RESOLUTION NO. PC-2021-

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ROCKLIN APPROVING A MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACTS

Yankee Hill Tentative Parcel Map II
(DL2020-0004 and TRE2020-0003)

WHEREAS, the City of Rocklin's Environmental Coordinator prepared an Initial Study on the Yankee Hill Tentative Parcel Map II project (DL2020-0004 and TRE2020-0003) (the "Project") which identified potentially significant effects of the Project; and

WHEREAS, revisions to and/or conditions placed on the Project, were made or agreed to by the applicant before the mitigated negative declaration was released for public review, were determined by the environmental coordinator to avoid or reduce the potentially significant effects to a level that is clearly less than significant and that there was, therefore, no substantial evidence that the Project, as revised and conditioned, would have a significant effect on the environment; and

WHEREAS, the Initial Study and mitigated negative declaration of environmental impacts were then prepared, properly noticed, and circulated for public review.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Rocklin as follows:

Section 1. Based on the Initial Study, the revisions and conditions incorporated into the Project, the required mitigation measures, and information received during the public review process, the Planning Commission of the City of Rocklin finds that there is no substantial evidence that the Project, as revised and conditioned, may have a significant effect on the environment.

Section 2. The mitigated negative declaration reflects the independent judgment of the Planning Commission.

Section 3. All feasible mitigation measures identified in the City of Rocklin General Plan Environmental Impact Reports which are applicable to this Project have been adopted and undertaken by the City of Rocklin and all other public agencies with authority to mitigate the project impacts or will be undertaken as required by this project.

Section 4. The statements of overriding considerations adopted by the City Council when approving the City of Rocklin General Plan Update are hereby readopted for the purposes of this mitigated negative declaration and the significant identified impacts of this project related to aesthetics, air quality, traffic circulation, noise, cultural and paleontological resources, biological resources, and climate change and greenhouse gases.

Section 5. A mitigated negative declaration of environmental impacts and Mitigation Monitoring Program prepared in connection with the Project, attached hereto as Attachment 1 and incorporated by this reference, are recommended for approval for the Project.

Section 6. The Project Initial Study is attached as Attachment 1 and is incorporated by reference. All other documents, studies, and other materials that constitute the record of proceedings upon which the Planning Commission has based its decision are located in the office of the Rocklin Community Development Director, 3970 Rocklin Road, Rocklin, California 95677. The custodian of these documents and other materials is the Rocklin Community Development Director.

Section 7. Upon approval of the Project by the Planning Commission, the environmental coordinator shall file a Notice of Determination with the County Clerk of Placer County and, if the project requires a discretionary approval from any state agency, with the State Office of Planning and Research, pursuant to the provisions of section 21152(a) of the Public Resources Code and the State EIR Guidelines adopted pursuant thereto.

PASSED AND ADOPTED this ___ day of _____, 2022, by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

ABSTAIN: Commissioners:

_____
Michael Barron, Chairperson

ATTEST:

_____
Terry Stemple, Secretary

COMMUNITY DEVELOPMENT DEPARTMENT
CITY OF ROCKLIN
3970 Rocklin Road
Rocklin, California 95677
(916) 625-5160

ATTACHMENT 1

INITIAL STUDY AND ENVIRONMENTAL CHECKLIST

Yankee Hill Tentative Parcel Map II

DL2020-0004 and TRE2020-0003

Westerly terminus of Independence Place, in the City of Rocklin APN's 010-010-009, 010-010-040, 010-010-041, 010-010-042, 010-010-043, 010-010-044, 030-140-004

January 21, 2022

***PREPARED BY*:**
David Mohlenbrok, Environmental Coordinator/Community Development Director, (916) 625-5162
Dara Dungworth, Senior Planner, (916) 625-5163

CONTACT INFORMATION:

This Initial Study has been prepared by the City of Rocklin, as Lead Agency, under the California Environmental Quality Act (CEQA). Any questions regarding this document should be addressed to David Mohlenbrok at the City of Rocklin Community Development Department, Planning Division, 3970 Rocklin Road, Rocklin, California 95677 (916) 625-5160.

APPLICANT/OWNER:

The applicant is Steve Norman of CNA Engineering, Inc. and the property owners are Steve Norman and Brian Howe.

SECTION 1. INTRODUCTION

A. Purpose of an Initial Study

The California Environmental Quality Act (CEQA) was enacted in 1970 for the purpose of providing decision-makers and the public with information regarding environmental effects of proposed projects; identifying means of avoiding environmental damage; and disclosing to the public the reasons behind a project's approval even if it leads to environmental damage. The City of Rocklin has determined the proposed project is subject to CEQA and no exemptions apply. Therefore, preparation of an initial study is required.

An initial study is a preliminary analysis conducted by the lead agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the initial study concludes that the project, with mitigation, may have a significant effect on the environment, an environmental impact report should be prepared; otherwise the lead agency may adopt a negative declaration or mitigated negative declaration.

This Initial Study (IS) has been prepared in accordance with CEQA (Public Resources Code §21000 et seq.), the State CEQA Guidelines (Title 14, California Code of Regulations, §15000 et seq.), and the City of Rocklin CEQA Guidelines (1981, amended July 31, 2002).

This Initial Study has been prepared to identify and assess the anticipated environmental impacts of the proposed project. The document relies on a combination of a previous environmental document and site-specific studies to address in detail the effects or impacts associated with the proposed project. In particular, this Initial Study assesses the extent to which the impacts of the proposed project have already been addressed in the certified Final Environmental Impact Report for the Rocklin General Plan, as adopted by the Rocklin City Council on October 9, 2012 (the "General Plan EIR"), and the Northwest Rocklin Annexation Area Final Environmental Impact Report certified and adopted by the Rocklin City Council on July 9, 2002.

B. Document Format

This Initial Study is organized into five sections as follows:

Section 1, Introduction: provides an overview of the project and the CEQA environmental documentation process.

Section 2, Summary Information and Determination: Required summary information, listing of environmental factors potentially affected, and lead agency determination.

Section 3, Project Description: provides a description of the project location, project background, and project components.

Section 4, Evaluation of Environmental Impacts: provides a detailed discussion of the environmental factors that would be potentially affected by this project as indicated by the screening from the CEQA Guidelines Appendix G checklist.

Section 5, References: provides a list of reference materials used during the preparation of this Initial Study. The reference materials are available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA, and can also be found on the City's website under Planning Department, Current Environmental Documents.

C. CEQA Process

To begin the CEQA process, the lead agency identifies a proposed project. The lead agency then prepares an initial study to identify the preliminary environmental impacts of the proposed project. This document has been prepared in accordance with the provisions of the California Environmental Quality Act (CEQA) to analyze the possible environmental impacts of the project so that the public and the City of Rocklin decision-making bodies (Planning Commission, and/or City Council) can take these impacts into account when considering action on the required entitlements.

During the project approval process, persons and/or agencies may address either the Environmental Services staff or the City Council regarding the project. Public notification of agenda items for the City Council is posted 72 hours prior to the public meeting. The Council agenda can be obtained by contacting the Office of the City Clerk at City Hall, 3970 Rocklin Road, Rocklin, CA 95667 or via the internet at http://www.rocklin.ca.us

Within five days of project approval, the City will file a Notice of Determination with the County Clerk. The Notice of Determination will be posted by the County Clerk within 24 hours of receipt. This begins a 30-day statute of limitations on legal challenges to the approval under CEQA. The ability to challenge the approval in court may be limited to those persons who objected to the approval of the project, and to issues that were presented to the lead agency by any person, either orally or in writing, during the public comment period.

SECTION 2. INITIAL STUDY SUMMARY AND DETERMINATION

A. Summary Information

Project Title:
Yankee Hill Tentative Parcel Map II

Lead Agency Name and Address:
City of Rocklin, 3970 Rocklin Road, Rocklin, CA 95677

Contact Person and Phone Number:
David Mohlenbrok, Environmental Coordinator/Community Development Director, 916-625-5162

Project Location:
The project site is generally located at the westerly terminus of Independence Place, in the City of Rocklin. The Assessor's Parcel Numbers are 010-010-009, 010-010-040, 010-010-041, 010-010-042, 010-010-043, 010-010-044, 030-140-004.

Project Sponsor's Name:
The applicant is Steve Norman of CNA Engineering, Inc. and the property owners are Steve Norman and Brian Howe.

Current General Plan Designation: Low Density Residential (LDR).

Proposed General Plan Designation: Low Density Residential (LDR) (no change proposed).

Current Zoning: Residential Estate 30,000 square foot minimum lot size (RE-30).

Proposed Zoning: Residential Estate 30,000 square foot minimum lot size (RE-30) (no change proposed).

Description of the Project:
The Yankee Hill Tentative Parcel Map II project proposes the re-subdivision of seven existing residentially zoned parcels that total approximately 5.04 gross acres into four residential parcels. The proposed development will include ultimate improvements to construct the cul-de-sac, an earthen berm and wall for noise attenuation and the construction of four residences. For more details, please refer to the Project Description set forth in Section 3 of this Initial Study.

Surrounding Land Uses and Setting:
The project site is located to the west of Independence Place and the Yankee Hill subdivision, east of the north-south Union Pacific Railroad (UPRR) tracks, north of the east-west UPRR tracks and Antelope Creek, and south of existing single-family residential neighborhoods situated east

and west of the north-south UPRR tracks. To the north and west of the project site are the north-south UPRR tracks and an existing medium density single-family subdivision to the west side of the tracks and to the north and east of the project site are the north-south UPRR tracks and an existing low-density single-family subdivision on the east side of the tracks. To the south of the project site are Antelope Creek and an associated riparian corridor, the east-west UPRR tracks, a sliver of Retail Commercial land use occupied by the east-west UPRR tracks and a developed light industrial business park beyond.

Other Public Agencies Whose Approval May Be Required (e.g., Permits, Financing Approval, or Participation Agreement):

- Rocklin Engineering Division approval of Improvement Plans
- Rocklin Building Inspections Division issuance of Building Permits
- Placer County Water Agency approval of construction of water facilities
- South Placer Municipal Utility District approval of construction of sewer facilities
- Placer County Air Pollution Control District approval of dust control plan

B. Environmental Factors Potentially Affected:

Those factors checked below involve impacts that are "Potentially Significant":

[ ] Aesthetics	[ ] Agriculture/Forestry Resources	[ ] Air Quality
[ ] Biological Resources	[ ] Cultural Resources	[ ] Energy
[ ] Geology/Soils	[ ] Greenhouse Gas Emissions	[ ] Hazards & Hazardous Materia
[ ] Hydrology/Water Quality	[ ] Land Use/Planning	[ ] Mineral Resources
[ ] Noise	[ ] Population/Housing	[ ] Public Services
[ ] Recreation	[ ] Transportation	[ ] Tribal Cultural Resources
[ ] Utilities/Service Systems	[ ] Wildfire	[ ] Mandatory Findings of Significance
[ ] None	[X] None with Mitigation Incorporated	

C. Determination:

On the basis of this Initial Study:

☐ I find that the proposed project WILL NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that as originally submitted, the proposed project could have a significant effect on the environment; however, revisions in the project have been made by or agreed to by the project proponent which will avoid these effects or mitigate these effects to a point where clearly no significant effect will occur. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on the attached Environmental Checklist. An ENVIRONMENTAL IMPACT REPORT is required, to analyze the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or (MITIGATED) NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or (MITIGATED) NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

January 21, 2022

David Mohlenbrok — Date
Community Development Department Director

SECTION 3. PROJECT DESCRIPTION

A. Project Location

The project site is generally located at the westerly terminus of Independence Place, in the City of Rocklin. The Assessor's Parcel Numbers are 010-010-009, 010-010-040, 010-010-041, 010-010-042, 010-010-043, 010-010-044, 030-140-004 (Please see Attachment A, Vicinity Map).

The City of Rocklin is located approximately 25 miles northeast of Sacramento, and is within the County of Placer. Surrounding jurisdictions include: unincorporated Placer County to the north and northeast, the City of Lincoln to the northwest, the Town of Loomis to the east and southeast, and the City of Roseville to the south and southwest.

B. Description

The Yankee Hill Tentative Parcel Map II project proposes the re-subdivision of seven existing residentially zoned parcels that total approximately 5.04 gross acres to four residential parcels. The proposed development will include ultimate improvements consisting of the construction of necessary underground utilities to serve the project (e.g. gas, electricity, sewer, storm drain and telephone/cable), construction of the cul-de-sac and an earthen berm and wall for noise attenuation from the UPRR tracks, and the construction of four residences, associated driveways and landscaping.

This project will require the following entitlements from the City of Rocklin: a Tentative Parcel Map to re-subdivide the existing seven parcels into four residential parcels and an Oak Tree Preservation Plan to address the preservation of oak trees on the project site.

Access to the project would be from the existing terminus of Independence Place through the existing Yankee Hill subdivision. It is anticipated that site development will involve partial grading of the site, trenching and digging for underground utilities and infrastructure, and construction of the cul-de-sac. Upon construction of the improvements and recordation of the map, the parcels would ultimately be developed with houses, driveways, and landscaping.

SECTION 4. EVALUATION OF ENVIRONMENTAL IMPACTS

A. Explanation of CEQA Streamlining and Tiering Utilized in this Initial Study

This Initial Study will evaluate this project in light of the previously approved General Plan EIR, and the Northwest Rocklin Annexation Area EIR, which are hereby incorporated by reference. This document is available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA, and can also be found on the City's website under Planning Department, Publications and Maps.

CEQA Guidelines Section 15183 provides a means of streamlining analysis for qualifying projects. Under Section 15183, effects are not considered "peculiar to the project or the parcel" if they are addressed and mitigated by uniformly applied development policies and standards adopted by the City to substantially mitigate that effect (unless new information shows that the policy or standard will not mitigate the effect). Policies and standards have been adopted by the City to address and mitigate certain impacts of development that lend themselves to uniform mitigation measures. These policies and standards include those found in the Oak Tree Ordinance (Rocklin Municipal Code, Chapter 17.77), the Flood Ordinance (Rocklin Municipal Code, Chapter 15.16), the Grading and Erosion and Sedimentation Control Ordinance (Rocklin Municipal Code, Chapter 15.28), the Stormwater Runoff Pollution Control Ordinance (Rocklin Municipal Code, Chapter 8.30), and the Goals and Policies of the Rocklin General Plan. Where applicable, the Initial Study will state how these policies and standards apply to the project. Where the policies and standards will substantially mitigate the effects of the proposed project, the Initial Study concludes that these effects are "not peculiar to the project or the parcel" and thus need not be revisited in the text of the environmental document for the proposed project.

This Initial Study has also been prepared pursuant to CEQA Guidelines sections 15063 and 15168. Section 15063 sets forth the general rules for preparing Initial Studies. One of the identified functions of an Initial Study is for a lead agency to "[d]etermine, pursuant to a program EIR, tiering, or another appropriate process, which of a project's effects were adequately examined by an earlier EIR or negative declaration… The lead agency shall then ascertain which effects, if any, should be analyzed in a later EIR or negative declaration." (CEQA Guidelines, section 15063, subd. (b)(1)(C).). Here, the City has used this initial study to determine the extent to which the General Plan EIR has "adequately examined" the effects of the proposed project.

Section 15168 sets forth the legal requirements for preparing "program EIRs" and for reliance upon program EIRs in connection with "[s]ubsequent activities" within the approved program. (See *Citizens for Responsible Equitable Environmental Development v. City of San Diego Redevelopment Agency* (2005) 134 Cal.App.4th 598, 614-617.) The General Plan EIR was a program EIR with respect to its analysis of impacts associated with eventual buildout of future anticipated development identified by the General Plan. Subdivision (c) of section 15168 provides as follows:

(c) Use with Later Activities. Subsequent activities in the program must be examined in light of the program EIR to determine whether an additional environmental document must be prepared.

(1) If a later activity would have effects that were not examined in the program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration. That later analysis may tier from the program EIR as provided in Section 15152.

(2) If the agency finds that pursuant to Section 15162, no subsequent EIR would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required. Whether a later activity is within the scope of a program EIR is a factual question that the lead agency determines based on substantial evidence in the record. Factors that an agency may consider in making that determination include, but are not limited to, consistency of the later activity with the type of allowable land use, overall planned density and building intensity, geographic area analyzed for environmental impacts, and covered infrastructure, as described in the program EIR.

(3) An agency shall incorporate feasible mitigation measures and alternatives developed in the program EIR into later activities in the program.

(4) Where the later activities involve site specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were within the scope of the program EIR.

(5) A program EIR will be most helpful in dealing with later activities if it provides a description of planned activities that would implement the program and deals with the effects of the program as specifically and comprehensively as possible. With a good and detailed project description and analysis of the program, many later activities could be found to be within the scope of the project described in the program EIR, and no further environmental documents would be required.

Consistent with these principles, this Initial Study serves the function of a "written checklist or similar device" documenting the extent to which the environmental effects of the proposed project "were covered in the program EIR" for the General Plan. As stated below, the City has concluded that the impacts of the proposed project are "within the scope" of the analysis in the General Plan EIR. Stated another way, these "environmental effects of the [site-specific project] were covered in the program EIR." Where particular impacts were not thoroughly analyzed in prior documents, site-specific studies were prepared for the project with respect to impacts that were not "adequately examined" in the General Plan EIR, or were not "within the scope" of the

prior analysis. These studies are hereby incorporated by reference and are available for review during normal business hours at the Rocklin Economic and Community Development Department, 3970 Rocklin Road, Rocklin, CA 95677 and can also be found on the City's website under Planning Department, Current Environmental Documents. The specific studies are listed in Section 5, References.

The Initial Study is a public document to be used by the City decision-makers to determine whether a project may have a significant effect on the environment. If the City as lead agency, finds substantial evidence that any effects of the project were not "adequately examined" in the General Plan EIR or were not "within the scope" of the analysis in that document AND that these effects may have a significant effect on the environment if not mitigated, the City would be required to prepare an EIR with respect to such potentially significant effects. On the other hand, if the City finds that these unaddressed project impacts are not significant, a negative declaration would be appropriate. If in the course of analysis, the City identified potentially significant impacts that could be reduced to less than significant levels through mitigation measures to which the applicant agrees, the impact would be considered to be reduced to a less than significant level, and adoption of a mitigated negative declaration would be appropriate.

B. Significant Cumulative Impacts; Statement of Overriding Considerations

The Rocklin City Council has previously identified the following cumulative significant impacts as unavoidable consequences of urbanization contemplated in the Rocklin General Plan, despite the implementation of all available and feasible mitigation measures, and on that basis has adopted a statement of overriding considerations for each cumulative impact:

1. Air Quality:

Development in the City and the Sacramento Valley Air Basin as a whole will result in the following: violations of air quality standards as a result of short-term emissions from construction projects, increases in criteria air pollutants from operational air pollutants and exposure to toxic air contaminants, the generation of odors and a cumulative contribution to regional air quality impacts.

2. Aesthetics/Light and Glare:

Development in the City and the South Placer region as a whole will result in substantial degradation of the existing visual character, the creation of new sources of substantial light and glare and cumulative impacts to scenic vistas, scenic resources, existing visual character and creation of light and glare.

3. Traffic and Circulation:

Development in the City and the South Placer region as a whole will result in impacts to segments and intersections of the state/interstate highway system.

4. Noise

Development in the City and the South Placer region as a whole will result in impacts associated with exposure to surface transportation and stationary noise sources, and cumulative transportation noise impacts within the Planning area.

