18.0 CUMULATIVE, GROWTH-INDUCING, AND IRREVERSIBLE IMPACTS

18.1 CUMULATIVE IMPACTS

Section 15130(a) of the CEQA Guidelines requires a discussion of the cumulative impacts of a project "when the project's incremental effect is cumulatively considerable." Cumulatively considerable, as defined in Section 15065(c), "means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."

CEQA Guidelines Section 15355 defines cumulative impact as "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." The guidelines further state that "an EIR should not discuss impacts which do not result in part from the evaluated project."

18.2 CUMULATIVE IMPACT APPROACH

The cumulative setting for this proposed Project includes all past, present, and probable future development as identified in the Placer County General Plan Update EIR (Placer County, 1994) and the Granite Bay Community Plan EIR (Placer County, 2005). In addition, **Table 18-1** below provides the status of large-scale development projects in close proximity to the Project site, both within unincorporated Placer County and the incorporated cities of Roseville and Rocklin and the Town of Loomis. This list of projects was utilized in the development and analysis of the cumulative settings for the Project.

TABLE 18-1
PROPOSED AND APPROVED PROJECTS IN THE VICINITY OF THE PROPOSED
PROJECT

Project	Description	Dwelling Units	Total Nonresidential Square Footage
Granite Lake Estates	Single-Family Residences	119	-
Croftwood Unit 1	Single-Family Residences	156	_
Rocklin Sierra Plaza	Shopping Center	_	31.60 ksf
Bender Insurance Building	Office Building	-	14.74 ksf
Bramblewood Estates	Single-Family Residences	2	-
Sunrise Assisted Living	Senior Care	48 sf	-
Rocklin Executive Office Park	Office Park	_	21 ksf
Rocklin 60 Residential	Single-Family Residences	177	-
Villages	Single-Family Residences	65	-
Granite Business Center	Office Building	-	16.60 ksf
Rocklin Mobile Home Addition	Mobile Home Park	21	-
Holy Cross Lutheran Church	Church	-	40.63 ksf
Winding Lane Estates	Single-Family Residences	26	-

Project	Description	Dwelling Units	Total Nonresidential Square Footage
Samoylovich Estates	Single-Family Residences	4	_
Granite Drive Office	Office	22	-
Rocklin 94	Residential Condominiums	94	-
Colish Subdivision	Single-Family Residences	8	-
Community Covenant Church	Church	-	11.78 ksf
Rocklin Retail Center	Shopping Center	-	19.5 ksf
Pacific Center Retail Center	Shopping Center	-	32.2 ksf
Vista Oaks – Highlands Parcel A	Single-Family Residences	121	_
Rocklin Commons	Shopping Center	-	415.0 ksf
Rocklin Crossings	Shopping Center	-	543.5ksf
Stoneridge	Single- and Multi- Family Residences	449 SFR 345 MFR	-

Sources: KD Anderson & Associates, Inc., 2010

Significance thresholds, unless otherwise specified, are the same for cumulative impacts as Project impacts for each environmental topic area.

When considered in relation to other reasonable foreseeable projects, cumulative impacts to some resources would be significant and more severe that those caused by the proposed Project alone. The proposed Project, without mitigation, could contribute to cumulative impacts to land use, agricultural resources, biological resources, traffic, air quality and climate change, noise, visual resources, hydrology and water quality, geology, hazards, and public services, each of which are discussed below.

18.3 CUMULATIVE LAND USE AND AGRICULTURE IMPACT

The Project site is located in the unincorporated community of Granite Bay in south Placer County and is adjacent to the Town of Loomis and cities of Rocklin and Roseville. Placer County and its incorporated communities are the setting for cumulative land use and agricultural impacts for the proposed Project. The cumulative development scenario for this area includes the proposed Project as described in Section 3.0, Project Description, as well as consideration of other development projects that have already been approved or are pending approval by the County or cities, as identified in this section (see **Table 18-1**).

Future proposed and planned development would change the intensity of land uses in the Granite Bay community and surrounding areas. Under cumulative conditions, with all other foreseeable projects that could be approved within the county, the Town of Loomis, and the cities of Rocklin and Roseville, increased development with additional housing, employment, retail, educational, and recreational opportunities would occur. However, as discussed in Section 4.0, Land Use and Agriculture, the Granite Bay Community Plan (GBCP) recognizes the urban uses in the adjoining areas of the Cities of Roseville and Rocklin and Sacramento County, and the Community Plan provides for an area transitioning from urban uses to rural uses under "Intensity of Use Policies – Policy 1." In part due to implementation of this policy, development along the eastern side of the Sierra College Boulevard corridor (from Old Auburn Road to Rocklin Road) consists of more

urban uses and densities which generally transition to more rural uses further east of the Sierra College Boulevard corridor (see **Figure 3-1**).

The cumulative impact analysis below is based on the standards of significance listed under Subsection 4.3.1 as well as a review of all applicable land use plans and site reconnaissance.

The Placer County General Plan EIR (Placer County, 1994) has concluded that the County General Plan would bring about changes to the existing land use in its unincorporated areas. Similarly, the Granite Bay Community Plan (Placer County, 2005) made the assumption that land uses within the Community Plan area would continue to change as the area experiences growth and development. While the proposed Project, in combination with other regional growth, may contribute to an increase in urban and suburban uses, this increase would be part of the future anticipated growth under the County's and surrounding cities' General Plans and other specific/community plans. Where a proposed development is in conflict with an applicable land use plan, a plan amendment or variance would be required in order to achieve consistency and would be at the discretion of the land use planning authority. The proposed Project is consistent with both the Placer County General Plan (Placer County, 1994) and the Granite Bay Community Plan (Placer County, 2005) and would require only a minor use permit to be consistent with the County Zoning Ordinance. The Project would also be consistent with the relevant policies of the County General Plan and Community Plan as shown in **Tables 4-6** and **4-7** and the corresponding tables in each section of this Draft EIR.

As the cumulative setting area continues to develop, it is likely that land use conflicts will occur as residential development is located adjacent to industrial and heavy commercial uses and as any urban development is located adjacent to active agriculture. However, land use conflicts are site-specific and generally do not result in cumulative, community-wide impacts. All future development would be subject to the land use designations and zoning, development standards, and design guidelines adopted by the jurisdiction in which it is located. These existing regulations would minimize potential conflicts with adjacent uses by controlling building intensity, massing, height, allowable uses, noise generation, and hours of business, among others. Furthermore, because the proposed Project will be located in an area of transition from the more rural uses within the GBCP to more urban uses in the cities of Rocklin and Roseville and because it would incorporate numerous measures to help the proposed development blend with the surrounding rural environment (see Impacts 8.2 and 8.3), it would be consistent with the existing and planned land uses surrounding the site and no conflicts would be expected to occur.

Therefore, this impact is considered to be **less than cumulatively considerable**. No further mitigation measures are required.

18.4 CUMULATIVE POPULATION, HOUSING, AND EMPLOYMENT IMPACT

The cumulative setting for population, housing, and employment includes the proposed and approved projects listed in **Table 18-1**, the "Existing Land Use Conditions and Planned Development" under the Granite Bay Community Plan Land Use Element, existing land use conditions, planned and proposed land uses in the communities in southern Placer County near Granite Bay (e.g., Loomis) and the City of Rocklin. The Granite Bay Community Plan (Placer County, 2005) made the assumption that population and employment within the Community Plan area would continue to grow at a moderate rate as the area experiences growth and development. The majority of the significant projects proposed in the area are residential in nature, which would increase the customer base and the employment base for the proposed Project.

Over time, regional growth pressures throughout the Granite Bay community as well as in Placer County will result in increases in population throughout the region. While population growth in and of itself is not considered a significant impact on the environment, the related environmental effects from increases in population may be considered significant. Such effects may include increased traffic, increased noise, loss of open space and other natural resources, impacts to water quality, the expansion of infrastructure and utilities, and increased air quality impacts. While cumulative population growth is anticipated in the region as envisioned by the Placer County General Plan and Granite Bay Community Plan, the proposed Project is not anticipated to have a considerable contribution to the greater population growth. There is no housing proposed as part of the proposed Project, and at full buildout the Project will not directly lead to the creation of any additional housing within Granite Bay or the surrounding cumulative setting area. Neither would the Project result in the extension of roadways or other infrastructure that would indirectly lead to population growth in the region. There is existing housing adjacent to the Project site, and the Project site is bounded to the north by commercial uses. The extension of the limited infrastructure needed to serve the Project site would not induce growth in the vicinity of the Project.

