouse Gas Emissions, and Transportation and Traffic subsections in Chapter 4 of this Draft EIR. Although the proposed Project would result in the irretrievable commitment of non-renewable resources, the Sierra College decision-makers could reasonably conclude that such consumption would be justified because the proposed Project would provide increased educational opportunities, and would, directly and indirectly contribute to economic development in the region.

6.4 - Growth-Inducing Impacts

Section 15126.2(d) of the CEQA Guidelines requires a discussion of how the potential growth-inducing impacts of the proposed Project could foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. Direct population growth occurs when a project would result in the construction of a substantial amount of new housing or otherwise directly cause a substantial increase in a community's population. Indirect growth inducement occurs when a project would extend infrastructure to undeveloped areas, remove obstacles to population growth, or otherwise encourage activities that cause significant environmental effects. Induced growth is distinguished from the direct employment, population, or housing growth of a project. If a project has characteristics that "may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively," then these aspects of the project must be discussed as well. Induced growth is any growth that exceeds planned growth and results from new development that would not have taken place in the absence of the proposed project. For example, a project could induce growth by lowering or removing barriers to growth or by creating or allowing a use such as an industrial facility that attracts new population or economic activity. CEQA Guidelines also indicate that the topic of growth should not be assumed to be either beneficial or detrimental.

Growth inducement itself is not an environmental effect but may lead to environmental effects. These environmental effects may include increased demand on other community and public services and infrastructure, increased traffic and noise, degradation of air or water quality, degradation or loss of plant or animal habitats, or conversion of agricultural and open space land to urban uses.

6.4.1 - DIRECT AND INDIRECT GROWTH INDUCEMENT

A key consideration in evaluating growth inducement is whether the activity in question constitutes “planned growth.” A project that is consistent with the underlying General Plan and zoning designations would generally be considered planned growth because it was previously contemplated by these long-range documents, and, thus, would not be deemed to have a significant growth-inducing effect. Likewise, a project that requires a General Plan Amendment and re-zone to develop more intense uses than are currently allowed may be considered to have a substantial growth-inducing effect because such intensity was not contemplated by the applicable long-range documents. It should be noted that these are hypothetical examples, and conclusions about the potential for growth inducement will vary on a case-by-case basis.

The proposed Project site is designated in both the Rocklin General Plan and zoning ordinance for commercial development.

6.4.2 - DIRECT POPULATION GROWTH

The Project is the replacement, improvements, and additions to the services and structures on the Sierra College Rocklin Campus. The FMP addresses the proposed increase of students from the 2013 student total of 14,300 to an estimated 22,500 students over the next 20 years. The Campus is a two-year college, with the intent to provide educational opportunities to those already living in Rocklin and other nearby communities. The campus currently provides dormitory bed space for 121 students (approximately 0.85 percent of current student population). A new dormitory is planned to replace the existing dorm, during the long-term projects (e.g., not to occur for at least five years). This dorm will provide bed space for 350 to 400 students, which will accommodate approximately 1.55 to 1.78 percent of the students at buildout.

Because the goal of the Project is to provide educational opportunities to existing residents living off-campus and will not include the provision of a substantial net number of new beds on-campus, the Project will not result in significant direct population growth. Furthermore, the proposed Project will not induce residential growth or induce people living outside the area to travel to the proposed Project for employment.

6.4.3 - INDIRECT POPULATION GROWTH

The College is located in an area considered by the City of Rocklin as rural. The College is located on a triangular shaped piece of land, surrounded on all sides by major roadways. Until recently, the District owned property south and east of these roadways. In 2018 only one property south of Rocklin Road was owned by the District: it is currently used for day-time student parking, which is planned in the FMP to be phased out. This layout limits the District’s ability to physically expand the campus.

Lands surrounding the campus have been built up in the last 20 to 30 years with residential and neighborhood commercial businesses, and larger commercial businesses along the I-80

corridor to the west. The expansion of the City of Rocklin into these areas was not directly related to an increase in student population, although some students do live in apartments nearby. The businesses along Rocklin Road and Sierra College in the vicinity of the campus, provide services and products for students, as well as nearby residents. It is reasonable to conclude that although some students may live and shop near the campus, the growth in the area is not dependent on the students attending Sierra College and would have occurred in the area as a natural expansion of the City.

The City of Rocklin 2012 General Plan includes information regarding recent and planned roadway projects intended to accommodate projected growth within the City. Policies in the Circulation Element include an extension of Dominguez Road over I-80 as a future improvement to relieve the Sierra College Boulevard/I-80 and Rocklin Road/I-80 interchanges and create access to the southeast quadrant of the Sierra College Boulevard/I-80 interchange.

The FMP includes a number of projects to accommodate growth of the student population, including improvements in technology, energy conservation, new structures and expansion of utilities. These improvements and new facilities will occur on the existing campus site only. They will not create capacity beyond that required for the Project, nor will they increase infrastructure beyond that anticipated by the General Plan.

The proposed Project is consistent with the land use designations contained in the Rocklin General Plan and will not encourage growth that exceeds population projections. Growth inducement, as it pertains to CEQA and this document, generally denotes growth that is not planned. Given that the proposed Project is in compliance with City growth projections, it will not result in significant direct growth-inducing impacts.

6.5 - Energy Conservation

Public Resources Code Section 21100(b) (3) and CEQA Guidelines Appendix F require EIRs to describe, where relevant, the wasteful, inefficient, and unnecessary consumption of energy caused by a project. In 1975, the State Legislature adopted AB 1575, which created the California Energy Commission (CEC). The statutory mission of the CEC is to forecast future energy needs, license thermal power plants of 50 megawatts or larger, develop energy technologies and renewable energy resources, plan for and direct state responses to energy emergencies, and promote energy efficiency through the adoption and enforcement of appliance and building energy efficiency standards.

2AB 1575 also amended Public Resources Code Section 21100(b)(3) to require EIRs to consider the wasteful, inefficient, and unnecessary consumption of energy caused by a project. Appendix F of the CEQA Guidelines, created by the State Resources Agency, is a guidance document that assists EIR preparers in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy.

This EIR considers whether the proposed Project would result in the wasteful, inefficient, and unnecessary consumption of energy, cause the need for additional natural gas or

electrical energy-producing facilities, or otherwise have an excessive energy requirement in the Project operations.

6.5.1 - FEDERAL ENERGY POLICY

Energy Independence and Security Act of 2007 as approved January 4, 2007 was promulgated “to move the United States toward greater energy independence and security, to increase the production of clean renewable fuels, to protect consumers, to increase the efficiency of products, buildings, and vehicles, to promote research on and deploy greenhouse gas capture and storage options, and to improve the energy performance of the federal government, and for other purposes” (Congress 2007).

The December 2013 Presidential Memorandum: Federal Leadership on Energy Management, which was issued to the heads of executive departments and agencies, says that by fiscal year 2020, 20 percent of the total amount of electric energy consumed by each federal agency during any fiscal year shall be renewable energy. This was followed with a Presidential Executive Order 13693 on March 19, 2015: Planning for Federal Sustainability in the Next Decade, “in order to maintain Federal leadership in sustainability and greenhouse gas emission reductions”.

6.5.2 - STATE ENERGY EFFICIENCY STANDARDS

The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs.

Title 24, which was promulgated by the CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California’s energy consumption, provides energy efficiency standards for residential and nonresidential buildings. According to the CEC, since the energy efficiency standards went into effect in 1978, it is estimated that California residential and nonresidential consumers have reduced their utility bills by at least \$15.8 billion.

In 2013, the CEC adopted new energy efficiency standards. All projects that apply for a building permit after July 1, 2014 must adhere to the new 2013 standards. The 2013 Building Energy Efficiency Standards focus on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings and include requirements that will enable both demand reductions during critical peak periods and future solar electric and thermal system installations. The 2013 Standards also include updates to the energy efficiency divisions of the California Green Building Code Standards (Title 24, Part 11). The California Green Building Standards (known as CalGreen) were updated in 2016, with revisions to the building envelope, lighting, and mechanical and electrical specifications and efficiency standards. The Code is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings.

California's Green Building Standards (CALGreen) Code includes mandatory measures to support the goals of the State's greenhouse gas reduction and building energy efficiency programs. The CALGreen Code also promotes healthful indoor and outdoor air quality. In addition to mandatory building standards, the CALGreen Code includes voluntary "reach" standards known as the Tiers, which offer model building code language for local governments. Cities and counties can adopt the Tiers or other more progressive building standards as an amendment to the CALGreen Code based on climatic, topographical, or geological conditions (ARB 2018).

Because the adoption of Title 24 post-dates the adoption of AB 1575, it has generally been the presumption throughout California that compliance with Title 24 (as well as compliance with the federal and State regulations) ensures that projects will not result in the inefficient, wasteful, and unnecessary consumption of energy from structures. Title 24 is designed to provide certainty and uniformity throughout California while ensuring that the efficient and non-wasteful consumption of energy is carried out through design features. Adherence to Title 24, is deemed necessary to ensure that no significant impacts occur from the inefficient, wasteful, and unnecessary consumption of energy associated with structures. In addition, the adoption of federal vehicle fuel standards, which have been continually improved since their original adoption in 1975, have also protected against the inefficient, wasteful, and unnecessary use of energy.

According to the CEC, reducing energy use has been a benefit to all. Building owners save money, Californians have a more secure and healthy economy, the environment is less negatively impacted, and our electrical system can operate in a more stable state. The 2013 Building Energy Efficiency Standards (Title 24) will lead to 25 percent less energy consumption for residential buildings and 30 percent savings for nonresidential buildings over 2008 Energy Standards. These standards are estimated to save 200 million gallons of water (equal to more than 6.5 million wash loads) and avoid 170,500 tons of greenhouse gas emissions a year. These savings will accumulate as the Standards affect each subsequent year of construction.

Since the California 2000–2001 electricity crisis, the CEC has placed greater emphasis on demand reductions. The 2013 standards update codes for lighting, space heating and cooling, ventilation, and water heating. These standards add approximately \$2,000 to the new residential building construction costs. Estimated energy savings to homeowners, however, is more than \$6,000 over 30 years.

Pursuant to the California Building Standards Code and the Title 24 Energy Efficiency Standards, the District will review the design and construction components of the Project's Title 24 compliance when specific building plans are submitted. The location of the project must also be considered, as it can affect the use of fuels, efficiency of utilities, and equipment to be used.

6.5.3 - ENERGY REQUIREMENTS OF THE PROPOSED PROJECT

A project would be considered to result in a significant impact under the CEQA Guidelines for public services if the project would result in the wasteful, inefficient or unnecessary consumption of energy; or a substantial increase in demand or transmission service that would require new or expanded infrastructure.

Appendix F of the CEQA Guidelines specifically calls out for discussion of energy conservation, which includes (but is not limited to):

- Decreasing energy consumption per capita;
- Decreasing fossil fuel reliance; and
- Increasing reliance on renewable energy sources.

Construction and operation of the proposed Project would increase the use of energy resources on the Project site, including fossil fuels, but would not result in wasteful, inefficient or unnecessary consumption of these resources.

Through existing infrastructure, electrical and natural gas services are provided by Pacific Gas and Electric Company (PG&E) to the Sierra College Campus, as well as, the entire City of Rocklin. PG&E is required by the California Public Utilities Commission (CPUC) to update the existing systems to meet any additional demand from new development. The CPUC adopts rules and tariffs that relate to the design, installation and management of California's public utilities. PG&E's general interest is to ensure that the company and City cooperate to ensure that infrastructure is developed in a timely manner and that the company continues to have adequate access for operation and maintenance activities (City of Rocklin 2012). As new development occurs, construction or reconstruction of existing overhead distribution facilities is needed to supply underground circuits as required by the City of Rocklin. PG&E builds infrastructure on an as-needed basis and now requires the City or developer to pay the costs of reconstruction or replacement of overhead transmission facilities if needed to serve new development. New development for the City of Rocklin is accounted for in PG&E's 10-year growth plans. Recently, much of PG&E's local capacity has been used at a faster rate than anticipated due to recent land developments in the area. However, PG&E typically feeds power to new development and will build in new infrastructure as needed.

Two 60 kilovolt (kV) lines supply three electric substations that serve the Rocklin planning area electric distribution load. Existing substations within the City include the Rocklin Substation on South Grove Street, the Del Mar Substation on Corporation Yard Road, and the Pleasant Grove Substation on Industrial Boulevard.

In addition to purchasing electricity from PG&E the Campus also has a 1.4 to 1.6 megawatt-hour photovoltaic system that provides approximately 20 percent of the electrical power for the Campus. The Campus' current energy utility usage is as follows (Doty, Laura. 2018a. *pers. comm.*):

- Electricity (purchased): 7 megawatt hours;

- Electricity (from onsite photovoltaic arrays): 1.4 megawatt hours; and
- Natural Gas: 224,000 therms.

The Sierra College Rocklin Campus Facilities Master Plan (FMP) consists of both “near-term projects” and “long-term projects.” Near-term projects are those that are anticipated to be funded within the next five years and are considered to have a higher degree of certainty than other projects included in the FMP. The near-term projects are analyzed at the project level whereas the long-term projects are analyzed at the programmatic level. Near-term projects include the first phase of a new instructional building, modernization of Weaver Hall, new parking structure (North) with related access road improvements, infrastructure improvements (north end of campus), and gymnasium modernization. The development of these and future projects would utilize energy resources during construction and operation activities. However, larger, multi-story buildings would replace small, one story buildings, providing a higher level of efficiency and decreased carbon footprint as compared to the current layout of facilities.

The creation of new buildings and modification of existing buildings would consume fuel and other energy needed to construct the proposed structures and travel lanes, transport materials and equipment, manufacture parts, equipment, and other aspects that support construction activities, and perform maintenance operations. There is no evidence that fuels or other energy sources would be used in a wasteful manner during the construction of the near-term projects.