5. Cultural and Paleontological Resources

Development in the City and the South Placer region as a whole will result in cumulative impacts to historic character.

6. Biological Resources

Development in the City and the South Placer region as a whole will result in the loss of native oak and heritage trees, the loss of oak woodland habitat, and cumulative impacts to biological resources.

7. Climate Change and Greenhouse Gases

Development in the City and the South Placer region as a whole will result in the generation of greenhouse gas emissions.

C. Mitigation Measures Required and Considered

It is the policy and a requirement of the City of Rocklin that all public agencies with authority to mitigate significant effects shall undertake or require the undertaking of all feasible mitigation measures specified in the prior environmental impact reports relevant to a significant effect which the project will have on the environment. Project review is limited to effects upon the environment which are peculiar to the parcel or to the project which were not addressed as significant effects in the General Plan EIR or which substantial new information shows will be more significant than described in the General Plan EIR. This Initial Study anticipates that feasible mitigation measures previously identified in the General Plan and Northwest Rocklin Annexation Area EIR have been, or will be, implemented as set forth in that document, and evaluates this Project accordingly.

D. Evaluation of Environmental Checklist:

1) A brief explanation is provided for all answers except "No Impact" answers that are adequately supported by the information sources cited in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer is explained where it is

based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers take account of the whole action involved, including off-site as well as on-site elements, cumulative as well as project-level impacts, indirect as well as direct impacts, and construction as well as operational impacts.

3) If a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant.

4) Answers of "Less than Significant with Mitigation Incorporated" describe the mitigation measures agreed to by the applicant and briefly explain how they reduce the effect to a less than significant level. Mitigation measures and supporting explanation from earlier EIRs or Negative Declaration may be cross-referenced and incorporated by reference.

5) Earlier analyses may be used where an effect has been adequately analyzed in an earlier EIR or negative declaration, and the City intends to use tiering. All prior EIRs and Negative Declarations and certifying resolutions are available for review at the Rocklin Economic and Community Development Department. In this case, a brief discussion will identify the following:

   a) Which effects are within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and whether such effects are addressed by mitigation measures based on the earlier analysis; and

   b) For effects that are "Less than Significant with Mitigation Measures Incorporated," the mitigation measures which are incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

E. Environmental Checklist

I. AESTHETICS **Except as provided in Public Resources Code section 21099 (where aesthetic impacts shall not be considered significant for qualifying residential, mixed-use residential, and employment centers), would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Have a substantial adverse effect on a scenic vista?				**X**	
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				**X**	
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			**X**		
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			**X**		

DISCUSSION OF DETERMINATION:

Project Impacts:

The ultimate development of a four-unit single-family residential subdivision on an approximately 5.04 gross acre site will change the existing visual nature or character of the project site and area. The development of the project site would create new sources of light and glare typical of urban development. As discussed below, impacts to scenic vistas or viewsheds would not be anticipated.

Prior Environmental Analysis:

As a "program EIR" under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts that would occur to the visual character of the Planning Area as a result of the future urban development that was contemplated by the General Plan. When previously undeveloped land becomes developed, aesthetic impacts include changes to scenic character and new sources of light and glare (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.3-1 through 4.3-18). Mitigation measures to address these impacts are incorporated into the General Plan in the Land Use and the Open Space, Conservation, and Recreation Elements, and include policies that encourage the use of design standards for unique areas and the protection of natural resources, including open space areas, natural resource areas, hilltops, waterways and oak trees, from the encroachment of incompatible land use.

The General Plan EIR concluded that, despite the goals and policies addressing visual character, views, and light and glare, significant aesthetic impacts will occur as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will change and degrade the existing visual character, will create new sources of light and glare and will contribute to cumulative impacts to scenic vistas, scenic resources, existing visual character and creation of light and glare. Findings of fact and a statement of overriding consideration were adopted by the Rocklin City Council in regard to these cumulative impacts, which were found to be significant and unavoidable.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for aesthetic/visual impacts incorporated as goals and policies in the General Plan, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with City rules and regulations.

Significance Conclusions:

a. Scenic Vista - *No Impact*. While vacant or mostly vacant areas have a natural aesthetic quality, there are no designated scenic vistas within the City of Rocklin or Planning Area. Alteration of the vacant and undeveloped areas of the project site through the construction of new residences would change the visual quality of the project site and surrounding area. However, since there are no designated scenic vistas, no impact would occur in this regard.

b. Scenic Highway – *No Impact*. The City of Rocklin does not contain an officially designated state scenic highway. State Route 65 (SR 65) borders the western portion of the City, but it is not considered a scenic highway. Likewise, Interstate 80 (I-80) traverses the eastern portion of the City but does not have a scenic designation. Therefore, the proposed project would not

substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway and no impacts are anticipated in association with damage to scenic resources within a state scenic highway.

c. Visual Character – *Less than Significant Impact.* Per Public Resources Code section 21071 (a) (2), the City of Rocklin is considered to be an urbanized area because although its population is less than 100,000 persons, the population of Rocklin and not more than two contiguous incorporated cities (the cities of Roseville and Lincoln) combined equals at least 100,000 persons. The construction of new office, maintenance and storage buildings is consistent with the urbanization of this site as contemplated and analyzed for this area of Rocklin within the Rocklin General Plan. The building structures that are anticipated with the eventual development of single-family homes and any accessory buildings would be of consistent height and scale with surrounding development including the adjacent nearby single-family residences and light industrial uses; there are no unusual development characteristics of this project which would introduce incompatible elements or create aesthetic impacts not considered in the prior EIRs. Existing buildings in the area include one and two-story single-family residences and one-story light industrial buildings. These buildings are collectively all of similar size and scale to the proposed project.

All development in the Rocklin Planning Area is subject to existing City development standards set forth in the City's Zoning Ordinance which helps to ensure that development form, character, height, and massing are consistent with the City's vision for the character of the community. The project would not conflict with applicable zoning and other regulations governing scenic quality.

The change in the aesthetics of the visual nature or character of the site and the surroundings is consistent with the surrounding existing development and the future development that is anticipated by the City's General Plan. As noted above, the General Plan EIR concluded that development under the General Plan will result in significant unavoidable aesthetic impacts and Statements of Overriding Consideration were adopted by the Rocklin City Council in regard to these cumulative impacts. The project does not result in a change to the finding because the site would be developed with typical urban uses that are consistent and compatible with surrounding existing and anticipated future development.

d. Light and Glare – *Less than Significant Impact.* There are no specific features within the proposed project that would create unusual light and glare. Implementation of existing General Plan policies addressing light and glare would also ensure that no unusual daytime glare or nighttime lighting is produced. However, the impacts associated with increased light and glare would not be eliminated entirely, and the overall level of light and glare in the Planning Area would increase in general as urban development occurs and that increase cannot be fully mitigated.

The General Plan EIR acknowledged that impacts associated with increased light and glare would not be eliminated entirely, and the overall level of light and glare in the Planning Area would

increase in general as urban development occurs and that increase cannot be fully mitigated. As noted above, the General Plan EIR concluded that development under the General Plan will result in significant unavoidable aesthetic impacts and a Statement of Overriding Consideration was adopted by the Rocklin City Council in regard to these cumulative impacts. The project does not result in a change to the finding because the site would be developed with typical urban uses that are consistent and compatible with surrounding existing and anticipated future development.

II. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				**X**	
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				**X**	
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220 (g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?				**X**	
d) Result in the loss of forest land or conversion of forest land to non-forest use?				**X**	
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				**X**	

DISCUSSION OF DETERMINATION:

Project Impacts:

There are no agricultural or forestry impacts for the project or project site due to a lack of these resources on the project site, as further discussed below.

Significance Conclusions:

a., b. and e. Conversion of Farmland, Conflict with Agricultural Zoning or Williamson Act - *No Impact*. The Farmland Mapping and Monitoring Program (FMMP) land classifications system monitors and documents land use changes that specifically affect California's agricultural land and is administered by the California Department of Conservation (CDC). The FMMP land classification system is cited by the State CEQA Guidelines as the preferred information source for determining the agricultural significance of a property (CEQA Guidelines, Appendix G). The CDC, Division of Land Resource Protection, Placer County Important Farmland Map of 2018 designates the project site as urban and build up land. This category is not considered Important Farmland under the definition in CEQA of "Agricultural Land" that is afforded consideration as to its potential significance (See CEQA Section 21060.1[a]), nor is it considered prime farmland, unique farmland, or farmland of statewide importance; therefore, the proposed project would not convert farmland to a non-agricultural use. Also, the project site contains no parcels that are under a Williamson Act contract. Therefore, because the project would not convert important farmland to non-agricultural uses, would not conflict with existing agricultural or forestry use zoning or Williamson Act contracts, or involve other changes that could result in the conversion of important farmlands to non-agricultural uses, there would be no agricultural use impacts.

c. and d. Rezone or Conversion of Timberland, Forest Land– *No Impact*. The project site contains no parcels that are zoned as, or considered forestry lands or timberland. Therefore, because the project would not conflict with existing forestry use zoning or involve other changes that could result in the conversion of forest lands to non-forest uses, there would be no impact on forestry uses.

III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determination. Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Conflict with or obstruct implementation of applicable air quality plan?			**X**		
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			**X**		
c) Expose sensitive receptors to substantial pollutant concentrations?			**X**		
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			**X**		

DISCUSSION OF DETERMINATION:

Project Impacts:

In the short-term, air quality impacts from the proposed project will result from construction related activities associated with grading and excavation to prepare the site for the installation of utilities and of above ground structures and improvements. These air quality impacts will primarily be related to the generation of airborne dust (Particulate Matter of 10 microns in size or less (PM_{10})).

In the long term, air quality impacts from the proposed project will result from vehicle trip generation to and from the project site and the resultant mobile source emissions of air pollutants (primarily carbon monoxide and ozone precursor emissions).

As discussed below, a single-family residential development of this type would not be expected to create objectionable odors.

Prior Environmental Analysis:

As a "program EIR" under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts that would occur to regional air quality as a result of the future urban development that was contemplated by the General Plan. These impacts included 8-hour ozone

attainment, short-term construction emissions, operational air pollutants, increases in criteria pollutants, odors, and regional air quality impacts. (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.2-1 through 4.2-43). Mitigation measures to address these impacts are incorporated into the General Plan in the Land Use, the Open Space, Conservation, and Recreation, and the Circulation Elements, and include policies that encourage a mixture of land uses, provisions for non-automotive modes of transportation, consultation with the Placer County Air Pollution Control District (PCAPCD), and the incorporation of stationary and mobile source control measures.

The General Plan EIR concluded that, despite these goals and policies, significant air quality impacts will occur as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan and other development within the Sacramento Valley Air Basin (SVAB) as a whole will result in the following: violations of air quality standards as a result of short-term emissions from construction projects, increases in criteria air pollutants from operational air pollutants and exposure to toxic air contaminants, the generation of odors and a cumulative contribution to regional air quality impacts. Findings of fact and a statement of overriding consideration were adopted by the Rocklin City Council in regard to these impacts, which were found to be significant and unavoidable.

The Rocklin City Council adopted Findings of Fact and a Statement of Overriding Considerations in recognition of these impacts.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for air quality impacts incorporated as goals and policies in the General Plan, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with City rules and regulations.

The General Plan EIR identified a cumulative contribution to regional air quality impacts as a significant and unavoidable impact, and the City of Rocklin adopted Findings of Fact and a Statement of Overriding Considerations in recognition of this impact. The project does not result in a change to this finding because the site is being developed with a single-family residential land use that is similar to the single-family residential land uses that were anticipated by and analyzed within the General Plan EIR.

Significance Conclusions:

a. and b. Conflict with or obstruct implementation of the applicable air quality plan, Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard – *Less Than*

Significant Impact. The project area is located within the Sacramento Valley Air Basin (SVAB) and is under the jurisdiction of the Placer County Air Pollution Control District (PCAPCD). The SVAB is designated nonattainment for the federal particulate matter 2.5 microns in diameter ($PM_{2.5}$) and the State particulate matter 10 microns in diameter (PM_{10}) standards, as well as for both the federal and State ozone standards. The federal Clean Air Act requires areas designated as federal nonattainment to prepare an air quality control plan referred to as the State Implementation Plan (SIP). The SIP contains the strategies and control measures for states to use to attain the national ambient air quality standards (NAAQS). The SIP is periodically modified to reflect the latest emissions inventories, planning documents, rules, and regulations of air basins as reported by the agencies with jurisdiction over them. In compliance with regulations, the PCAPCD periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the NAAQS, including control strategies to reduce air pollutant emissions via regulations, incentive programs, public education, and partnerships with other agencies.

The Sacramento region is classified as a severe-15 nonattainment area for the 2008 8-hour ozone NAAQS. The Sacramento Metropolitan Air Quality Management District (SMAQMD) along with the PCAPCD and other local air districts (Yolo-Solano, Feather River, and El Dorado Air Quality Management Districts) developed the *Sacramento Regional 2008 NAAQS 8-Hour Ozone Attainment and Reasonable Further Progress Plan* (July 24, 2017) to demonstrate attainment of the 2008 8-hour NAAQS of 75 ppb by an attainment year of 2024. The *2017 Plan* was approved by the SMAQMD board on August 24, 2017, and CARB approved the *2017 Plan* on November 16, 2017. The *2017 Plan* is the current applicable air quality plan for the proposed project.

General conformity requirements of the regional air quality plan include whether a project would cause or contribute to new violations of any NAAQS, increase the frequency or severity of an existing violation of any NAAQS, or delay timely attainment of any NAAQS.

The PCAPCD has the primary responsibility for planning, maintaining and monitoring the attainment of air quality standards in Placer County. The proposed project is consistent with the Rocklin General Plan, and given that the PCAPCD Attainment Plans and the *2017 Plan* account for planned land uses consistent with adopted plans, this project will not conflict or obstruct implementation of the PCAPCD Attainment Plans or the *2017 Plan*. Thus, the project's construction and operational emissions would not contribute to the PCAPCD's nonattainment status of ozone and PM, and operations of the project would not violate an air quality standard or contribute to an existing or projected air quality violation or conflict or obstruct implementation of the applicable air quality plan, and construction-related and operationally-related impacts would be considered less than significant.

c. Sensitive Receptors – *Less than Significant Impact.* Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those

with existing health problems are especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, childcare centers, playgrounds, retirement homes, convalescent homes, hospitals and medical clinics. The proposed project involves the development of light industrial uses, and thus, the project would not introduce sensitive receptors to the area. The nearest existing sensitive receptors to the project site would be the existing single-family residences to the north, west and south of the project site.

Emissions of CO would result from the incomplete combustion of carbon-containing fuels such as gasoline or wood and are particularly related to traffic levels. Local mobile-source CO emissions near roadways are a direct function of traffic volume, speed and delay. Transport of CO is extremely limited because it disperses rapidly with distance from the source under normal meteorological conditions. However, under specific meteorological conditions, CO concentrations near roadways and/or intersections may reach unhealthy levels at nearby sensitive land uses, such as residential units, hospitals, schools, and childcare facilities. Thus, high local CO concentrations are considered to have a direct influence on the receptors they affect. It should be noted that as older, more polluting vehicles are retired and replaced with newer, cleaner vehicles, the overall rate of emissions of CO for vehicle fleet throughout the State has been, and is expected to continue, decreasing. Therefore, emissions of CO would likely decrease from current levels over the lifetime of the project.

Per PCAPCD guidance, if a project will degrade an intersection in the project vicinity from an acceptable peak-hour Level of Service (LOS) (e.g., LOS A, B, C, or D) to an unacceptable peak-hour LOS (e.g., LOS E or F), or if the project will substantially worsen an already existing unacceptable peak-hour LOS on one or more streets or at one or more intersections in the project vicinity, then the project has the potential to cause a potential CO intersection hotspot. Substantially worsen is defined by PCAPCD as an increase in delay by 10 seconds or more. It should be noted that for purposes of CO analysis the threshold of significance is worse than LOS D, however for purposes of traffic analysis the City's LOS threshold for acceptable operations is LOS C.

Due to the low volume traffic generating nature of the project and the fact that the project is consistent with the project site's land use and zoning designations that were assumed in the General Plan EIR which did not project unacceptable peak hour LOS in the project area, it is not expected that any intersections would decrease to an unacceptable peak-hour LOS. Overall, based on PCAPCD's screening criteria for localized CO emission impacts, the proposed project would not require further analysis and would not result in the exposure of sensitive receptors to substantial localized concentrations of CO.

In addition to the CO emissions discussed above, Toxic Air Contaminants (TACs) are also a category of environmental concern. The California Air Resources Board (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) provides recommendations for siting new sensitive land uses near sources typically associated with significant levels of TAC emissions, including, but not limited to, freeways and high traffic roads, distribution centers, and

rail yards. CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC. High volume freeways/roadways, stationary diesel engines, and facilities attracting heavy and constant diesel traffic were identified as having the highest associated health risks from DPM. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure. Health-related risks associated with DPM in particular are primarily associated with long-term exposure and associated risk of contracting cancer.

For freeways and roads with high traffic volumes, Table 4-1 of the CARB Handbook recommends "Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day." Any project placing sensitive receptors within 500 feet of a major roadway or freeway may have the potential to expose those receptors to DPM. The edge of the nearest travel lane of Interstate 80 (I-80) is located approximately 4,500 feet southeast of the site at the closest point. Thus, the project would not be subject to substantial DPM emissions associated with freeway traffic and risk levels from I-80 would not expose new receptors to substantial health risk.

Due to the scale and nature of the project, relatively few vehicle trips associated with the proposed project would be expected to be composed of heavy-duty diesel-fueled trucks and their associated emissions. The project would not involve any land uses or operations that would be considered major sources of TACs, including DPM, and the project does not involve long-term operation of any stationary diesel engine or other on-site stationary source of TACs. As such, the proposed project would not generate any substantial pollutant concentrations during operations. Construction-related activities could result in the generation of TACs, specifically DPM, from on-road haul trucks and off-road equipment exhaust emissions. However, construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. All construction equipment and operation thereof would be regulated per the State's In-Use Off-Road Diesel Vehicle Regulation. Project construction would also be required to comply with all applicable PCAPCD rules and regulations, particularly associated with permitting of air pollutant sources. In addition, construction equipment would operate intermittently throughout the course of a day and only portions of the site would be disturbed at a time. Considering the intermittent nature of construction equipment, the duration of construction activities, and the typical long-term exposure periods typically associated with health risks, the likelihood that any one sensitive receptor would be exposed to high concentrations of DPM for any extended period of time due to project construction would be low. Therefore, construction of the proposed project would not be expected to expose any nearby sensitive receptors to substantial concentrations of DPM or other TACs.

Based on the above discussion, the proposed project would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.

d. Odors – *Less Than Significant Impact.* Odors are generally regarded as an annoyance rather than a health hazard. Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, quantitative

methodologies to determine the presence of a significant odor impact do not exist. Certain land uses such as wastewater treatment facilities, landfills, confined animal facilities, composting operations, food manufacturing plants, refineries, and chemical plants have the potential to generate considerable odors. The proposed project does not involve such land uses nor is it located near any such land uses, and single-family residential land uses are not typically associated with the creation of objectionable odors. Although less common, emissions of DPM from heavy-duty diesel truck traffic could result in objectionable odors. While the proposed project would increase the total amount of vehicle trips in the area beyond what currently exists, the increase in area vehicle activity would not necessarily create a significant increase in heavy-duty diesel truck traffic, because of the scale and nature of the project.