The proposed Project would, however, result in the relocation and/or creation of additional jobs in Granite Bay and surrounding areas, and will increase employment opportunities for existing and future residents within the cumulative setting area, which may indirectly result in population growth from future employees. As discussed under Impact 5.2, the labor force and housing market for the area is currently adequate to accommodate employee demand that would be generated by the Project. The Placer County General Plan and Granite Bay Community Plan designate the Project site as Rural Estate (RE) with 4.6- to 20-acre minimum parcel size. Although the site and some surrounding parcels are zoned for agricultural uses, the proposed use is permitted with a minor use permit. Implementation of the proposed Project would not result in population increases at an intensity beyond that which was envisioned in the Placer County General Plan and Granite Bay Community Plan EIR, and would therefore not directly or indirectly induce population growth beyond that which was projected. Therefore, while cumulative population growth from all current and future foreseeable projects throughout the region may be considered a cumulatively significant impact, the proposed Project's contribution to this impact would be **less than cumulatively considerable**. No further mitigation is required.

18.5 CUMULATIVE BIOLOGICAL RESOURCES IMPACT

The Project Study Area (PSA) and the surrounding area of Placer County as a whole was considered for the purpose of evaluating land use conversion issues associated with biological resources on a cumulative level. In particular, the cumulative setting condition includes planned development under the current Land Use Element of the Placer County General Plan (1994), existing land use conditions, and planned and proposed land uses in communities near the PSA, as well as consideration of development patterns of communities in the rest of Placer County. These land uses and developments have the potential to adversely affect the biological resources in the region and could contribute to the loss of potential habitat within the region. In addition, the Placer County General Plan EIR identified cumulative significant impacts related to habitat conversion and habitat quality reduction. Future developments would require on- and off-site improvements to provide water, wastewater, storm drainage, solid waste disposal, and other such services at the County's or applicable city's required level of service. Anticipated development, public projects, and related improvements could contribute to the loss of potential habitat in the region.

The implementation of the proposed Project would contribute incrementally to the cumulative loss of native plant communities, wildlife habitat values, special-status species and their potential

habitat, and wetland resources within the western Placer County region. On a cumulative level, the change in land uses will contribute to a loss of potential habitat for special-status species including, but not limited to, rare plants, special-status amphibians and reptiles, migratory birds, raptors, and special-status bats that currently inhabit the area or could inhabit the area in the future. In addition to potential direct impacts on biological resources from Project implementation, the increased human presence would be anticipated to cause potential indirect impacts. These impacts could disturb breeding and foraging behavior of wildlife and would result in a significant and unavoidable cumulative impact. Another indirect impact would be stormwater runoff. Each project is required to participate in the NPDES permit program for stormwater runoff, which effectively reduces water quality impacts to below a level of significance. Planned development of the PSA would also create new sources of light and glare. While project-specific measures would be undertaken to orient or shield lights to minimize illumination of adjacent lands, the combined effect of all new developments approved or planned in the area could create a significant cumulative impacts associated with increased human presence.

The proposed Project, in combination with other reasonably foreseeable projects, has several biologically sensitive resources that could be impacted during future implementation of the Project. Jurisdictional features that provide suitable habitat for western pond turtle and several special-status plant species could be affected. The blue oak woodland within the PSA provides habitat for special-status raptors and other birds protected by the migratory bird treaty act. In addition, these trees may provide roosting habitat for special-status bat species. One elderberry shrub was also identified within the PSA that could be affected by the future development of the PSA.

The proposed Project, in combination with other reasonably foreseeable projects, could result in mortality and loss of habitat for special-status species, wetlands, and waters of the U.S. The vegetation communities/habitats within the proposed PSA represent only a small portion of the communities/habitats available for special-status species in the Project vicinity. However, implementation of the proposed Project may result in degradation of habitat through a variety of actions which, when combined with other habitat impacts occurring from development in surrounding areas, would result in significant cumulative impacts. Future development in the surrounding vicinity would have an unknown and unquantifiable impact on special-status species, biologically sensitive habitats, and potentially jurisdictional wetlands and waters of the U.S. Furthermore, increased development and disturbance created by human activities (e.g., fires, increased nighttime lighting) would result in direct mortality, habitat loss, and deterioration of habitat suitability. As the proposed Project may contribute incrementally to these effects, the impact is considered cumulatively considerable.

Implementation of the mitigation measures included in Section 6.0, Biological Resources, namely mitigation measures **6-1a**, **6-1b**, **6-4**, **6-5**, **6-6**, **6-8**, and **6-9**, would assist in reducing the proposed Project's impact to a less than cumulatively considerable level by mitigating the Project's contribution to impacts to special-status species and sensitive habitats. As described in Section 3.0, Project Description, the proposed Project would largely be constructed within the annual grassland community adjacent to Sierra College Boulevard. This would not constitute substantial conversion of natural habitat conditions, as the majority of the PSA, including the oak woodlands, drainages, and other wetlands, is not currently proposed to be developed.

18.6 CUMULATIVE CULTURAL RESOURCES IMPACT

Placer County is known to be rich in cultural and paleontological resources. While many prehistoric and historic sites and resources have been identified, the probability is high that some

resources remain undiscovered and should be taken into consideration prior to any grading, excavation, or construction at the Project site. The Placer County General Plan provides policies that are essential to protecting these and other resources from future development. The Placer County General Plan EIR concluded that the cumulative impact of development on these resources is potentially significant. It concludes that no feasible mitigation measures beyond the policies and programs included in the General Plan Policy Document are available that would reduce the possibility of occasional inadvertent exposure of historic, unique archaeological, or paleontological sites to a less than significant level.

Implementation of the proposed Project along with foreseeable development in the surrounding area could result in the disturbance of cultural and paleontological resources (i.e., prehistoric sites, historic sites, and isolated artifacts and features) and human remains. This contribution is considered cumulatively considerable when combined with other past, present, and foreseeable development in the area. Implementation of mitigation measures **7-2** and **7-3**, discussed under Impacts 7.2 and 7.3, would assist in reducing these significant impacts to known and unknown prehistoric and historic resources and human remains. Therefore, cumulative impacts related to prehistoric and historic cultural resources and human remains would be reduced to **less than cumulatively considerable**.

18.7 CUMULATIVE VISUAL RESOURCES IMPACT

The cumulative setting for visual resources would include the entire Project site and all surrounding areas which have clear views of the Project site as well as the Sierra College Boulevard corridor, generally between Scarborough Drive and Ridge Park Drive.

Implementation of the proposed Project, in combination with other planned and recently approved projects in the area, would result in a cumulative conversion of undeveloped, naturally vegetated land to urban uses and cumulative light and glare. This impact is cumulatively considerable.

Continued development near the Project site and along Sierra College Boulevard in accordance with existing land use designations and zoning would change the overall visual character of the area from rural and undeveloped to suburban and sparsely developed with largely residential uses. Such development could also result in cumulative losses of unblocked scenic vistas of the valley area south of Sierra College Boulevard. As described under Impacts 8.2 and 8.3, the proposed Project would contribute significantly to this loss of scenic views by developing several large structures that would partially block views beyond the Project site from Sierra College Boulevard and the office park to the north as shown on **Figure 8-4d**. Although the Project would not individually result in a significant degradation to the visual character of the Project site, it would contribute to this cumulative impact. As described above, development of the Project site would introduce new light and glare sources to the area. The Project's proposed lighting and use of some of the building materials may reduce nighttime lighting sources and glare. However, the planned, proposed, and conceptual growth in the area would convert other undeveloped land into residential, recreation, and commercial uses, contributing to an increase in nighttime lighting and glare.

Some of the potential cumulative impacts on nighttime lighting and glare would be reduced by implementation of mitigation measures **8-5a** and **8-5b**, as well as through compliance with existing County ordinances and regulations. However, cumulative development would introduce substantial light and glare into the area, and the Project's contribution to this impact would remain **cumulatively considerable** and **significant and unavoidable**.

18.8 CUMULATIVE TRAFFIC AND CIRCULATION IMPACT

The impacts of developing the proposed Project were considered within the context of future traffic conditions within the study area. Two different scenarios were investigated to address cumulative traffic conditions and impacts. In Roseville, the cumulative analysis addressed year 2020 conditions as identified under the Roseville CIP traffic model. This scenario assumes implementation of circulation system improvements already included in that city's CIP. For locations in Rocklin, the cumulative analysis accounts for future regional traffic growth and development as projected by the year 2025 City of Rocklin regional travel demand forecasting model (KD Anderson & Associates, 2010).

18.8.1 Year 2020 Cumulative Impacts (City of Roseville)

The City of Roseville evaluates long-term traffic impacts based on information developed from the traffic model maintained for Roseville's 2020 CIP. Roseville maintains traffic volume forecasts on a weekday p.m. peak hour basis and is able to identify intersection-specific improvements assumed to be in place by the year 2020.