Per discussion with Laura Doty, the campus utilizes 7 mega-watts per hour (MWh) of electricity. Of the 7 MWh, 5.6 MWh were purchased from PG&E and 1.4 MWh were solar-generated onsite. PG&E has 12 kV and 21 kV overhead power lines running along the west side of Sierra College Boulevard. Additionally, the Campus uses 224,000 therms of natural gas, which is supplied by PG&E (Doty, Laura. 2018a. *pers. comm.*). Gas transmission lines that serve the Project area are located along Rocklin Road. As stated in the Environmental Setting, PG&E would be able to adequately provide electric and gas services to the proposed new development and building updates.

Additionally, Sierra College has been implementing multiple electrical energy conservation programs, which would be implemented in the various projects identified by the FMP and would contribute to the preservation of energy resources utilized by the campus. The District would continue to use conservation methods throughout construction and operation of future buildings and various modifications. Modernizations of existing facilities will improve energy efficiency and, when possible, reconfigure the existing spaces to improve efficiency.

Specific examples were taken from Chapter Three - Project Description and include the following:

- The District has installed three thermal ice energy storage systems that make ice overnight when electricity is the cleanest and cheapest and use the ice during the daytime to cool the interior building air when the ambient temperatures increase.

- The campus also has a 1.4 to 1.6 megawatt-hour photovoltaic system that provides approximately 20 percent of the electrical power for the campus, or an annual 211,000 kilowatt-hours of electrical energy.
- In 2014, using State Proposition 39 Energy Efficiency funding, all campus exterior pole lights were changed out from standard high-pressure sodium and metal halide fixtures to LED fixtures with an estimated energy savings of 112,000 kilowatt-hours per year.
- Additionally, the District is currently installing energy saving Variable Frequency Drives (VFDs) on the air handling units for several buildings using the same Proposition 39 funding. This Project is estimated to save the District 211,000 kilowatt-hours per year of electric energy.

6.5.4 - LOCATION AND FUEL CONSUMPTION

The Sierra College Rocklin Campus is located on the east side of the City of Rocklin, and east of I-80. The 192-acre campus included in the FMP is a triangular-shaped property on level and gently rolling hills. The 20-year FMP will include modernization to a number of existing structures, and construction of additional buildings. Several temporary buildings, used for classrooms and other purposes, will be demolished and replaced with more energy efficient buildings. The FMP project would be considered infill, as the Project would include no expansion from the campus' current site. All dry and wet utilities exist throughout the campus, although some would be replaced or expanded to provide energy to planned buildings. Project architects consider building sites and positions that will optimize energy efficiency where feasible, including locations of existing infrastructure, current use of the site (e.g., surface parking, open space, temporary building), as well as accessibility from other buildings and parking, need for exterior lighting, and other factors.

Students taking classes in some programs now taught off campus will be able to take all classes on campus, which will reduce mileage for those who must also travel to the campus for courses. For example, public safety courses are now taught off campus at a city building in Roseville. The planned Public Safety Training Center will allow all programs for the administration of justice, health science, and fire technology to be completed on campus, in conjunction with their other, on-campus courses. This is expected to reduce the use of gasoline for student trips.

To estimate fuel use, the College estimated that the average trip length was 10 miles per vehicle one way, and that average fuel consumption was 28 miles per gallon. It was assumed that each student traveled to the campus twice per week for 34 weeks per year. The 2013 enrollment number of 14,300 student was used as a baseline. This is an approximate total of 694,570 gallons of fuel currently consumed by students annually (for 14,300 students).

$(10 \text{ miles} \times 2) \times (2 \text{ trips} \times 34 \text{ weeks}) \times \underline{14,300 \text{ students}} / 28 \text{ mpg} = 694,571.4 \text{ gallons}$

A total of 250 full-time equivalent staff travel to campus 50 weeks per year daily currently use approximately 44,640 gallons of gasoline per year.

$$(10 \text{ miles} \times 2) \times (5 \text{ trips} \times 50 \text{ weeks}) \times \underline{250 \text{ staff}} / 28 \text{ mpg} = 44,642.9 \text{ gallons}$$

A total of 350 full-time equivalent faculty travel to campus 50 weeks per year daily currently use approximately 62,500 gallons of gasoline per year.

$$(10 \text{ miles} \times 2) \times (5 \text{ trips} \times 50 \text{ weeks}) \times \underline{350 \text{ faculty}} / 28 \text{ mpg} = 62,500 \text{ gallons}$$

Additionally, the campus has deliveries and garbage pickup. These were estimated at 32 trips per week, with an average of 25 miles traveled in each direction for 50 weeks per year. These vehicles were assumed to use diesel fuel, with fuel consumption averaging 7.5 miles per gallon.

$$(25 \text{ miles} \times 2) \times (1 \text{ trip} \times 50 \text{ weeks}) \times \underline{32 \text{ trucks}} / 7.5 = 10,666.7 \text{ gallons.}$$

Combined gasoline consumption per year is currently 801,715 gallons, and total diesel fuel consumption is estimated to be 10,667 gallons per year.

With improvements to fuel consumption, and the use of electric vehicles and hybrid vehicles, it is unlikely that fuel consumption would increase proportionally to the number of student enrolled annually, which is estimated to be 22,500 students. In 2012 the Obama administration announced new vehicle fuel efficiency standards, requiring that the U.S. auto fleet average 50 miles per gallon by 2025, and that number has been used to calculate gallons of fuel consumed in 2038, 20 years from this EIR. The increase in staff is estimated to be 445 faculty (increase of 27 percent) and increase in staff is estimated to be 263 (5 percent). Assuming no improvements to fuel consumption, fuel usage in 20 years at maximum student capacity is estimated to be:

$$(10 \text{ miles} \times 2) \times (2 \text{ trips} \times 34 \text{ weeks}) \times \underline{22,500 \text{ students}} / 50 \text{ mpg} = 612,000 \text{ gallons}$$

A total of 250 full-time equivalent staff travel to campus 50 weeks per year daily currently use approximately 44,640 gallons of gasoline per year.

$$(10 \text{ miles} \times 2) \times (5 \text{ trips} \times 50 \text{ weeks}) \times \underline{263 \text{ staff}} / 50 \text{ mpg} = 26,300 \text{ gallons}$$

A total of 350 full-time equivalent faculty travel to campus 50 weeks per year daily currently use approximately 62,500 gallons of gasoline per year.

$$(10 \text{ miles} \times 2) \times (5 \text{ trips} \times 50 \text{ weeks}) \times \underline{445 \text{ faculty}} / 50 \text{ mpg} = 44,500 \text{ gallons}$$

Additional truck trips were estimated to be 30 percent higher than current deliveries and garbage pickup or 42 truck trips per week. Diesel consumption was assumed to remain at 7.5 gallons per mile.

$$(25 \text{ miles} \times 2) \times (1 \text{ trip} \times 50 \text{ weeks}) \times \underline{42 \text{ trucks}} / 7.5 = 14,000 \text{ gallons}$$

An estimated total of 682,800 gallons of gasoline and 14,000 gallons of diesel fuel would be used annually at the 20-year end of the Plan period. This is a decrease of 118,915 gallons of

gasoline, or 14.8 percent, although diesel fuel consumption is estimated to increase to 3,333 gallons used annually. As noted above this increase is assumed to be worst case scenario, as additional requirements for fuel consumption, and additional use of electric or hybrid cars is assumed to occur.

In summary, the FMP is an infill project that will utilize existing utilities and will upgrade existing structures with more energy efficient heating and cooling and electrical and water systems. Temporary classrooms, which typically are not energy efficient, will be removed from the site. New multi-story structures will replace existing buildings and have increased capacity and energy efficiency but a smaller footprint. The installation of new and improved facilities will also provide the campus the opportunity to incorporate programs on campus that are currently being taught off campus, which will reduce travel for students who are currently taking classes both on and off campus.

CHAPTER 7 - EVALUATION OF ALTERNATIVES

7.1 - Introduction

CEQA requires that alternatives to the proposed project be discussed in the EIR. The analysis of this section is consistent with CEQA Guidelines Section 15126.6. The primary purpose of this section is to provide decision makers and the general public with a reasonable number of potentially feasible project alternatives that could attain most of the basic project objectives, while avoiding or reducing any of the project's significant adverse environmental effects. Important considerations for these alternatives' analyses are noted below (as stated in CEQA Guidelines Section 15126.6).

Section 15126.6(a) of the CEQA Guidelines requires EIRs to describe "... a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason." This section of CEQA also provides guidance regarding what the alternatives analysis should consider. Subsection (b) further states the purpose of the alternatives analysis, as follows: "...because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment, the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly."

According to CEQA Guidelines Section 15126.6(c), the range of potential alternatives to the proposed project:

...shall include those that could feasibly accomplish most of the basic purposes of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. Additional information explaining the choice of alternatives may be included in the administrative record.

CEQA Guidelines Section 15126.6(f) observes that the range of alternatives required in an EIR is governed by a "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would

avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project. Alternatives that fail to meet fundamental project purpose need not be addressed in detail in an EIR. (*In re Bay-Delta Programmatic Environmental Impact Report Coordinated Proceedings* (2008) 43 Cal.4th 1143, 1165-1167.) The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision-making.

In defining “feasibility” (e.g., “... feasibly attain most of the basic objectives of the project ...”), CEQA Guidelines Section 15126.6(f)(1) states, in part:

Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). No one of these factors establishes a fixed limit on the scope of reasonable alternatives.

In determining what alternatives should be considered in the EIR, it is important to acknowledge the objectives of the project, the project’s significant effects, and unique project considerations. These factors are crucial to the development of alternatives that meet the criteria specified in Section 15126.6(a). Although, as noted above, EIRs must contain a discussion of “potentially feasible” alternatives, the ultimate determination as to whether an alternative is feasible or infeasible is made by the lead agency’s decision-making body, here the Sierra College Board of Trustees (See Pub. Resources Code, § 21081(a)(3).) At the time of action on the project, the Board of Trustees may consider evidence beyond that found in this EIR in addressing such determinations. The Board of Trustees, for example, may conclude that a particular alternative is infeasible (i.e., undesirable) from a policy standpoint, and may reject an alternative on that ground provided that the Board of Trustees adopts a finding, supported by substantial evidence, to that effect, and provided that such a finding reflects a reasonable balancing of the relevant economic, environmental, social, and other considerations supported by substantial evidence. (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 401, 417; *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 998.)

7.2 - Project Objectives

The range of alternatives selected is guided primarily by the need either to reduce or eliminate project impacts, and to achieve project objectives. The objectives of the FMP Project are used to identify certain alternatives. As described in Chapter Three of this Draft EIR, the Project objectives are as follows:

- Positively contribute to the South Placer County community by continuing to provide quality educational, sporting, arts, and entertainment programs;
- Provide code compliant educational facilities and academic support facilities that will accommodate projected increases in student enrollment;
- Improve the efficiency of vehicular circulation and parking onsite;
- Achieve a functional and aesthetically pleasing campus environment;
- Achieve architectural and site design compatible with the surrounding community;
- Meet the facilities and program needs of the campus while minimizing significant impacts to the environment to the extent feasible;
- Minimize development within the nature area on the north side of campus;
- Incorporate American with Disabilities Act and similar accommodations to better facilitate students, staff, and visitors with disabilities or limitations; and
- Improve energy efficiencies in existing and replacement facilities to reduce impacts to air quality, and energy and water use.

7.3 - Alternatives Selection

In accordance with the CEQA Guidelines, alternatives should be selected in order to reduce or fully mitigate potential environmental impacts beyond that which can be accomplished through mitigation measures alone. The proposed Project would result in the following significant unavoidable impacts:

- Cultural resources, historical resources
- Greenhouse gas emissions
- Traffic impacts associated with ongoing operations

The Rocklin College opened in 1961, and at that time was a rural site outside of the City of Rocklin. It is currently bordered on the western boundary by I-80. Two major roadways provide access to the campus from I-80; Rocklin Road to the south, and Sierra College Boulevard, which provides the north to south boundary of the campus's eastern side (see Figure 3-2).

The Rocklin General Plan evaluated the level of service (LOS) for the I-80/Rocklin Road and the I-80/Sierra College Boulevard interchanges. As shown in Chapter Four, Table 4.13-2, during the PM peak hours, the LOS at these intersections currently operate at LOS D or E. As explained in Section 4.13, the City of Rocklin has no existing fee programs in place that include collection of funds for the reconstruction of the I-80/Rocklin Road interchange. Accordingly, a fair share payment is not an appropriate mechanism for improving the LOS at this intersection and is not a feasible mitigation measure.

Additionally, the Project would add trips to portions of SR 65 between I-80 and Blue Oaks Boulevard. Congestion and poor operation conditions along this freeway segment are well documented, and plans are in development to fund its widening along with reconstructing the I-80/SR 65 interchange (See Appendix I). However, the timing of the full set of improvements is uncertain. It was concluded from the Project's trip generation and

distribution of student zip codes that a sizeable number of project-related trips would use this facility to travel to/from the campus. It is also apparent that the amount of project-added traffic would be sufficient so as to be considered as significantly exacerbating operations along this roadway. Construction has begun on the first phase of the I-80/SR 65 interchange improvements, which will add capacity to SR 65 between I-80 and Pleasant Grove Boulevard. Funding for ultimate improvements is dependent on a new sales tax initiative that would apply either to all or portions of Placer County communities. Sierra College purchases that incur sales tax would be contributing toward this improvement. Impacts to SR 65 are considered significant and unavoidable. This conclusion is applicable to both the existing plus project and existing plus approved projects plus project scenarios. There are no mitigation measures available that would reduce these impacts to less than significant.