Diesel fumes associated with diesel-fueled equipment and heavy-duty trucks, such as from construction activities or operations of emergency generators, could be found to be objectionable. However, as addressed above, construction is temporary and construction equipment would operate intermittently throughout the course of a day and would likely only occur over portions of the project area at a time.

In addition, PCAPCD Rule 205, Nuisance, addresses the exposure of "nuisance or annoyance" air contaminant discharges, including odors, and provides enforcement of odor control. Rule 205 is complaint-based, where if public complaints are sufficient to cause the odor source to be a public nuisance, then the PCAPCD is required to investigate the identified source as well as determine an acceptable solution for the source of the complaint, which could include operational modifications to correct the nuisance condition. Thus, although not anticipated, if odor or air quality complaints are made upon the future development under the proposed project, the PCAPCD would be required to ensure that such complaints are addressed and mitigated, as necessary.

Because the proposed project does not include the development of odor-generating land uses or development in proximity to odor-generating land uses, because the increase in project area traffic would be largely through increased use of passenger vehicles as a result of residents traveling to and from the site rather than heavy-duty diesel trucks, and considering the intermittent nature and short-term duration of construction activities, the proposed project would not be anticipated to result in the exposure of residences or other sensitive receptors to objectionable odors or result in other emissions such as those leading to the creation of objectionable odors adversely affecting a substantial number of people. Therefore, the proposed project would result in a less than significant impact related to objectionable odors.

IV. BIOLOGICAL RESOURCES **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		**X**			
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			**X**		
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			**X**		
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			**X**		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		**X**			
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				**X**	

DISCUSSION OF DETERMINATION:

Project Impacts:

The project site is vacant and undeveloped. The proposed project will modify habitats through the removal of native and other plant material. The project site does contain oak trees, none of which are proposed to be removed with implementation of the project. The southern portion of the project site is transected by Antelope Creek and associated riparian habitat, however impacts to these features are not anticipated based upon the project's design and compliance with the City of Rocklin creek and riparian habitat protection policies. Impacts to special status animal and plant species could occur due to their presence or potential presence on the project site, but

mitigation measures have been identified to reduce these potential impacts to a less than significant level.

Prior Environmental Analysis

As a "program EIR" under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts that would occur to the biological resources of the Planning Area as a result of the future urban development that was contemplated by the General Plan. These impacts included special-status species, species of concern, non-listed species, biological communities and migratory wildlife corridors (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.10-1 through 4.10-47). Mitigation measures to address these impacts are incorporated into the General Plan in the Open Space, Conservation and Recreation Element, and include policies that encourage the protection and conservation of biological resources and require compliance with rules and regulations protecting biological resources, including the City of Rocklin Oak Tree Preservation Ordinance.

The General Plan EIR concluded that, despite these goals, policies and rules and regulations protecting biological resources, significant biological resources impacts will occur as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will impact sensitive biological communities, will result in the loss of native oak and heritage trees, will result in the loss of oak woodland habitat and will contribute to cumulative impacts to biological resources. Findings of fact and a statement of overriding considerations were adopted by the Rocklin City Council in regard to these impacts, which were found to be significant and unavoidable.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for biological resources impacts incorporated as goals and policies in the General Plan, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with City rules and regulations.

Project-Level Environmental Analysis:

The firm of Madrone Ecological Consulting, LLC., a Sacramento area consulting firm with recognized expertise in biological resources, prepared a biological resources assessment for the Yankee Hill Road project. Their report, dated April 2021, is available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA, and is incorporated into this Mitigated Negative Declaration by this reference. A full examination of the study area was undertaken to assess the suitability of the site to support special-status species and sensitive habitat types. City staff has reviewed the documentation and is also aware

that Madrone Ecological Consulting, LLC. has a professional reputation that makes their conclusions presumptively credible and prepared in good faith. Based on its review of the Madrone Ecological Consulting, LLC. analysis and these other considerations, City staff accepts the conclusions in the Madrone Ecological Consulting, LLC. report, which is summarized below.

The firm of California Tree and Landscape Consulting, Inc., a Sacramento area consulting firm with recognized expertise in arborist services, prepared a pre-construction arborist report and tree preservation plan for the Yankee Hill project. Their report, dated December 16, 2020 is available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA, and is incorporated into this Mitigated Negative Declaration by this reference. City staff has reviewed the documentation and is also aware that California Tree and Landscape Consulting, Inc. has a professional reputation that makes their conclusions presumptively credible and prepared in good faith. Based on its review of the California Tree and Landscape Consulting, Inc. analysis and these other considerations, City staff accepts the conclusions in the California Tree and Landscape Consulting, Inc report, which is summarized below.

Project Site Description:

The approximately 5-acre project area is undeveloped with the exception of a PG&E equipment staging area enclosed by a cinder block wall near the center of the site. The site displays signed of use by local residents who appear to have constructed a BMX bicycle trail. The triangle shaped study area is situated between approximately 240 and 290 feet above mean sea level and is bounded on the northwest by an active rail line, by Antelope Creek on the south and by a low-density residential development on the east. The surrounding areas in general are residential with some commercial and/or industrial parcels. A second active rail line is located just south of Antelope Creek outside of the study area.

Biological Assessment Overview

As part of the assessment of the project site's biological resources, queries of the California Natural Diversity Database (CNDDB) of the California Department of Fish and Wildlife (CDFW) of the study area and all areas within 5 miles of the study area, United States Fish and Wildlife (USFWS) species lists, California Native Plant Society (CNPS) Inventory and other literature reviews were conducted to provide updated information on special-status plant and wildlife species within the project region. Biological site visits were made on January 25 and March 5, 2021 to determine: 1) plant communities present in the study area; 2) if existing conditions provided suitable habitat for any special-status plant or wildlife species; 3) if sensitive habitats are present, and 4) establish the edge of the creek bank in accordance with the City of Rocklin General Plan Action Step OCRA-11. Existing biological resources of the project site are summarized below, focusing on the potential for occurrence of special-status species and other sensitive resources.

A. Biological Communities

Five biological communities were identified on the project site: ruderal annual grassland, developed/disturbed, mixed oak woodland, Valley oak riparian woodland, and Antelope Creek and adjacent riparian wetlands. Vegetative cover is generally dominated by 3.04 acres of ruderal annual grassland, followed by 0.52 acre of developed/disturbed, 0.64 acre of mixed oak woodland, 0.54 acre of Valley Oak riparian woodland and 0.26 acre of Antelope Creek and adjacent riparian wetlands.

B. Special-Status Plant and Animal Species

Special-status plant and animal species are those that have been afforded special recognition by federal, State, or local resources or organizations. Listed and special-status species are of relatively limited distribution and may require specialized habitat conditions.

Plants

Based on a review of the resource databases noted above, there are two potentially occurring special-status plant species on the project site which are discussed below. Potential project impacts to these species are discussed further below in this section.

Big-Scale Balsamroot – this species generally occurs at elevations ranging from 145 to 5,100 feet in Valley and foothill grassland, chaparral, and cismontane woodland. This perennial member of the sunflower family is often found on serpentine soils and blooms from March to June. The ruderal grasslands within the study area provide marginally suitable habitat for this species. There is a low potential for occurrence of this species within the study area.

Sanford's Arrowhead - This species generally occurs at elevations ranging from 0 to 2,135 feet in shallow freshwater habitats associated with drainages, canals and larger ditches that sustain inundation and/or slow-moving water into early summer. This perennial rhizomatous emergent species blooms from May to October. The reach of Antelope Creek in the south part of the site represents only limited suitable habitat for this species due to the heavy thickets of Himalayan blackberry which is supplanting native vegetation. There is a moderate potential for occurrence of this species within the study area.

Wildlife

Based upon a review of resource databases noted above, there are twelve potentially occurring special-status animal species which are discussed below. Potential project impacts to these species are discussed further below in this section.

Steelhead (Central Valley ESU) – Steelhead populations in the Central Valley Evolutionarily Significant Unit (ESU) have been listed as federally threatened under the Endangered Species Act.

Steelhead, the anadromous form of rainbow trout, historically inhabited most tributaries to the Sacramento River. Steelhead have been observed within the lower reaches of the watershed in Dry Creek downstream of the study area. The Antelope Creek substrate is too degraded and sand-dominated to provide suitable spawning habitat, but steelhead could swim through it occasionally. The potential for occurrence is low.

Since no construction or development will be allowed within the habitat of Antelope Creek, no direct impacts are anticipated, however sediment control measures should be required to avoid contributing sediment or pollution to Antelope Creek. Such measures will be accomplished by the City's requirement through standard conditions of approval to have erosion control plans and a Storm Water Pollution Prevention Plan prepared and implemented.

Central Valley Fall Run Chinook Salmon – Chinook salmon are an anadromous species which spawn in freshwater rivers but migrate to the ocean to rear. Chinook salmon have been observed within the lower reaches of the watershed in Dry Creek downstream of the study area. The Antelope Creek substrate is too degraded and sand-dominated to provide suitable spawning habitat, but Chinook salmon could swim through it occasionally. The potential for occurrence is low.

Since no construction or development will be allowed within the habitat of Antelope Creek, no direct impacts are anticipated, however sediment control measures should be required to avoid contributing sediment or pollution to Antelope Creek. Such measures will be accomplished by the City's requirement through standard conditions of approval to have erosion control plans and a Storm Water Pollution Prevention Plan prepared and implemented.

Western Pond Turtle – The western pond turtle is a California species of special concern. Favored habitats include streams, large rivers and canals with slow-moving water, aquatic vegetation, and open basking sites. The reach of Antelope Creek in the south part of the site represents suitable habitat within the range of this species. There is a high potential for occurrence of this species within the study area.

Tricolored Blackbird – Tricolored blackbirds are not federally listed, but are State listed as threatened. They are colonial nesters preferring to nest in dense stands of cattails, bulrush, or blackberry thickets, often associated with aquatic features. The thickets of Himalayan blackberry along Antelope Creek represent marginally suitable nesting habitat while the ruderal grasslands provide marginally suitable foraging habitat within the range of this species. There is a low potential for occurrence of this species.

Burrowing Owl – Burrowing owl is designated as a California species of special concern. They typically inhabit dry open rolling hills, grasslands, desert floors, and open bare ground with gullies and arroyos. Ground squirrel burrows and debris piles within the study area potentially provide marginal breeding habitat, and the ruderal grasslands provide marginal foraging habitat due to

high levels of human activity in and around the study area. There is a low potential for the occurrence of this species within the study area.

Swainson's Hawk – Swainson's hawk is a raptor species that is State listed as threatened. Breeding pairs typically nest in tall trees associated with riparian corridors, and forage in grassland, irrigated pasture, and cropland with a high density of rodents. Swainson's hawks nest sparsely in Placer County with all records being west of the City of Lincoln. It is unlikely Swainson's hawks regularly use the study area for nesting or foraging and none have been observed using the site to date.

Northern Harrier – The northern harrier is a raptor species that is a California species of special concern. The northern harrier is a ground nesting species, and typically nests in emergent wetland/marsh, open grasslands or savannah habitats. Foraging occurs within a variety of open habitats such as marshes, agricultural fields and grasslands. There is a low potential for the occurrence of this species within the study area.

White-tailed kite – The white-tailed kite is a State fully protected species. This species is a yearlong resident in the Central Valley and is primarily found in or near foraging areas such as open grasslands, meadows, farmlands, savannahs, and emergent wetlands. This species was observed foraging the study area during the field survey. The trees within the study area provide suitable nesting habitat for this species.

Pallid Bat – The pallid bat is a State species of special concern. It favors roosting sites in crevices in rock outcrops, caves, abandoned mines, loose bark, hollow trees, and human-made structures such as barns, attics and sheds. The Antelope Creek riparian corridor provides this species with roosting trees with loose bark and rocky outcrops with potential crevices. There is a high probability of pallid bat occupying the study area since it is within the known range of the species and supports suitable habitat.

Silver-Haired Bat – The silver-haired bat is not federally or state listed. It roosts in abandoned woodpecker holes, under bark and occasionally in rock crevices. The Antelope Creek riparian corridor provides this species with roosting trees with loose bark and rocky outcrops with potential crevices. There is a high probability of silver-haired bat occupying the study area since it is within the known range of the species and supports suitable habitat.

Western Red Bat – The western red bat is a California species of special concern. Western red bat is typically solitary, roosting primarily in the foliage of large-leafed trees and shrubs. The Antelope Creek riparian corridor provides this species with roosting trees with loose bark and rocky outcrops with potential crevices. There is a high probability of western red bat occupying the study area since it is within the known range of the species and supports suitable habitat.

Hoary Bat – The hoary bat is not federally or state listed. Hoary bats are solitary and roost primarily in foliage of both coniferous and deciduous trees, near the ends of branches at the edge

of clearings. The study area provides suitable potential roosting habitat along the edges of the ruderal grasslands in the form of deciduous and coniferous trees. There is a high probability of hoary bat occupying the study area since it is within the known range of the species and supports suitable habitat.

C. Hydrology and Jurisdictional Waters of the U.S.

The project site supports areas that are considered to be waters of the United States, specifically 0.26 acre of perennial stream associated with Antelope Creek. Since no construction or development will be allowed within the habitat of Antelope Creek, no direct impacts are anticipated. However, sediment control measures should be required to avoid contributing sediment or pollution to Antelope Creek. Such measures will be accomplished by the City's requirement through standard conditions of approval to have erosion control plans and a Storm Water Pollution Prevention Plan prepared and implemented.

D. Riparian Vegetation

The California Department of Fish and Wildlife (CDFW) asserts jurisdiction over riparian habitat under Section 1602 of the California Fish and Game Code. The boundary of the creek and riparian area have been verified by the City and by a biologist from Madrone Ecological Consulting, LLC and this area plus a 50-foot buffer from the edge of the creek bank, or to the extent of the riparian vegetation, whichever distance is greater, will be set aside as open space (consistent with City policy), and no construction or development will be allowed within the boundary of this area. Therefore, no impacts to this area are anticipated, and a Lake and Streambed Alteration Agreement from CDFW will not be required.

Significance Conclusions:

a. Effect on Protected Species – *Less Than Significant With Mitigation*. Although most special-status plant or animal species noted above were not observed on the project site during biological surveys, there is the potential for some special status species, roosting bats and nesting birds protected by the Migratory Bird Treaty Act to inhabit the project site so mitigation measures for pre-construction surveys are identified below.

To address the potential impacts to western pond turtle, the following mitigation measure, agreed to by the applicant, is being applied to the project:

IV.-1 A pre-construction survey for western pond turtle should be conducted within 14 days of the initiation of construction by a qualified biologist prior to any construction activity that would directly impact pond or stream habitat or disturb the ground within 300 feet of aquatic habitat. If no western pond turtles are observed, a letter report should be prepared to document the survey and shall be provided to the City of Rocklin, and no additional measures are recommended. If

construction does not commence within 14 days of the pre-construction survey or halts for more than 14 days a new survey should be conducted prior to reinitiating construction.

If western pond turtles are found during the pre-construction survey, then a qualified biological monitor should be onsite during initial clearing and grading within 300 feet of a drainage, pond, or other aquatic habitat. The biological monitor will relocate any western pond turtles found within the construction footprint to suitable habitat away from the construction zone, but within the vicinity of the project site, if required. In addition, a pre-construction worker awareness training should be conducted alerting workers to the presence of and protections for the western pond turtle. Evidence of the pre-construction worker awareness training shall be provided to the City prior to any ground/vegetation-disturbing activities. The biologist shall provide the City with a summary of his/her findings.

This mitigation measure shall be incorporated as notes on the project's Improvement Plans and/or grading plans and shall be implemented prior to any grading or ground/vegetation-disturbing activities.

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts to western pond turtle to a less than significant level.

To address the project's potential impacts to nesting raptors and migratory birds, the following mitigation measure, agreed to by the applicant, is being applied to the project:

IV.-2 *The applicant/developer shall attempt to time the removal of potential nesting habitat for raptors and migratory birds to avoid the nesting season (February 1 through September 15).*

If tree and vegetation removal and/or project grading or construction activities would occur during the nesting season for raptors and migratory birds (February-September 15), the developer and/or contractor shall hire a qualified biologist approved by the City to conduct pre-construction surveys no more than 14 days prior to initiation of tree and vegetation removal activities. The survey shall cover all areas of suitable nesting habitat within 500 feet of project activity and shall be valid for one construction season. Prior to the start of tree and vegetation removal activities, documentation of the survey shall be provided to the City of Rocklin and if the survey results are negative, no further mitigation is required and necessary tree and vegetation removal may proceed. If there is a break in construction activities of more than 14 days, then subsequent surveys shall be conducted.

If the survey results are positive (active nests are found), impacts shall be avoided by the establishment of appropriate buffers. The biologist shall consult with the California Department of Fish and Wildlife (CDFW) and the City to determine the size of an appropriate buffer area (CDFW guidelines recommend implementation of 500-foot buffers). Monitoring of the nest by a qualified biologist may be required if the activity has the potential to adversely affect an active nest. The biologist shall provide the City with a summary of his/her findings.

If construction activities are scheduled to occur during the non-breeding season (September 16 – January 31), a survey is not required and no further studies are necessary.

This mitigation measure shall be incorporated as notes on the project's Improvement Plans and/or grading plans and shall be implemented prior to any grading or ground/vegetation-disturbing activities.

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts to nesting raptors and migratory birds to a less than significant level.

To address the project's potential impacts to Swainson's hawk nesting, the following mitigation measure, agreed to by the applicant, is being applied to the project:

IV.-3 *The applicant/developer shall attempt to time the removal of potential nesting habitat for raptors and migratory birds to avoid the nesting season (February 1 through September 15).*

A targeted Swainson's hawk nest survey shall be conducted throughout all accessible areas within ¼ mile of the proposed construction area no later than 14 days prior to construction activities. If active Swainson's hawk nests are found within ¼ mile of a construction area, construction shall cease within ¼ mile of the nest until a qualified biologist determines that the young have fledged, or it is determined that the nesting attempt has failed. If the applicant desires to work within ¼ mile of the nest, the applicant shall consult with the California Department of Fish and Wildlife (CDFW) and the City to determine if the nest buffer can be reduced. The project applicant, the qualified biologist, the City and CDFW shall collectively determine the nest avoidance buffer, and what (if any) nest monitoring is necessary. If an active Swainson's hawk nest is found within the project site prior to construction and is in a tree that is proposed for removal, then the project applicant shall implement additional mitigation recommended by the qualified biologist based on CDFW guidelines and obtain any required permits from CDFW. The biologist shall provide the City with a summary of his/her findings.

This mitigation measure shall be incorporated as notes on the project's Improvement Plans and/or grading plans and shall be implemented prior to any grading or ground/vegetation-disturbing activities.

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts to Swainson's hawk nesting to a less than significant level.
To address the project's potential impacts to Burrowing Owls, the following mitigation measure, agreed to by the applicant, is being applied to the project:

IV.-4 *A targeted burrowing owl nest survey shall be conducted of all accessible areas within 500 feet of the proposed construction area no later than 14 days prior to construction activities utilizing 60-foot transects as outlined in the* ***Staff Report on Burrowing Owl Mitigation (CDFW***

2012)*. If an active burrowing owl nest burrow (i.e., occupied by more than one adult owl, and/or juvenile owls are observed) is found within 250 feet of a construction area, construction shall cease within 250 feet of the nest burrow until a qualified biologist determines that the young have fledged or it is determined that the nesting attempt has failed. If the applicant desires to work within 250 feet of the nest burrow, the applicant shall consult with CDFW and the City to determine if the buffer can be reduced. The project applicant, the qualified biologist, the City and CDFW shall collectively determine the nest avoidance buffer, and what (if any) nest monitoring is necessary. The biologist shall provide the City with a summary of his/her findings.*

This mitigation measure shall be incorporated as notes on the project's Improvement Plans and/or grading plans and shall be implemented prior to any grading or ground/vegetation-disturbing activities.