Approach

The approach taken to evaluate Saturday conditions in the year 2020 makes use of Roseville's weekday p.m. peak hour forecasts. Baseline year 2008 and year 2020 weekday peak hour traffic volumes were obtained for the three study intersections in Roseville. The volume of traffic on each intersection approach was identified, and the resulting 2008–2020 growth factor on each approach was calculated. These growth factors were assumed to be applicable for Saturday conditions, and the growth factors were applied to existing Saturday peak hour intersection turning movement traffic volumes to create year 2020 intersection turning movements.

The development of future year intersection turning movement traffic volumes requires that the turning movements at each intersection "balance." To achieve the balance, inbound traffic volumes must equal the outbound traffic volumes, and the volumes must be distributed among the various left-turn, through, and right-turn movements at each intersection. The "balancing" of future year intersection turning movement traffic volumes was conducted using methods described in the Transportation Research Board's (TRB's) National Cooperative Highway Research Program (NCHRP) Report 255, Highway Traffic Data for Urbanized Area Project Planning and Design. The NCHRP 255 method applies the desired peak hour directional volumes to the intersection turning movement volumes, using an iterative process to balance and adjust the resulting forecasts to match the desired peak hour directional volumes.

The Roseville CIP identifies improvements to intersections on Sierra College Boulevard within the City of Roseville. At the Douglas Boulevard/Sierra College Boulevard intersection, it is assumed that dual left turn lanes will be developed on both Douglas Boulevard approaches and that a separate southbound right turn lane will be installed.

18.8.2 Cumulative Year 2020 Plus Project Traffic Impacts

The impact of developing the proposed Project has been evaluated under year 2020 conditions by superimposing Project traffic onto the baseline Saturday peak hour condition. **Figure 18-1** presents cumulative year 2020 Saturday traffic volumes with and without the Project. Resulting levels of service are shown in **Table 18-2**. As indicated, the addition of Project traffic does not

result in any location operating at a level of service that exceeds Roseville's minimum standard. Because projected conditions do not exceed adopted standards, the impact of the proposed Project at these locations is less than cumulatively considerable under year 2020 conditions.

TABLE 18-2 CUMULATIVE YEAR 2020 (ROSEVILLE) SATURDAY INTERSECTION LEVELS OF SERVICE

Intersection		No Project		Year 2020 Plus Proposed Project	
		LOS	v/c	LOS	v/c
Sierra College Boulevard/Secret Ravine Parkway	Signal	В	14.8 sec	В	13.7 sec
Sierra College Boulevard/Olympus Drive	Signal	В	17.3 sec	В	16.4 sec
Sierra College Boulevard/Douglas Boulevard	Signal	D	42.9 sec	D	49.6 sec

Source: KD Anderson & Associates, 2010

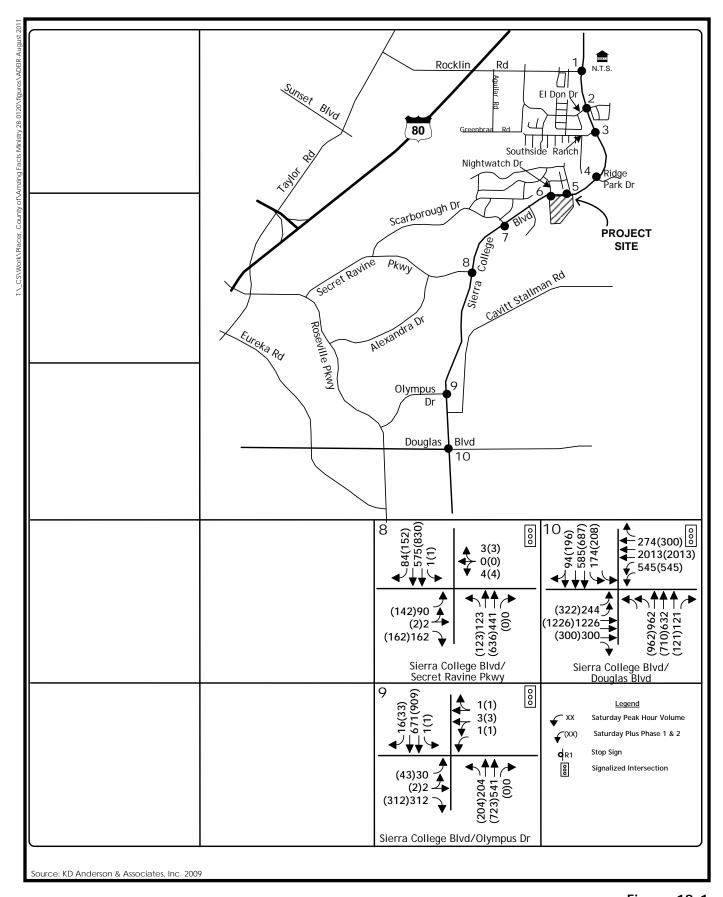


Figure 18-1
Cumulative Year 2020 with Project, Saturday Traffic Volumes and Lane Configurations on
City of Roseville Intersections



18.8.3 Year 2025 Cumulative Traffic Conditions (City of Rocklin)

Traffic Volume Forecasts

The City of Rocklin (Rocklin) maintains a long-term travel demand forecasting model. That model was the basis for long-term cumulative Saturday peak hour traffic volume forecasts contained in traffic impact studies prepared for projects in Rocklin, including the Draft Rocklin Crossing traffic study. Because the balance of the land in Rocklin south of Rocklin Road is built out, it is possible to use the growth increment derived from the Rocklin Crossing forecasts to estimate traffic volumes at study area intersections using the NCHRP 255 techniques.

City of Rocklin staff indicated that the Rocklin Crossing traffic study was the best available source of long-term traffic volume forecasts when the traffic study for the proposed Project was initiated. Since that time, the Draft Rocklin Crossings study has been revised and an EIR prepared for Rocklin Commons, another major retail center near the I-80/Sierra College Boulevard interchange. Cumulative Saturday traffic volume forecasts from those reports were reviewed to determine the extent to which these other data sources may suggest alternative conditions. Review of this data indicated that in the area of Rocklin Road, the volume of peak hour Saturday traffic on Sierra College Boulevard in the Final Rocklin Crossings traffic study and in the Rocklin Commons traffic study was similar to or less than that forecast in the Draft Rocklin Crossings report. Thus, it was conservatively assumed that no additional impacts would be identified based on the use of this newer data.

As with any regional travel demand forecasting model, assumptions are made for the development of currently vacant lands both inside and outside of local jurisdictions. Information generated by the Sacramento Area Council of Governments (SACOG) is the primary resource for the numerous counties within the Rocklin model's physical limits. Locally, Rocklin provides input as to the level of development to assume within its jurisdiction. While 100 percent buildout of all empty parcels is not expected within the model's year 2025 horizon, development throughout the community is reflected in the model's land uses. In addition, the Rocklin Crossing traffic study identified specific development projects that were assumed to be fully developed. These projects are noted in **Table 18-3**.

TABLE 18-3
CUMULATIVE PROJECTS

Cumulative Project	Total Acres	Residential Land Uses (units)	Commercial/ Industrial Land Uses (acres)	Population (persons)
Rocklin Crossings	59.0	0	59.0	0
Croftwood Estates Development	83.3	156	0	427
Rocklin 60 Development	56.9	179	0	490
Sierra College Boulevard/I-80 Interchange	N/A	0	0	0
Placer Vineyards Specific Plan	5,230	14,132	600	33,000
Placer Ranch Specific Plan	2,213	6,758*	740	18,280
Regional University and Community Specific Plan	1,136	4,387*	45	Unknown
West Roseville Specific Plan	3,162	8,390	177.2	20,810
Morgan's Orchard at Secret Ravine	15.9	68	0	186
Rocklin Commons	39.1	0	39.1	0
Riolo Vineyard	525.8	933	7.5	2,477
Total	12,471.8	35,003	1,618.63	75,670
*Includes university student housing	•			

Source: KD Anderson & Associates, 2010; Placer County, 2011

Figure 18-2 presents background long-term cumulative background traffic volumes at study intersections.