In summary, the volume of traffic already creates problems with congestion during PM peak hours especially, along both Rocklin Road and Sierra College Boulevard, at the interchanges with I-80 and with smaller intersections into and out of the Campus. The District's Board of Trustees is aware of the current issues regarding traffic and the fact that the College contributes to the impacts. In fact, improvement to traffic flow on campus and at adjacent intersections was a major consideration when designing additional facilities to meet the needs for increased enrollment over the next 20 years. The proposed Project and other alternatives considered City of Rocklin, City of Loomis, and other plans to reduce impacts to transportation and traffic to the full extent possible.

7.3.1 - ALTERNATIVES CONSIDERED AND REJECTED

The District considered an alternative to allow an additional 6,000 students for a total enrollment of 21,000 students. New classes would be offered only during non-peak hour traffic times, including evening hours. This alternative, while it would have allowed for new students, would not meet the project objectives, because most students need to schedule classes during day-time (business) hours to work around their personal and professional obligations. Additionally, it was not feasible to provide these extended hours without increasing staff disproportionately and without increasing greenhouse emissions by requiring additional use of electricity, heating/cooling, indoor and outdoor lighting, water and on-campus security to utilize facilities during these times.

The District also considered an alternative to increase student enrollment to a maximum of 30,000 students in a phased approach, with enrollment growth permitted during both peak and non-peak hour traffic times. This alternative also included a third entrance off Rocklin Road, a new right-turn only driveway. This alternative would also have included traffic improvements along Rocklin Road between I-80 and Sierra College Boulevard, based on the City's General Plan (e.g., eventual widening of Sierra College Boulevard to six lanes). This would require monitoring by the District to ensure that additional enrollment did not create a decrease of LOS along Sierra College Boulevard that would exceed the thresholds.

The Rocklin General Plan assumes that Sierra College Boulevard will be widened to six lanes (and Rocklin Road will be widened to six lanes east of I-80). Even after improvements are

implemented on Rocklin Road and Sierra College Boulevard, impacts would still occur at some intersections as follows (see Appendix I):

- Rocklin Road/Aguilar Road (LOS D conditions exacerbated);
- Rocklin Road/El Don Drive/Campus Drive (LOS D to E, conditions exacerbated);
- Rocklin Road/Sierra College Boulevard (LOS E to F, conditions exacerbated);
- Sierra College Boulevard/Granite Drive (LOS F conditions exacerbated); and
- Sierra College Boulevard/Stadium Drive (LOS F conditions exacerbated).

This alternative was rejected because the increase to 30,000 students would have exacerbated impacts found to be significant under the planned Project alternative, including greenhouse gas emissions and traffic. It would also require use of more energy and water. It would also have increased the burden on the District to monitor increases in enrollment. Improvements to the I-80 interchange at Rocklin Road were not identified as being constructed by year 2036 conditions in the Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan/Sustainable Communities Strategic Plan. The District determined that it could not base its FMP on a scenario discussed in the Rocklin General Plan, but not supported by the City, SACOG, or Caltrans.

CEQA Guidelines Section 15126.6(f)(2) provides the following specific guidance as to when an EIR must include alternative locations.

2) Alternative locations.

(A) Key question. The key question and first step in analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR.

(B) None feasible. If the lead agency concludes that no feasible alternative locations exist, it must disclose the reasons for this conclusion, and should include the reasons in the EIR. For example, in some cases there may be no feasible alternative locations for a geothermal plant or mining project which must be in close proximity to natural resources at a given location.

(C) Limited new analysis required. Where a previous document has sufficiently analyzed a range of reasonable alternative locations and environmental impacts for projects with the same basic purpose, the lead agency should review the previous document. The EIR may rely on the previous document to help it assess the feasibility of potential project alternatives to the extent the circumstances remain substantially the same as they relate to the alternative. (*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 573).

The FMP is restricted to the existing Rocklin Campus, and is a planning document that, by definition, is tied to the existing campus. For these reasons, no alternative sites were considered.

7.4 - Alternatives Analyzed

The following sections present a description of the alternatives considered and an analysis of the alternatives in the context of the CEQA Guidelines. This EIR includes an evaluation of the following alternatives:

- No Project Alternative;
- Site Plan Alternative; and
- Condensed Footprint Alternative.

These alternatives are summarized in the next section and compared with the proposed Project. For each resource topic there is a description of how the potential environmental impact compares to that of the proposed Project. The difference is characterized as either *less* impact, *similar* impact, or *greater* impact. This chapter includes an analysis of the comparative environmental superiority of the various alternatives, as required by CEQA.

7.4.1 - NO PROJECT ALTERNATIVE

CEQA Guidelines Section 15126.6(e) requires every EIR to include a “no project” alternative. The purpose of describing and analyzing a no project alternative is to allow decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project.” In general, this alternative should discuss “existing conditions...as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.”

The manner in which a “no project” alternative shall be composed depends on the nature of the project at issue. “When the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the ‘no project’ alternative will be the continuation of the existing plan, policy or operation into the future. Typically, this is a situation where other projects initiated under the existing plan will continue while the new plan is developed. Thus, the projected impacts of the proposed plan or alternative plans would be compared to the impacts that would occur under the existing plan” (CEQA Guidelines, Section 15126.6(e)(3)(A)).

For this analysis, the No Project alternative is the continuation of the existing Rocklin Campus Master Plan. Under this alternative, the status quo would be maintained and the College would continue to operate without a formally adopted Facilities Master Plan. The current enrollment of 14,300 (2013) would be maintained, and no new facilities that would accommodate increased enrollment would be constructed. The only construction permitted would be rehabilitation and replacement of existing facilities without classroom construction that would accommodate additional enrollment.

Without an adopted FMP, the District would assume that improvements, such as the replacement of temporary buildings, or road widening and parking lot expansion would not occur. Instead, only maintenance projects and improvements to infrastructure not based on

enrollment (e.g., ongoing maintenance and upgrades to existing infrastructure) would continue to occur to ensure the College was compliant with safety and building codes. Improvements to the College's technology, including computers, servers, and associated technology and research facilities would occur as funding permitted.

The City of Rocklin General Plan (City of Rocklin 2012) designates the 192-acre, main Campus, north of Rocklin Road and west of Sierra College Boulevard, as PQP (Public-Quasi Public). The Campus is within the PD-CC (Planned Development-Community College) zone district, except for the Secret Ravine Creek area, which is zoned OA (Open Area). The Project site also contains the R-C (Resource-Conservation) land use designation and PD-OA (Precise Development-Open Area) zone district, but the Project would not affect these areas. Figures 3-3 and 3-4 show the General Plan land use designations and zone districts, respectively, for the Project site and its vicinity.

Aesthetics

The campus would retain its current aesthetics under the No Project Alternative. Existing buildings, roadways, and landscaping would not be replaced with new structures. Existing structures, including recreational facilities, most temporary classrooms, the greenhouse, and existing administration facilities would continue to be utilized. The natural area would remain as such, with no encroachments. No trees or vegetation would be removed from around building sites, roadways, or natural areas, except for the on-going care and maintenance of landscaping and other plants. Under the Project alternative, a maximum of 73 trees would be removed. The proposed four-story north Parking Structure would be constructed, and the new Instructional Building would be built on the northwest side of campus. Neither new outdoor lighting nor new signs and other cohesive building materials would replace the various styles and material under the Project alternative. The current level of outdoor lighting throughout the campus, including playing fields would continue.

Therefore, under the No Project Alternative, there would be *less* impact than under the proposed Project Alternative. Potential impacts on scenic resources would be *less than significant*. Potential impacts related to light and glare would be *less than significant*.

Air Quality

Under the No Project alternative, no new construction would occur. The campus would continue to serve approximately 14,300 students as it does now. Under this alternative, no roadway improvements would be made, and it is assumed that approximately 99 percent of students would continue to commute by automobile to and from the campus (see Section 4.13).

It is anticipated that construction under the proposed Project alternative would not increase air pollutants substantially with the implementation of Best Management Practices and requirements from the air district. For example, Table 4.2-9 shows that an estimated 14.13 pounds per day of ROG and 13.11 pounds per day of NO_x would occur during construction of the north Parking Structure, and the threshold for each is 82 pounds per day. The

proposed Project would also have greater emissions of diesel particulates and other toxins from an increase of students driving to and from the campus than would occur under the No Project alternative. Therefore, the air quality impact of the No Project alternative is *less* than that of the proposed Project. Potential impacts to air quality and objectionable odors would be *less than significant*.

Biological Resources

Biological resources have the potential to occur throughout the campus, but particularly in the natural areas north of the developed portion of the campus and in Secret Ravine area west of the campus. Under the No Project alternative, the service road would not be realigned or widened. No new construction would occur, and no new parking lots would be created. The campus would remain in the current footprint. By way of comparison, the proposed Project alternative would require removal of up to 73 trees around buildings to be demolished, as well as impeding into the natural areas to the north and west, where approximately 8.4 acres of woodland habitat would be utilized (although it is near developed areas and is already impacted by human use). The proposed Project alternative has the potential to impact 0.02 acres of riparian habitat and several wildlife species.

There would be *less-than-significant* impacts under the No Action alternative. Impacts under the proposed Project could be reduced to less than significant with mitigation. Therefore, impacts under the No Project alternative would be *less* than under the proposed Project alternative.

Cultural Resources

Because there would be no construction of new structures or infrastructure under the No Project alternative, there would be *no* impact to historic or prehistoric cultural resources. Under the proposed Project alternative, impacts on historic resources, archaeological resources, and human remains would be less than significant with mitigation. There would be *no* impacts on paleontological resources. Therefore, impacts under the No Project alternative would be *less* than under the proposed Project alternative.

Geology, Soils and Seismicity

Continued use of the campus under the No Project alternative, including repairs and maintenance to existing structures and infrastructure would have *less* impact to geology, soils, and seismicity than the proposed Project. The No Project alternative would have *no* impact related to unstable soils. Potential impacts related to seismicity would be *less than significant*, and potential impacts related to erosion would be *less than significant*.

Greenhouse Gases

As identified in Section 4.6, the proposed Project would have a significant impact on greenhouse gas emissions over the 20-year period of the FMP. Although this alternative would have fewer students and no new construction or expansion of facilities, the PCAPCD

concluded that existing science is inadequate to support quantification of impacts that project-specific GHG emissions may have on global climatic change and that the effects of project-specific GHG emissions are essentially cumulative, and unless reduced or mitigated, their incremental contribution to global climatic change could be considered significant. No construction of new buildings would occur. No modernization of existing structures would occur as they would under the proposed Project, and existing structures would continue to be less energy efficient. Their incremental contribution to global climatic change could be considered ***significant and unavoidable***. The proposed Project could potentially generate direct and/or indirect GHG emissions that may have a ***significant cumulative*** impact on the environment. Because there would be no increase in the number of students (and thus no increase in energy use or vehicles) and no new construction, the No Project alternative would have ***less*** impact than the proposed Project. Impacts from the proposed Project alternative and the No Action alternative would be ***significant and unavoidable***.

Hazards and Hazardous Materials

No new construction would occur under the No Project alternative. In comparison, under the proposed Project, nine permanent (100,898 square feet) and at least eight temporary buildings would be demolished, and new structures constructed. The service road would be slightly widened and realigned. Pipelines for water and wastewater would be moved and expanded. Under the proposed Project alternative, mitigation measures would be implemented to reduce impacts to less than significant for the transport, use, and disposal of hazardous materials; accidental release of materials; and listed hazardous sites.

Under the No Project alternative, impacts would be ***less than significant***, and therefore ***less*** than under the proposed Project Alternative. The No Project alternative and the proposed Project alternative would have ***no*** impacts to schools and airstrips. Both alternatives would have ***less-than-significant*** impacts to adopted emergency plans and wildland fire.

Hydrology and Water Quality

Under the No Project alternative, the District would continue to provide services for the same number of students as currently use the campus. There would be no increase of either potable or non-potable water. The College is provided water and wastewater services by the City of Rocklin. Under the proposed Project alternative, enrollment would increase to a maximum of 22,500 students at buildup. Anticipated potable water usage would increase from 45,000 gallons per day to 67,000 gallons per day. Under the No Project alternative, impacts to altering existing drainage, siltation and flooding, and exceeding drainage system capacity would be ***less than significant***. There would be ***no*** impacts for all other issues analyzed under hydrology and water quality. Therefore, impacts under the No Project alternative would be ***less*** than under the proposed Project alternative.

Land Use and Planning

The No Project alternative would have ***no*** impact on habitat conservation plans and natural community conservation plans and with division of a community or conflict with a land use

plan. Under the proposed Project alternative, impacts would be less than significant with mitigation under conflicts with land use plan, as the removal of an estimated maximum of 73 trees for new structures and demolition of permanent structures totally approximately 100,000 square feet would require conservation under the City of Rocklin's tree ordinance. Therefore, the No Project alternative would have *less* impact than the proposed Project alternative.

Noise

No temporary noise impacts under the No Project alternative would occur except during typical maintenance operations, so that the noise impacts during this time would be *less than significant*. Under the No Project alternative, there would be *less-than-significant* exposure to excessive noise, excessive vibration, and a permanent increase in noise. Noise during construction is expected to increase outdoors on a temporary basis, with some equipment expected to create 70 dB or higher of noise during daylight hours. An increase of one dB is anticipated during operations phase because of traffic noise. Because the campus is not located within two miles of an airport or private airstrip, there are *no* impacts under either alternative. Impacts are *less* under the No Project alternative than under the proposed Project alternative.