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts to Burrowing Owls to a less than significant level.

CDFW considers five or more vacant or fallow acres located within 10 miles of an active nest, including nests that have been active within the previous five years, to represent significant foraging habitat for Swainson's hawk, the conversion of which is considered a significant impact, in accordance with the **Staff Report Regarding Mitigation for Impacts to Swainson's Hawk (Buteo Swainsoni) in the Central Valley of California (Staff Report on Swainson's Hawk) (CDFW 1994).** However, the Staff Report on Swainson's Hawk also states that small disjunct parcels of habitat seldom provide foraging habitat needed to sustain the reproductive effort of a Swainson's hawk pair.

The Staff Report on Swainson's Hawk does not recommend mitigation pursuant to CEQA nor a Management Authorization by the CDFW for infill (within an already urbanized area) projects in areas which have less than 5 acres of foraging habitat and are surrounded by existing urban development, unless the study area is within 0.25 mile of an active nest tree. The study area supports only approximately 3.04 acres of potential foraging habitat (ruderal annual grasslands), is surrounded by existing development, and there are no nests recorded within 0.25 mile of the project site. As such, the project does not trigger mitigation pursuant to CEQA based on available CDFW guidance.

Additionally, as the study area is located along the margin of the historically known range (both nesting and foraging), it is likely that the recently documented nest in Rocklin is an outlier, and that this species is not likely to utilize the site. Therefore, Madrone Ecological Consulting believes that a pre-construction nest survey is sufficient to reduce impacts to this species to a less than significant level.

To address the project's potential impacts to Swainson's hawk foraging habitat, the following mitigation measure, agreed to by the applicant, is being applied to the project:

IV.-5 *Prior to project construction, a qualified biologist shall conduct a review of Swainson's hawk nest data available in the California Natural Diversity Database (CNDDB) and contact CDFW to determine if they have any additional nest data. If desired by the applicant, the biologist may conduct a survey of these nests to determine if they are still present. The biologist shall provide the City with a summary of his/her findings.*

If it is determined that the project site is within 0.25 mile of an active Swainson's hawk nest (an active nest is defined as a nest with documented Swainson's hawk use within the past 5 years), the applicant shall mitigate for the loss of suitable Swainson's hawk foraging habitat by protecting one acre of suitable foraging habitat for each acre of suitable foraging habitat developed. Protection shall be via purchase of mitigation bank credits or other land protection mechanism acceptable to the City. Currently, the CNDDB records no nests, active or otherwise, within 0.25 mile of the study area. If this remains the case just prior (14 days or less) to the start of construction, no further mitigation will be required.

This mitigation measure shall be incorporated as notes on the project's Improvement Plans and/or grading plans and shall be implemented prior to any grading or ground/vegetation-disturbing activities.

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts to Swainson's hawk foraging habitat to a less than significant level.

To address the project's potential impacts to roosting bats, the following mitigation measure, agreed to by the applicant, is being applied to the project:

IV.-6 *A qualified biologist shall conduct a bat habitat assessment of all potential roosting habitat features, including trees within the proposed development footprint. This habitat assessment will identify all potentially suitable roosting habitat and is recommended to be conducted up to a year prior to the start of construction.*

If potential roosting habitat in the form of cavities in trees is identified within the areas proposed for development, the biologist will survey the potential roost habitat during the active season (generally April through October or from January to March on days with temperatures in excess of 50 degrees F) to determine presence or absence of roosting bats. These surveys are recommended to be conducted utilizing methods that are considered acceptable by bat experts. Methods may include emergence surveys, acoustic surveys, inspecting potential roosting habitat with fiberoptic cameras or a combination thereof;

If cavity roosting bats are identified within any of the trees planned for removal, or if presence is assumed, trees should be removed outside of pup season only on days with temperatures in excess of 50 degrees F. Pup season is generally during the months of May through August. Two-step tree removal shall be utilized under the supervision of a qualified biologist. Two-step tree removal

involves removal of all branches of the tree that do not provide roosting habitat on the first day, and then the next day cutting down the remaining portion of the tree;

To avoid potential impacts to foliage-roosting bat species (as opposed to the above-described cavity roosting species), it is recommended that all other tree removal be conducted from January through April on days with temperatures in excess of 50 degrees F. The biologist shall provide the City with a summary of his/her findings.

This mitigation measure shall be incorporated as notes on the project's Improvement Plans and/or grading plans and shall be implemented prior to any grading or ground/vegetation-disturbing activities.

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts to roosting bats to a less than significant level.

To address the project's potential impacts to special status plant species, the following mitigation measure, agreed to by the applicant, is being applied to the project:

IV.-7 *Prior to any ground-disturbing or vegetation-removal activities, a special-status plant species survey shall be conducted in areas proposed for impact. Surveys shall be conducted in accordance with the Guidelines for Conducting and Reporting Botanical Inventories for Federally Listed, Proposed, and Candidate Plants (USFWS 2000), the Botanical Survey Guidelines of the California Native Plant Society (CNPS, 2001), and Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (CDFW, 2018) or more recent protocols at the time. If no special-status plant species are found no further mitigation would be required. If special-status plant species are found and would be impacted, mitigation for those impacts shall be determined in consultation with the City. If the plant found is a perennial such as Sanford's arrowhead or big-scale balsamroot, then mitigation shall consist of digging up the plant and transplanting into a suitable avoided area on-site prior to construction. If the plant found is an annual such as dwarf downingia, then mitigation shall consist of collecting seed-bearing soil and spreading into a suitable avoided area on-site prior to construction.*

This mitigation measure shall be incorporated as notes on the project's Improvement Plans and/or grading plans and shall be implemented prior to any grading or ground/vegetation-disturbing activities.

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts to special status species to a less than significant level.

To address the project's potential impacts to special status species, the following mitigation measure, agreed to by the applicant, is being applied to the project:

IV.-8 *Prior to any ground-disturbing or vegetation-removal activities, a Worker Environmental Awareness Training (WEAT) shall be prepared and administered to the construction crews. The WEAT shall include the following: discussion of the state and federal Endangered Species Act, the Clean Water Act, the project's permits and CEQA documentation, and associated mitigation measures; consequences and penalties for violation or noncompliance with these laws and regulations; identification of special-status wildlife, location of any avoided Waters of the US; hazardous substance spill prevention and containment measures; and the contact person in the event of the discovery of a special-status species wildlife. The WEAT will also discuss the different habitats used by the species' different life stages and the annual timing of these life stages. A handout summarizing the WEAT information shall be provided to workers to keep on-site for future reference. Upon completion of the WEAT training, workers will sign a form stating that they attended the training, understand the information presented and will comply with the regulations discussed. Workers will be shown designated "avoidance areas" during WEAT training; worker access should be restricted to outside those areas to minimize the potential for inadvertent environmental impacts. Fencing and signage around the boundary of avoidance areas shall be provided. The biologist shall provide the City with a copy of the signed WEAT training forms.*

This mitigation measure shall be incorporated as notes on the project's Improvement Plans and/or grading plans and shall be implemented prior to any grading or ground/vegetation-disturbing activities.

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts to special status species to a less than significant level.

b. and c. Riparian Habitat and Wetlands – *Less Than Significant Impact.* As noted above, the project site supports areas that are considered to be waters of the United States, specifically 0.26 acre of perennial stream associated with Antelope Creek. The boundary of the creek and riparian area have been verified by the City and by a biologist from Madrone Ecological Consulting, LLC and this area plus a 50-foot buffer from the edge of the creek bank, or to the extent of the riparian vegetation, whichever distance is greater, will be set aside as open space (consistent with City policy), and no construction or development will be allowed within the boundary of this area. Because no construction or development will be allowed within the habitat of Antelope Creek and the riparian area, the impacts to wetlands and riparian habitat are less than significant.

d. Fish and Wildlife Movement – *Less than Significant Impact.* Wildlife corridors link together areas of suitable habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. The fragmentation of undeveloped land by urbanization creates isolated "islands" of wildlife habitat. Fragmentation can also occur when a portion of one or more habitats is converted into another habitat, such as when woodland or scrub habitat is altered or converted into grasslands after a disturbance such as fire, mudslide, or grading activities. Wildlife corridors mitigate the effects of this fragmentation by: (1) allowing animals to move between remaining habitats, thereby permitting depleted populations to be replenished and promoting genetic

exchange and diversity; (2) providing escape routes from fire, predators, and human disturbances, thus reducing the risk of catastrophic events (such as fire or disease) on population or local species extinction, and (3), serving as a travel routes for individual animals as they move within their home ranges in search of food, water, mates and other needs.

The project site consists of partially disturbed habitat. To the north and west of the project site are the north-south UPRR tracks and an existing medium density single-family subdivision to the west side of the tracks, and to the north and east of the project site are the north-south UPRR tracks and an existing low-density single-family subdivision on the east side of the tracks. To the south of the project site are Antelope Creek and an associated riparian corridor, the east-west UPRR tracks, a sliver of Retail Commercial land use occupied by the east-west UPRR tracks and a developed light industrial business park beyond. The project site is located in a developed area that includes roads, existing residential and light industrial developments. As noted above, a portion of the project site is transected by Antelope Creek and the application of City policies has resulted in the establishment of a riparian buffer along the creek. To the degree that the creek and riparian area currently serve as a wildlife migration corridor, it is expected that the project's preservation of the creek and riparian area will also preserve the ability for wildlife to use that corridor for movement. Therefore, the proposed project is not anticipated to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or wildlife nursery sites.

e. Local Policies/Ordinances – *Less Than Significant Impact With Mitigation.* The City of Rocklin General Plan policies OCR-42 and OCR-43 require all projects to mitigate for the loss of oak trees and the impacts to oak woodland that result from development. To comply with these policies, the City of Rocklin relies on the Oak Tree Preservation Ordinance and the Oak Tree Preservation Guidelines to determine project impacts and appropriate mitigation for the removal of and construction within the dripline of native oak trees with a trunk diameter of 6 inches or more at 4.5 feet above ground level. Seven oak species and five hybrids between these species are defined as "native oaks" by the City. Per the City's oak tree ordinance, the diameter at breast height (DBH) of a multiple trunk tree is the measurement of the largest trunk only, and heritage trees are defined as native oak trees with a trunk diameter of 24 inches or more.

The City of Rocklin commissioned the firm of Phytosphere Research to evaluate, characterize, and make recommendations on the City's urban forest, and from that effort, a 2006 report titled "Planning for the Future of Rocklin's Urban Forest" was produced. One of the findings of this report was that the City's overall tree canopy cover has increased from 11% in 1952 to 18% in 2003 (a 63% increase) due to the protection of existing oaks and growth of both new and existing trees. This finding supports the City's on-going practice of requiring mitigation for oak tree removal through its Oak Tree Preservation Ordinance as being an effective way to maintain or even increase urban forest canopy.

The firm of California Tree and Landscape Consulting, Inc. conducted a tree survey to evaluate the projected oak trees on the project site. The survey resulted in the identification of 48 oak

trees, all of which are protected by the City's Oak Tree Ordinance. Composition of the 48 protected native oak trees includes 37 Interior Live Oak, 6 Valley Oak and 5 Blue Oak. Of those 48 trees, 8 are designated heritage trees (having a diameter at breast height of 24 inches or greater), and none are proposed for removal with the project. Some tree removal could be required in the future, depending on where homes and other improvements are sited on the future parcels, and compliance with the City's Oak Tree Ordinance would be required at that time. Twenty-four of the trees were identified as diseased and/or dying and not subject to mitigation because of their poor health (rated 0, 1, and 2).

Although no trees are proposed for removal at this time, future grading and improvement plans and/or building permits may require future oak tree removal. To ensure compliance with City of Rocklin General Plan policies OCR-42 and OCR-43 and to compensate for the possible removal of the oak trees on the project site, the following mitigation measure, agreed to by the applicant, is being applied to the project:

IV.-9 Prior to the issuance of improvement plans or grading permits, the applicant shall:

a) Clearly indicate on the construction documents that oak trees not scheduled for removal will be protected from construction activities.

b) Mitigate for the removal of oak trees calculated at a rate of $96 per inch of Total Diameter at Breast Height (TMDH) of replacement trees required, and to that end the project arborist shall provide the following information:

- *The total number of surveyed oak trees;*
- *The total number of oak trees to be removed;*
- *The total number of oak trees to be removed that are to be removed because they are sick or dying, and*
- *The total, in inches, of the trunk diameters at breast height (TDBH) of all surveyed oak trees on the site in each of these categories.*

This mitigation measure shall be incorporated as notes on the project's Improvement Plans and/or grading plans and shall be implemented prior to any grading or ground/vegetation-disturbing activities.

The applicant is agreeable to the above mitigation measure; implementation of the above measure will ensure compliance with City of Rocklin General Plan policies OCR-42 and OCR-43 and reduce impacts related to oak tree removal to a less than significant level.

There are no facts or circumstances presented by the proposed project which create conflicts with other local policies or ordinances protecting biological resources.

f. Habitat Conservation Plan/Natural Communities Conservation Plan – *No Impact* The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state Habitat Conservation Plan because the site is not subject to any such plan; therefore, there is no impact related to a conflict with a habitat conservation plan or natural communities conservation plan.

V. CULTURAL RESOURCES **Would the project:**	**Potentially Significant Impact**	**Less Than Significant With Mitigation**	**Less Than Significant Impact**	**No Impact**	**Impact for which General Plan EIR is Sufficient**
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?			**X**		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		**X**			
c) Disturb any human remains, including those interred outside of dedicated cemeteries?		**X**			

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed project could affect known or unknown/undiscovered historical, archaeological sites and/or human remains as development occurs.

Prior Environmental Analysis:

As a "program EIR" under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts that would occur to historical and cultural resources (including human remains) within the Planning area as a result of the future urban development that was contemplated by the General Plan. These impacts included potential destruction or damage to any historical and cultural resources (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.8-1 through 4.8-21). Mitigation measures to address these impacts are incorporated into the General Plan in the Land Use and Open Space, Recreation and Conservation Elements, and include goals and policies that encourage the preservation and protection of historical and cultural resources and the proper treatment and handling of such resources when they are discovered.

The General Plan EIR concluded that despite these goals and policies, significant cultural resources impacts will occur as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR

found that buildout of the Rocklin General Plan will contribute to cumulative impacts to historic character. Findings of fact and a statement of overriding considerations were adopted by the Rocklin City Council in regard to these impacts, which were found to be significant and unavoidable.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

Historically significant structures and sites as well as the potential for the discovery of unknown archaeological or cultural resources as a result of development activities are discussed in the Rocklin General Plan. Policies and mitigation measures have been included in the General Plan to encourage the preservation of historically significant known and unknown areas.

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for cultural resources impacts incorporated as goals and policies in the General Plan, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with City rules and regulations.

Significance Conclusions:

a. Historic Resources – *Less Than Significant Impact.* CEQA Statutes Section 21084.1 identifies historic resources as those listed in or eligible for listing in the California Register of Historic Resources, based on a range of criteria, including association with events or patterns of events that have made significant contributions to broad patterns of historical development in the United States or California, including local, regional, or specific cultural patterns (California Register Criterion 1), structures which are directly associated with important persons in the history of the state or country (Criterion 2), which embody the distinctive characteristics of type, period, or other aesthetic importance (Criterion 3), or which have the potential to reveal important information about the prehistory or history of the state or the nation (such as archaeological sites) (Criterion 4).

In addition to meeting at least one of the above criteria, the structure must typically be over 50 years old (a state guideline rather than a statutory requirement) and have retained historic integrity sufficient to be clearly evident as a historic resource through a combination of location, design, setting, materials, workmanship, feeling and association with historic patterns. The definition of "integrity" in this context is based on criteria established by the National Register of Historic Places.

The project site does not contain any historic resources pursuant to §15064.5 of the CEQA Guidelines (there are no structures or identified cultural resources on the project site that are considered eligible for the National or State Register of Historic Places/Resources); therefore, no impacts to historic resources are anticipated.

b. Archaeological Resources– *Less Than Significant With Mitigation.* As noted above, the project site may contain unknown/undiscovered cultural resources.

To address the project's potential impact of the discovery of unknown archaeological resources, the following mitigation measures, agreed to by the applicant, are being applied to the project:

V.-1 Prior to any grading, ground-disturbing or construction activities, the applicant shall retain a compensated (paid) Tribal Monitor from a traditionally and culturally affiliated Native American Tribe to monitor specified ground disturbing project related activities in the southern portion of the project area. Monitoring is also required at the higher elevations of the project area for the subsurface infrastructure.

- *Consulting tribes shall be contacted at least 2 weeks prior to project ground-disturbing activities in order to retain the services of a paid Tribal Monitor/s, and the duration of the monitoring and construction schedule shall be determined at this time.*

- *Field-monitoring activities will be documented on a Tribal Monitor log. The total time commitment of the Tribal Monitor will vary depending on the intensity and location of construction and the sensitivity of the area, including the number of finds.*

- *A paid Tribal Monitor/s from traditionally and culturally affiliated Native American Tribes will monitor areas identified as requiring monitoring in the project area during the vegetation grubbing, stripping, grading, or other ground-disturbing activities.*

- *The Tribal Monitor/s shall wear the appropriate safety equipment and shall have the necessary background training in construction safety protocols.*

- *The Tribal Monitor/s will have all necessary background training to identify and recommend appropriate treatment for any discoveries, including sites and objects of cultural value, that are a potential Tribal Cultural Resource (TCR).*

- *Tribal Monitors or Tribal Representatives have the authority to request that work be temporarily stopped, diverted, or slowed within 100 feet of the direct impact area if sites or objects of significance are identified. Only a Tribal Monitor or Representative from a culturally affiliated tribe can recommend appropriate treatment and final disposition of TCRs.*

This mitigation measure shall be incorporated as notes on the project's Improvement Plans and/or grading plans and shall be implemented prior to any grading or ground/vegetation-disturbing activities.

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts to known and unknown/ undiscovered cultural resources to a less than significant level.

V.-2 If any suspected TCRs are discovered during ground-disturbing construction activities, all work shall cease within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. A Tribal Representative from a California Native American tribe that is traditionally and culturally affiliated with a geographic area shall be immediately notified and shall determine if the find is a TCR (Public Resources Code Section 21074). The Tribal Representative will make recommendations for further evaluation and treatment as necessary.

When avoidance is infeasible, preservation in place is the preferred option for mitigation of TCRs under CEQA and UAIC protocols, and every effort shall be made to preserve the resources in place, including through project redesign, if feasible. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, or returning objects to a location within the project area where they will not be subject to future impacts. Permanent curation of TCRs will not take place unless approved in writing by the UAIC or California Native American tribe that is traditionally and culturally affiliated with the project area.

The contractor shall implement any measures deemed by the CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find, as necessary. Treatment that preserves or restores the cultural character and integrity of a TCR may include Tribal Monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil.

Work at the discovery location cannot resume until all necessary investigation and evaluation of the discovery under the requirements of CEQA, including AB52, have been satisfied.