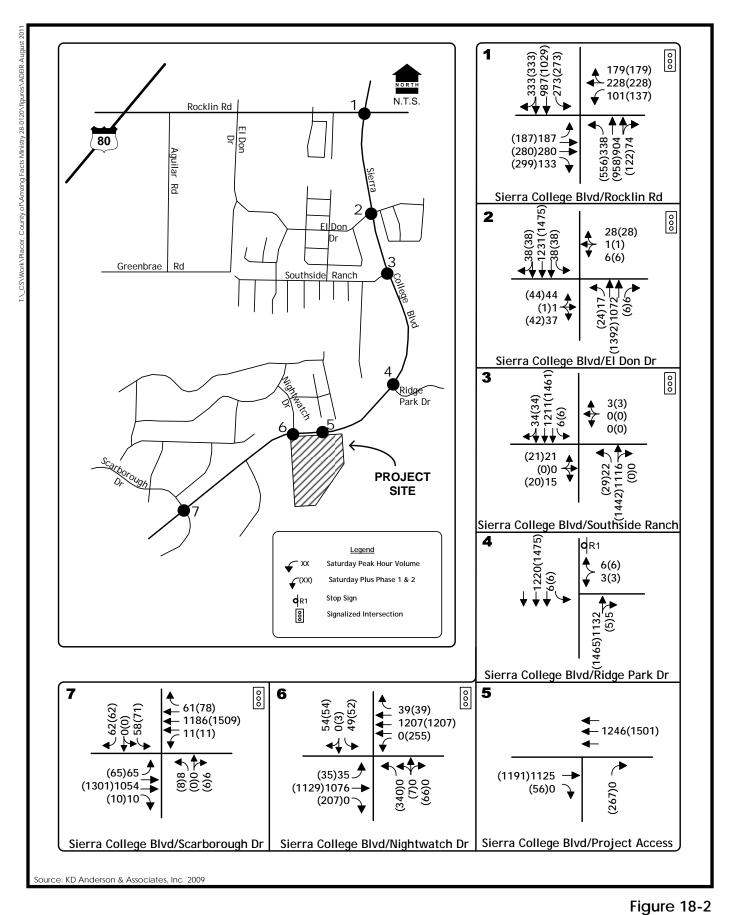
Future Improvements

The long-term plan for Sierra College Boulevard is a six-lane controlled-access arterial in the vicinity of the proposed Project. The South Placer Regional Transportation Authority (SPRTA) fee program is expected to fund a portion of this work, and \$39.6 million in regional fees is slated to fund the widening of Sierra College Boulevard from State Route 193 to the Sacramento/Placer county line. However, in the area of the proposed Project the program specifically excludes the third lane in each direction and instead suggests that this work will be the responsibility of the local jurisdiction and fronting developers.

A conservative approach has been taken with regard to assumed improvements. Because there is no guarantee that right-of-way will be available to widen Sierra College Boulevard in Loomis nor that local agencies and fronting developers will install the improvements that are not funded directly by SPRTA fees, it has been assumed that no additional improvements will be installed on Sierra College Boulevard beyond those improvements noted under the baseline Existing Plus Approved Projects (EPAP) condition.

18.8.4 Year 2025 Plus Project Traffic Conditions

Figure 18-2 also superimposes the proposed Project's traffic (Phase II) onto background year 2025 traffic volumes to create the Year 2025 Plus Project condition. **Table 18-4** summarizes Saturday levels of service under year 2025 conditions. As noted, five locations would be impacted by the Project.



Cumulative Year 2025 with Project, Saturday Traffic Volumes and Lane Configurations on City of Rocklin Intersections



TABLE 18-4 CUMULATIVE YEAR 2025 SATURDAY INTERSECTION LEVELS OF SERVICE

Intersection	Control	No Project		Year 2025 Plus Proposed Project	
		LOS	v/c	LOS	v/c
Sierra College Boulevard/Rocklin Road	Signal	F	1.16	F	1.33
Siena Conege Boulevalu/Rockilli Roau	Mitigated ¹	С	0.72	С	0.76
Sierra College Boulevard/El Don Drive	Signal	A	0.47	A	0.58
Siame Callege Devleyand/Southeide Donah Donah	Signal	D	0.81	F	1.05
Sierra College Boulevard/Southside Ranch Road	Mitigated ²	A	0.42	A	0.54
Sierra College Boulevard/Ridge Park Drive	WID C	(A)	(0.1 sec)	(A)	(0.2 sec)
WB left+right turn	turn WB Stop		29.9 sec	F	51.7 sec
	NB Stop			(F)	(75.7 sec)
Sierra College Boulevard/Access	NB Stop			F	598.0 sec
Sierra College Boulevalu/Access	Mitigated ³			(A)	(2.7 sec)
	Wittigated			C	21.7 sec
	Signal	С	0.79	F	1.21
Sierra College Boulevard/Nightwatch Drive	Mitigated ²			C–D	0.80
	Mitigated ³			С	0.71
Sierra College Boulevard/Scarborough Drive	Signal	A	0.44	A	0.53

^{1 -} Add second northbound left and third northbound through lane. Add third southbound through lane and separate southbound right turn lane. Add second westbound through lane.

Bold indicates conditions in excess of standard. Shaded values are significant impacts

Source: KD Anderson & Associates, 2010

The length of delays at the Sierra College Boulevard/Ridge Park Drive intersection will increase in the future with and without the traffic generated by the proposed Project. The level of service for motorists waiting at the intersection is projected at LOS D without the Project and LOS F with the proposed Project. However, as the overall level of service for all traffic at the intersection will remain LOS A, the impact of the proposed Project's traffic at this location is not significant.

The alternatives for improving the operation of this location are similar to those noted under EPAP conditions.

Sierra College Boulevard Widening. Adding a second and third northbound lane through the intersection, as envisioned under the SPRTA program, would reduce delays at the intersection but would not yield LOS C. However, as noted in the discussion of EPAP impacts, the availability of existing right-of-way for widening the road is unknown.

Access Restrictions. The City of Rocklin's expectation is that turning movements at unsignalized locations on Sierra College Boulevard will eventually be limited to right turns in and out only using a raised median on that roadway. This improvement would result in LOS C conditions for

^{2 -} Add second northbound through lane.

 $^{{\}it 3-Add\ second\ and\ third\ northbound\ through\ lane\ on\ Sierra\ College\ Boulevard}.$

motorists on Ridge Park Drive when a second northbound lane is also installed on Sierra College Boulevard. The second northbound lane is included in SPRTA funding.

Widen Ridge Park Drive. Providing space on Ridge Park Drive for separate left and right turns would reduce delays slightly but would not result in LOS C conditions.

Widen Sierra College Boulevard to add a second northbound through lane and create a receiving lane on southbound Sierra College Boulevard. Widening the existing median area to permit "two-step" left turns from Ridge Park Drive onto southbound Sierra College Boulevard while concurrently adding a second northbound through lane would reduce the length of delays at this location, and the level of service for exiting Ridge Park Drive traffic could be improved to LOS C.

18.8.5 Cumulative Year 2025 Plus Project Impacts

Impacts to the Intersection of Sierra College Boulevard/Rocklin Road

If no improvements are made, the Sierra College Boulevard/Rocklin Road intersection would operate at LOS F with and without the proposed Project. Because the incremental change in volume-to-capacity (v/c) ratio resulting from the Project exceeds the City of Rocklin's 0.05 v/c threshold (refer to **Table 18-4**), the increase in traffic from the Project would result in a cumulatively considerable impact.

The extent of intersection improvements needed at this location to deliver conditions meeting the minimum LOS C standard has been considered. While various combinations of new lanes might yield LOS C, and the ultimate decision as to intersection geometry rests with the City of Rocklin, at a minimum, the following additional lanes would be needed to achieve LOS C:

- Add a second left turn lane and add a third through lane on the northbound Sierra College Boulevard approach, for a total of five lanes. The second left turn lane is already identified as mitigation measure 9-1.
- Add a third through lane and a separate right turn lane on the southbound Sierra College Boulevard approach for a total of five lanes. The third through lane is included in the SPRTA fee program. The southbound right turn lane is identified as mitigation measure 9-3.
- Add a second through lane on westbound Rocklin Road for a total of three lanes (i.e., left turn, through lane, and through and right turn lane).

Mitigation Measure 18-2 Sierra College Boulevard/Rocklin Road Intersection Mitigation

Prior to the approval of Improvement Plans, the Project applicant shall make a good faith effort to pay to the City of Rocklin the applicable fair share fee toward the cost of the construction of the following improvements at the intersection of Sierra College Boulevard and Rocklin Road:

- a. Add a westbound through lane
- b. Add a third southbound through lane
- c. Add a third northbound through lane
- d. Add a southbound right turn lane

SIGNIFICANCE AFTER MITIGATION

Placer County has no control over the timing of installation of this improvement. Therefore, payment of a fair share fee does not guarantee that this improvement will be constructed in the future. For this reason, the impact to the Sierra College Boulevard/Rocklin Road intersection will remain **significant and unavoidable**.

Impacts to the Intersection of Sierra College Boulevard/Southside Ranch Road

As shown in **Table 18-4**, the level of service at the Sierra College Boulevard/Southside Ranch Road intersection would reach LOS D without added improvements or implementation of the proposed Project. With implementation of the proposed Project and no improvements, the level of service would reach LOS F. Because the incremental change in v/c is greater than 0.05, the Project would result in a cumulatively considerable impact to traffic at the intersection of Sierra College Boulevard and Southside Ranch Road.