Population

Under the No Project alternative, there would be no increase in the number of students living on or off campus, and there would be *no* impact to population and housing. Under the proposed Project alternative, the existing dormitory, which has beds for 121 students, would be replaced with a dormitory with beds for 300 to 400 students. It is anticipated that off-campus growth would occur that was not related to the campus growth and would be consistent with growth as anticipated in the City of Rocklin General Plan (2012). Although the increase is slight, in terms of percentage of students housed (an increase from 0.85 percent to a maximum of 1.78 percent), the impact under the No Project alternative is *less* than under the proposed Project alternative.

Recreation

Recreational facilities for students are provided on campus. There would be no increased use of regional or other parks, or recreational facilities under the No Project alternative, so that there would be *no* impact. With an increase in students under the proposed Project alternative, impacts would be less than significant. However, because more students from surrounding areas would attend the College under the proposed Project alternative, impacts would be *less* under the No Project alternative.

Transportation and Traffic

As explained under Section 6.1, the LOS at some intersections already exceeds LOS C, the acceptable standard of the City of Rocklin (Appendix I, Table 4). Although the Rocklin General Plan (2012) assumes that Sierra College Boulevard will be widened to six lanes (and

Rocklin Road will be widened to six lanes east of I-80). Even after the improvements were implemented on Rocklin Road and Sierra College Boulevard, impacts would still occur at some intersections (see Appendix I):

- Rocklin Road/Aguilar Road (LOS D conditions exacerbated);
- Rocklin Road/El Don Drive/Campus Drive (LOS D to E, conditions exacerbated);
- Rocklin Road/Sierra College Boulevard (LOS E to F, conditions exacerbated);
- Sierra College Boulevard/Granite Drive (LOS F conditions exacerbated); and
- Sierra College Boulevard/Stadium Drive (LOS F conditions exacerbated).

Under the No Project alternative, the number of enrollees would not increase. The City and/or Caltrans might or might not move forward with improvements along Rocklin Road or Sierra College Boulevard and the I-80 interchanges. As noted in the TIS (Appendix I), even if the improvements were implemented, the LOS at some intersections would not be improved to a level of C. The College would continue to impact these intersections, as well as others along Rocklin Road (i.e., El Don and Havenhurst) and Sierra College Boulevard at the current level, which is to say that traffic would continue to back up on Campus at these exits during the PM peak periods. Under the No Project alternative, no improvements would be made. Since no parking lot circulation or roadway improvements would be constructed, peak hour congestion impacts would be expected to continue to occur. Under the No Project alternative, conflicts with transportation plans and existing congestion at some intersections would continue to be *significant and unavoidable*. There would be *no* impacts in air traffic patterns and hazardous design. Impacts for inadequate emergency response would be *less than significant*. Additionally, at this time the local bus system no longer stops near the campus, as the current, congested condition does not allow the buses to remain on schedule, resulting an impact of *less than significant*.

Under the proposed Project alternative, a mitigation measure is included to implement feasible transportation demand management (TDM) strategies to reduce single-occupant vehicle travel during peak hours. However, it cannot be known at this time which measures will be implemented or to what extent they will reduce impacts. This results in an impact of *less than significant* with mitigation for conflict with a transportation plan. Even with the implementation of all feasible alternatives as appropriate in the traffic section, all other impacts under the proposed Project alternative remain the same as with the No Project alternative. Therefore, impacts under the No Project alternative are slightly *greater* than under the proposed Project alternative.

Tribal and Cultural Resources

Under the No Project alternative, there would be no requirement or need to consult with Tribal representatives, as is required for a project under AB 52. Without AB 52 consultation with tribes, as required by CEQA, it is likely that any tribal cultural resources that are not known to the District would remain unknown. Under the proposed Project alternative impacts would be *less than significant with mitigation*, which would be needed should any cultural resources be discovered during construction. Under the long-term projects, additional consultation with tribal representatives would occur. Because the District cannot

assume that tribal cultural resources do not exist, impacts under the No Project alternative are *similar* to the proposed Project alternative.

Utilities and Public Services

Under the No Project alternative, there would be no need to increase fire, police, or other services provided by the City of Rocklin, so that there would be *no* impact to services. Similarly, there would be no increased need for water, wastewater, stormwater, or solid waste disposal. There would be *no* impact to utilities.

Under the proposed Project alternative, the increase in enrollment is anticipated to be 57 percent greater at buildout. Planned increases in the population and need for services and many utilities is considered in the Rocklin general plan. Although increased need will be *less than significant* for new facilities, fire, police and other services, and water, stormwater, and solid waste disposal, the increase in water demand will be *less than significant with mitigation*. The Placer County Water Agency (PCWA) determined that the proposed FMP was included in the Agency's 2015 UWMP as having a treated water demand of 84 AFY and an unchanged raw water demand. In review of historical data and the supplied Master Plan narrative, Agency staff estimates a potable water demand of 53 AFY as a result of the Master Plan. Additionally, raw water demand is estimated to decrease by 10 percent *as a result of the FMP*. Given that these values are less than the values assumed in the 2015 UWMP, there are sufficient supplies to meet the needs of the proposed Master Plan (see Appendix G). Although this increase in water is not considered significant, the No Project alternative would not require any additional water above the current 45,000 gallons per day. Therefore, the impact under the No Project alternative is *less* than under the proposed Project alternative.

Summary and Determination

Impacts to aesthetics, air quality, biological resources, cultural resources, geology/soils/seismicity, greenhouse gases, hazards and hazardous materials, hydrology/water quality, land use, and noise are less under the No Action alternative than they would be under the proposed Project. The No Action alternative would have greater traffic impacts because no mitigation measures would be implemented.

The No Action alternative would meet Project objectives to “positively contribute to the South Placer County community by continuing to provide quality educational, sporting, arts, and entertainment programs, and minimize development within the nature area on the north side of campus.”

The No Action alternative could partially meet the objectives to “achieve a functional and aesthetically pleasing Campus environment” (it is aesthetically pleasing although buildings and landscape are dated, but functional improvements would not be implemented without a funding source). Under the No Action alternative, the District would continue to implement ADA and similar accommodations and improve energy efficiencies to the extent possible without construction of new facilities.

The No Action alternative would not meet the District's objectives under the FMP to: provide code compliant educational facilities and academic support facilities that will accommodate projected increases in student enrollment, as there would be no increase in enrollment; improve the efficiency of vehicular circulation and parking onsite, as no new parking structures or roadway improvements would be implemented; or achieve architectural and site design compatible with the surrounding community. The current architecture is a combination of various styles that the District planned to update or replace with one style more representative of the Rocklin community. The No Project alternative will not meet the campus facilities and program needs, while minimizing significant impacts to the environment to the extent feasible. Although there will be no expansion that could impact the environment, the No Project alternative will not meet the facilities and program to expand services to more students, improve technology, and install energy efficient utilities.

7.4.2 - SITE PLAN ALTERNATIVE

The District considered a Facilities Master Plan that provided a different outlay for new construction and included a different set of short-term and long-term projects than the proposed Project Alternative. As with the proposed Project alternative, the intent is to encourage students to travel from I-80 to the campus along Sierra College Boulevard, and enter at Stadium Entrance, with fewer vehicles using Rocklin Road. This would relieve some of the traffic issues at the I-80 ramps on Rocklin Road, while allowing the District to increase student enrollment and meet the other objectives of the FMP. The list below compares short-term projects in the Site Plan alternative and the proposed Project alternative. The primary difference between the Site Plan Alternative and the proposed Project alternative is that the south parking structure would be mid-campus in the Site Plan alternative, and would be placed in parking Lots D and E in the proposed Project alternative. The new science building would be located closer to Sierra College Boulevard, west of Lot J. The Site Plan alternative also includes near-term construction of the new dormitory north of Stadium Entrance and west of Lot K, and delays gymnasium modernization. The 350-400 bed dormitory would replace the existing, smaller dorm at the southwest corner of the campus. Although the dorm is not considered to be traffic-related, this location would encourage the greater number of live-in students to use Lots K and J add access campus by way of Sierra College Boulevard.

Site Plan Alternative

New dormitory
New science building, Phase 1
New instructional building, Phase 1
N. parking structure
Infrastructure improvements, n. end of campus

Proposed Project Alternative

Gymnasium modernization
Modernization of Weaver Hall
New instructional building, Phase 1
N. parking structure
Infrastructure improvements, n. end

Several of the projects in the Site Plan alternative were located in different places on campus than in the proposed Project alternative, as described below. The Site Plan alternative is shown on Figure 7-1.

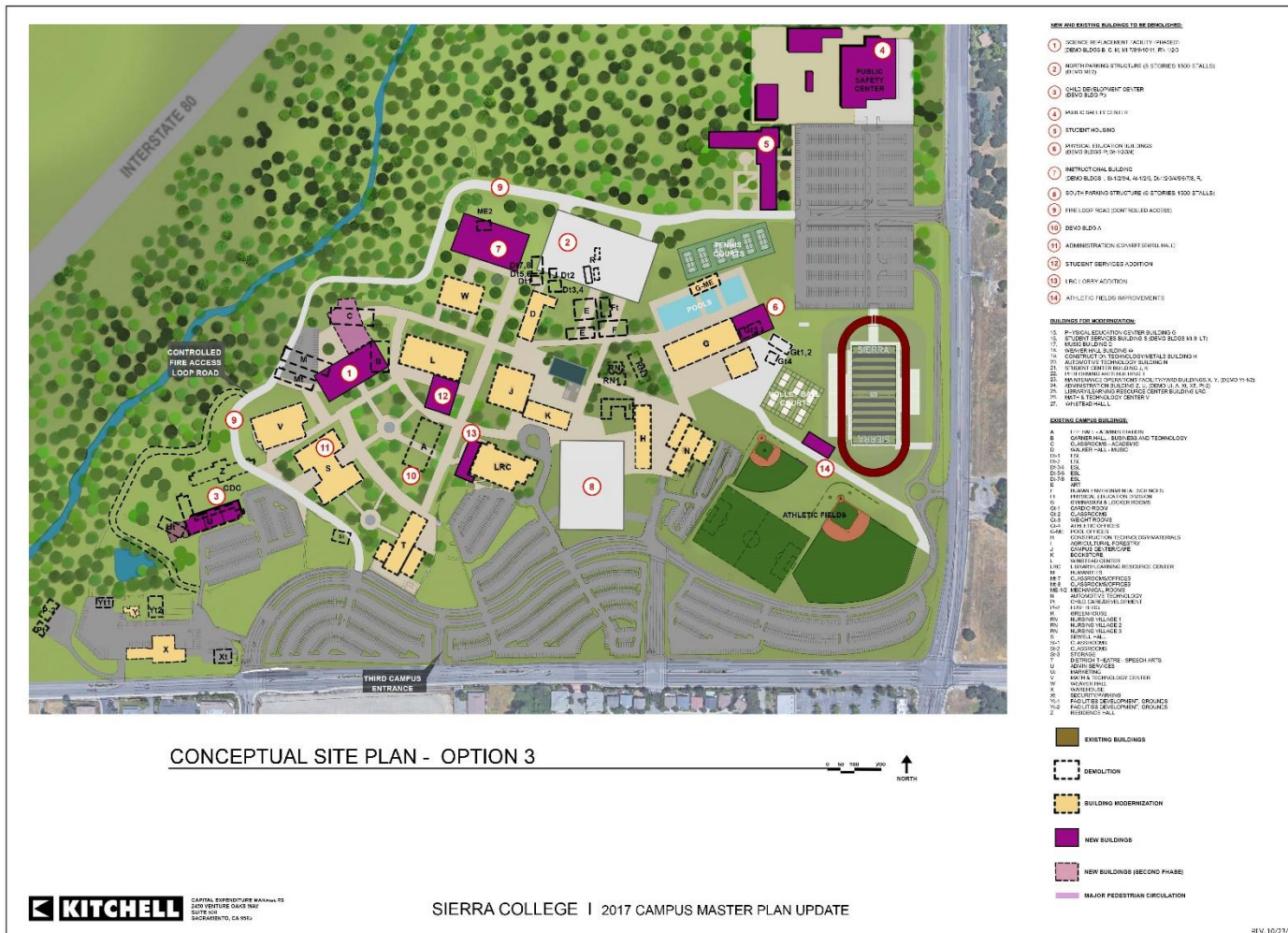


Figure 7-1
Site Plan Alternative

<u>Improvement</u>	<u>Site Plan Alternative</u>	<u>Proposed Project Alternative</u>
New dormitory:	e. of Lot J, by nature area	Mid-campus, n. of Lot G
New science building:	w. of Lot J and tennis courts	nw corner of campus s. of Service Road
Instructional bldg.:	n. of Weaver Hall	w. end of campus
N. parking structure:	nw corner of campus	w. of Lot J and tennis courts
Infrastructure:	n. end of campus	Same locations
S. parking structure:	n. of Lot A2 and C	within Lot D & E (replaces existing parking)
Service Road	nw corner - no changes	nw corner - moved north slightly

To summarize, under the Site Plan alternative, near-term projects, compared with the proposed Project alternative are that, 1) the new dormitory will be located west of Lot J near the nature area and not mid-campus, to be accessed from Sierra College Drive and Stadium Drive; 2) the new science building will be located at the northwest corner of the campus along the service road, not among other instructional buildings at the west end of the campus; and 3) the instructional building will be located at the western end of campus. Under both scenarios, the north parking structure and north-side infrastructure improvements remain the same, and both occur during the short term. The Site Plan alternative encourages students to use the Sierra College Boulevard access both the new dormitory and new parking, in an effort to reduce traffic at the Rocklin Road access and egress driveways.

Potential impacts of this alternative are compared with those of the proposed Project alternative below.

Aesthetics

Under the Site Plan alternative, the new dormitory would be located west of Parking Lot J. Because this area is adjacent to the parking lot, it has been impacted to some extent by human activity and provides only marginal habitat. Locating the new structure here would require removal of trees that would otherwise remain under the proposed Project alternative, although other structures are planned under the proposed Project alternative that would require removal of trees in other areas of the campus.