The Native American Heritage Commission shall be notified regarding the discovery. The archaeologist shall determine whether the resource is potentially significant as per CEQA (i.e., whether it is a historical resource, a unique archaeological resource, a unique paleontological resource, or a tribal cultural resource) and shall develop specific measures to ensure preservation of the resource or to mitigate impacts to the resource if it cannot feasibly be preserved in light of costs, logistics, technological considerations, the location of the find, and the extent to which avoidance and/or preservation of the find is consistent or inconsistent with the design and objectives of the project. Specific measures for significant or potentially significant resources would include, but are not necessarily limited to, preservation in place, in-field documentation, archival research, subsurface testing, and excavation. The specific type of measure necessary would be determined according to evidence indicating degrees of resource integrity, spatial and temporal extent, and cultural associations, and would be developed in a manner consistent with CEQA guidelines for preserving or otherwise mitigating impacts to archaeological and cultural artifacts and tribal cultural resources.

In the event of the accidental discovery or recognition of any human remains, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains, until compliance with the provisions of Sections 15064.5 (e)(1) and (2) of the CEQA Guidelines, as well as Public Resources Code Section 5097.98, has occurred. If any human remains are discovered, all work shall stop in the immediate vicinity of the find and the County Coroner shall be notified, according to Section 7050.5 of the California Health and Safety Code. The City's Environmental Services Manager shall also be notified. If the remains are Native American, the Coroner will notify the Native American Heritage Commission, which in turn will inform a most likely descendant. The descendant will then recommend to the landowner appropriate disposition of the remains and any grave goods, and the landowner shall comply with the requirements of AB2641 (2006).

This mitigation measure shall be incorporated as notes on the project's Improvement Plans and/or grading plans and shall be implemented prior to any grading or ground/vegetation-disturbing activities.

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts to known and unknown/ undiscovered cultural resources to a less than significant level.

c. Human Remains – *Less Than Significant With Mitigation.* No evidence of human remains is known to exist at the project site. However, in the event that during construction activities, human remains of Native American origin are discovered on the site during project demolition, it would be necessary to comply with state laws relating to the disposition of Native American burials, which fall under the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resources Code Section 5097). In addition, State law (CEQA Guidelines Section 15064.5 and the Health and Safety Code Section 7050.5) requires that the Mitigation Measure V.-2 be implemented should human remains be discovered; implementation of Mitigation Measure V.-2 will reduce impacts regarding the discovery of human remains to a less than significant level.

VI. ENERGY Would the project:					
	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X		
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X		

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed project would be anticipated to use energy resources during project construction and operation, but such use would not be in a wasteful or inefficient manner, nor would such use conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Prior Environmental Analysis:

As a "program EIR" under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts that would occur related to the cumulative demand for electrical and natural gas services as a result of the future urban development that was contemplated by the General Plan. These impacts included an increased demand for electrical and natural gas services, energy consumption impacts, and a cumulative increase in demand for electrical and natural gas services and associated infrastructure and increased infrastructure expansions to serve future development (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.13-1 through 4.13-34, pages 4.13-23 through 4.13-32 and pages 5.0-47 through 5.0-48). Mitigation measures to address these impacts are incorporated into the General Plan in the Public Services and Facilities and Open Space, Conservation and Recreation Elements, and include goals and policies that encourage coordination with utility service providers and energy and resource conservation. The analysis found that while development and buildout of the General Plan can result in energy consumption impacts, these impacts would be reduced to a less than significant level through the application of California Building Energy Efficiency Standards (Title 24), through the application of development standards contained in the City's Improvement Standards and Standard Specifications and in the Rocklin Municipal Code, through the application of General Plan goals and policies that would reduce energy consumption, and through compliance with local, state and federal standards related to energy consumption.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

The consumption of energy as a result of development activities is discussed in the Rocklin General Plan. Policies and mitigation measures have been included in the General Plan that encourage coordination with utility service providers and the conservation of energy and resources.

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for greenhouse gas emissions impacts incorporated as goals and policies in the General Plan, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with City rules and regulations.

Significance Conclusions:

a. Wasteful, Inefficient or Unnecessary Consumption of Energy Resources – *Less Than Significant Impact.* The project would use energy resources for off-road vehicles generated by and associated with the construction of the project and for on-road vehicle trips (i.e., gasoline, diesel fuel and electricity) generated by the project, and by the operation of the project (i.e., electricity and natural gas).

The Pacific Gas & Electric Company (PG&E) provides both electrical and natural gas service within the City of Rocklin. According to PG&E, in 2015 Placer County used a total of 2,902 million kWh of electricity. The project would increase electricity use in the county by a minimal amount. PG&E's electrical service area extends far beyond Placer County, and draws on a variety of sources for electricity, including hydroelectric, natural gas, nuclear and renewable resources. According to PG&E, in 2015 Placer County used approximately 78.8 million therms of natural gas. Similar to electricity, the project's natural gas use would represent a minimal increase of natural gas usage within the county, and a smaller portion of PG&E's total natural gas service. PG&E would be able to absorb the additional demand for electricity and natural gas that would result from the project because it would represent a very minimal increase compared to PG&E's current demand and supply, and because PG&E plans for additional development within its service area, including the City of Rocklin.

Project construction and operation would comply with CalGreen energy efficiency requirements, which would ensure that electricity use associated with the operation of the project would not be wasteful or inefficient.

Once constructed, the project would also increase the annual use of transportation fuel. The project is located in proximity to commercial services and transit, pedestrian and bicycle facilities, which could reduce vehicle use and the associated fuel consumption. The project does not include any elements that would result in an unusually high use of transportation fuel as compared to other, similar, development.

The project would be in compliance with all applicable Federal, State, and local regulations regulating energy usage. In addition, energy providers are actively implementing measures to reduce reliance on fossil fuels and to improve energy efficiency. For example, PG&E is responsible for the mix of energy resources used to provide electricity for its customers, and it is in the process of implementing the Statewide Renewable Portfolio Standard (RPS) to increase the proportion of renewable energy (e.g. solar and wind) within its energy portfolio. Based on this requirement, PG&E is expected to procure at least 50% of its electricity resources from renewable energy resources by 2030. In 2016, renewable resources provided 33% of PG&E's electricity supply. Other Statewide measures, including those intended to improve the energy efficiency of the statewide passenger and heavy-duty truck vehicle fleet (e.g. the Pavley Bill and the Low Carbon Fuel Standard), would improve vehicle fuel economies, thereby conserving gasoline and diesel fuel. These energy savings would continue to accrue over time.

For the above reasons, the project would not result in any significant adverse impacts related to project energy requirements, energy use inefficiencies, and/or the energy intensiveness of materials by amount and fuel type for each stage of the project including construction, operations, maintenance, and/or removal. PG&E, the electricity and natural gas provider to the site, maintains sufficient capacity to serve the project. The project would comply with all existing energy standards, including those established by the City of Rocklin, and would not result in significant adverse impacts on energy resources. Although improvements to City's pedestrian, bicycle, and public transit systems would provide further opportunities for alternative transit, the project would be linked closely with existing networks that, in large part, are sufficient for most residents or employees of the project and the City of Rocklin as a whole. For these reasons, and others (as described previously), the project would be expected to result in a less than significant environmental impact due to wasteful, inefficient or unnecessary consumption of energy resources during project construction or operation.

b. Conflict or Obstruct with State or Local Plan – *Less Than Significant Impact.* The project site is not part of a state or local plan for renewable energy and the project itself does not conflict with or obstruct a state or local plan for energy efficiency. As noted above, the project would be required to comply with CalGreen energy efficiency requirements. Therefore, the project would have a less than significant impact with regard to conflicting with or obstructing a state or local plan for renewable energy or energy efficiency.

VII. GEOLOGY AND SOILS **Would the project**:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zone Map issued by the state Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)			**X**		
ii) Strong seismic ground shaking?			**X**		
iii) Seismic-related ground failure, including liquefaction?			**X**		
iv) Landslides?			**X**		
b) Result in substantial soil erosion or the loss of topsoil?			**X**		
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			**X**		
d) Be located on expansive soil, as defined in Table l8-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			**X**		
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				**X**	
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?			**X**		

DISCUSSION OF DETERMINATION:

Project Impacts:

Branches of the Foothill Fault system, which are not included on the Alquist-Priolo maps, pass through or near the City of Rocklin and could pose a seismic hazard to the area including ground shaking, seismic ground failure, and landslides. Construction of the proposed project will involve

clearing and grading of the site, which could render the site susceptible to a temporary increase in erosion from the grading and construction activities.

Prior Environmental Analysis:

As a "program EIR" under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts of local soils and geology on development that would occur as a result of the future urban development that was contemplated by the General Plan. These impacts included seismic hazards such as groundshaking and liquefaction, erosion, soil stability, and wastewater conflicts (City of Rocklin General Plan Update Draft EIR, 2011 pages 4.6-1 through 4.6-27). The analysis found that while development and buildout of the General Plan can result in geological impacts, these impacts would be reduced to a less than significant level through the application of development standards contained in the City's Improvement Standards and Standard Specifications and in the Rocklin Municipal Code, the application of General Plan goals and policies that would assist in minimizing or avoiding geologic hazards and compliance with local, state and federal standards related to geologic conditions.

These goals, policies and standards include, but are not limited to, erosion control measures in the City's Improvement Standards and Standard Specifications, the City's Grading and Erosion and Sediment Control Ordinance, the City's Stormwater Runoff Pollution Control Ordinance, and goals and policies in the General Plan Community Safety Element requiring soils and geotechnical reports for all new development, enforcement of the building code, and limiting development of severe slopes.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for geology and soils impacts incorporated as goals and policies in the Rocklin General Plan will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with City ordinances, rules and regulations.

In addition, the project would be subject to the provisions of the City's Grading and Erosion and Sediment Control Ordinance. Chapter 15.28 of the Rocklin Municipal Code, Grading and Erosion Sediment Control, regulates grading activity on all property within the City of Rocklin to safeguard life, limb, health, property, and public welfare; to avoid pollution of watercourses with nutrients, sediments, or other earthen materials generated or caused by surface runoff on or across the permit area; to comply with the City's National Pollutant Discharge Elimination System permit issued by the California Regional Water Quality Control Board; and to ensure that the intended use of a graded site is consistent with the City of Rocklin General Plan, provisions of the California Building Standards Code as adopted by the City relating to grading activities, City of Rocklin improvement standards, and any applicable specific plans or other land use entitlements. This chapter (15.28) also establishes rules and regulations to control grading and erosion control

activities, including fills and embankments; establishes the administrative procedure for issuance of permits; and provides for approval of plans and inspection of grading construction and erosion control plans for all graded sites.

Also, a geotechnical report, prepared by a qualified engineer, will be required with the submittal of project improvement plans. The report will provide site-specific recommendations for the construction of all features of the building foundations and structures to ensure that their design is compatible with the soils and geology of the project site.

Significance Conclusions:

a., i. and ii. Fault Rupture, Ground Shaking – *Less than Significant Impact*. The City of Rocklin is located in an area known to be subject to seismic hazards, but it is not near any designated Alquist-Priolo active earthquake faults. The Foothill Fault System has been identified in previous environmental studies as potentially posing a seismic hazard to the area; however, the Foothill Fault system is located near Folsom Lake, and not within the boundaries of the City of Rocklin. There are, however, two known and five inferred inactive faults within the City of Rocklin. Existing building code requirements are considered adequate to reduce potential seismic hazards related to the construction and operation of the proposed project to a less than significant level.

a., iii. and iv. Liquefaction, Landslides – *Less than Significant Impact*. The site does not contain significant grade differences and therefore, does not possess the slope/geological conditions that involve landslide hazards. The potential for liquefaction due to earthquakes and groundshaking is considered minimal due to the site-specific characteristics that exist in Rocklin; Rocklin is located over a stable granite bedrock formation and much of the area is covered by volcanic mud (not unconsolidated soils which have liquefaction tendencies). The application of seismic safety and construction and design standards contained in the City's Improvement Standards and Standard Specifications and in the Rocklin Municipal Code, the application of General Plan goals and policies that would assist in minimizing or avoiding geologic hazards, and compliance with local, state and federal standards related to geologic conditions would reduce the potential impact from liquefaction to a less than significant level.

b. Soil Erosion – *Less Than Significant Impact*. Standard erosion control measures are required of all projects, including revegetation and slope standards. The project proponent will be required to prepare an erosion and sediment control plan through the application of the City's Improvement Standards and Standard Specifications as a part of the City's development review process. The erosion and sediment control plan are reviewed against the Placer County Stormwater Management Manual and the Regional Water Quality Control Board's Erosion and Sediment Control Field Manual. The erosion and sediment control plan includes the implementation of Best Management Practices/Best Available Technology (BMPs/BATs) to control construction site runoff. The project will also be required to comply with the City's Grading and Erosion and Sedimentation Control Ordinance (Rocklin Municipal Code, Chapter 15.28), and the Stormwater Runoff Pollution Control Ordinance (Rocklin Municipal Code, Chapter

8.30). The application of standard erosion control measures to the proposed project, as well as compliance with the above noted Ordinances, would reduce potential erosion-related impacts to a less than significant level for on-site grading.

c. and d. Unstable and Expansive Soil – *Less Than Significant Impact.* A geotechnical report, prepared by a qualified engineer, will be required with the submittal of the project improvement plans. The report will be required to provide site-specific recommendations for the construction of all features of the building foundations and structures to ensure that their design is compatible with the soils and geology of the project site. Through the preparation of such a report and implementation of its recommendations as required by City policy during the development review process**,** impacts associated with unstable soil or geologic conditions would be reduced to a less than significant level.

e. Inadequate Soils for Disposal – *Less Than Significant Impact.* Sewer service is available to the project site which would allow the proposed project to be served by public sewer. Septic tanks or alternative wastewater disposal systems would not be necessary; therefore, there are no impacts associated with the disposal of wastewater.

f. Paleontological Resource and Unique Geological Feature – *Less Than Significant Impact.* The project site and project area are not known or considered likely to contain a unique paleontological resource or a unique geological feature; therefore, direct or indirect impacts to these resources would be less than significant.

VIII. GREENHOUSE GAS EMISSIONS **Would the project:**					
	Potentially Significant Impact	**Less Than Significant With Mitigation**	**Less Than Significant Impact**	**No Impact**	**Impact for which General Plan EIR is Sufficient**
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			**X**		
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			**X**		

DISCUSSION OF DETERMINATION:

Project Impacts:

An individual project, even a very large project, does not in itself generate enough greenhouse gas emissions to measurably influence global climate change. Global climate change is therefore by definition a cumulative impact. A project contributes to this potential cumulative impact

through its cumulative incremental contribution combined with the emissions of all other sources of greenhouse gases (GHG).

Area- and mobile-source emissions of greenhouse gases would be generated by the construction and operation of the proposed project. Individual projects can contribute to greenhouse gas emission reductions by incorporating features that reduce vehicle emissions and maximize energy-efficiency.

Prior Environmental Analysis:

As a "program EIR" under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts that would occur related to climate change and greenhouse gas emissions as a result of the future urban development that was contemplated by the General Plan. These impacts included consistency with greenhouse gas reduction measure, climate change environmental effects on the City and generation of greenhouse gas emissions (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.15-1 through 4.15-25). Mitigation measures to address these impacts are incorporated into the General Plan in the Land Use and Circulation Elements, and include goals and policies that encourage the use of alternative modes of transportation and promote mixed use and infill development.

The General Plan EIR concluded that despite these goals and policies, significant greenhouse gas emission impacts will occur as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will result in the generation of greenhouse gas emissions which are cumulatively considerable. Findings of fact and a statement of overriding considerations were adopted by the Rocklin City Council in regard to this impact, which was found to be significant and unavoidable.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

Generation of greenhouse gas emissions as a result of development activities are discussed in the Rocklin General Plan. Policies and mitigation measures have been included in the General Plan that encourage the use of alternative modes of transportation and promote mixed use and infill development.

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for greenhouse gas emissions impacts incorporated as goals and policies in the General Plan, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with City rules and regulations.

Greenhouse Gas Setting

Gases that trap heat in the atmosphere are referred to as greenhouse gas (GHG) emissions because they capture heat radiated from the sun as it is reflected back into the atmosphere, similar to a greenhouse. The accumulation of GHG emissions has been implicated as a driving force for Global Climate change. Definitions of climate change vary between and across regulatory authorities and the scientific community, but in general can be described as the changing of the earth's climate caused by natural fluctuations and the impact of human activities that alter the composition of the global atmosphere.

Emissions of greenhouse gases (GHGs) contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential and agricultural sectors. Therefore, the cumulative global emission of GHGs contributing to global climate change can be attributed to every nation, region, city and virtually every individual on Earth. A project's GHG emissions are at a micro-scale relative to global emissions, but could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact

The major concern is that increases in GHG emissions are causing Global Climate Change. Global Climate Change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the speed of global warming and the extent of the impacts attributable to human activities, the vast majority of the scientific community now agrees that there is a direct link between increased GHG emissions and long term global temperature increases. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, more drought years, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. In California, GHGs are defined to include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), nitrogen trifluoride (NF_3), and hydrofluorocarbons. To account for the warming potential of GHGs, GHG emissions are quantified and reported as CO_2 equivalents (CO2e).

An individual project, even a very large project, does not in itself generate enough greenhouse gas emissions to measurably influence global climate change. Global climate change is therefore by definition a cumulative impact. A project contributes to this potential cumulative impact through its cumulative incremental contribution combined with the emissions of all other sources of greenhouse gases (GHG). In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines Sections 15064 (h)(1) and 15130). To make this determination, the incremental impacts of the project must be compared to with the effects of past, current and probable future projects. To gather sufficient information on a global scale of all past, current, and probable future projects to make this determination is a difficult, if not impossible, task.

Implementation of the proposed project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO_2) and, to a lesser extent, other GHG pollutants such as methane (CH_4) and nitrous oxide (N_2O) associated with area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. The primary source of GHG emissions for the project would be mobile source emissions. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO_2 equivalents ($MTCO_2e/yr$).

Regulatory Framework

In recognition of the global scale of climate change, California has enacted several pieces of legislation in attempt to curb GHG emissions. Specifically, Assembly Bill (AB) 32 and more recently, Senate Bill (SB) 32, have established statewide GHG emissions reduction targets. Accordingly, the California Air Resources Board (CARB) has prepared the Climate Change Scoping Plan for California (Scoping Plan), approved in 2008 and updated in 2014 and 2017, which provides the outline for actions to reduce California's GHG emissions and achieve the emissions reductions targets required by AB 32 and SB 32. In concert with statewide efforts to reduce GHG emissions, air districts, counties, and local jurisdictions throughout the State have implemented their own policies and plans to achieve emissions reductions in line with the Scoping Plan and emissions reduction targets, including AB 32 and SB 32.

On October 13, 2016 the Placer County Air Pollution Control District (PCAPCD) adopted GHG emissions thresholds to help the district attain the GHG reduction goals established by AB 32 and SB 32. The updated thresholds specify a bright-line threshold for GHG emissions during construction activity of 10,000 $MTCO_2e$/yr. For operational emissions, the updated thresholds begin with a screening emission level of 1,100 MT CO_2e/yr. Any project below the 1,100 MT CO_2e/yr threshold is judged by the PCAPCD as having a less than significant impact on GHG emissions within the District and thus would not conflict with any state or regional GHG emissions reduction goals. Projects that would result in emissions above the 1,100 MT CO_2e/yr threshold would not necessarily result in substantial impacts, if certain efficiency thresholds are met. The efficiency thresholds, which are based on service populations and square footage, are presented in the PCAPCD GHG Operational Thresholds of Significance table below.

