

RESOLUTION NO. 2022-

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROCKLIN APPROVING AN AMENDMENT TO THE GENERAL PLAN OF THE CITY OF ROCKLIN TO CHANGE THE LAND USE DESIGNATION OF APPROXIMATELY 20.0 ACRES FROM BUSINESS PROFESSIONAL TO MEDIUM HIGH DENSITY RESIDENTIAL AND ADOPT LEVEL OF SERVICE EXCEPTIONS FOR FOUR INTERSECTIONS

(Estia at Rocklin / GPA2021-0001)

The City Council of the City of Rocklin does resolve as follows:

Section 1. The City Council of the City of Rocklin finds and determines that:

A. General Plan Amendment GPA2021-0001 proposes changes to the City of Rocklin's Land Use Diagram for an approximately 20.0-acre portion of an approximately 30.0-acre site (APN 017-276-007) from Business Professional (BP) to Medium High Density Residential (MHDR). The General Plan Amendment also proposes to adopt Level of Service (LOS) Exceptions for four intersections in Northwest Rocklin as noted below:

- Sunset Boulevard/Atherton Road/University Avenue
- West Stanford Ranch Road / Lonetree Boulevard/ Sunset Boulevard
- Whitney Ranch Parkway/Wildcat Boulevard
- Whitney Ranch Parkway/University Avenue

These exceptions are necessary as no feasible mitigation measures were identified, due to constraints, including lack of necessary rights of way, unacceptable impacts to existing or approved developments, and safety concerns resulting from unintended consequences of some of the roadway improvements render it impractical and / or infeasible to achieve LOS C in the P.M. peak hour.

B. Improvements to the following intersections have been found to be infeasible per the methodology outlined in Rocklin General Plan Action Step CA-2(b)(1): West Stanford Ranch Road/Lonetree Boulevard/Sunset Boulevard, Sunset Boulevard/Atherton Road/University Avenue, Whitney Ranch Parkway/Wildcat Boulevard, and Whitney Ranch Parkway/University Avenue. The adopted Action Step anticipated that growth in the region would likely create significant level of service impacts, in the cumulative development conditions, on the Rocklin street system, particularly at signalized intersections which connect directly to street systems controlled by other jurisdictions, or which are on streets that function regionally in nature, or which are within one mile from direct access to Interstate 80 or State Route 65. The adoption of the Placer Ranch and Sunset Area Plans by Placer County, greatly increased the anticipated development intensity of the unincorporated area located to the west of the City of Rocklin which, as anticipated, is creating unmitigable level of service impacts on signalized intersections within the City of Rocklin.

C. A Mitigated Negative Declaration prepared for this project has been approved for this project via City Council Resolution No. .

D. The City Council has considered the effect of the approval of this General Plan Amendment (GPA2021-0001) on the housing needs of the region, and balanced those needs against the public service needs of its residents and available fiscal and environmental resources. The project would facilitate construction of 181 apartments units on an approximately 20.0-acre portion of the site, which has remained primarily vacant and underutilized for decades. The construction of these residential units would increase housing availability. Approximately ten (10) percent of the units would be set aside for low income renters, thereby assisting the City to meet affordable housing needs of the region.

E. The area is physically suited for the land uses allowed by the proposed amendment in terms of topography and availability of services. The site generally slopes from east to west with rocky and uneven terrain. While the site does include wetlands, these will be mitigated for as identified in the Mitigated Negative Declaration via conditions of approval placed on the concurrent Design Review for the project. All utilities and other services are available and located within close proximity to the site.

F. The land uses allowed by the proposed amendment are compatible with land uses existing and permitted on properties in the vicinity, providing the properties are developed in accordance with the policies and requirements of the Rocklin General Plan and applicable zoning and subdivision ordinances. The project proposes to amend the land use designation from Business Professional (BP) to Medium High Density Residential (MHDR). The site is bordered on the west by State Route 65 and Placer County beyond, on the north by vacant Light Industrial designated land, on the east by University Avenue and William Jessup University beyond, and on the south by Sunset Boulevard and the Atherton Tech Center beyond.

G. The land uses allowed by the proposed amendment, and their density and intensity, are not likely to create serious health problems or nuisances on properties in the vicinity. The proposed Medium High Density Residential land use, which allows a density range of 8.5 to 15.4 dwelling units per acre, is compatible with neighboring land use designations, provided the properties are developed in accordance with the policies and requirements of the Rocklin General Plan and applicable zoning and subdivision ordinances.

H. The land uses allowed by the proposed amendment are consistent with and implement the goals and policies of the Rocklin General Plan, including the Housing Element. General Plan Housing Element Policy 3.4 states that the City should work with developers requesting General Plan Amendments converting a non-residential use to a residential use to incorporate affordable housing as a component of the overall development. The project proposes to rent ten (10) percent of the units to a person or family earning 80 percent or less Area Median Income (AMI) and to enter into an agreement for the affordable units to remain

affordable for a period of 55 years. The project will therefore benefit the City by helping it to meet its Regional Housing Needs Assessment (RHNA) obligations.