The new north parking structure, under the Site Plan alternative, would be located at the northwestern edge of the developed campus, where the service road turns from east/west to north/south. The structure would be located where in an undeveloped area and would require the removal of trees. Under the proposed Project alternative, the new parking structure would be along the service road, in an area currently occupied by temporary buildings, a large greenhouse and the health sciences building, which would be removed.

The Public Safety Training Center is planned for the north end of campus and north of parking lot J in both scenarios. This area has been impacted by human activity including mounds of dirt moved from other areas of campus. The Center would be easily accessed from Stadium Entrance and parking lot J.

Other structures will be demolished, removed, replaced, and newly constructed for both alternatives, with nine permanent buildings and at least eight temporary buildings to be

removed under both the Site Plan alternative and proposed Project alternatives. Most other construction will occur under both scenarios within the developed portion of the campus. Under both scenarios potential impacts on scenic resources would be *less than significant with mitigation*. Potential impacts related to light and glare would be *less than significant*. Because the Site Plan alternative would impinge on the previously undisturbed nature area, the Site Plan alternative impacts are *greater* than impacts of the proposed Project alternative.

Air Quality

It is anticipated that construction under the proposed Project alternative would not increase air pollutants substantially with the implementation of Best Management Practices and requirements from the air district. The level of construction under the Site Plan alternative would be similar to that of the proposed Project alternative.

During the operations phase, both the Site Plan alternative and the proposed Project alternative would encourage use of the Stadium Drive entrance to reduce congestion along Rocklin Road; however, both alternatives assume the same number of enrollees and the same number of vehicles traveling to and from campus, although a slightly greater percentage of traffic would enter from Sierra College Boulevard by virtue of the south parking garages more central location.

As explained under Section 6.1, the LOS at some intersections already exceeds LOS C, the acceptable standard of the City of Rocklin (Appendix I, Table 4). The Rocklin General Plan (2012) assumes that Sierra College Boulevard will be widened to six lanes (and Rocklin Road will be widened to six lanes east of I-80). Even after the improvements were implemented on Rocklin Road and Sierra College Boulevard, impacts would still occur at some intersections (see Appendix I). The Site Plan alternative will be evaluated using the same circumstances and assumptions as the proposed Project alternative.

As noted in the TIS (Appendix I), even if planned improvements were implemented along Rocklin Road and Sierra College, the LOS at some intersections would not be improved to a level of C. The College would continue to impact intersections and interchanges along Rocklin Road and Sierra College Boulevard. The proposed Project would add approximately 190 westbound through vehicles to the Rocklin Road/I-80 eastbound (EB) Ramps intersection. The majority of this traffic would be positioned in the inside through lane in anticipation of accessing the left-turn lane to merge onto I-80. The westbound left-turn lane onto I-80 (which currently serves 582 vehicles) would only be able to accommodate an additional 10 vehicles during the PM peak hour. Another remaining 70 vehicles would be present in the westbound queue on Rocklin Road at the end of the PM peak hour (Appendix I). By encouraging access to the campus from Sierra College, traffic would be idling for less time under the Site Plan alternative.

The Site Plan alternative encourages students to travel to and from the campus via the Sierra College Boulevard interchange, rather than the Rocklin Road intersection. Sierra College Boulevard is less congested than Rocklin Road at their respective I-80 interchanges. By constructing the north parking structure and the new (replacement) science building near

Stadium Drive and Sierra College Boulevard, fewer students would use the Rocklin Road entrances and exits. Under the proposed Project alternative, the new dormitory would be located mid-campus, nearer the southern entrance along Rocklin Road. Locating the dormitory there means that the southern parking structure must be relocated to the west, so that under the proposed Project alternative, that southern parking structure would be built in current parking Lots D and E, reducing existing outdoor parking space. The location of the described buildings under the Site Plan alternative would reduce the use of the Rocklin Road entrances/exits.

Under either alternative, a mitigation measure would be included to implement feasible transportation demand management (TDM) strategies to reduce single-occupant vehicle travel during peak hours. Even with the implementation of all feasible alternatives as appropriate in the traffic section, all other impacts under the Site Plan alternative remain the same as with proposed Project alternative. The impacts to air quality, using the threshold of cumulatively considerable increase in emissions under the Condensed Footprint alternative are *less than significant*.

The Site Plan alternative would result in less congestion at the Rocklin Road and I-80 interchange during the PM peak period than under the proposed Project alternative. All other impacts would be the same under the Site Plan alternative and the proposed Project alternative. Because the Site Plan alternative encourages use of Stadium Drive as an exit onto Sierra College Boulevard, it is assumed that congestion at the Rocklin Road intersections, including the intersection with I-80 would be less than under the Project alternative. Under the air quality analysis, impacts would be *less than significant* under both scenarios. Because the Site Plan alternative would route vehicles to Stadium Drive, however, air quality impacts resulting from vehicles idling at exits and I-80 ramps would be *less* under the Site Plan alternative than under the proposed Project alternative.

Biological Resources

Biological resources have the potential to occur throughout the campus, but particularly in the natural areas north of the developed portion of the campus and in Secret Ravine area, outside the project area, and adjacent to the campus. The location of the proposed new parking structure and the new instructional buildings are in the same locations under the Site Plan alternative and the proposed Project alternative. The dormitory is planned for the area west of parking lot J in the Site Plan alternative, which would affect marginal habitat in the nature area. It would impact a greater number of trees than the dormitory planned under the proposed Project alternative dormitory site, while the dormitory site for the proposed Project would require the removal of the agricultural/forestry building as well as trees. Under the proposed Project alternative, the gymnasium expansion and new recreational facilities would affect some previously undisturbed areas. Under the Site Plan alternative, no changes in alignment would occur along the service road at the north end of campus, while the service road would be realigned slightly north under the proposed Project alternative, which could require removal of a few trees or other vegetation. There are three elderberry shrubs, providing habitat for Valley elderberry longhorn beetle, a sensitive species, near the service road, and designs would plan to avoid these. Both scenarios have

the potential to impact habitat and wildlife, but impacts can be reduced to *less than significant with mitigation* under both alternatives. Also, under both alternatives, the southern portion of the service road is relocated further from Secret Ravine to avoid traffic and allow that habitat to recover which will require removal of trees and other vegetation (to the minimum extent feasible).

Because of the proposed location of the dormitory under the Site Plan alternative, this alternative would have the potential to negatively affect more undisturbed land than the Project alternative. Therefore, impacts would be slightly *greater* under the Site Plan alternative than under the proposed Project alternative.

Cultural Resources

The Site Plan alternative includes similar sized structures to be demolished and constructed as under the Project alternative. Under both alternatives, impacts on historic resources, archaeological resources, and human remains would be *less than significant with mitigation*, except that impacts to historical resources would be *significant and unavoidable* if any structures determined to be historical resources were removed under either scenario. There would be *no* impacts on paleontological resources. Although the proposed south parking structure is located in a paved parking area under the proposed Project alternative, and some other structures under this alternative would be located in previously disturbed areas, some portions of the new dormitory and the expanded gymnasium and recreational facilities could be in partially-previously undisturbed areas. Under the Site Plan alternative, the new dormitory would be located at the north end of campus in a previously undisturbed area. The new instructional building would be located in a previously undisturbed area under both scenarios. Any discovery of cultural resources could be reduced, with impacts *less than significant with mitigation*.

Because of the potential for previously unknown cultural resources to occur throughout the campus, impacts would be *similar* under both scenarios.

Geology, Soils and Seismicity

Construction, demolition, and maintenance activities under the Site Plan alternative would be at a similar location and similar level of effort as under the proposed Project alternative, and would have a *similar* impact to geology, soils, and seismicity as under the proposed Project alternative. As noted elsewhere, the south parking structure is located in a paved parking area under the proposed Project alternative, whereas under the Site Plan alternative, the new dormitory would be located at the north end of campus in a previously undisturbed area.

Under both alternatives, activities would have impacts *less than significant with mitigation* for unstable soils. Potential impacts related to seismicity would be *less than significant*, and potential impacts related to erosion would be *less than significant*. Although undisturbed soils would be used for new structures under both the Site Plan alternative and proposed Project alternative, they could be mitigated to less than significant if/when needed. Under

the Site Plan alternative, no changes in alignment would occur along the service road at the north end of campus, while the service road would be realigned slightly north under the proposed Project alternative.

Because of the potential for resources to occur throughout the campus, impacts would be *similar* under both scenarios.

Greenhouse Gas Emissions

The construction activities for the short-term projects under the Site Plan alternative would be expected to generate approximately the same GHG emissions as under the proposed Project alternative, as these emissions are calculated based on square footage rather than location of the structure within the project area. . The proposed Project's construction GHG emissions were estimated and compared to the recommended threshold of significance. . The long-term operational GHG emissions estimate for the proposed Project were also estimated for the Project's potential area source and vehicle emissions, emissions associated with utility and water usage, and the generation of wastewater and solid waste. The Project's use of only low VOC paints, inherent site and project design features (i.e., on-site pedestrian network and proximity to nearest bus stop), and compliance with applicable regulations (i.e., California Building Energy Efficiency Standards) were included in the Project modeling. Estimated operational GHG emissions associated with the proposed Project at the anticipated full build-out did not exceed the thresholds. The emissions calculated were those of the near-term Projects only, as details for long-term projects were unknown, and will need to be evaluated as they are proposed. The Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Impacts from the Project alternative and the Site Plan alternative would be *significant and unavoidable* and impacts from the Site Plan alternative for near-term projects would be *similar* to those of the proposed Project alternative.

Hazards and Hazardous Materials

Under the Site Plan alternative and the proposed Project alternative, buildings would be demolished, and new structures constructed. The service road would be slightly widened and realigned at the southern end, although additional improvements to the service road are planned in addition under the proposed Project alternative. Pipelines for water and wastewater would be moved and expanded to a similar extent, and for a similar number of students. Under both alternatives, mitigation would be implemented to reduce impacts to *less than significant with mitigation* for the transport, use, and disposal of hazardous materials; accidental release of materials; and listed hazardous sites.

Under the Site Plan alternative, impacts would be *similar* to those under the proposed Project alternative. Neither alternative would have impacts to schools and airstrips. Both alternatives would have *less-than-significant* impacts to adopted emergency plans and wildland fire.

Hydrology and Water Quality

Under the Site Plan alternative, the District would continue to provide services for the same number of students as under the proposed Project alternative. The District is provided water and wastewater services by the City of Rocklin. Under the Site Plan alternative and the proposed Project alternative, enrollment would increase to a maximum of 22,500 students at buildout. These alternatives would require the same increases in water provided by the City; that is, potable water use would increase by approximately 57 percent, from 45,000 gallons per day to 67,000 gallons per day at build out. Neither alternative would use substantially less water for drinking or other indoor use, nor would either result in lower water use than the other for landscaping or other outdoor uses. Under both these alternatives, impacts to altering existing drainage, siltation and flooding, and exceeding drainage system capacity would be less than significant with mitigation. Stormwater basins and pipelines might be placed in different locations but would be subject to the requirements and regulations under both scenarios. There would be no impacts for all other issues analyzed under hydrology and water quality. Therefore, impacts under the Site Plan alternative would be *similar* to those under the proposed Project alternative.

Land Use and Planning

Neither project alternative would physically divide a community, and neither would conflict with an HCP or NCCP. Under both alternatives, impacts would be *less than significant with mitigation* under conflicts with land use plan, as the removal of trees for new structures and demolition of other structures would require conservation under the City of Rocklin's tree ordinance. As noted under biological resources above, the location of the proposed new parking structure and the new instructional buildings are the same under the Site Plan alternative and the proposed Project alternative. The dormitory is planned for the area west of parking lot J in the Site Plan alternative, which would affect marginal habitat in the nature area. It would impact a greater number of trees than the dormitory planned under the proposed Project alternative dormitory site, while the dormitory site for the proposed Project would require the removal of the agricultural/forestry building as well as trees. Under the proposed Project alternative, the gymnasium expansion and new recreational facilities would affect some previously undisturbed areas. Under the Site Plan alternative, no changes in alignment would occur along the service road at the north end of campus, while the service road would be realigned slightly north under the proposed Project alternative, which could require removal of a few trees or other vegetation. There are three elderberry shrubs, providing habitat for Valley elderberry longhorn beetle, a sensitive species, near the service road, and designs would plan to avoid these. Both scenarios have the potential to impact habitat and wildlife, but impacts can be reduced to *less than significant with mitigation* under both alternatives. Also, under both alternatives, the southern portion of the service road is relocated further from Secret Ravine to avoid traffic and allow that habitat to recover which will require removal of trees and other vegetation (to the minimum extent feasible).

Because of the proposed location of the dormitory under the Site Plan alternative, this alternative would have the potential to negatively affect more undisturbed land than the

Project alternative. Therefore, impacts would be slightly *greater* under the Site Plan alternative than under the proposed Project alternative.

Therefore, the Site Plan alternative would have *greater* impact than the proposed Project alternative.

Noise

Temporary noise impacts under the proposed Project alternative would occur during demolition and construction activities and would require mitigation to reduce them, so that the noise impacts during this time would be *less than significant with mitigation*. Under the Site Plan alternative, exposure to excessive noise, excessive vibration, and a permanent increase in noise would be *less than significant*. Because the campus is not located within two miles of an airport or private airstrip, there are *no* impacts under either alternative. Similar impacts would occur under the Site Plan alternative during both short-term and long-term projects, so that impacts to noise or vibration *similar* to the proposed Project alternative.

Population and Housing

Under the Site Plan Alternative, a maximum of 22,500 students is anticipated on campus. Under both the Site Plan alternative and the proposed Project alternative, the existing dormitory, which has beds for 121 students, would be replaced with a dormitory with beds for 300 to 400 students. Growth in surrounding communities is assumed to be the same under both alternatives. The impact under the Site Plan alternative is *similar* to the proposed Project alternative.