PCAPCD GHG OPERATIONAL THRESHOLDS OF SIGNIFICANCE			
Efficiency Thresholds			
Residential (MT CO_2e/capita)		**Non-Residential (MT CO_2e/1,000 sf)**	
Urban	**Rural**	**Urban**	**Rural**
4.5	5.5	26.5	27.3
Source: Placer County Air Pollution Control District, Placer County Air Pollution Control District Policy Review of Land Use Projects Under CEQA, October 13, 2016.			

Projects that fall below the 1,100 MT CO_2e/yr threshold or meet the efficiency thresholds are considered to be in keeping with statewide GHG emissions reduction targets, which would ensure that the proposed project would not inhibit the State's achievement of GHG emissions reductions. Thus, projects which involve emissions below the 1,100 MT CO_2e/yr threshold or below the efficiency thresholds presented in the PCAPCD GHG Operational Thresholds of Significance table above are considered to result in less-than-significant impacts in regards GHG emissions within the District and would not conflict with any state or regional GHG emissions reduction goals. Finally, the PCAPCD has also established a Bright Line Cap, which shall be the maximum limit for any proposed project. The Bright Line Cap is 10,000 MT CO_2e/yr for all types of projects.

Significance Conclusions:

a. and b.) Generate Greenhouse Gas and Conflict with Greenhouse Gas Plan – *Less Than Significant Impact.* Implementation of the proposed project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO_2) and, to a lesser extent, other GHG pollutants, such as methane (CH_4) and nitrous oxide (N_2O) associated with mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. Because the proposed project involves increased vehicle use in the area, the GHG emissions related to increased vehicle use in the area must be analyzed. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO_2 equivalents (MT CO_2e), based on the global warming potential of the individual pollutants.

Per the PCAPCD CEQA Handbook, for preliminary screening purposes a single-family residential project of 646 units is the corresponding size of a project for the bright-line threshold of 10,000 MT CO_2e/yr, and a single-family residential project of 71 units is the corresponding size of a project for the de minimis level of 1,100 MT CO_2e/yr. Given that the proposed project consists of only four single family residential units and as that relates to the above corresponding sizes for the PCAPCD thresholds, short-term emissions of GHG associated with construction of the proposed project are anticipated to be below the 10,000 MTCO_2e/year threshold. Construction GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change. Due to the size of the proposed project, the project's estimated construction-related GHG contribution to global climate change would be considered negligible on the overall global emissions scale.

Given that the proposed project consists of only four single family residential units and the above corresponding sizes for the PCAPCD thresholds, the annual GHG emissions associated with the proposed project are anticipated to be below the 1,100 CO2e/yr. threshold of significance for long term operational emissions. Therefore, the proposed project would not be expected to result in a significant impact related to operational GHG emissions.

Because the levels of construction and operational emissions are anticipated to be below the 10,000 $MTCO_2e$/year and 1,100 $MTCO_2e$/year significance thresholds, the proposed project would not hinder the State's ability to reach the GHG reduction target nor conflict with any applicable plan, policy, or regulation for the purpose of reducing emissions of GHGs and the impact of the proposed project on global climate change would not be cumulatively considerable and therefore would be considered less than significant.

IX. HAZARDS AND HAZARDOUS MATERIALS **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			**X**		
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.			**X**		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				**X**	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				**X**	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				**X**	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			**X**		
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			**X**		

DISCUSSION OF DETERMINATION:

Project Impacts:

As discussed below, compliance with the mitigation measures incorporated into the General Plan goals and policies and applicable City Code and compliance with applicable Federal, State and local laws and regulations would reduce impacts related to hazards and hazardous materials to a less-than-significant level.

Prior Environmental Analysis:

As a "program EIR" under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated human health and hazards impacts that would occur as a result of the future urban development that was contemplated by the General Plan. These impacts included wildland fire hazards, transportation, use and disposal of hazardous materials, and emergency response and evacuation plans (City of Rocklin General Plan Update Draft EIR, 2011 pages 4.7-1 through 4.7-30). The analysis found that while development and buildout of the Rocklin General Plan can introduce a variety of human health and hazards impacts, these impacts would be reduced to a less than significant level through the application of development standards in the Rocklin Municipal Code, the application of General Plan goals and policies that would assist in minimizing or avoiding hazardous conditions, and compliance with local, state and federal standards related to hazards and hazardous materials.

These goals, policies and standards include, but are not limited to, Chapter 2.32 of the Rocklin Municipal Code which requires the preparation and maintenance of an emergency operations plan, preventative measures in the City's Improvement Standards and Standard Specifications, compliance with local, state and federal standards related to hazards and hazardous materials and goals and policies in the General Plan Community Safety and Open Space, Conservation and Recreation Elements requiring coordination with emergency management agencies, annexation into fee districts for fire prevention/suppression and medical response, incorporation of fuel modification/fire hazard reduction planning, and requirements for site-specific hazard investigations and risk analysis.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for human health and hazards impacts incorporated as goals and policies in the General Plan and the City's Improvement Standards, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with the Rocklin Municipal Code and other City rules and regulations.

In addition, Chapter 2.32 of the Rocklin Municipal Code requires the development of emergency procedures in the City through the Emergency Operations Plan. The Emergency Operations Plan provides a framework to guide the City's efforts to mitigate and prepare for, respond to, and recover from major emergencies or disasters. To implement the Emergency Operations Plan, the City has established a Disaster Council, which is responsible for reviewing and recommending emergency operations plans for adoption by the City Council. The Disaster Council plans for the protection of persons and property in the event of fires, floods, storms, epidemic, riot, earthquake and other disasters.

Significance Conclusions:

a. and b. Transport, Use or Disposal of Hazardous Materials, Release of Hazardous Materials – *Less than Significant Impact.* Construction, operation and maintenance activities would use hazardous materials, including fuels (gasoline and diesel), oils and lubricants; paints and paint thinners; glues; cleaners (which could include solvents and corrosives in addition to soaps and detergents), and fertilizers, pesticides, herbicides and yard/landscaping equipment. While these products noted above may contain known hazardous materials, the volume of material would not create a significant hazard to the public through routine transport, use, or disposal and would not result in a reasonably foreseeable upset and accident condition involving the release of hazardous materials. Compliance with various Federal, State, and local laws and regulations (including but not limited to Titles 8 and 22 of the Code of California Regulations, Uniform Fire Code, and Chapter 6.95 of the California Health and Safety Code) addressing hazardous materials management and environmental protection would be required to ensure that there is not a significant hazardous materials impact associated with the construction, operation and maintenance of the proposed project.

c. Hazardous Emissions Near Schools – *No Impact.* There are no schools within one-quarter mile (1,320 feet) of the project site. The closest schools are Rocklin Elementary School on Meyers Street at approximately 3,200 feet away and Placer Academy and Holy Cross Lutheran Academy on Grove Street, approximately 1,800 feet away. Although single family residential projects would not typically emit any significant amounts of hazardous materials, substances, or waste or be involved in the transportation of hazardous materials, substances, or waste, there are existing rules and regulations, as indicated above, that address hazardous materials management and environmental protection. Therefore, there is no impact related to hazardous emissions or hazardous materials within one quarter mile of a school.

d. Hazardous Site List – *No Impact.* The project site is not on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Government Code 65962.5 is known as the Cortese List. The Cortese database identifies public drinking water wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with Underground Storage Tanks (USTs) having a reportable release and all solid waste disposal facilities from which there is known migration. The Department of Toxic Substances Control (DTSC) EnviroStor database and State Water Resources Control Board GeoTracker database were searched on December 22, 2021 and no open hazardous sites were identified on the project site. Based on these results and the summary of the Phase I ESA above, there is no impact related to a hazardous materials site on the project site.

e. Airport Hazards and Noise – *No Impact.* The project is not located within an airport land use plan, or within two miles of a public airport or public use airport; therefore, there is no public or private airport hazard or noise impact.

f. Emergency Response Plan – *Less than Significant Impact.* The City's existing street system, particularly arterial and collector streets, function as emergency evacuation routes. The project's design and layout will not impair or physically interfere with the street system emergency evacuation route or impede an emergency evacuation plan; therefore, a less than significant impact on emergency routes/plans would be anticipated.

g. Wildland Fires – *Less Than Significant Impact*. The project site is located in a mostly developed area, surrounded by suburban and residential and light industrial development and some vacant grassland and woodland areas associated with the Union Pacific Railroad right-of-way and open space areas. Additionally, the proposed project has been reviewed by the Rocklin Fire Department and has been designed with adequate emergency access for use by the Rocklin Fire Department to reduce the risk of loss, injury or death involving wildland fires to a less than significant level.

X. HYDROLOGY AND WATER QUALITY **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?			**X**		
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			**X**		
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:					
i) Result in substantial erosion or siltation on- or off-site?			**X**		
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or offsite;			**X**		
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			**X**		
iv) Impede or redirect flood flows?			**X**		
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			**X**		
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				**X**	

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed project would involve grading activities that would remove vegetation and expose soil to wind and water erosion and potentially impact water quality. Waterways in the Rocklin area have the potential to flood and expose people or structures to flooding. Additional impervious surfaces would be created with the development of the proposed project.

Prior Environmental Analysis:

As a "program EIR" under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated hydrology and water quality impacts that would occur as a result of the future urban development that was contemplated by the General Plan. These impacts included water quality, ground water quality and supply, drainage, flooding, risks of seiche, tsunami and mudflow (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.9-1 through 4.9-37). The analysis found that while development and buildout of the General Plan can result in hydrology and water quality impacts, these impacts would be reduced to a less than significant level through the application of development standards contained in the City's Improvement Standards and Standard Specifications and in the Rocklin Municipal Code, the application of General Plan goals and policies related to hydrology, flooding and water quality, and compliance with local, state, and federal water quality standards and floodplain development requirements.

These goals, policies and standards include, but are not limited to, flood prevention and drainage requirements in the City's Improvement Standards and Standard Specifications, the City's Grading and Erosion and Sediment Control Ordinance, the Stormwater Runoff Pollution Control Ordinance, the State Water Resources Control Board General Construction Activity Storm Water Permit requirements, and goals and policies in the General Plan Open Space, Conservation and Recreation and Safety Elements requiring the protection of new and existing development from flood and drainage hazards, the prevention of storm drainage run-off in excess of pre-development levels, the development and application of erosion control plans and best management practices, the annexation of new development into existing drainage maintenance districts where warranted, and consultation with the Placer County Flood Control and Water Conservation District and other appropriate entities.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable mitigation measures from the General Plan EIR as well as relevant standards from the City's Improvement Standards for hydrology and water quality impacts will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with the Rocklin Municipal Code and other City rules and regulations.

The project would be subject to the provisions of the City's Grading and Erosion and Sediment Control Ordinance. Chapter 15.28 of the Rocklin Municipal Code, Grading and Erosion Sediment Control, regulates grading activity on all property within the City of Rocklin to safeguard life, limb, health, property, and public welfare; to avoid pollution of watercourses with nutrients, sediments, or other earthen materials generated or caused by surface runoff on or across the permit area; to comply with the City's National Pollutant Discharge Elimination System permit issued by the California Regional Water Quality Control Board; and to ensure that the intended use of a graded site is consistent with the City of Rocklin General Plan, provisions of the California Building Standards Code as adopted by the City relating to grading activities, City of Rocklin

improvement standards, and any applicable specific plans or other land use entitlements. This chapter (15.28) also establishes rules and regulations to control grading and erosion control activities, including fills and embankments; establishes the administrative procedure for issuance of permits; and provides for approval of plans and inspection of grading construction and erosion control plans for all graded sites. Chapter 8.30 of the Rocklin Municipal Code, Stormwater Runoff Pollution Control Ordinance, prohibits the discharge of any materials or pollutants that cause or contribute to a violation of applicable water quality standards, other than stormwater, into the municipal storm drain system or watercourse. Discharges from specified activities that do not cause or contribute to the violation of plan standards, such as landscape irrigation, lawn watering, and flows from fire suppression activities, are exempt from this prohibition.

The project would also be subject to the City's Flood Hazard Area Ordinance and City General Plan policies related to floodplain protection and encroachment; these tools are designed to minimize public and private losses due to flood conditions by having legally enforceable regulations that are applied uniformly throughout the City to all publicly and privately owned land within flood prone or flood related erosion areas, they allow the City to protect regulatory floodplains from encroachment by development that would impede flood flows or pose a hazard to occupants, and they ensure that regulatory floodplains, based on the most current information, are not adversely affected by new development, both upstream and downstream.

In addition, the project would be required to prepare an erosion and sediment control plan through the application of the City's Improvement Standards and Standard Specifications that are a part of the City's development review process.

Significance Conclusions:

a. b., c., and e. Water Quality Standards and Groundwater Management– *Less than Significant Impact.* Storm water runoff from the project site will be collected in stormwater drainage pipes and then directed through water quality treatment devices/areas as Best Management Practices (BMP) and/or Low Impact Development (LID) features and then into the City's storm drain system. The purposes of the BMP/LID features are to ensure that potential pollutants are filtered out before they enter the storm drain system and to provide opportunities for groundwater recharge. The City's storm drain system maintains the necessary capacity to support development on the proposed project site.

To address the potential for polluted water runoff during project construction, the project would be required to prepare an erosion and sediment control plan through the application of the City's Improvement Standards and Standard Specifications as a part of the City's development review process. The erosion and sediment control plan are reviewed against the Placer County Stormwater Management Manual and the Regional Water Quality Control Board's Erosion and Sediment Control Field Manual. The erosion and sediment control plan includes the implementation of Best Management Practices/Best Available Technology (BMPs/BATs) to control construction site runoff. The project will also be required to comply with the City's

Grading and Erosion and Sedimentation Control Ordinance (Rocklin Municipal Code, Chapter 15.28), and the Stormwater Runoff Pollution Control Ordinance (Rocklin Municipal Code, Chapter 8.30), which includes the preparation of a Stormwater Pollution Prevention Plan (SWPPP). The proposed project would not alter the course of a stream or a river.

The proposed project would not substantially alter the existing drainage pattern of the site or area because the City's policies of requiring new developments to detain on-site drainage such that the rate of runoff flow is maintained at pre-development levels (unless the Placer County Flood Control and Water Conservation District's Flood Control Manual requires otherwise) and to coordinate with other projects' master plans to ensure no adverse cumulative effects will be applied. Whether the project is located within the Dry Creek watershed or the Pleasant Grove Creek watershed, the City's application of conditions of approval requiring a registered civil engineer to prepare a final drainage plan and study consistent with the City's policies will ensure that development will not increase stormwater runoff rates beyond pre-development levels. Per the Placer County Flood Control and Water Conservation District Dry Creek Watershed Flood Control Plan, onsite stormwater detention is generally not recommended anywhere in the Dry Creek watershed because it has been determined that on-site detention would be detrimental to the overall watershed, unless existing downstream drainage facilities cannot handle post-construction runoff from the project site. Substantial erosion, siltation or flooding, on- or off-site, exceedance of the capacity of existing or planned drainage systems, substantial additional sources of polluted runoff or the impediment or re-direction of flood flows would not be anticipated to occur.

Therefore, violations of water quality standards or waste discharge requirements would not occur, surface or groundwater quality would not be substantially degraded, and conflicts with or obstruction of a water quality control plan would not occur, and the impact would be less than significant.

The project will use domestic water from the Placer County Water Agency and not use wells or groundwater; therefore, existing groundwater resources will not be depleted. The project site itself is not a substantial recharge area because of its smaller size in comparison to the overall groundwater recharge area. The City's policies of requiring new developments to retain on-site drainage such that the rate of runoff flow is maintained at pre-development levels and implementation of Low Impact Development features will ensure that groundwater recharge rates are also maintained at pre-development levels. Therefore, groundwater quality would not be substantially degraded or supplies decreased and conflicts with, obstruction of or impediment of a sustainable groundwater management plan would not occur, and the impact would be less than significant.

d. Release of Pollutants in Flood Hazard, Tsunami or Seiche Zones – *Less Than Significant Impact.* According to FEMA flood maps (Map Panel 06061C0961H, effective date November 2, 2018) the developable portions of the project site, which are outside of the open space easement, the noise contours, and the structural setbacks are located outside of any FEMA

Floodplain or Floodzone. A portion of the southerly project site is considered to be in Zone AE and the Regulatory Floodway. However, future development would be located in the developable portion of the site that is outside of the floodplain. The project site is not located within the potential inundation area of any dam or levee failure, nor is the project site located sufficiently near any significant bodies of water or steep hillsides to be at risk from inundation by a tsunami or seiche. Therefore, the project does not risk release of pollutants due to project inundation in flood hazard, tsunami or seiche zones and a less than significant impact would be anticipated.

XI. LAND USE AND PLANNING **Would the project:**					
	Potentially Significant Impact	**Less Than Significant With Mitigation**	**Less Than Significant Impact**	**No Impact**	**Impact for which General Plan EIR is Sufficient**
a) Physically divide an established community?				**X**	
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			**X**		

DISCUSSION OF DETERMINATION:

Project Impacts:

Approval of the project would allow for the ultimate development of four single-family residences on vacant property. The project site is designated as Low Density Residential (LDR) on the General Plan land use map, and is zoned Residential Estate 30,000 square foot minimum lot size (RE-30). The proposed project is consistent with these designations.

Prior Environmental Analysis:

As a "program EIR" under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts on land use as a result of the future urban development that was contemplated by the General Plan. These impacts included dividing an established community and potential conflicts with established land uses within and adjacent to the City (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.1-1 through 4.1-38). The analysis found that while development and buildout of the General Plan can result in land use impacts, these impacts would be reduced to a less than significant level through the application of General Plan goals and policies that would assist in minimizing or avoiding land use impacts.

These goals and policies include, but are not limited to goals and policies in the General Plan Land Use Element requiring buffering of land uses, reviewing development proposals for compatibility

issues, establishing and maintaining development standards and encouraging communication between adjacent jurisdictions.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for impacts to land use incorporated as goals and policies in the Rocklin General Plan, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with City rules and regulations.

Significance Conclusions:

a. Division of Community – *No Impact.* The project site is currently vacant and the entire project is within the City of Rocklin. The project would construct road and utility improvements, a berm and masonry wall, storm water facilities, and ultimately four single-family residences, which would not physically divide an established community. The proposed cul-de-sac will connect to the adjacent roadways and provide connectivity in the community. Therefore, there is no division of community impact.

b. Plan, Policy or Regulation Conflict – *Less than Significant Impact.* The project site is designated Low Density Residential (LDR) on the General Plan land use map and is zoned Residential Estate 30,000 square foot minimum lot size (RE-30). Single family homes are a permitted use in the RE-30 zone. The project would allow for the ultimate development of four single-family residences. The project is consistent with the site's land use and zoning designations and the development of the project would not conflict with land use designations and would have a less than significant impact related to conflicts with land use plans, policies or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

XII. MINERAL RESOURCES Would the project:					
	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X	
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X	

DISCUSSION OF DETERMINATION:

Project Impacts:

As discussed below, no impact is anticipated because the project site does not contain known mineral resources.