Section 2. The City Council of the City of Rocklin hereby approves General Plan Amendment (GPA2021-0001), as shown in Exhibits A and B, attached hereto and by this reference incorporated herein, with all other sections of the City of Rocklin General Plan remaining unchanged unless explicitly amended by this Resolution.

PASSED AND ADOPTED this 27th day of September, 2022, by the following vote:

AYES: Councilmembers:

NOES: Councilmembers:

ABSENT: Councilmembers:

ABSTAIN: Councilmembers:

Bill Halldin, Mayor

ATTEST:

Hope Ithurburn, City Clerk

EXHIBIT A
Estia at Rocklin (GPA2021-0001)

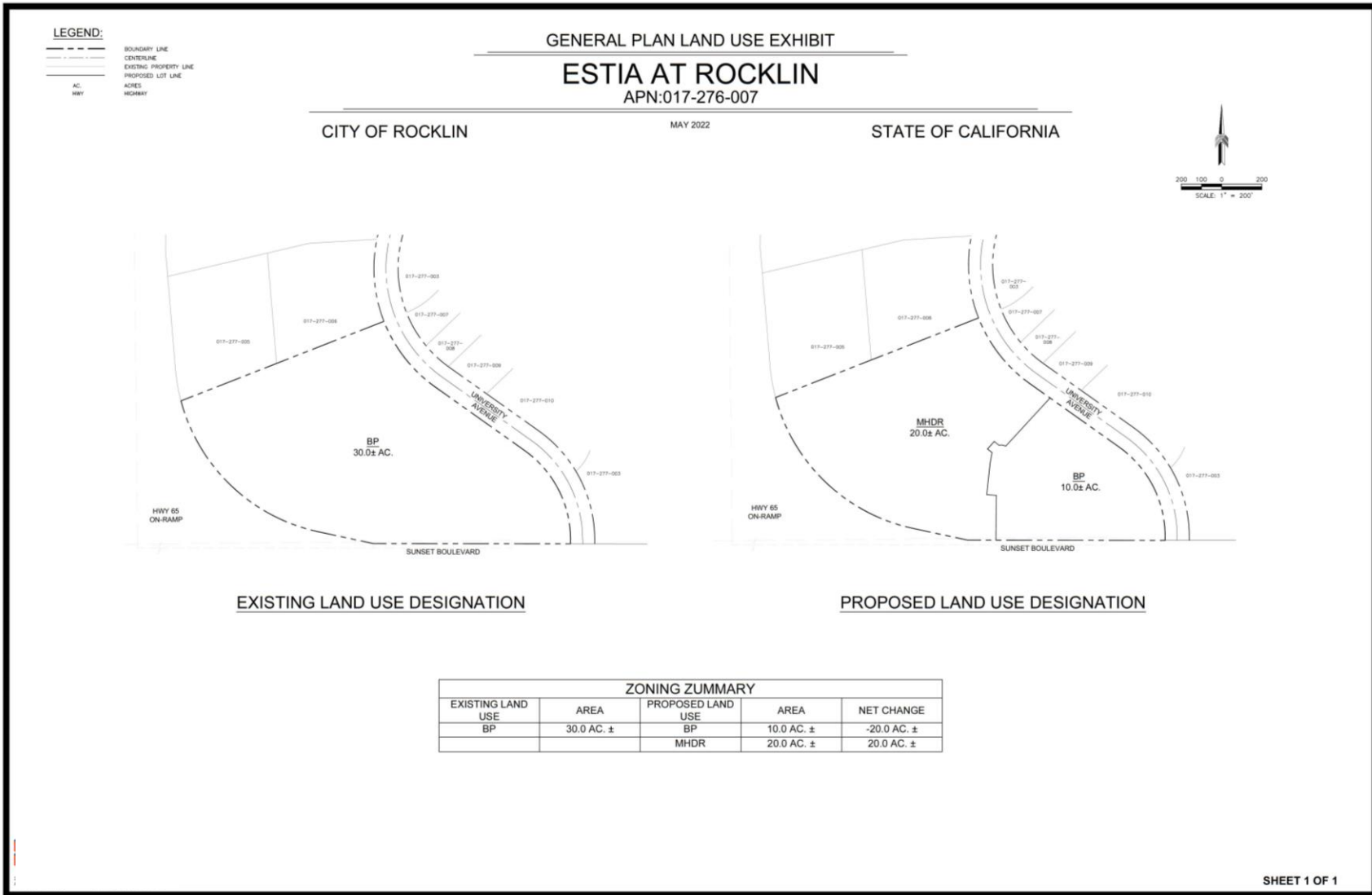


EXHIBIT B
Estia at Rocklin (GPA2021-0001)