Recreation

Recreational facilities for students are provided on campus. There would be a similar increase in students under the Site Plan alternative and the Project alternative. There would be no direct increased use of regional or other parks, or recreational facilities under either alternative. With an increase in students under the Site Plan alternative, impacts would be *less than significant*. Therefore, impacts would be *similar* under the Site Plan alternative.

Transportation and Traffic

As explained under Section 6.1, the LOS at some intersections already exceeds LOS C, the acceptable standard of the City of Rocklin (Appendix I, Table 4). The Rocklin General Plan (2012) assumes that Sierra College Boulevard will be widened to six lanes (and Rocklin Road will be widened to six lanes east of I-80). Once improvements have been implemented on Rocklin Road and Sierra College Boulevard, impacts would still occur at some intersections (see Appendix I). The TIS (Appendix I), did not assume that Sierra College Boulevard would be widened to six lanes for the evaluation of the proposed Project alternative, and the Site Plan alternative has been evaluated using the same circumstances and assumptions.

Unlike many community colleges, the Rocklin campus was originally located in a rural area, and the areas around the campus have since filled in with residences and neighbor commercial businesses, with larger businesses at the nearest interchanges with I-80. Egress from the campus onto Rocklin Road is sometimes congested, particularly during the PM peak hours. The District can improve the access by creating additional turn lanes at Stadium Drive and Campus Way. To improve congestion at the I-80 and Rocklin Road and Sierra College Boulevard interchanges, improvements must be coordinated with efforts of the City and Caltrans. This is an ongoing process.

Under both the Site Plan alternative and the proposed Project alternative, the number of enrollees would increase through buildout to a maximum of 22,500 students. As noted in the TIS (Appendix I), even if planned improvements were implemented along Rocklin Road and Sierra College, the LOS at some intersections would not be improved to a level of C. The College would continue to impact intersections and interchanges along Rocklin Road and Sierra College Boulevard. The Site Plan alternative encourages students to travel to and from the campus via the Sierra College Boulevard interchange, rather than the Rocklin Road intersection. Sierra College Boulevard is less congested than Rocklin Road at their respective I-80 interchanges. It should be noted, however, that the TIS analysis shows that for the Existing Plus Project scenario, the FMP causes the eastbound offramp at Sierra College Boulevard to spill back onto the I-80 mainline, so that the Site Plan alternative would be exacerbating that impact to a modest degree. By constructing the new dormitory, the north parking structure, and the new (replacement) science building near Stadium Drive and Sierra College Boulevard, fewer students would use the Rocklin Road entrances and exits. Under the proposed Project alternative, the new dormitory would be located mid-campus, nearer the southern entrance along Rocklin Road. Locating the dormitory there means that the southern parking structure must be relocated to the west, so that under the proposed Project alternative, that southern parking structure would be built in current parking Lots D and E, reducing existing outdoor parking space. The location of the described buildings under the Site Plan alternative would reduce the use of the Rocklin Road entrances/exits. However, because the existing congestion at the interchanges already results in a LOS exceeding C and no mitigation measures are available to reduce those impacts to less than significant, the impacts to conflicting with transportation plans under the Site Plan alternative are *significant and unavoidable*.

There would be *no* impacts in air traffic patterns and hazardous design under either alternative. Impacts for inadequate emergency response would be *less than significant*.

Under either alternative a mitigation measure would be included to implement feasible transportation demand management (TDM) strategies to reduce single-occupant vehicle travel during peak hours. However, it cannot be known at this time which measures will be implemented or to what extent they will reduce impacts. Even with the implementation of all feasible alternatives as appropriate in the traffic section, all other impacts under the Site Plan alternative remain the same as with proposed Project alternative.

Thus, although the Site Plan alternative would result in less congestion at the Rocklin Road and I-80 interchange during the PM peak period than under the proposed Project alternative,

impacts there would remain *significant and unavoidable*. All other impacts would be the same under the Site Plan alternative and the proposed Project alternative. Because the Site Plan alternative encourages use of Stadium Drive as an exit onto Sierra College Boulevard, it is assumed that congestion at the Rocklin Road intersections, including the intersection with I-80 would be less than under the Project alternative. Therefore, impacts under the alternative are slightly *less* than under the proposed Project alternative.

Tribal and Cultural Resources

The Site Plan alternative includes similar sized structures to be demolished and constructed as under the Project alternative. Under both alternatives, impacts on tribal and cultural resources would be *less than significant with mitigation*. Although the proposed south parking structure is located in a paved parking area under the proposed Project alternative, other structures under this alternative would be located in previously disturbed areas. Under the Site Plan alternative, the new dormitory would be located at the north end of campus in a previously undisturbed area, while under the proposed Project alternative the gymnasium expansion and other facilities would require excavation of previously undisturbed areas. Under the proposed Project alternative, impacts would be *less than significant with mitigation*, which would be needed should any tribal cultural resources be discovered during construction. Under the long-term projects, additional consultation with tribal representatives would occur. Because the District cannot assume that tribal cultural resources do not exist, impacts under the No Project alternative are *similar* to the proposed Project alternative.

Any discovery of cultural resources could be reduced, with impacts *less than significant with mitigation*. Therefore, because the Site Plan alternative places structures in undisturbed areas more than under the proposed Project Alternative, impacts under the Site Plan alternative would be *greater* than those under the proposed Project alternative.

Utilities and Public Services

Under the two alternatives being analyzed, the increase in enrollment is anticipated to be 57 percent greater at buildout. Although increased need will be *less than significant* for new facilities, fire, police and other services, and water, stormwater, and solid waste disposal, the increase in water demand will be *less than significant with mitigation*. Similar mitigation would be expected under the Site Plan alternative. Therefore, the impact under the Site Plan alternative is *similar* to the proposed Project alternative impact.

Summary and Determination

Impacts to traffic and transportation would be less under the Site Plan alternative than they would be under the proposed Project alternative. Impacts to cultural resources; geology, soils, and seismicity; greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, population and housing, recreation, and tribal cultural resources, and utilities and services would be similar under the Site Plan alternative and proposed Project alternative. Under the Site Plan alternative, impacts to aesthetics, air quality,

biological resources, and land use and planning would be greater than under the proposed Project alternative. The lesser impacts are primarily due to a greater percentage of vehicles routed to the Stadium Drive/Sierra College Boulevard/I-80 intersection, thereby reducing congestion along the Rocklin Road/I-80 intersection. The increased impacts of the Site Plan alternative are majorly because of the greater impacts to the previously undisturbed areas of the campus.

Like the proposed Project alternative, the Site Plan alternative would meet the FMP objectives to:

- Positively contribute to the South Placer County community by continuing to provide quality educational, sporting, arts, and entertainment programs;
- Provide code compliant educational facilities and academic support facilities that will accommodate projected increases in student enrollment;
- Improve the efficiency of vehicular circulation and parking onsite;
- Achieve a functional and aesthetically pleasing Campus environment;
- Achieve architectural and site design compatible with the surrounding community;
- Minimize development within the nature area on the north side of campus;
- Incorporate American with Disabilities Act and similar accommodations to better facilitate students, staff, and visitors with disabilities or limitations; and
- Improve energy efficiencies in existing and replacement facilities to reduce impacts to air quality, and energy and water use.

The Site Plan alternative would not meet the objectives to: meet the facilities and program needs of the campus while minimizing significant impacts to the environment to the extent feasible or minimize development within the nature area on the north side of campus.

7.4.3 - CONDENSED FOOTPRINT ALTERNATIVE

The District is considering an alternative to limit the new construction of the facilities planned under the proposed Project alternative that are near the nature area (North Parking Garage, Public Safety Training Center, and New Instructional Building) to the already developed campus. This alternative would relocate the north parking garage on top of K lot on the north side of Stadium Drive and relocate the Public Safety Training Center and the new Instructional Building on top of surface parking nearer to the heart of campus. The intent of this alternative is to move proposed structures from within or near the nature area to reduce impacts there. In order to do this, the Public Safety Training Center would be in Lot H, north of Rocklin Road and east of the East Entrance. The New Instructional Building would be located between the existing Theatre (Bldg T) and the Natural History Museum (Bldg S). Because a significant amount of surface parking is lost in this alternative, a third parking garage would need to be added along Rocklin Road, probably in Lot E or Lot I. This alternative would reduce the number of classroom building improvements in order to free up funding for the additional parking garage, and this alternative would significantly impact the Rocklin Road traffic flow and viewshed.

Several of the projects in the Condensed Footprint alternative would be located in different places on campus than in the proposed Project alternative, as described below.

<u>Improvement</u>	<u>Condensed Footprint Alternative</u>	<u>Proposed Project Alternative</u>
New dormitory:	Mid-campus, n. of Lot G	Mid-campus, n. of Lot G
New science building:	w. of Lot J and tennis courts	nw corner of campus s. of Service Road
Instructional bldg.:	w. of Bldg T	w. end of campus
N. parking structure:	Lot K	w. of Lot J and tennis courts
Infrastructure:	n. end of campus	Same locations
S. parking structure:	within Lot D & E	within Lot D & E (replaces existing parking)
Service Road	nw corner - no changes	nw corner - moved north slightly

Unlike the proposed Project alternative, the Condensed Footprint alternative would discourage student from using the Sierra College Boulevard access to Stadium Drive, as most facilities and parking would be closer to the Rocklin Road access.

Potential impacts of this alternative are compared with those of the proposed Project alternative below.

Aesthetics

Under the Condensed Footprint alternative, the proposed North Parking structure would be located atop existing Lot K. Although Lot K is visible from Sierra College Boulevard, the new four-story building would rise significantly above the trees between the Boulevard and the existing parking lot. The Public Safety Training Center, which would be north of Lot K under the proposed Project alternative, would be in Lot H, north of Rocklin Road in the Condensed Footprint alternative. This facility has not been designed, but is assumed to be a two-story structure. Because this facility will include fire technology programs, the facility will require sufficient space for large fire-fighting vehicles, including the ability to turn them around in the paved area outside the building. This facility would be visible from Rocklin Road, where back yards of residences line this roadway. The New Instructional Building would be located to the north of Lot D and E, surface lots where the South Parking Structure is proposed in the long-term projects. This proposed building would be between Buildings S and T, and would replace temporary buildings. Under the proposed Project alternative, this area would have remained an open area.

The primary objective of this alternative is to reduce use of, and therefore impacts to, the nature area. By locating proposed structures elsewhere, much of the 8.37 acres of woodland habitat would not be affected. Although the habitat along this area has been impacted by human activity, local residents and others have expressed concerns about utilizing this property, in part because it is so visible from Sierra College Boulevard. The proposed Project alternative would include removal of 73 trees, many of which are located in the nature area. Under any alternative, trees removed would be replaced by smaller trees throughout the campus (including other portions of nature area).

Other structures will be demolished, removed, replaced, and newly constructed for both alternatives, with nine permanent buildings and at least eight temporary buildings to be removed under both the Condensed Footprint and proposed Project alternatives. Most other construction will occur under both scenarios within the developed portion of the campus. Under both scenarios potential impacts on scenic resources would be *less than significant with mitigation*. Potential impacts related to light and glare would be *less than significant*. Because the Condensed Footprint alternative would not impinge on the previously undisturbed nature area, the Condensed Footprint alternative impacts are *less* than impacts of the proposed Project alternative. However, there will be greater impacts along Rocklin Road where the two-story Public Safety Training Center would be visible from Rocklin Road, where back yards of residences line this roadway.

Air Quality

It is anticipated that construction under the proposed Project alternative would not increase air pollutants substantially with the implementation of Best Management Practices and requirements from the air district. The level of construction under the Condensed Footprint alternative would be similar to that of the proposed Project alternative.

During the operations phase, the Condensed Footprint alternative would not encourage use of Sierra College Boulevard, and would instead encourage use of Rocklin Road, perhaps to a greater extent than current travel (45 percent). The proposed Project alternative would encourage use of the Stadium Drive entrance, reducing the use of Rocklin Road to approximately 35 percent (Appendix I). Both alternatives assume the same number of enrollees and the same number of vehicles traveling to and from campus.

Neither alternative would conflict with or violate an air quality plan, and impacts would be *less than significant*. The areas surrounding the campus have filled in with residences and neighbor commercial businesses, with larger businesses at the nearest interchanges with I-80. This has resulted in limited ingress and egress to and from the campus, and congestion at the nearby intersections. The District can improve the access by creating additional turn lanes at Stadium Drive and Campus Way.

As noted in the TIS (Appendix I), even if planned improvements were implemented along Rocklin Road and Sierra College, the LOS at some intersections would not be improved to a level of C. The College would continue to impact intersections and interchanges along Rocklin Road and Sierra College Boulevard. The proposed Project would add approximately 190 westbound through vehicles to the Rocklin Road/I-80 eastbound (EB) Ramps intersection. The majority of this traffic would be positioned in the inside through lane in anticipation of accessing the left-turn lane to merge onto I-80. The westbound left-turn lane onto I-80 (which currently serves 582 vehicles) would only be able to accommodate an additional 10 vehicles during the PM peak hour. Another remaining 70 vehicles would be present in the westbound queue on Rocklin Road at the end of the PM peak hour (Appendix I). By encouraging access to the campus from Sierra College, traffic would be idling for less time under the Condensed Footprint alternative.

Because access to the new Public Safety Training Center and the New Instructional Building, as well as a third parking structure, would all be from Rocklin Road under the Condensed Footprint alternative, this alternative would result in more congestion at the I-80 interchange with Rocklin Road, along Rocklin Road to the campus, and at the ingress and egress to the campus from Rocklin Road. The impacts to air quality, using the threshold of cumulatively considerable increase in emissions, under the Condensed Footprint alternative are ***less than significant***.