Significance Conclusions:

a. and b. Mineral Resources – *No Impact.* The Rocklin General Plan and associated EIR analyzed the potential for "productive resources" such as, but not limited to, granite and gravel (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.6-4 through 4.6-5 and 4.6-17). The City of Rocklin planning area has no mineral resources as classified by the State Geologist. The Planning Area has no known or suspected mineral resources that would be of value to the region and to residents of the state. The project site is not delineated in the Rocklin General Plan or any other plans as a mineral resource recovery site. Mineral resources of the project site have not changed with the passage of time since the General Plan EIR was adopted. Based on this discussion, the project is not anticipated to have a mineral resources impact.

XIII. NOISE Would the project:					
	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?			X		
b) Generation of excessive groundborne vibration or groundborne noise levels?			X		
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X	

DISCUSSION OF DETERMINATION:

Project Impacts:

As discussed below, development of the proposed project will result in an increase in short-term noise impacts from construction activities and a potential for exposure of future residents to high noise levels. Residential projects are not anticipated to have long-term operational noise impacts.

Compliance with the mitigation measures incorporated into the General Plan goals and policies, and the City of Rocklin Construction Noise Guidelines would reduce construction noise related impacts to a less than significant level.

Prior Environmental Analysis:

As a "program EIR" under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts of noise associated with the future urban development that was contemplated by the General Plan. These impacts included construction noise, traffic noise, operational noise, groundborne vibration, and overall increased in noise resulting from implementation of the General Plan Update (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.5-1 through 4.5-48).

Mitigation measures to address these impacts are incorporated into the General Plan in the Noise Element, which includes policies that require acoustical analyses to determine noise compatibility between land uses, application of stationary and mobile noise source sound

limits/design standards, restriction of development of noise-sensitive land uses unless effective noise mitigations are incorporated into projects, and mitigation of noise levels to ensure that the noise level design standards of the Noise Element are not exceeded.

The General Plan EIR concluded that, despite these goals and policies, significant noise impacts will occur as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will result in exposure of persons to, or generation of, noise levels in excess of applicable noise standards, will result in exposure to surface transportation noise sources and stationary noise sources in excess of applicable noise standards and will contribute to cumulative transportation noise impacts within the Planning Area. Findings of fact and a statement of overriding consideration were adopted by the Rocklin City Council in regard to these impacts, which were found to be significant and unavoidable.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for impacts associated with noise incorporated as goals and policies in the Rocklin General Plan, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with City rules and regulations.

Project-Level Environmental Analysis:

The firm of Bollard Acoustical Consultants, Inc. (BAC), a Sacramento area consulting firm with recognized expertise in acoustics, prepared a Railroad Noise and Vibration Assessment for the Yankee Hill Road project. Their report, dated June 8, 2020, is available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA, and is incorporated into this Mitigated Negative Declaration by this reference. City staff has reviewed the documentation and is also aware that Bollard Acoustical Consultants, Inc. has a professional reputation that makes their conclusions presumptively credible and prepared in good faith. Based on its review of the Bollard Acoustical Consultants, Inc. analysis and these other considerations, City staff accepts the conclusions in the Bollard Acoustical Consultants, Inc. report, which is summarized below.

Vibration Levels

Railroad Operations

Although there are no City of Rocklin vibration standards, U.S. Department of Transportation's Federal Transit Authority (FTA) has adopted vibration impact assessment ciretiera. The FTA vibration impact criteria are based on maximum overall levels for a sing event, and is applicable to residential project within 150 feet of the centerline of rail lines. This vibration impact criteria

identified in Table 8-1 of the FTA's Transit Noise and Vibration Impact Assessment (May 2006) is provided below.

Table 1
Groundborne Vibration Impact Criteria

Land Use Category	Groundborne Vibration Impact Levels (VdB re 1 µinch/sec, RMS)		
	Frequent Events[1]	Occasional Events[2]	Infrequent Events[3]
Category 1: Buildings where vibration would interfere with interior operations.	65[4]	65[4]	65[4]
Category 2: Residences and buildings where people normally sleep.	72	75	80
Category 3: Institutional land uses with primarily daytime use.	75	78	83

Notes:

[1] "Frequent Events" is defined as more than 70 vibration events of the same source per day. Most rapid transit projects fall into this category.

[2] "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day. Most commuter trunk lines have this many operations.

[3] "Infrequent Events" is defined as fewer than 30 vibration events of the same kind per day. This category includes most commuter rail branch lines.

[4] This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of HVAC systems and stiffened floors.

Source: Federal Transit Administration (FTA), Transit Noise and Vibration Impact Assessment (May 2006), Table 8-1

The primary source of vibration in the project vicinity is railroad activity on the railroad tracks to the south and west of the site. To quantify existing railroad vibration levels associated with these sources, Bollard Acoustical Associates conducted long-term (continuous) vibration level survey at three locations on the project site from January 17-18, 2018. Two of the three measurement sites were intended to be representative of railroad passby vibration exposure at the project site from the UPRR north-south lines to the west of the development. The third vibration measurement was specifically selected to capture railroad passby vibration exposure from the UPRR east-west lines to the south of the project.

The vibration level survey results indicate that measured average railroad passby vibration levels at the project site range from 42-56 VdB RMS, with standard deviations ranging from 5-7 of VdB. Measure maximum vibration levels ranged from 52-66 VdB.

Because approximately 18 train passbys occur at the site per day, the FTA vibration exposure criteria indicate that he numerical standard of 80 VdB for "infrequent events" (<30 events per day) would be applicable to this project. The measured maximum vibration levels ranged from

52-66 VdB. As a result, vibration levels from railroad passbys are expected to be well below the 80 VdB FTA criteria at the nearest residences to this development and no additional consideration of vibration mitigation is warranted.

Construction Operations

Construction operations have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and operations involved. The ground vibration levels associated with various types of construction equipment are summarized in the table below.

REPRESENTATIVE VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT			
Equipment		**Peak Particle Velocity at 25 feet (in/sec)_**	**Peak Particle Velocity at 20 feet (in/sec)_**
Pile Driver (impact)	upper range	1.518	2.121
	typical	0.644	0.900
Pile Driver (sonic)	upper range	0.734	1.026
	typical	0.170	0.238
Vibratory Roller		0.210	0.293
Large Bulldozer		0.089	0.124
Loaded Trucks		0.076	0.106
Jackhammer		0.035	0.049
Small Bulldozer		0.003	0.004
Source: Federal Transit Administration, 2006			
Note: Vibration levels at 20 feet were calculated using the equation provided by FTA that may be used to estimate vibration at different distances based on a reference ppv at 25 feet for various construction equipment.			

Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The effects of ground vibration may be imperceptible at the lowest levels, low rumbling sounds and detectable vibrations at moderate levels, and slight damage to nearby structures at the highest levels.

At the highest levels of vibration, damage to structures is primarily architectural (e.g., loosening and cracking or plaster or stucco coatings) and rarely results in structural damage. For most structures, a peak particle velocity (ppv) threshold of 0.5 inch per second or less is sufficient to avoid structural damage. The Federal Transit Administration recommends a threshold of 0.5 ppv for residential and commercial structures, 0.25 ppv for historic buildings and archaeological sites, and 0.2 ppv for non-engineered timber and masonry buildings.

<u>Railroad Noise Levels</u>

The City of Rocklin General Plan Noise Element establishes 45 and 60 dB Ldn as being acceptable interior and exterior noise levels, respectively, for new residential uses affected by transportation

noise sources. Where it is not possible to reduce noise in outdoor activity areas to 60 dB Ldn or less using a practical application of the best available noise reduction measures, an exterior noise level of up to 65 dB Ldn may be allowed provided that available exterior noise reduction measures have been implemented and interior noise levels are in compliance with the 45 dB Ldn standard. The intent of the interior 45 dB Ldn standard is to provide a suitable environment for indoor communication and sleep.

The existing ambient noise environment at the project site is primarily defined by railroad activity on the railroad tracks to the immediate south and west. To quantify existing ambient noise levels at the site, BAC conducted long-term (24- to 96-hour) noise level surveys at four locations on the project site from January 18 to 21, 2018. The purpose of the continuous noise level surveys was to determine existing traffic and railroad noise exposure on the project site in terms of the day/night average level (Ldn), and to determine the typical maximum noise levels generated by train passbys. Ambient noise measurement sites 1 and 4 were specifically selected to be representative of railroad noise exposure from the north-south and east-west railroad lines at the project site, respectively. The results of the noise measurements are shown in the table below.

Table 3
Railroad Noise Measurement Results
Yankee Hill Road Property Residential Development – Rocklin, California
January 18-21, 2018

Site	Number of Total Identified Railroad Passbys[1]	Average Number of Observed Daily Railroad Passbys[2]	Mean Measured SEL, dB
Site 1 – Northwestern end of project site, approximately 60' from center of UPRR north-south line railroad lines	63	13	110
Site 4 – Southeastern end of project site, approximately 165' from center of UPRR east-west railroad lines	34	7	97

Notes:

[1] The number of total identified passbys was determined from analysis of individual single-event noise level recordings collected during the monitoring period.

[2] Average number of daily railroad passbys is based on the total number of identified passbys during the monitoring period.

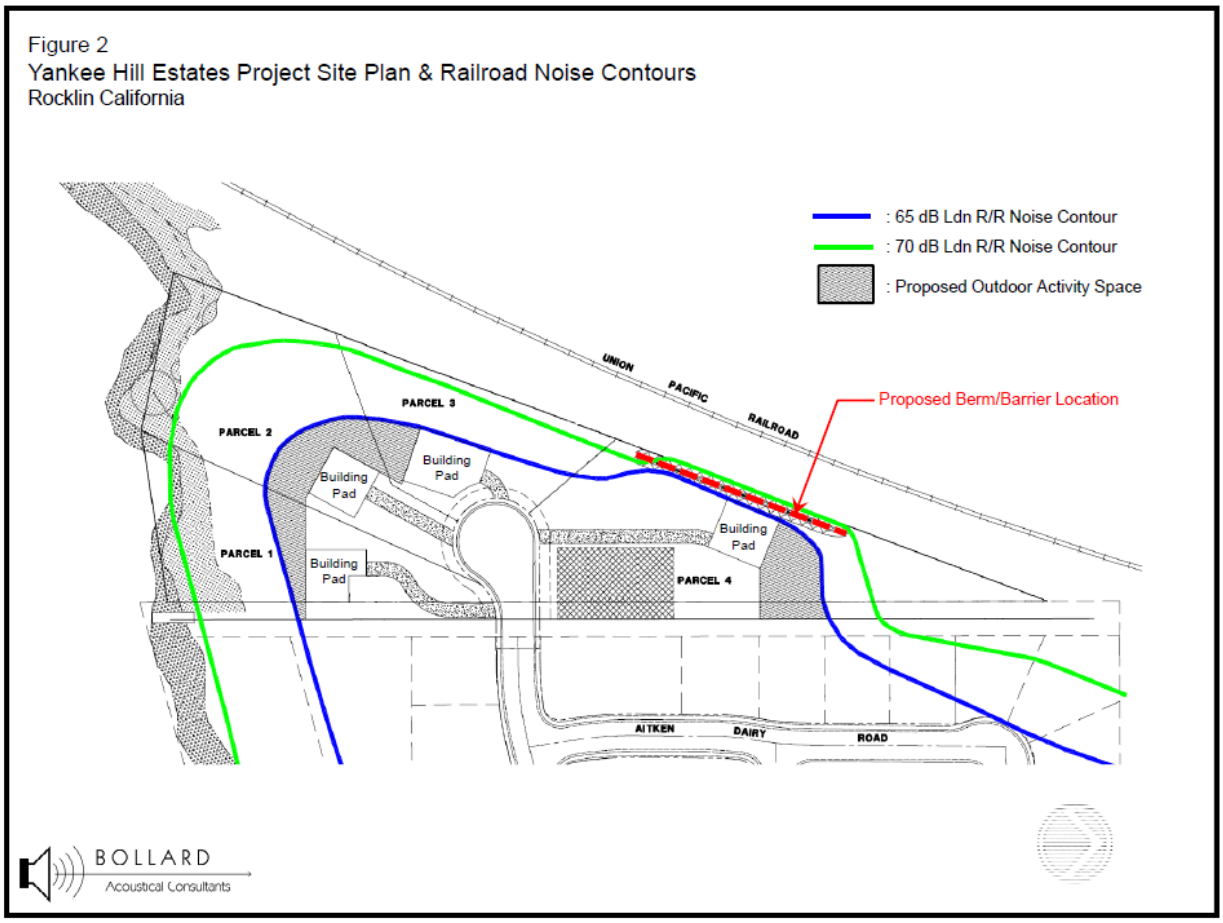
Source: Bollard Acoustical Consultants, Inc. (2018)

The data in the table above show the mean SEL computed from the noise measurement results at sites 1 and 4 were 110 and 97, respectively.

Residential Outdoor Areas

Due to the variation in elevation of the project site, and the elevated position of the railroad tracks, it does not appear feasible to reduce railroad noise exposure to 60 dB Ldn through a practical application of the best available noise reduction technology, and the only location where a noise barrier could be effectively used for this development would be at the position where a barrier has been proposed as part of the project application and as reflected on the project site plan depicted in Figure 2 below. As a result, it is not feasible to reduce railroad noise exposure to less than 65 dB at the entire project site through the construction of noise barriers. The project applicant has utilized the railroad noise contour information to design the site such that the four proposed parcels would have a portion of each parcel which is below the City's 65 dB Ldn noise criteria for outdoor use.

Figure 2
Yankee Hill Estates Project Site Plan & Railroad Noise Contours
Rocklin California



Interior Noise Levels

Based on an exterior noise level of 65 dB Ldn at all four first-floor facades of this development and upper floors of Parcels 1-3, a building facade noise level reduction of approximately 20 dB would be required at these locations to reduce railroad noise exposure to 45 dB Ldn or less within these residences. At the elevated 2nd floor facades of a residence constructed on Parcel 4, at

which the noise level is estimated to be 75 dB Ldn, a building façade noise reduction of at least 30 dB would be required.

Standard residential construction (stucco siding, STC-27 windows, door weather-stripping, exterior wall insulation, composition plywood roof), results in an exterior to interior noise reduction of at least 25 dB with windows closed and approximately 15 dB with windows open. Therefore, standard residential construction practices would be adequate to achieve compliance with the City's 45 dB standard at future residences constructed on parcels 1-3 and at first floor rooms of a residence constructed on Parcel 4. However, upgraded construction would be required on the upper floor facade of a residence constructed on parcel 4. Specifically, windows with an STC rating of at least 36 would be required for the second-floor facades of the residence proposed on parcel 4.

Conclusions and Recommendations

Portions of the Yankee Hill Road residential subdivision site are predicted to be exposed to railroad noise levels in excess of the City of Rocklin exterior and interior noise standards. As a result, the following noise mitigation measures are being applied to the proposed project to ensure compliance with those standards:

XI.-1 A railroad noise barrier should be constructed as proposed at the location indicated on Figure 2. A noise barrier measuring 12-feet in height (or a combination berm and wall measuring 12-feet in height) relative to parcel 4 elevation is predicted to reduce exterior railroad noise exposure to approximately 65 dB Ldn at the proposed outdoor activity space of parcel 4.

XI.-2 In order to achieve compliance with the City's 45 dB Ldn interior noise standard, and provide additional protection against sleep disturbance during nighttime UPRR train passages, the following construction upgrades are recommended for this project:

a. *All first- and second-floor bedroom windows of residences constructed on Parcels 1 through 3 shall have a minimum Sound Transmission Class (STC) rating of 34.*

b. *All first-floor bedroom windows of the residence constructed on Parcel 4 shall have a minimum STC rating of 34. All other first-floor window of the residence constructed on Parcel 4 shall have a minimum STC rating of 32.*

c. *All upper-floor windows of the residence constructed on Parcel 4 shall have a minimum STC rating of 36.*

XI.-3 A suitable form of forced-air mechanical ventilation shall be provided for each residence of this development so that windows can be kept closed as desired for additional acoustical isolation.

XI.-4 Disclosure statements shall be recorded in perpetuity with each property notifying all prospective residents of the potential for elevated noise levels during train passages, particularly during nighttime operations, and periodic periods of warning horn usage.

The applicant is agreeable to the above mitigation measure; implementation of the above measure will ensure compliance with the City's exterior and interior noise level standards.

Significance Conclusions:

a. and b. Generation of Noise or Vibration– *Less than Significant Impact.* The primary goal for the City of Rocklin General Plan with respect to noise is: "To protect City residents from the harmful and annoying effects of exposure to excessive noise". To implement that goal, the City has adopted Noise Compatibility Guidelines prepared by the State Office of Noise Control. The objective of the Noise Compatibility Guidelines is to assure that consideration is given to the sensitivity to noise of a proposed land use in relation to the noise environment in which it is proposed to be located.

Potential noise impacts can be categorized into short-term construction noise impacts and long-term or permanent noise impacts. The City has adopted standard conditions for project approvals which address short-term impacts. These include limiting traffic speeds to 25 mph and keeping equipment in clean and tuned condition. The proposed project would be subject to these standard conditions. The proposed project would also be subject to the City of Rocklin Construction Noise Guidelines, including restricting construction-related noise generating activities within or near residential areas to between 7:00 a.m. and 7:00 p.m. on weekdays, and between 8:00 a.m. and 7:00 p.m. on weekends to the satisfaction of the City Engineer or Building Official. Therefore, impacts associated with substantial temporary increases in the ambient noise environment or generation of excessive groundborne noise levels during construction would be less than significant.

The ongoing maintenance activities of the project (e.g. eventual single-family residences) are not anticipated to involve any use or equipment that is expected to generate a temporary or permanent increase in ambient noise levels in excess of City standards or other applicable local, state or federal noise standards. Therefore, impacts associated with substantial temporary or permanent increases in the ambient noise environment or generation of excessive groundborne noise levels during project operations would be less than significant.

Construction and ongoing maintenance activities of the project would not involve the use of any equipment or processes that would result in potentially significant levels of ground vibration (i.e., pile drivers that could be above 0.5 ppv). The closest structure to the project site is approximately 30 feet from project construction. As shown in the Representative Vibration Source Levels for Construction Equipment table above, the predicted vibration levels from vibratory rollers, bulldozers, loaded trucks and jackhammers at a distance of 20 feet would not exceed the 0.5 ppv

threshold for residential and commercial structures. Therefore, the generation of excessive groundborne vibration is anticipated to be less than significant.

c. Public and Private Airport Noise – *No Impact*. The City of Rocklin, including the project site, is not located within an airport land use plan or within two miles of a public or private airport, and is therefore not subject to excessive aircraft noise related to airport operations. Therefore, there is no airport related noise impact.

XIV. POPULATION AND HOUSING **Would the project:**					
	Potentially Significant Impact	**Less Than Significant With Mitigation**	**Less Than Significant Impact**	**No Impact**	**Impact for which General Plan EIR is Sufficient**
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure.)			**X**		
b) Displace substantial numbers of existing people or housing necessitating the construction of replacement housing elsewhere?			**X**		

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed project would ultimately result in the construction of four single family residences on 5.0 +/- acres. Such a project would not induce substantial unplanned population growth or displace substantial numbers of people or housing.

Prior Environmental Analysis:

As a "program EIR" under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated population and housing impacts that would occur as a result of the future urban development that was contemplated by the General Plan. These impacts included population growth and availability of housing opportunities (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.11-1 through 4.11-13). The analysis found that while development and buildout of the General Plan can result in population and housing impacts, implementation of the General Plan would not contribute to a significant generation of growth that would substantially exceed any established growth projections nor would it displace substantial numbers of housing units or people. Moreover, the project will not construct off-site infrastructure that would induce substantial development, unplanned or otherwise. As such, population and housing impacts were determined to be less than significant.