Mitigation Measure 18-3 Sierra College Boulevard/Southside Ranch Road Mitigation

Implement mitigation measure 9-4.

SIGNIFICANCE AFTER MITIGATION

While the long-term plan for this segment of Sierra College Boulevard includes three northbound lanes, LOS C can be achieved under year 2025 Saturday conditions by adding a second northbound through lane as included in the SPRTA Regional Improvement Program and discussed under EPAP plus Project conditions. However, this improvement falls under the jurisdiction of the City of Rocklin, and therefore Placer County cannot guarantee the improvement will be constructed in the future. For this reason, the impact to the Sierra College Boulevard/Southside Ranch Road intersection will remain **significant and unavoidable**.

Impacts to the Intersection of Sierra College Boulevard/Proposed Project Access

Without improvements, the overall level of service at the Sierra College Boulevard/Proposed Project Access intersection would be LOS F on Saturday in 2025 as shown in **Table 18-5**. This condition exceeds the minimum LOS C standard and is considered a cumulatively considerable impact.

Mitigation Measure 18-4 Sierra College Boulevard/Proposed Project Access Mitigation

Implement mitigation measure 9-6.

SIGNIFICANCE AFTER MITIGATION

Mitigation measure 18-4 would require frontage improvements, including widening Sierra College Boulevard to provide for three northbound lanes. Implementation of this mitigation measure would reduce impacts at the intersection of Sierra College Boulevard and the Project access. However, the improvement falls under the jurisdiction of the City of Rocklin, and therefore Placer County cannot guarantee the improvement will be constructed in the future. For

this reason, the impact to the Sierra College Boulevard/Proposed Project Access intersection will remain **significant and unavoidable**.

Impacts to the Intersection of Sierra College Boulevard/Nightwatch Drive

The Sierra College Boulevard/Nightwatch Drive intersection is projected to operate at LOS C without the proposed Project. If the Project is implemented without improvements to this intersection, it would operate at LOS F, which exceeds the minimum LOS C threshold. Thus, the Project would have a cumulatively considerable impact at the intersection of Sierra College Boulevard and Nightwatch Drive.

Mitigation Measure 18-5 Sierra College Boulevard/Nightwatch Drive Mitigation

Implement mitigation measure 9-5.

SIGNIFICANCE AFTER MITIGATION

Widening Sierra College Boulevard to add second and third northbound lanes through the Nightwatch Drive intersection as specified in mitigation measure 18-5 would result in conditions that satisfy the City of Rocklin's minimum LOS C requirements. Therefore, with implementation of mitigation measure 18-5, impacts to the Sierra College Boulevard/Nightwatch Drive intersection would be reduced to less than cumulatively considerable. However, the improvement falls under the jurisdiction of the City of Rocklin, and therefore Placer County cannot guarantee the improvement will be constructed in the future. For this reason, the impact to Sierra College Boulevard/Nightwatch Drive intersection will remain significant and unavoidable.

Traffic Impact Fees

In addition to the specific intersections analyzed in this Cumulative section, the cumulative effect of an increase in traffic due to this Project has the potential to create significant impacts to the area's transportation system. Article 15.28.010 of the Placer County Code establishes a road network Capital Improvement Program (CIP). This Project is subject to this code and is therefore required to pay traffic impact fees to fund the CIP for area roadway improvements.

Mitigation Measure 18-6 Payment of Traffic Impact Fees

Implement mitigation measure 9-4.

SIGNIFICANCE AFTER MITIGATION

With the payment of traffic mitigation fees for the eventual construction of the CIP improvements, as stated in mitigation measure **9-4**, the Project's traffic impacts would be reduced to **less than cumulatively considerable**.

18.9 CUMULATIVE AIR QUALITY IMPACT

The setting for this cumulative analysis consists of the Sacramento Valley Air Basin (Basin) and associated growth and development anticipated in the Basin. This includes consideration of attainment efforts for the Basin under development that could potentially result from all existing, proposed, planned, and reasonably foreseeable projects and growth within the region, as development in the region would change the intensity of land uses in the region. The Placer

County General Plan Update EIR identified significant cumulative impacts associated with development, and particularly identified substantial increases in emissions of nitrogen oxide (NO_x) and particulate matter (PM_{10}) that could result in violations of ambient air quality standards.

Activities related to proposed Project construction could result in substantial fugitive dust (PM₁₀) emissions and may generate localized concentrations that exceed the federal and state standards identified in Subsection 10.3 of this Draft EIR. Construction equipment operation and employee vehicle trips would generate exhaust emissions, including reactive organic gases (ROG), NO_X, carbon monoxide (CO), PM₁₀, and sulfur dioxide (SO₂). Therefore, development and operation of the proposed Project, along with potential development of the surrounding region, would exacerbate existing regional problems with ozone and particulate matter. Even with feasible mitigation measures, the proposed Project's contribution to these conditions is considered a cumulatively considerable impact.

Placer County is classified as a severe nonattainment area for the federal ozone and $PM_{2.5}$ standards and the state ozone and PM_{10} standards. In order to improve air quality and attain health-based standards, reductions in emissions are necessary within the nonattainment area. The growth in vehicle usage and business activity within the nonattainment area would contribute to cumulative regional air quality impacts. Additionally, implementation of the proposed Project may either delay attainment of the standards or require the adoption of additional controls on existing and future air pollution sources to offset Project-related emission increases. The Placer County General Plan includes policies aimed at reducing ozone precursor and particulate emissions associated with cumulative development in Placer County. These policies are of particular importance since the portion of Placer County surrounding the Project site is currently designated as being in nonattainment for the federal ozone and $PM_{2.5}$ standards and the state ozone and PM_{10} standards.

The proposed Project would result in an increase in regional criteria pollutant emissions. These increases, as compared to the federal and state standards, are identified in Section 10.0, Air Quality, of this Draft EIR. While the Placer County Air Pollution Control District (PCAPCD) has a daily emissions threshold of significance of 82 pounds of ROG and/or NO_x, the Air District's cumulative threshold of significance is 10 pounds of ROG and/or NO_x per day. As such, the Project would result in emissions that exceed this threshold. Therefore, the following mitigation is required to address cumulative air quality impacts.

Mitigation Measure 18-7 Mitigate for Cumulative Long-Term Emission of Pollutants

In order to mitigate the Project's contribution to long-term emission of pollutants, the applicant shall do one of the following:

1. Participate in the Placer County Air Pollution Control District Offsite Mitigation Program by paying the equivalent amount of money that is equal to the Project's contribution of pollutants (ROG and NOx) which exceeds the cumulative threshold of 10 pounds per day. The actual amount to be paid shall be determined, per current California Air Resources Board guidelines, at the time of improvement plan approval.

OR

2. Participate in an off-site mitigation program, coordinated through the Placer County Air Pollution Control District, to offset the Project's long-term emission of pollutants. Examples include participation in a "biomass" program, retrofitting mobile sources (i.e., buses, heavy-duty diesel equipment), or any other program that is deemed acceptable by the Director of the Placer County APCD. Any proposed off-site mitigation shall be located within the same region as the proposed Project. This condition shall be satisfied prior to recordation of a Final Map.

All building plans submitted to the Building Division must clearly show the features listed above.

Though mitigation measure **18-7** and the mitigation measures included in Section 10.0 of this Draft EIR would reduce Project-related emissions, these mitigation measures would not reduce emissions below the cumulative significance thresholds. Even with feasible mitigation measures, the proposed Project's incremental contribution to regional criteria pollutant emissions is considered **cumulatively considerable** and thus a **significant and unavoidable** impact.

18.10 CUMULATIVE NOISE IMPACT

The geographic extent of the cumulative setting for noise includes neighboring parcels located in the vicinity of the Project site, as well as roadways affected by the proposed development, which includes Sierra College Boulevard. Cumulative development conditions to which the proposed Project would contribute would primarily result from increased vehicular traffic on area roadways.

Implementation of the proposed Project, in combination with existing, approved, proposed, and reasonably foreseeable development in the area, would not result in a substantial contribution to cumulative noise levels. The Project's contribution to future cumulative noise levels would be primarily associated with potential increases in vehicle traffic noise along area roadways. The area roadway primarily affected by the proposed Project is Sierra College Boulevard. Predicted future traffic noise levels at the Project site with implementation of the proposed Project are summarized in **Table 11-14**, while predicted future cumulative traffic noise levels along area roadways are summarized in **Table 18-5** below.