Under either alternative a mitigation measure would be included to implement feasible transportation demand management (TDM) strategies to reduce single-occupant vehicle travel during peak hours. Even with the implementation of all feasible alternatives as appropriate in the traffic section, all other impacts under the Condensed Footprint alternative remain the same as with proposed Project alternative. Impacts from either alternative to sensitive receptors would be ***less than significant***. During operations phase, the project would not create objectionable odors, although some odors from diesel fumes and paving and construction operations would be created under either alternative. Impacts would be ***less than significant***.

Thus, the Condensed Footprint alternative would result in more congestion at the Rocklin Road and I-80 interchange during the PM peak period than under the proposed Project alternative and impacts there would remain ***significant and unavoidable***. Under the air quality analysis, impacts would be ***less than significant*** under both scenarios. Because the Condensed Footprint alternative would route vehicles to Rocklin Road to a greater extent than would the proposed Project alternative, air quality impacts resulting from vehicles idling at exits and I-80 ramps would be ***greater*** under the Condensed Footprint alternative than under the proposed Project alternative.

Biological Resources

Biological resources have the potential to occur throughout the campus, but particularly in the natural areas north of the developed portion of the campus and in Secret Ravine area, outside the project area, and adjacent to the campus. The location of the proposed new parking structure is on an existing paved parking area under the Condensed Footprint alternative. Under the Condensed Footprint alternative, the New Instructional Building would be located mid-Campus, as opposed to being sited at the northwestern end of campus under the proposed Project alternative. The Public Safety Training Facility would not be constructed north of Lot K, but would instead be in Lot H, north of Rocklin Road. These changes would avoid impacts to the majority of the 8.37 acres of woodland habitat that would be impacted under the proposed Project area. Under the Condensed Footprint alternative, the only trees that would be removed would be those needed to expand other facilities, or near structures to be demolished. Most trees outside the nature area that are on the campus are ornamental species, not native oak trees or riparian trees.

Locating the North Parking Structure in the existing parking Lot K would avoid potential impacts to two ditches that begin south of the Stadium Entrance and flow downhill into

Secret Ravine. Under the Condensed Footprint alternative, this would avoid impacts to 0.02 acre that might otherwise be impacted under the proposed Project alternative.

Under the Condensed Footprint alternative, no changes in alignment would occur along the service road at the north end of campus, while the service road would be realigned slightly north under the proposed Project alternative, which could require removal of a few trees or other vegetation. There are three elderberry shrubs, providing habitat for Valley elderberry longhorn beetle, a sensitive species, near the service road, and designs would plan to avoid these. Any impacts to habitat can be reduced in either alternative to ***less than significant with mitigation***. Under the proposed Project alternative, the southern portion of the service road is relocated further from Secret Ravine to avoid traffic and allow that habitat to recover which will require removal of trees and other vegetation (to the minimum extent feasible).

Because structures would be planned to avoid the nature area and area south of the service road under the Condensed Footprint alternative, this alternative would negatively affect less undisturbed land than the Project alternative. Therefore, impacts would be ***less*** under the Condensed Footprint alternative than under the proposed Project alternative.

Cultural Resources

The Condensed Footprint alternative includes similar sized structures to be demolished and constructed as under the Project alternative: however, the North Parking Structure and Public Safety Training Center would be located on existing paved areas. Under the Condensed Footprint alternative, the New Instructional Building would be located in an area where temporary building will be removed (under both alternatives). Under the proposed Project alternative, the New Instructional Building would be constructed on an existing paved area. Under both alternatives, impacts on historic resources, archaeological resources, and human remains would be ***less than significant with mitigation***, except that impacts to historical resources would be ***significant and unavoidable*** if any structures determined to be historical resources were removed under either scenario. There would be ***no*** impacts on paleontological resources. The proposed south parking structure is located in a paved parking area under both alternatives, and some other structures under both alternatives would be located in previously disturbed areas. Under both alternatives, the new gymnasium and recreational facilities expansions, expansion to the existing science building, and other improvements would be made in some previously undisturbed areas. Because more structures would be built on existing paved areas under the Condensed Footprint alternative, this alternative would have ***less*** impact to cultural resources than the proposed Project alternative.

Geology, Soils and Seismicity

Construction, demolition, and maintenance activities would include the same structures and areas of campus under both alternatives, except that the North Parking Structure and Public Safety Training Center would utilize existing parking lots under the Condensed Footprint alternative. The third parking lot proposed under this alternative would also be constructed in existing paved areas adjacent to Rocklin Road. Because structures under the Condensed

Footprint alternative would utilize paved areas to a greater extent, this alternative would have *less* impact to geology, soils, and seismicity as under the proposed Project alternative.

Under both alternatives, activities would have impacts *less than significant with mitigation* to unstable soils. Potential impacts related to seismicity would be *less than significant*, and potential impacts related to erosion would be *less than significant*. Although undisturbed soils would be used for some new structures under the Condensed Footprint alternative and proposed Project alternative, they could be mitigated to less than significant if/when needed. Under the Condensed Footprint alternative, no changes in alignment would occur along the service road at the north end of campus, while the service road would be realigned slightly north under the proposed Project alternative. Less previously undisturbed land would be utilized for the Condensed Footprint alternative, so that impacts would be *less* than under the proposed Project alternative.

Greenhouse Gas Emissions

The construction activities for the short-term projects under the Condensed Footprint alternative would be expected to generate approximately the same GHG emissions as under the proposed Project alternative, as these emissions are calculated based on square footage rather than location of the structure within the project area. The proposed Project's construction GHG emissions were estimated and compared to the recommended threshold of significance. The long-term operational GHG emissions estimate for the proposed Project were also estimated for the Project's potential area source and vehicle emissions, emissions associated with utility and water usage, and the generation of wastewater and solid waste. The Project's use of only low VOC paints, inherent site and project design features (i.e., on-site pedestrian network and proximity to nearest bus stop), and compliance with applicable regulations (i.e., California Building Energy Efficiency Standards) were included in the Project modeling. Implementation of the proposed Project under either alternative would contribute to increases of GHG emissions that are associated with global climate change. The model quantifies direct GHG emissions from construction and operation (including vehicle use), as well as indirect GHG emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. Their incremental contribution to global climatic change could be considered *significant and unavoidable*. Impacts from the Condensed Footprint alternative for near-term projects would be *similar* to those of the proposed Project alternative.

Hazards and Hazardous Materials

Under the Condensed Footprint alternative and the proposed Project alternative, nine buildings and at least eight temporary structures would be demolished, and new structures constructed. The service road would be slightly widened and realigned at the southern end, although additional improvements to the service road are planned in addition under the proposed Project alternative. Pipelines for water and wastewater would be moved and expanded to a similar extent, and for a similar number of students. Under both alternatives, mitigation would be implemented to reduce impacts to *less than significant with mitigation*

for the transport, use, and disposal of hazardous materials; accidental release of materials; and listed hazardous sites.

Under the Condensed Footprint alternative, impacts would be *similar* to those under the proposed Project alternative. Neither alternative would have impacts to schools and airstrips. Both alternatives would have *less-than-significant* impacts to adopted emergency plans and wildland fire.

Hydrology and Water Quality

Under the Condensed Footprint alternative, the District would continue to provide services for the same number of students as under the proposed Project alternative. The District is provided water and wastewater services by the City of Rocklin. Under the Condensed Footprint alternative and the proposed Project alternative, enrollment would increase to a maximum of 22,500 students at buildout. These alternatives would require the same increases in water provided by the City; that is, potable water use would increase by approximately 57 percent, from 45,000 gallons per day to 67,000 gallons per day at build out. Neither alternative would use substantially less water for drinking or other indoor use, nor would either result in lower water use than the other for landscaping or other outdoor uses. Under both these alternatives, impacts to altering existing drainage, siltation and flooding, and exceeding drainage system capacity would be less than significant with mitigation. Stormwater basins and pipelines might be placed in different locations, but would be subject to the requirements and regulations under both scenarios. There would be no impacts for all other issues analyzed under hydrology and water quality. Therefore, impacts under the Condensed Footprint alternative would be *similar* to those under the proposed Project alternative.

Land Use and Planning

Neither project alternative would physically divide a community, and neither would conflict with an HCP or NCCP. Under both alternatives, impacts would be *less than significant with mitigation* under conflicts with land use plan, as the removal of trees for new structures and demolition of other structures would require conservation under the City of Rocklin's tree ordinance. As noted under biological resources above, the location of the proposed new parking structure and the new Public Safety Training Center, would be on previously paved areas under the Condensed Footprint alternative, and would therefore affect less woodland habitat than the proposed Project alternative. The proposed Project alternative would impact a greater number of trees than Condensed Footprint alternative. Under the Condensed Footprint alternative, no changes in alignment would occur along the service road at the north end of campus, while the service road would be realigned slightly north under the proposed Project alternative, which could require removal of a few trees or other vegetation. There are three elderberry shrubs, providing habitat for Valley elderberry longhorn beetle, a sensitive species, near the service road, and designs would plan to avoid these. Both scenarios have the potential to impact habitat and wildlife, and impacts can be reduced to *less than significant with mitigation* under both alternatives. Under the proposed Project alternative, the southern portion of the service road is relocated further from Secret

Ravine to avoid traffic and allow that habitat to recover which will require removal of trees and other vegetation (to the minimum extent feasible).

The Condensed Footprint alternative would impact less previously-undisturbed land than the Project alternative. This would impact less woodland habitat and fewer trees. Therefore, impacts would be *less* under the Condensed Footprint alternative than under the proposed Project alternative.

Noise

Temporary noise impacts under the proposed Project alternative would occur during demolition and construction activities and would require mitigation to reduce them, so that the noise impacts during this time would be *less than significant with mitigation*. Under the Condensed Footprint alternative, exposure to excessive noise, excessive vibration, and a permanent increase in noise would be *less than significant*, and would require compliance with building codes to ensure that interior noise levels were reduced for the Public Safety Training Center. The Public Safety Training Center, instead of being approximately 225 feet from Sierra College Boulevard, would be approximately 150 feet from Rocklin Road. Outdoor noise levels would be higher at this location under the Condensed Footprint alternative. Noise levels for the New Instructional Building would be comparable under either alternative, as they are located among other structures away from the major roadways. The outdoor noise level of the North Parking Structure would be higher under the Condensed Footprint alternative, because it would be located approximately 200 feet from Sierra College Boulevard. Under the proposed Project alternative, the parking structure would be along the service road, well within the campus boundaries. Because the campus is not located within two miles of an airport or private airstrip, there are *no* impacts under either alternative. Under the Condensed Footprint alternative, with the location of the Public Safety Training Center closer to a major roadway, and the North Parking Structure closer to Sierra College Boulevard, outdoor noise levels would be higher than under the proposed Project alternative. Noise levels for interior classrooms would be similar under both alternatives during both short-term and long-term projects, so that impacts to noise or vibration would be *similar* to the proposed Project alternative.

Population and Housing

Under the Condensed Footprint Alternative, a maximum of 22,500 students is anticipated on campus. Under both the Condensed Footprint alternative and the proposed Project alternative, the existing dormitory, which has beds for 121 students, would be replaced with a dormitory with beds for 300 to 400 students. Growth in surrounding communities is assumed to be the same under both alternatives. The impact under the Condensed Footprint alternative is *similar* to the proposed Project alternative.

Recreation

Recreational facilities for students are provided on campus. There would be a similar increase in students under the Condensed Footprint alternative and the Project alternative.

There would be no direct increased use of regional or other parks, or recreational facilities under either alternative. With an increase in students under the Condensed Footprint alternative, impacts would be *less than significant*. Therefore, impacts would be *similar* under the Condensed Footprint alternative.

Transportation and Traffic

The LOS at some intersections already exceeds LOS C, the acceptable standard of the City of Rocklin (Appendix I, Table 4). The Rocklin General Plan (2012) assumes that Sierra College Boulevard will be widened to six lanes (and Rocklin Road will be widened to six lanes east of I-80). Once the improvements were implemented on Rocklin Road and Sierra College Boulevard, impacts would still occur at some intersections (see Appendix I).

Much of the area south of the campus has been built up with residences and neighbor commercial businesses, with larger businesses at the nearest interchanges with I-80 on Rocklin Road and Sierra College Boulevard. This has resulted in limited ingress and egress to and from the campus, and congestion at the nearby intersections. The District can improve the access by creating additional turn lanes at Stadium Drive (from Sierra College Boulevard) and Campus Drive (from Rocklin Road), but to improve congestion at the I-80 and Rocklin Road and Sierra College Boulevard interchanges, improvements must be coordinated with efforts of the City and Caltrans.

Even if planned improvements were implemented along Rocklin Road and Sierra College, the LOS at some intersections would not be improved to a level of C, and the student population would continue to increase under both alternatives. The College would continue to impact intersections and interchanges along Rocklin Road and Sierra College Boulevard. Under the Condensed Footprint alternative, more students are likely to utilize Rocklin Road to access the campus, especially if eventually two new parking structures and the Public Safety Training Center could be more easily accessed from this roadway. The North Parking Structure would be built with easier access from Sierra College under both alternatives; however, under the Condensed Footprint alternative this parking garage would be further from classrooms and other facilities than under the proposed Project alternative, which could discourage students from using Sierra College Boulevard to access the campus. Sierra College Boulevard is less congested than Rocklin Road at their respective I-80 interchanges. The location of the described buildings under the Condensed Footprint alternative would reduce the use of the Rocklin Road entrances/exits. However, because the LOS at the ramps on Rocklin Road and I-80 would be exacerbated by increased use under the Condensed Footprint alternative, impacts considered under conflicts with transportation plans would be *greater* under this alternative, although under both alternatives, this impact would be *significant and unavoidable*.