Action Plan: Table A-3
 General Plan Policy Action Steps – Circulation Element

Action Step #	Description	Applies to Policy(s)	Responsible Dept.	Decision-Maker	Timing Target	Funding Source
CA-2	<p>A diminished Level of Service (LOS) recognized by Policy C-10.B shall be acceptable upon findings of the approving body based upon the following considerations.</p> <p>a. Interim situations described as follows:</p> <p>1) A Local Interim Situation - shall relate to the size and scope of the project, but in general shall mean until planned CIP improvements shown to improve the Level of Service to “C” or better are fully implemented. Construction of planned CIP improvements must be programmed within the current five-year increment of the CIP or is planned for construction within the first two years of the next five-year phase.</p> <p>2) A Regional Interim Situation may be found for projects in the CIP requiring regional funding. LOS worse than “C” may be allowed on an interim basis that exceeds 7 years due to the availability of funding.</p> <p>3) The timeframe for installation of improvements applied by the City as projects are approved must be within the ranges outlined above. However, this does not preclude decision makers from requiring that developers complete the installation of CIP improvements sooner than programmed if reduced Levels of</p>	C-10	<p>Planning</p> <p>Engineering</p>	<p>Planning Commission</p> <p>City Council</p>	Ongoing	<p>Application Fees</p> <p>General Fund</p>

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Action Step #	Description	Applies to Policy(s)	Responsible Dept.	Decision-Maker	Timing Target	Funding Source
	<p>Service are considered unacceptable at specific locations for those durations. In cases where CIP improvements are required to be implemented in advance by an individual developer, the City will consider entering into appropriate reimbursement agreements.</p> <p>b. Street improvements will be considered infeasible if:</p> <p>1) A specific improvement within Rocklin or in another jurisdiction outside of Rocklin’s control is considered unacceptable to the City because it would create unusual economic, legal, social, technological, physical or other similar burdens and considerations.</p> <p>2) The solution requires improvements in Rocklin involving facilities that are under the control of another entity such as Caltrans, and the City and that agency cannot come to agreement regarding the design and extent of the improvements that are needed.</p> <p>3) Other specific circumstances as determined by the approving body.</p> <p>c. Improvements to the following intersections have been found infeasible consistent with the methodology outlined in General Plan Action Step CA-2(b)(1) above:</p> <ul style="list-style-type: none"> • Blue Oaks Boulevard/Lonetree Boulevard • Sunset Boulevard/Springview/Third Street • West Stanford Ranch Road//Lonetree Boulevard/Sunset Boulevard 					

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	<ul style="list-style-type: none"> • Whitney Ranch Parkway/Wildcat Boulevard • Sunset Boulevard/Atherton Road/University Avenue • Whitney Ranch Parkway/University Avenue <p>d. Acknowledging the reality that growth in the region is likely to create level of service impacts on the Rocklin street system which the traffic modeling included in the General Plan EIR cannot predict, diminished levels of service are anticipated to be identified in the future at signalized intersections which connect directly to street systems controlled by other jurisdictions, or which are on streets that function regionally in nature, or which are within one mile from direct access to Interstate 80 or State Route 65. The following list of intersections meet that criteria and are likely to be impacted, even though feasible mitigation measures were identified at the time of the preparation of the General Plan EIR traffic analysis (except for those intersections identified as being impacted in the Supercumulative condition):</p> <ul style="list-style-type: none"> • Granite Drive/Dominguez Road • Lonetree Boulevard/Grand Canyon Drive • Lonetree Boulevard/Redwood Drive • Pacific Street/Rocklin Road • Pacific Street/Sunset Boulevard • Rocklin Road/Interstate 80 Interchange • Rocklin Road/Granite Drive • Sierra College Boulevard/Dominguez Road • Sierra College Boulevard/Rocklin Road • Sunset Boulevard/Blue Oaks Boulevard • Sunset Boulevard/Park Drive 					

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	<ul style="list-style-type: none"> • Sunset Boulevard/Fairway Drive • Sunset Boulevard/West Oaks Boulevard • Sunset Boulevard/Whitney Boulevard • West Stanford Ranch Road/West Oaks Boulevard • West Stanford Ranch Road/Lonetree Boulevard/Sunset Boulevard • Whitney Boulevard/Crest Drive • Whitney Ranch Parkway/State Route 65 Interchange • Whitney Ranch Parkway/Wildcat Boulevard • Pacific Street/Del Mar Avenue/Dominguez Road • Pacific Street/Farron Street • Sunset Boulevard/Pacific Street • Sunset Boulevard/Atherton Road/University Avenue • Stanford Ranch Road/Crest Drive • Any other signalized intersection which connects directly to street systems controlled by other jurisdictions, or which are on streets that function regionally in nature, or which are within one mile from direct access to Interstate 80 or Highway 65 (Whitney Ranch Parkway/University Avenue) <p>Though the mitigation measures for these intersections set forth in the General Plan EIR will be included in the City’s Capital Improvement Program and are anticipated to be constructed, additional mitigation measures imposed upon Rocklin development projects to mitigate extra territorial traffic impacts would impose undue economic, social and physical burdens on Rocklin development projects. Therefore, the City accepts a post mitigation diminished level of service at the listed signalized intersections which connect directly to street systems controlled by</p>					

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	<p>other jurisdictions, or which are on streets that function regionally in nature, or which are within one mile from direct access to Interstate 80 or State Route 65. Nothing in this subsection shall be deemed to relieve a development project in an adjacent jurisdiction creating traffic impacts on the Rocklin street system from analyzing those impacts and implementing mitigation measures in compliance with General Plan Policy C-10.C.</p>					