As depicted in **Table 11-14**, the predicted exterior traffic noise level at the proposed outdoor plaza area associated with implementation of the proposed Project would comply with the County's 60 dB L_{dn} exterior noise level standard for house of worship, or church, uses. Additionally, interior noise levels are also predicted to comply with the County's 40 dB L_{eq} interior noise levels standard applied to interior spaces of house of worship, or church, uses.

As depicted in **Table 18-5**, the predicted cumulative traffic noise level increases at the closest sensitive receptors resulting from implementation of the proposed Project would range from 0.1 dB to 1.0 dB relative to Cumulative No Project conditions. The largest increases of 1.0 dB are predicted on Rocklin Road west of Sierra College Boulevard and on Secret Ravine Parkway west of Sierra College Boulevard. These increases from 60.1 dB to 61.1 dB on Rocklin Road and from 56.0 dB to 57.0 dB on Secret Ravine Parkway would be less than the significance criteria shown in **Table 11-11**. No increases would exceed the significance criteria.

Therefore, the Project's contribution to noise increases in the cumulative setting area is considered **less than cumulatively considerable**. No further mitigation is required.

TABLE 18-5
PREDICTED FUTURE CUMULATIVE TRAFFIC NOISE LEVELS AT NEAREST
SENSITIVE RECEPTORS

Roadway	Segment	Predicted L _{dn} @ Closest Sensitive Receptors – First Floor Outdoor Activity Areas		
		Cumulative No Project	Cumulative + Project	Change ¹
Rocklin Road	West of Sierra College Blvd	60.1 dB	61.1 dB	1.0 dB
Scarborough Drive	West of Sierra College Blvd	54.8 dB	55.3 dB	0.5 dB
Secret Ravine Pkwy	West of Sierra College Blvd	56.0 dB	57.0 dB	1.0 dB
Olympus Drive	West of Sierra College Blvd	55.7 dB	55.9 dB	0.2 dB
Douglas Blvd	West of Sierra College Blvd	69.6 dB	69.7 dB	0.2 dB
Douglas Blvd	East of Sierra College Blvd	66.3 dB	66.4 dB	0.1 dB
Sierra College Blvd	West of Project site	62.8 dB	63.0 dB	0.2 dB
Sierra College Blvd.	East of Project site	65.9 dB	66.1 dB	0.2 dB

¹ **Bold** indicates a significant increase in traffic noise levels based upon the FICON criteria shown in Table 11-11 Source: Brennan 2011

18.11 CUMULATIVE GEOLOGY, SOILS, AND SEISMICITY IMPACT

Geotechnical impacts tend to be site-specific rather than cumulative in nature. For example, seismic events may damage or destroy a building on the Project site, but the construction of a development project on one site will not cause any adjacent parcels to become more susceptible to seismic events, nor can a project affect local geology in such a manner as to increase risks regionally. Impacts regarding surficial deposits, namely erosion and sediment deposition, however, can be cumulative in nature within a watershed. See the discussion of cumulative hydrology and water quality impacts below for a discussion of cumulative water quality impacts from soil erosion.

Implementation of the proposed Project, in combination with existing, approved, proposed, and reasonably foreseeable development in the area, would not contribute to cumulative geologic and soils impacts. Impacts associated with geology, geologic faults, slope stability, avalanche, and soil erosion are based on existing site-specific conditions that are situated within the subsurface materials that underlay the Project sites. These inherent conditions are an end result of natural historical events that occur through vast periods of geologic time and are not based on cumulative development. With proper evaluation of these conditions, compliance with existing codes and standards, and implementation of mitigation measures included in Section 12.0 of this EIR, the proposed Project's contribution to significant impacts related to the area's geology would be **less** than cumulatively considerable. No further mitigation is required.

18.12 CUMULATIVE HYDROLOGY AND WATER QUALITY IMPACT

The cumulative hydrology and water quality analysis involves two separate settings — one for surface and groundwater quality, and one for drainage and flooding. As previously described, the Project site is located within the Dry Creek watershed and overlies the North American Groundwater Subbasin. The Dry Creek watershed generally includes the communities of Granite

Bay and Loomis and the eastern portions of the cities of Rocklin and Roseville as well as portions of northern Sacramento County. The surface area of the North American Groundwater Subbasin is approximately 548 square miles and is generally bounded by the Bear River to the north, the Feather River to the west, and the Sacramento River to the south. The eastern boundary, which passes about 2 miles east of Folsom Lake, is about 2 miles east of the City of Lincoln. The setting for the analysis of cumulative water quality impacts encompasses both this watershed and the groundwater subbasin.

Storm drainage is an issue that is linked primarily to development in a specific area. The proposed drainage system for the Project site would not be connected to any other public or private systems. Therefore, for this EIR, the cumulative setting for storm drainage is limited to the Project site and downstream properties that could be affected by the proposed Project. The cumulative impact analysis is based on other approved and planned development projects in the cumulative setting areas as listed in **Table 18-1**, and on state and regional studies on cumulative water quality impacts.

Implementation of the proposed Project, in combination with other development activities within the Dry Creek watershed and North American Groundwater Subbasin, would contribute to a cumulative degradation of water quality from construction activities and increased urban runoff. Construction and operation of the proposed Project would result in increased urban runoff and the introduction of constituents and pollutants to runoff. This would add to other approved and planned development activities and the ongoing urban runoff processes within the cumulative setting area, as described above. This could result in cumulative water quality impacts to both surface water and groundwater supplies.

As described under Impacts 13.1 and 13.2, the proposed Project, as well as all projects in the area that would disturb one acre or more, would be subject to the state's NPDES program which requires the implementation of best management practices (BMPs) to protect water quality during construction and dewatering. Projects within Placer County would also be subject to the grading and erosion control measures contained in the County's Municipal Code (Section 15.48.630).

Furthermore, operation of the proposed Project, as well as all other development in Placer County, would be subject to the County's Stormwater Management Plan (SWMP). The SWMP helps to reduce pollutants in local waterways by reducing pollutants in stormwater runoff through public education and involvement, illicit discharge detection and elimination, construction and post-construction stormwater management in new development and redevelopment, and pollution prevention for municipal operations. The proposed drainage system for the Project would include the use of both temporary and permanent BMPs on the site. These BMPs would remove sediment and pollutants from site runoff and minimize impacts to downstream waterways and the underlying aquifer.

Continued enforcement of state and local regulations related to stormwater management and water quality protection would minimize impacts on surface water and groundwater resources from new development. Additionally, the Project's proposed drainage system would include the use of temporary and permanent BMPs to minimize the Project's individual impacts to water quality. Therefore, this impact is considered to be less than cumulatively considerable.

Implementation of the proposed Project, in combination with other approved and planned development in the area, would increase impervious surfaces and alter drainage conditions and

rates, which could contribute to cumulative flood conditions along Dry Creek, its tributaries, and/or other local waterways.

As discussed under Impact 13.5, development of the Project site and throughout the Dry Creek watershed, would increase runoff and restrict natural percolation by creating new impervious surfaces such as roadways, parking areas, and building rooftops. As a result, flood conditions for area waterways could be worsened.

All development within the Dry Creek watershed and throughout the county would be subject to the Placer County Flood Control and Water Conservation District's Stormwater Management Manual as well as the standards contained in the County's Municipal Code (Section 15.48) which regulate the affects of grading on natural drainage flows and the design and construction of new drainage systems.

Continued enforcement of these existing regulations would ensure that new development and redevelopment would not create new or worsen existing flooding conditions. Furthermore, the drainage study prepared for the proposed Project determined that the proposed drainage system would be adequate and no on-site or downstream flooding would occur as a result of Project implementation. Therefore, this impact is considered to be **less than cumulatively considerable**.

18.13 CUMULATIVE PUBLIC SERVICES AND UTILITIES IMPACT

18.13.1 Fire Protection and Emergency Medical Services

This cumulative setting for fire services is the service area of the South Placer Fire District (SPFD). Cumulative conditions include the proposed and approved projects discussed in this document, listed in **Table 18-1**.

Additional residential, commercial, and other development within Placer County under cumulative conditions would result in additional calls for fire and emergency services. It is reasonable to conclude that proposed and approved new development within the cumulative setting area would lead to increased service demands from SPFD. As the county continues to grow, additional staffing and equipment will be necessary. Because of the nexus between development and the increase in service calls, the County will be required to pay its fair share of the costs to offset the need for additional fire and emergency services staff to respond to requests for services. Under the General Plan, Placer County requires developers to pay development impact fees. Such fees are necessary for the development of fire facilities, purchase of equipment, etc. Existing and future businesses and area residents would be also be responsible (through taxes and other County assessments) for providing adequate funding for the operation of potential future expanded fire protection services.