There would be *no* impacts in air traffic patterns and hazardous design under either alternative. Impacts for inadequate emergency response would be *less than significant*.

Under either alternative a mitigation measure would be included to implement feasible transportation demand management (TDM) strategies to reduce single-occupant vehicle

travel during peak hours. However, it cannot be known at this time which measures will be implemented or to what extent they will reduce impacts. Even with the implementation of all feasible alternatives as appropriate in the traffic section, all other impacts under the Condensed Footprint alternative remain the same as with proposed Project alternative.

All other impacts would be the same under the Condensed Footprint alternative and the proposed Project alternative. Because the Condensed Footprint alternative encourages use of Rocklin Road as an exit from the campus, it is assumed that LOS at the Rocklin Road intersections, including the intersection with I-80, would be greater than under the Project alternative. Therefore, impacts under the Condensed Footprint alternative are *greater* than under the proposed Project alternative.

Tribal and Cultural Resources

The Condensed Footprint alternative includes similarly sized structures to be demolished and constructed as under the Project alternative. Under both alternatives, impacts on tribal and cultural resources would be *less than significant with mitigation*. Although the proposed south parking structure is located in a paved parking area under the proposed Project alternative, some other structures under this alternative would be located in previously undisturbed areas. Under the Condensed Footprint alternative, the North Parking Structure and Public Safety Training Center would be located at the south end of campus in a previously disturbed area (paved parking lots), while under the proposed Project alternative the gymnasium expansion and other facilities would require excavation of previously undisturbed areas. Under the proposed Project alternative impacts would be *less than significant with mitigation*, which would be needed should any tribal cultural resources be discovered during construction. Under the long-term projects, additional consultation with tribal representatives would occur. Because the District cannot assume that tribal cultural resources do not exist, impacts under the No Project alternative are *similar* to the proposed Project alternative.

Any discovery of cultural resources could be reduced, with impacts *less than significant with mitigation*. Therefore, because the Condensed Footprint alternative places structures on existing paved areas, and avoids impacts to the nature areas, impacts under the Condensed Footprint alternative would be *less* than those under the proposed Project alternative.

Utilities and Public Services

Under the two alternatives being analyzed, the increase in enrollment is anticipated to be 57 percent greater at buildout. Although increased need will be *less than significant* for new facilities, fire, police and other services, and water, stormwater, and solid waste disposal, the increase in water demand will be *less than significant with mitigation*. Similar mitigation would be expected under the Condensed Footprint alternative. Therefore, the impact under the Condensed Footprint alternative is *similar* to the proposed Project alternative impact.

Summary and Determination

Impacts to aesthetics; biological resources; cultural resources; geology, soils and seismicity; land use and planning; and tribal cultural resources would be less under the Condensed Footprint alternative than they would be under the proposed Project alternative. Impacts to greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, population and housing, recreation, and utilities and services would be similar under the Condensed Footprint alternative and proposed Project alternative. Under the Condensed Footprint alternative, impacts to air quality, and transportation and traffic would be greater than under the proposed Project alternative. The lesser impacts are primarily due to no increased development or disturbance to the woodland habitat of the nature area. The greater impacts are primarily due to more students accessing the campus from I-80 and Rocklin Road rather than the Stadium Entrance/Sierra College Boulevard/I-80 intersection, so that there would be no reduction in congestion along the Rocklin Road/I-80 intersection and no improvement to LOS at those ramps, especially during PM peak hours.

Like the proposed Project alternative, the Condensed Footprint alternative would meet the FMP objectives to:

- Positively contribute to the South Placer County community by continuing to provide quality educational, sporting, arts, and entertainment programs;
- Provide code compliant educational facilities and academic support facilities that will accommodate projected increases in student enrollment;
- Improve the efficiency of vehicular circulation and parking onsite;
- Achieve a functional and aesthetically pleasing Campus environment;
- Achieve architectural and site design compatible with the surrounding community;
- Minimize development within the nature area on the north side of campus;
- Incorporate American with Disabilities Act and similar accommodations to better facilitate students, staff, and visitors with disabilities or limitations; and
- Improve energy efficiencies in existing and replacement facilities to reduce impacts to air quality, and energy and water use; and
- Meet the facilities and program needs of the campus while minimizing significant impacts to the environment to the extent feasible or minimize development within the nature area on the north side of campus.

The Condensed Footprint alternative would not meet the objective to improve the efficiency of vehicular circulation and parking onsite because it would include installation of an additional parking structure north of Rocklin Road, and would require the use of the current Lot H for the Public Safety Training Center. The large parking structures along Rocklin Road that would replace surface parking would not meet the objective of achieving a functional and aesthetically pleasing Campus environment but would be a tradeoff for avoiding impacts to the natural area. The Condensed Footprint alternative would meet the facilities and program needs of the campus while minimizing significant impacts to the environment to the extent feasible or minimize development within the nature area on the north side of campus.

7.5 - Environmentally Superior Alternative

An EIR is required to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated. Section 15126.6(e)(2) of the CEQA Guidelines requires that an environmentally superior alternative be designated, and states, “[I]f the environmentally superior alternative is the No Project alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.”

Table 7-1 provides a comparison of the No Project alternative, the Site Plan alternative, and the Condensed Footprint alternative to the proposed Project alternative. As is indicated on the table, the No Project alternative has the fewest impacts to the Project area: impacts to all resources and issues are **Less** than impacts from the Proposed Project alternative, except one. That one is cultural resources, and impacts would be the same for cultural resources under either of these alternatives.

The Site Plan alternative has **Greater** impacts than the Proposed Project alternative to aesthetics; biological resources; land use and planning, recreation, and tribal and cultural resources. This alternative has **Less** impacts than the Proposed Project alternative to air quality, transportation and traffic. All other resources would have similar impacts.

The Condensed Footprint alternative would have **Greater** impacts to air quality, recreation, and transportation and traffic, and **Less** impact to aesthetics (less impact to the nature area but more impact from Rocklin Road and Sierra College Boulevard with tall parking structures), biological resources, cultural resources, land use and planning. All other impacts would be similar.

Based on the comparison of impacts to all evaluated resources, the Condensed Footprint alternative would be the environmentally superior alternative. This alternative would avoid impacts to the nature area but would route more traffic to the parking structures at the south end of the campus, which would exacerbate the impacts to traffic along Rocklin Road and at the interchange with I-80.

Table 7-1
Significance of Environmental Effects under Alternatives
Compared to Proposed Project

Compared to Proposed Project Impact Topic	Proposed Project	No Project Alternative	Site Plan Alternative	Condensed Footprint Alternative
Aesthetics		<u>L</u>	<u>G</u>	<u>L</u>
4.1-a – Adverse effect on scenic vista	LTS	LTS	LTS	LTS
4.1-b – Damage scenic resources	LTS	LTS	LTS	LTS
4.1-c – Visual Character	LTS	LTS	LTS	LTS
4.1-d – Substantial light and glare	LTS	LTS	LTS	LTS
Air Quality		<u>L</u>	<u>L</u>	<u>G</u>
4.2-a – Conflict with air quality plan	LTS	LTS	LTS	LTS
4.2-b – Violate air quality plan	LTS	LTS	LTS	LST
4.2-c – Cumulatively considerable increase	LTS	LTS	LTS	LST
4.2-d – Expose sensitive receptors	LTS	LTS	LTS	LTS
4.2-e – Create objectionable odors	LTS	LTS	LTS	LTS
Biological Resources		<u>L</u>	<u>G</u>	<u>L</u>
4.3-a – Adverse effect	LTS	LTS	LTS	LTS
4.3-b – Riparian/sensitive habitat impact	LTS	LTS	LTS	LTS
4.3-c – Wetlands impact	LTS	LTS	LTS	LTS
4.3-d – Migratory fish/wildlife	LTS	LTS	LTS	LTS
4.3-e – Local policies/ordinances	LTS	LTS	LTS	LTS
4.3-f – Adopted HCP or NCCP	LTS	LTS	LTS	LTS
4.3-g – Reduce fish/wildlife habitat	LTS	LTS	LTS	LTS
4.3-h – Reduce fish/wildlife populations	LTS	LTS	LTS	LST
4.3-i – Reduce number/range of species	LTS	LTS	LTS	LST
Cultural Resources		<u>L</u>	<u>S</u>	<u>L</u>
4.4-a – Significant historic resource	SU	SU	SU	SU
4.4-b – Archaeological resource	LTS	N	LTS	LTS
4.4-c – Paleontological resource	LTS	N	LTS	LTS
4.4-d – Disturb human remains	LTS	N	LTS	LTS
Geology, Soils, and Seismicity		<u>L</u>	<u>S</u>	<u>S</u>
4.5-a(i,ii,iii,iv) – Fault rupture/seismic effects	LTS	LTS	LTS	LTS
4.5-b – Loss of Topsoil	LTS	LTS	LTS	LTS
4.5-c – Unstable Soil	LTS	LTS	LTS	LTS
4.5-d – Expansive Soil	LTS	LTS	LTS	LTS
4.5-e – Septic Tank	N	N	N	N

Greenhouse Gases		<u>L</u>	<u>S</u>	<u>S</u>
4.6-a – Generate significant GHG	SU	SU	SU	SU
4.6-b – Conflict with plan, policy, or reg.	LTS	N	LTS	LTS
Hazards and Hazardous Materials		<u>L</u>	<u>S</u>	<u>S</u>
4.7-a – Transport, use, disposal hazard	LTS	N	LTS	LTS
4.7-b – Accidental release of materials	LTS	N	LTS	LTS
4.7-c – Impact on schools	LTS	N	LTS	LTS
4.7-d – Listed hazardous site	LTS	LTS	LTS	LTS
4.7-e – Within two miles of an airport	N	N	N	N
4.7-f – Near a private airstrip	N	N	N	N
4.7-g – Impair adopted emergency plan	LTS	LTS	LTS	LTS
4.7-h – Wildland fire	LTS	LTS	LTS	LTS
Hydrology and Water Quality		<u>L</u>	<u>S</u>	<u>S</u>
4.8-a – Violate water quality standards	N	N	N	N
4.8-b – Deplete groundwater supplies	N	N	N	N
4.8-c – Alter existing drainage -siltation	LTS	LTS	LTS	LTS
4.8-d – Alter existing drainage – flooding	LTS	LTS	LTS	LTS
4.8-e – Exceed drainage system capacity	LTS	N	LTS	LTS
4.8-f – Degrade water quality	N	N	N	N
4.8-g – Place housing in 100-year flood zone	N	N	N	N
4.8-h – Structures impede 100-year flood	N	N	N	N
4.8-i – Exposure to flood hazard	N	N	N	N
4.8-j – Contribute to inundation	N	N	N	N
Land Use and Planning		<u>L</u>	<u>G</u>	<u>L</u>
4.9-a – Physically divide community	N	N	N	N
4.9-b – Conflict with land use plan	LTS	N	LTS	LTS
4.9-c – Conflict with HCP or NCCP	N	N	N	N
Noise		<u>L</u>	<u>S</u>	<u>S</u>
4.10-a – Exposure to excessive noise	LTS	LTS	LTS	LTS
4.10-b – Exposure to excessive vibration	LTS	LTS	LTS	LTS
4.10-c – Permanent increase in noise	LTS	N	LTS	LTS
4.10-d – Temporary or period noise increase	LTS	LTS	LTS	LTS
4.10-e – Noise impact from airport	N	N	N	N
4.10-f – Noise impact from private airstrip	N	N	N	N
Population and Housing		<u>L</u>	<u>S</u>	<u>S</u>
4.11-a – Substantial population growth	LTS	N	LTS	LTS
4.11-b – Displace existing housing	N	N	N	LTS
4.11-c – Displace people	N	N	N	LTS
Recreation		<u>L</u>	<u>G</u>	<u>G</u>
4.12-a – Increase use of parks	LTS	N	LTS	LTS
4.12-b – Include recreational facilities	LTS	N	LTS	LTS
Transportation and Traffic		<u>L</u>	<u>L</u>	<u>G</u>
4.13-a – Conflict with transportation plan	SU	SU	SU	SU
4.13-b – Conflict with congestion plan	N	N	N	N
4.13-c – Change in air traffic patterns	N	N	N	N

4.13-d – Increase in hazardous design	N	N	N	N
4.13-e – Inadequate emergency response	LTS	LTS	LTS	LTS
4.13-f – Alternative transportation conflict	SU	SU	SU	SU
4.13-g – Conflict with adopted policies, plans, or programs	N	N	N	N
Tribal and Cultural Resources		<u>S</u>	<u>G</u>	<u>L</u>
4.14-a(i) – Adverse change in site, feature, place, cultural landscape	LTSM	N	LTSM	LTSM
4.14-a(ii) – Impact to native American tribe	LTSM	N	LTSM	LTSM
Utilities and Public Services		<u>L</u>	<u>S</u>	<u>S</u>
4.15-a – Result in new facilities (i, ii, iii, iv, v)	LTS	N	LTS	LTS
4.15-b – Need for expanded fire services	LTS	N	LTS	LTS
4.15-c – Need for expanded police services	LTS	N	LTS	LTS
4.15-d – Increased water demand	LTSM	N	LTSM	LTSM
4.15-e – Increased wastewater demand	LTS	N	LTS	LTS
4.15-f – Increased stormwater	LTS	N	LTS	LTS
4.15-g – Increased solid waste	LTS	N	LTS	LTS

Acronyms:

N= No impact

LTS = Less than significant

LTSM = Less than significant with mitigation

SU = Significant and unavoidable

S = Similar impact to proposed project

L = Less impact than proposed project

G = Greater impact than proposed project

CHAPTER 8 - CONTACTS AND REFERENCES

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