In the future, the need for construction and operation of additional fire stations in the cumulative setting area to serve future growth is likely. Details regarding the location of new or expanded facilities to serve cumulative conditions are not currently available, so specific impacts associated with development of facilities are speculative. CEQA review would be required for the development of new or expanded facilities. The physical environmental effects of the future development of new or expanded fire facilities may include impacts to biological resources, air quality, water quality, traffic, cultural resources, and noise. However, implementation of the proposed Project would not directly result in the need for additional fire protection facilities.

Therefore, the Project's contribution to this cumulative impact is considered **less than** cumulatively considerable.

18.13.2 Law Enforcement

The cumulative setting area for law enforcement services includes the current Placer County boundaries. The cumulative setting refers not only to the conditions that the proposed Project will create, but also to the impact that this one project will have on a service in conjunction with other such projects that will require the same services. The cumulative setting also includes the proposed and approved projects listed in **Table 18-1**.

The demands for law enforcement services from the Placer County Sheriff's Department (PCSD) that will arise from the approval of this Project, in addition to the demands for services for other proposed and/or approved projects in Placer County, would increase service demands on PCSD. The additional responses to calls for emergency and non-emergency services that would arise from the proposed site and other planned developments under buildout conditions, would have a cumulative impact upon availability of services by PCSD. Because there is a nexus between the budgets of PCSD and Placer County, it is reasonable to conclude that the growth that will occur in Placer County will provide for the funding of additional officers and staff as necessary to serve the county.

In the future, the construction of new police facilities or the expansion of existing police stations within Placer County is likely. Details regarding the location of new or expanded facilities to serve cumulative conditions are not currently available, so specific impacts associated with development of facilities are speculative. CEQA review would be required for the development of new or expanded facilities. The physical environmental effects of the future construction of new or expanded police facilities may include impacts to biological resources, air quality, water quality, traffic, cultural resources, and noise. Implementation of the proposed Project would not directly result in the need for additional police or law enforcement facilities. Therefore, the Project's contribution to this cumulative impact is considered **less than cumulatively considerable**.

18.13.3 Public Schools

Cumulative conditions for public school facilities include all proposed, planned, and approved projects within the boundaries of the Roseville Joint Union High School District (RJUHSD), Loomis Union School District (LUSD), and Eureka Union School District (EUSD). A new high school with a capacity of up to 1,800 students is currently being planned south of Eureka Road east of Sierra College Boulevard. The LUSD Strategic Plan 2007–2012 does not include any additional facilities within the district.

As indicated in Impact 14.3.1, the proposed Project is expected to generate a minimal number of new student enrollments at area schools. Other future development and anticipated population growth in these school districts may require improvement, expansion, and construction of new public school facilities and services to accommodate existing and projected future enrollment. New schools and additional portable classrooms have the potential to create environmental effects, such as increased traffic. However, new school sites require rigorous environmental review prior to construction, which would identify and lessen any cumulative related impacts. Additionally, most new development, excluding religious facilities such as the proposed Project, is subject to mitigation consistent with payment of fees as established between the school

districts, the state, and the local jurisdictions. Per California Government Code Sections 65995(h) and 65996(b), the existing fee mechanisms would fully mitigate the environmental effects of the increased population and the public school-related impacts of future development. Because the proposed Project would not directly generate any new student enrollments at area schools, and future development would be required to fully mitigate its impacts on schools, this impact is considered to be **less than cumulatively considerable**.

18.13.4 Electrical, Natural Gas, and Telecommunication Services

The cumulative setting for electrical energy, natural gas, and cable and telephone services includes Placer County and all development identified in **Table 18-1**. Increased urbanization throughout Placer County would increase demand for these services.

There are a number of current and proposed development projects within Placer County that would be served by electric, natural gas, and telecommunication services, resulting in an increased cumulative demand for these services. Adequate electric supplies to serve cumulative levels of development currently exist in the Project area. Additionally, Title 24 energy efficiency requirements will apply to the proposed Project as well as to future projects that would be developed under cumulative conditions. The Project would not contribute to any cumulative environmental impacts, including the need for additional facilities to serve cumulative conditions.

The proposed Project would not require the construction of new infrastructure beyond that needed to serve the Project site. The Project site is located adjacent to existing development and would not result in the extension of the above-referenced infrastructure to areas that are not currently served. The environmental impacts of extending infrastructure to the Project site are site-specific and not cumulative in nature. This impact is considered **less than cumulatively considerable**.

18.13.5 Parks and Recreation

The cumulative setting includes the proposed and approved projects (listed in **Table 18-1**), existing land use conditions and planned development according to the Placer County General Plan, as well as the existing setting in surrounding incorporated cities (e.g., Roseville, Rocklin, Loomis). Future development in the region will continue to place additional pressures on existing recreational facilities and will create the need for new and expanded recreational facilities.

Cumulatively, the effects of development, including multiple small projects, can lead to increased rates of deterioration of parks and result in the need to upgrade and/or repair existing parks and establish additional parks within the county. Implementation of the Project, as proposed, could contribute to the deterioration of the current regional and neighborhood parks within Placer County. However, the County has accounted for the effects of increased development on parks and recreation facilities through policies identified in the General Plan. In order to offset the effects of a project on parks and recreational facilities, residential project applicants are required to mitigate for the effects of a project through dedication of parkland or payment of in-lieu fees. The use of in-lieu fees allows the Parks Department to locate neighborhood and community parks in areas that would maximize their potential to serve as many residents as possible. Thus, while growth will permanently increase the use of parks under cumulative conditions, the effects of such growth will be mitigated by in-lieu fees and land dedications that would be required from future residential projects. Therefore, this Project is deemed to have a **less than cumulatively considerable** impact.

18.13.6 Solid Waste Service

The cumulative setting for solid waste service includes the Auburn Placer Disposal Service (APDS) and Western Placer Waste Management Authority (WPWMA) service areas. The estimated life of the current landfill used for disposal is 25 years before it has to move into the next disposal area.

Placer County currently exceeds the 50 percent diversion reduction as required by AB 939 and is currently at a 68 percent reduction rate (as calculated by the California Integrated Waste Management Board). Based on these calculations, the projected solid waste generated by the proposed Project would be reduced to roughly 13.4 tons per year. This additional solid waste may require additional collection personnel and equipment for WPWMA to effectively operate the materials recovery facility (MRF). APDS and WPWMA may also require additional personnel and equipment, and the need for additional trips to the Western Regional Sanitary Landfill due to the increased generation of solid waste associated with the Project. Additional funding from service charges would be used to pay for any expansion of current facilities and operations. At current operation, the landfill where solid waste is currently being disposed will have adequate capacity until 2036. Given Placer County's existing diversion rate, payment of fees, and the available landfill capacity, Project cumulative impacts associated with solid waste disposal are considered **less than cumulatively considerable**.

18.13.7 Water Services

The cumulative setting for water services, including supplies and related infrastructure, consists of the Placer County Water Agency's (PCWA) boundaries, which are the same as Placer County boundaries. PCWA provides water to approximately 220,000 people in Placer County, including retail water service to approximately 36,000 agricultural, municipal, and industrial connections in the cities of Auburn, Colfax, Loomis, and Rocklin, and to most of the small communities in unincorporated western Placer County along the I-80 corridor below Alta. PCWA also provides treated water to several mutual water companies within its Zone 1 service area that operate their own distribution systems. PCWA makes wholesale deliveries of treated water to the City of Lincoln and California American Water Company and untreated water from its canal system to several smaller water utilities that provide their own treatment and distribution service. PCWA also provides surface water out of the American River that is diverted and used by San Juan Water District, the City of Roseville, and Sacramento Suburban Water District (Brown & Caldwell, 2005, p. 1-1).

The cumulative setting includes all existing, planned, proposed, approved, and reasonably foreseeable development within the PCWA service area. **Table 18-1** contains a list of regional development projects that would be included in the cumulative setting.

The proposed Project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development within the PCWA service area, would cumulatively increase the current demand for water supply and water facilities. Water supply, delivery, and fire flows must be demonstrated on a project-by-project basis. As previously discussed, the PCWA has adequate water supply to reliably meet all of the projected PCWA western Placer County service area demands, including the proposed Project, under normal climate, multiple year, and single year drought conditions. In addition, future infrastructure needs for the PCWA water system are currently included in PCWA's Capital Improvement Program, and fees paid by new development go toward funding water infrastructure improvements. As there is adequate water available and

infrastructure planned to serve cumulative development, this impact is considered **less than cumulatively considerable**.

18.13.8 Wastewater Service

The cumulative setting includes all existing, planned, proposed, approved, and reasonably foreseeable development within the South Placer Municipal Utility District (SPMUD) and South Placer Wastewater Authority (SPWA) service areas. The SPMUD's 26-mile service area consists of the entire City of Rocklin, a major portion of the Town of Loomis, and certain unincorporated areas in southern Placer County that include the communities of Penryn and Rodgersdale.

The SPWA's cumulative service area comprises the 2005 Regional Service Area and the eleven Urban Growth Areas (UGAs) considered in the South Placer Regional Wastewater and Recycled Water Systems Evaluation (2007). The UGAs consist of planning areas adjacent to the SPWA's Regional Service Area that were included in the systems evaluation.

Table 18-1 contains a list of regional development projects that would be included in the cumulative setting.

Implementation of the proposed Project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development within the SPMUD and SPWA service areas, would cumulative increase demand for wastewater services. Regional wastewater treatment was planned for in the SPWA's systems evaluation, which considered buildout development within the service area boundary plus UGAs outside of the 2005 service area boundary. Therefore, regional conveyance and treatment facilities for buildout of the SPWA service area have been planned for in the systems evaluation. In addition, SPMUD has updated its Master Plan to identify the main infrastructure needs to serve the areas in SPMUD as they developed. Furthermore, SPMUD has confirmed it has adequate capacity to serve the Project. Therefore, the proposed Project's contribution to cumulative wastewater impacts would be considered **less than cumulatively considerable**.

18.14 CUMULATIVE HAZARDOUS MATERIALS AND HAZARDS IMPACT

Hazardous material, human health, and safety impacts, as described in State CEQA Guidelines Appendix G, are typically site-specific and not cumulative by nature. Therefore, the cumulative setting for hazardous materials is limited to the Project site and the area immediately surrounding the Project site. The site is surrounded by residential and commercial office uses as well as undeveloped, naturally vegetated land. There are no known hazardous waste generators or disposal sites or hazardous material release sites on or in the vicinity of the Project site.

Cumulative hazardous material impacts would result if the proposed Project or other existing, planned, or reasonably foreseeable projects within the cumulative setting area would increase the total amount of hazardous materials being transported over public roadways or being used, stored, or disposed in the area or would newly expose the public to existing hazardous conditions.

The proposed Project and other existing, approved, and planned projects in the vicinity would not result in the addition of hazardous materials or otherwise expose the public to such materials over established thresholds. The proposed Project would not involve the use, storage, or disposal of hazardous materials, has not been identified as a hazardous materials release site, and has not been used for any purposes involving hazardous materials in the past. Additionally, there are no

identified hazardous waste generators or disposal sites or hazardous material release sites within 1 mile of the Project site. Furthermore, there are no planned or reasonably foreseeable projects in the cumulative setting area that would involve significant amounts of hazardous materials. Therefore, this impact is considered **less than cumulatively considerable** and no further mitigation is required.

18.15 OTHER CUMULATIVE IMPACTS

No other cumulative impacts were identified through the comprehensive cumulative impact assessment.

18.16 GROWTH-INDUCING IMPACTS

18.16.1 Introduction

The California Environmental Quality Act (CEQA) Guidelines Section 15126.2(d) requires that an environmental impact report (EIR) evaluate the growth-inducing impacts of a proposed action. A growth-inducing impact is defined by the CEQA Guidelines as:

The way in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which could remove obstacles to population growth...It is not assumed that growth in an area is necessarily beneficial, detrimental, or of little significance to the environment.

A project can have direct and/or indirect growth inducement potential. Direct growth inducement could result if a project, for example, involved construction of new housing. A project could have indirect growth inducement potential if it established substantial new permanent employment opportunities (e.g., commercial, industrial, or governmental enterprises) or if it could involve a construction effort with substantial short-term employment opportunities that could indirectly stimulate the need for additional housing and services to support the new employment demand. Similarly, a project could indirectly induce growth if it could remove an obstacle to additional growth and development, such as removing a constraint on a required public service. A project providing an increased water supply in an area where water service historically limited growth could be considered growth inducing.

The CEQA Guidelines further explain that the environmental effects of induced growth are considered indirect impacts of the proposed action. These indirect impacts or secondary effects of growth may result in significant, adverse environmental impacts. Potential secondary effects of growth include increased demand on other community and public services and infrastructure, increased traffic and noise, and adverse environmental impacts such as degradation of air and water quality, degradation or loss of plant and animal habitat, and conversion of agricultural and open space land to developed uses.

Growth inducement may constitute an adverse impact if the growth is not consistent with or accommodated by the land use plans and growth management plans and policies for the area affected. Local land use plans provide for land use development patterns and growth policies that allow for the orderly expansion of urban development supported by adequate urban public services, such as water supply, roadway infrastructure, sewer service, and solid waste service.

18.16.2 Components of Growth

The timing, magnitude, and location of land development and population growth in a community or region are based on various interrelated land use and economic variables. Key variables include regional economic trends, market demand for residential and nonresidential uses, land availability and cost, the availability and quality of transportation facilities and public services, proximity to employment centers, the supply and cost of housing, and regulatory policies or conditions. Since a general plan of a community defines the location, type, and intensity of growth, it is the primary means of regulating development and growth in California.

18.16.3 Growth Effects of the Project

As described in Section 3.0, Project Description, the proposed Project would consist of construction of a 17-acre campus which would support the Project applicant's various ministries, which include television, radio, Internet, publishing, and the Amazing Facts Evangelism Ministry Training Center. The proposed Project would be constructed in two phases with buildings totaling ±208,020 square feet (sf). Building heights will range from 42 feet to 50 feet. Utilities, including water, sewer, electric, and gas, would be connected to and extended within the Project site. Improvements would also be made to the bordering roadways (Sierra College Boulevard and Nightwatch Drive) to provide access to the site and to accommodate Project-generated traffic.

As previously mentioned in Section 3.0, Project Description, the Project site is located at the northern edge of the Granite Bay Community Plan (GBCP) area. The site is designated Rural Estate 4.6-acre to 20-acre minimum and is zoned F-B-X 20-acre minimum (farm, combining a minimum building site size of 20 acres). According to these land use designations, the Project site could accommodate three residential lots. However, each of these land use designations considers houses of worship accessory uses requiring a minor use permit (Placer County, 2009). The Project as proposed would allow for a more intense urban use with the development of the proposed house of worship and associated facilities. Though the house of worship use would not generate increases in population or significant increases in employment, the size and scale of the proposed Project would change the character of the site and likely result in a greater degree of land disturbance.

The Project's cumulative impacts would be in addition to the environmental effects of growth in the region. Since the Project site will be developed with planned improvements to roadways bordering the Project site, as well as the necessary infrastructure to extend water, sewer, gas, and electricity, any potential constraints to growth due to lack of improved access or water and sewer service would be removed. The specific environmental effects resulting from the proposed land use patterns and associated extension of public services are discussed in the environmental issue areas in Sections 4.0 through 16.0 of this EIR.

18.17 UNAVOIDABLE SIGNIFICANT ENVIRONMENTAL IMPACTS

The potential environmental impacts that would result from implementation of the proposed Project are summarized in **Table 2-2** in Chapter 2.0 of this Draft EIR. In some cases, impacts that have been identified would be less than significant. In other instances, incorporation of mitigation measures identified in this Draft EIR would reduce the impacts to levels that are less than significant. Those impacts that cannot be feasibly mitigated to a less than significant level would remain as unavoidable significant environmental impacts. They are listed below.

Impact 8.2	Adversely Affect a Scenic Vista
Impact 9.1	Impacts to Intersection of Sierra College Boulevard/Rocklin Road
Impact 9.2	Impacts to Intersection of Sierra College Boulevard/Nightwatch Drive
Impact 9.3	Impacts to Intersection of Sierra College Boulevard/Rocklin Road
Impact 9.4	Impacts to Intersection of Sierra College Boulevard/Southside Ranch Road
Impact 9.5	Impacts to Intersection of Sierra College Boulevard/Nightwatch Drive
Impact 9.6	Impacts to Sierra College Boulevard/Proposed Project Access Intersection
Impact 16.1:	Generate Greenhouse Gas Emissions During Project Construction That May Have a Significant Impact on the Environment or Conflict with an Applicable Adopted Reduction Plan, Policy, and/or Regulation
Impact 16.2:	Generate Greenhouse Gas Emissions During Project Operation That May Have a Significant Impact on the Environment or Conflict with Applicable Adopted Reduction Plan, Policy, and/or Regulation

Cumulative Visual Resources Impact

Cumulative Impacts to the Intersection of Sierra College Boulevard/Rocklin Road

Cumulative Impacts to the Intersection of Sierra College Boulevard/Southside Ranch Road

Cumulative Impacts to the Intersection of Sierra College Boulevard/Proposed Project Access

Cumulative Impacts to the Intersection of Sierra College Boulevard/Nightwatch Drive

Cumulative Air Quality Impact