Significance Conclusions:

a. Population Growth – ***Less than Significant Impact.*** The project site is currently designated on the City's General Plan land use map as Low Density Residential (LDR) and the project does not propose to change this designation. The project site is currently zoned as Residential Estate 30,000 square foot minimum lot size (RE-30) and the project does not propose to change this designation. The future development of 4 single-family residences at this site would not be considered to induce substantial population growth into a City that is projected to have approximately 29,283 dwelling units at the buildout of the General Plan (the future development of the projects 4 dwelling units equates to 0.01 of the anticipated 29,283 citywide dwelling units). Therefore, the project will have a less than significant population growth impact.

b. Displace Substantial Numbers of Existing People or Housing – ***Less than Significant Impact.*** The project site is currently vacant. The future development of 4 single-family residences at this site would result in an increase in population and housing at the project site. However, the future development would not be anticipated to induce substantial unplanned population growth or displace substantial numbers of people or housing. The project site is currently vacant and although the future development of a residential project at this site would represent an increase in housing, it will not result in the displacement of substantial numbers of existing people or housing necessitating the construction of replacement housing, and the impact would be less than significant.

XV. PUBLIC SERVICES Would the project:					
	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
Fire protection?			X		
Police protection?			X		
Schools?			X		
Parks?			X		
Other public facilities?			X		

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed project would create a need for the provision of new and/or expanded public services or facilities, but compliance with General Plan goals and policies and payment of necessary fees, including participation in any applicable financing district, would reduce the impact to a less than significant level.

Prior Environmental Analysis:

As a "program EIR" under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts on the demand for fire and police protection and school and recreation facilities as a result of the future urban development that was contemplated by the General Plan. These impacts included increased demand for fire, police and school services, provision of adequate fire flow, and increased demand for parks and recreation (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.12-1 through 4.12-45). The analysis found that while development and buildout of the General Plan can result in public services and facilities impacts, these impacts would be reduced to a less than significant level through compliance with state and local standards related to the provision of public services and facilities and through the application of General Plan goals and policies that would assist in minimizing or avoiding impacts to public services and facilities.

These goals, policies and standards include, but are not limited to the California Fire Code, the California Health and Safety Code, Chapters 8.12 and 8.20 of the Rocklin Municipal Code, and goals and policies in the General Plan Community Safety and Public Services and Facilities Elements requiring studies of infrastructure and public facility needs, proportional share participation in the financial costs of public services and facilities, coordination of private development projects with public facilities and services needed to serve the project, maintaining inter-jurisdictional cooperation and coordination and requiring certain types of development that may generate higher demand or special needs to mitigate the demands/needs. In addition, compliance with state and local standards related to the provision of public services and facilities and the application of General Plan goals and policies would assist in minimizing or avoiding impacts to public services and facilities, as noted above.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for impacts to public services incorporated as goals and policies in the Rocklin General Plan, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for the project to ensure consistency with the General Plan and compliance with City rules and regulations.

California Fire Code, the California Health and Safety Code, Chapters 8.12 and 8.20 of the Rocklin Municipal Code, and the goals and policies in the General Plan Community Safety, and Public Services and Facilities Elements requiring studies of infrastructure and public facility needs, proportional share participation in the financial costs of public services and facilities, coordination of private development project with public facilities and services needed to serve the project, maintaining inter-jurisdictional cooperation and coordination, and requiring certain types of development that may generate higher demand or special need to mitigate the demands/needs.

Significance Conclusions:

a. Fire Protection – ***Less than Significant Impact.*** The development of this project site has been anticipated in the planning, staffing, equipping and location of fire stations within the City of Rocklin; the closest fire station to the project site is Fire Station #23 on Rocklin Road, which is approximately 1.4 road miles away. Development of the proposed project could increase the need for fire protection services. The City collects construction taxes for use in acquiring capital facilities such as fire suppression equipment. Operation and maintenance funding for fire suppression is provided through financing districts and from general fund sources. The proposed project would pay construction taxes, participate in any applicable financing districts and contribute to the general fund through property and sales taxes. Participation in these funding mechanisms would ensure fire protection service to the site and reduce fire protection impacts to less than significant.

a. Police Protection – *Less than Significant Impact.* The development of this project site has been anticipated in the planning, staffing, and equipping of the police stations within the City of Rocklin. Development of the proposed project could increase the need for police patrol and police services to the site. Funding for police services is primarily from the general fund, and is provided for as part of the City's budget process. The proposed project would pay construction taxes, participate in any applicable financing districts and contribute to the general fund through property and sales taxes. Participation in these funding mechanisms would ensure police protection services to the site and reduce police protection impacts to less than significant.

a. Parks – *Less than Significant Impact.* The development of this project site has been anticipated in the planning, staffing, and maintenance of park and recreation facilities within the City of Rocklin. Development of the proposed project could increase the use of nearby park and recreation facilities. Funding for park and recreation facilities development and maintenance is primarily from the development fees, the general fund and financing districts, and is provided for as part of the City's budget process. The proposed project would pay construction taxes, participate in any applicable financing districts and contribute to the general fund through property and sales taxes. Participation in these funding mechanisms would ensure the construction and maintenance of park and recreation facilities and reduce impacts to parks to less than significant.

a. Schools and Other Public Facilities – *Less than Significant Impact.* The proposed project will be required to pay applicable school impact fees in effect at the time of building permit issuance to finance school facilities. The assessment of developer fees is regulated through the State Government Code. Proposition 1A/Senate Bill 50 (SB50, Chapter 407, Statutes of 1998) establishes the base amount that developers can be assessed per square foot of residential and non-residential development. If a district meets certain standards, the base adjustment can be adjusted upward a certain amount. Under SB 50, payment of the identified fees by a developer is deemed to be "full and complete mitigation" of impacts on schools resulting from new development. Participation in these funding mechanisms, as applicable, will reduce school impacts to a less than significant level as a matter of state law. The need for other public facilities would not be created by this project and the impact is anticipated to be less than significant.

XVI. RECREATION					
	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X		
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X		

DISCUSSION OF DETERMINATION:

Project Impacts:

The ultimate development of the proposed project, a 4-unit single-family residential subdivision, would be anticipated to increase the use of, and demand for, recreational facilities but not in a way that results in a significant impact.

Prior Environmental Analysis:

As a "program EIR" under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts on the demand for recreation facilities as a result of the future urban development that was contemplated by the General Plan. These impacts included increased demand for parks and recreation (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.12-30 through 4.12-45). The analysis found that while development and buildout of the General Plan can result in recreation facilities impacts, these impacts would be reduced to a less than significant level through the application of General Plan goals and policies that would assist in minimizing or avoiding impacts to recreation facilities. The General Plan has established a parkland standard of five acres per 1,000 population, and has adopted goals and policies to ensure that this standard is met. These goals and policies call for the provision of new park and recreational facilities as needed by new development through parkland dedication and the payment of park and recreation fees. These programs and practices are recognized in the General Plan Open Space, Conservation and Recreation Element, which mitigates these impacts to a less than significant level. In addition, compliance with state and local standards related to the provision of public services and facilities and the application of General Plan goals and policies would assist in minimizing or avoiding impacts to public services and facilities, as noted above.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for impacts to recreation incorporated as goals and policies in the Rocklin General Plan, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with City rules and regulations.

Significance Conclusions:

a. and b. Increase Park Usage and Construction or Expansion of Recreational Facilities – *Less than Significant Impact.* The proposed project, consisting ultimately of four single family residences, is not anticipated to significantly increase the use of, and demand for, recreational facilities. The City of Rocklin provides parkland dedication and/or collection of park fees to mitigate for the increased recreational impacts of new residential developments at the time that a parcel or subdivision map is recorded. The residents of the residential project would likely utilize City recreational facilities but the use is anticipated to be minimal and is not anticipated to significantly increase the use of existing facilities to the extent that substantial physical deterioration of the facility would occur or be accelerated, nor is the minimal use anticipated to require the construction or expansion of recreational facilities. Any impact on City recreational facilities would be mitigated by the requirement that the project pay standard Park Development fees and annex into the appropriate maintenance districts. Therefore, the project would have less than significant impacts regarding the increase in use of recreational facilities.

XVII **TRANSPORTATION** **Would the project:**					
	Potentially Significant Impact	**Less Than Significant With Mitigation**	**Less Than Significant Impact**	**No Impact**	**Impact for which General Plan EIR is Sufficient**
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?			**X**		
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			**X**		
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			**X**		
d) Result in inadequate emergency access?			**X**		

DISCUSSION OF DETERMINATION:

Project Impacts:

As discussed below, the proposed project is anticipated to cause increases in traffic because an undeveloped site will become developed, but not to a degree that would significantly affect level of service (LOS) standards or result in a substantial increase in Vehicle Miles Traveled (VMT).

Prior Environmental Review:

As a "program EIR" under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts on transportation that would occur as a result of the future urban development that was contemplated by the General Plan. These impacts included signalized intersections in Rocklin, Loomis, Roseville, Lincoln and Placer County, state/interstate highway segments and intersections, transit service, bicycle and pedestrian facilities, and conflicts with at-grade railways (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.4-1 through 4.4-98).

Mitigation measures to address these impacts are incorporated into the General Plan in the Circulation Element, and include policies that require the monitoring of traffic on City streets to determine improvements needed to maintain an acceptable level of service, updating the City's Capital Improvement Program (CIP) and traffic impact fees, providing for inflationary adjustments to the City's traffic impact fees, maintaining a minimum level of service (LOS) of "C" for all signalized intersections during the PM peak period on an average weekday, maintaining street design standards, and interconnecting traffic signals and consideration of the use of roundabouts where financially feasible and warranted to provide flexibility in controlling traffic movements at intersections.

The General Plan EIR concluded that, despite these goals and policies, significant transportation impacts will occur as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will result in increased traffic volumes at state/interstate highway intersections and impacts to state/interstate highway segments. Findings of fact and a statement of overriding consideration were adopted by the Rocklin City Council in regard to these impacts, which were found to be significant and unavoidable.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable policies and standards, including the mitigation measures addressing impacts of urban development under the General Plan on utility and service systems incorporated as goals and policies in the General Plan, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for the project to ensure consistency with the General Plan and compliance with City rules and regulations.

Project-Level Environmental Analysis:

Daily Trip Generation Rate

The 5.0 +/- acre Yankee Hill Tentative Parcel Map would allow for the future development of a total of 4 single-family residences. According to the Institute of Transportation Engineers (ITE) Trip Generation Manual, single-family residential land uses generate approximately 9.5 average daily vehicle trips per residence. Accordingly, the project's 4 single-family residences would generate approximately 38 average daily vehicle trips (4 X 9.5 = 38).

Significance Conclusions:

a. **Conflict with Program, Plan, Ordinance or Policy Addressing the Circulation System –** ***Less than Significant Impact.*** The project is located at the intersection on Del Mar Avenue on a site which is designated Light Industrial and zoned Planned Development Light Industrial. The proposed J&S Asphalt Headquarters project would be accessed via two driveways onto Del Mar Avenue. Because the project is consistent with the site's General Plan land use and zoning designations, the anticipated circulation and traffic generation impacts of the project are similar to those analyzed as part of the City of Rocklin General Plan, and are consistent with the land use and traffic assumptions for the site used when designing and building the City's circulation system. Although increases in delays at area intersections will occur, capacity or level of service impacts from the proposed project are not anticipated.

The project will be conditioned to contribute its fair share to the cost of circulation improvements via the existing citywide traffic impact mitigation (TIM) fee program that would be applied as a uniformly applied development policy and standard. The traffic impact mitigation fee program is one of the various methods that the City of Rocklin uses for financing improvements identified in the Capital Improvement Program (CIP). The CIP, which is overseen by the City's Public Services

Department, is updated periodically to respond to changing conditions and to assure that growth in the City and surrounding jurisdictions does not degrade the level of service on the City's roadways. The roadway improvements that are identified in the CIP in response to anticipated growth in population and development in the City are consistent with the City's Circulation Element. The traffic impact fee program collects funds from new development in the City to finance a portion of the roadway improvements that result from traffic generated by the new development. Fees are calculated on a citywide basis, differentiated by type of development in relationship to their relative traffic impacts. The intent of the fee is to provide an equitable means of ensuring that future development contributes their fair share of roadway improvements, so that the City's General Plan Circulation policies and quality of life can be maintained.

South Placer Regional Transportation Authority

The South Placer Regional Transportation Authority (SPRTA) was formed through the establishment of a joint powers authority including the cities of Rocklin, Roseville and Lincoln, Placer County and the Placer County Transportation and Planning Agency in January 2002. SPRTA was formed for the implementation of fees to fund specialized regional transportation projects including planning, design, administration, environmental compliance, and construction costs. Regional transportation projects included in the SPRTA include Douglas Boulevard/Interstate 80 Interchange, Placer Parkway, Lincoln Bypass, Sierra College Boulevard Widening, State Route 65 Widening, Rocklin Road/Interstate 80 Interchange, Auburn Folsom Boulevard Widening, and Transit Projects. Similar to other members of SPRTA, the City of Rocklin has adopted a SPRTA fee for all development, and the proposed project would be subject to payment of such a fee.

Highway 65 Interchange Improvement Fee

The cities of Rocklin and Roseville and Placer County have established the "Bizz Johnson" Highway Interchange Joint Powers Authority that has adopted an interchange traffic fee on all new development within Rocklin, Roseville and affected portions of Placer County. The purpose of the fee is to finance four interchanges on State Route 65 to reduce the impact of increased traffic from local development; the proposed project would be subject to payment of such a fee.

The development of the proposed project and the resulting addition of 4 single-family residences would not result in project-specific significant effects as demonstrated by the low trip generation of the project presented above and because the project is consistent with the project site's land use and zoning designations, the City's roadway and circulation system has been designed and sized to accommodate the ultimate build-out of the City's land uses per the General Plan, including the anticipated level of growth from this project site. In addition, potential circulation impacts from build-out have been analyzed and disclosed in the General Plan EIR. Based upon the trip generation information above, a future single-family residential development is not anticipated to result in circulation impacts beyond the anticipated circulation and trip generation impacts analyzed and disclosed in the General Plan EIR. Although increases in delays at local

intersections will occur due to the newly generated trips, capacity or level of service impacts from the future multi-family residential development project are not anticipated.

Because the above analysis has verified that the proposed project will not result in any significant traffic impacts more severe than those disclosed in the General Plan EIR, the City finds pursuant to CEQA Guidelines section 15168, subdivision (C) (4), that these cumulative "environmental effects of the [site-specific project] were covered in the program EIR." Additionally, payment of traffic impact fees as described above will reduce traffic impacts from the proposed project to a less than significant level and the project will not conflict with programs, plans, or ordinances addressing the circulation system nor would it conflict with the City's Level of Service policy addressing the circulation system.

The City of Rocklin seeks to promote the use of public transit through development conditions requiring park-and-ride lots, and bus turnouts. Bike lanes are typically required along arterial and collector streets. In the vicinity of the project there are existing Class II bike facilities along Pacific Street. The proposed project does not conflict with these bike lane locations or with other policies or programs promoting alternative transportation. Transit service in the project vicinity is provided by Placer County Transit (PCT). The bus route closest to the project site is the Lincoln/Rocklin/Sierra College which runs a continuous route between Lincoln and Sierra College, with stops nearest the project site being at the Rocklin Commons shopping center and Pacific Street/Sierra Meadows Drive. The project does not conflict with these bus route or stop locations or other policies or programs promoting alternative transportation. The proposed project is evaluated by City staff to assess potential conflicts with adopted policies, plans or programs regarding public transit, bicycle and pedestrian facilities and whether proposed projects would decrease the performance or safety of such facilities. Through these reviews and any required changes, there will be a less than significant alternative modes of transportation impact and the project will not conflict with programs, plans, ordinances or policies related to transit, bicycle or pedestrian facilities.

b. Conflict or Inconsistency with CEQA Guidelines section 15064.3 (b) – *Less Than Significant Impact.* Senate Bill 743 (SB 743), which was signed by Governor Brown on September 27, 2013, created a process to change the way transportation impacts are analyzed under CEQA by moving away from the more traditional traffic flow and delay metric of Level of Service (LOS) to an alternative metric known as Vehicle Miles Traveled (VMT). Vehicle Miles of Travel (VMT) is a transportation performance metric that is used as an input to air quality and noise analyses. VMT not only addresses the number of trips generated by a given land use, but also the length of those trips. By doing so, the placement of a given land use in proximity to complementary land uses, and available transit, walking and bicycling facilities are all considered. VMT can also be used to quantify the effects of proposed changes to a roadway network, transportation demand strategies, and investments in non-auto travel modes. VMT may be expressed in absolute numbers of as "per capita" rations, such as VMT per person, household, dwelling unit, employee, or service population (persons plus employees). The requirement to incorporate VMT as a metric in CEQA documents became effective on December 28, 2018 with the addition of section 15064.3

to the CEQA Guidelines. Per section 15064.3 (c), the provisions of section 15064.3 shall apply statewide, beginning on July 1, 2020. At this time, the City of Rocklin has not yet established a threshold of significance for VMT.

In 2018, the Secretary of the Natural Resources Agency promulgated and certified CEQA Guidelines Section 15064.3 to implement Public Resources Code Section 21099(b)(2). Public Resources Code Section 21099(b)(2) states that, "upon certification of the guidelines by the Secretary of the Natural Resources Agency pursuant to this section, automobile delay, as described solely by level of service or similar measures of vehicle capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any."

Subsequent to the certification of the CEQA Guidelines, the Governor's Office of Planning and Research (OPR) published the Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018) ("OPR Guidelines"). OPR's advisory document identifies a potential approach which an agency could utilize as the basis for determining significant transportation impacts. Specifically, the OPR technical guidance recommends consideration of whether the project is consistent with the applicable Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The guidance aligns with CEQA Guidelines Section 15125(d), which requires that an EIR should discuss inconsistencies between the proposed project and the regional transportation plan. For the Sacramento Area Council of Governments (SACOG) region, this consists of the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTS/SCS).

The Yankee Hill Tentative Parcel Map II project is located within an area designated as an Established Community in both the 2016 and 2020 MTP/SCS. The MTP/SCS is aimed at reducing greenhouse gas emissions through VMT reduction, and these efforts are primarily focused on urban areas, where investments in the roadway system and transit, bike and pedestrian infrastructure are built into the MPT/SCS to achieve identified air quality targets.

According to the MPT/SCS, Established Community areas are typically areas adjacent to, or surrounding, Center and Corridor Communities. Many are characterized as "first tier", "inner ring", or mature subdivision communities. Local land use patterns aim to maintain the existing character and land use pattern in these areas. Land uses in Established Communities are typically made up of existing low- to medium-density residential neighborhoods, office and industrial parks, or commercial strip centers. Depending on the density of existing land uses, some Established Communities have bus service; others may have commuter bus service or very little service. The MTP/SCS assumes that over the next two decades, the region will attract roughly 168,000 new homes and 228,000 new jobs to infill areas in cities, suburbs and towns across the region. This is about 64 percent of new housing and 84 percent of the new jobs expected in the region by 2040.

The OPR Guidelines note that many local agencies have developed screening thresholds to indicate when a detailed analysis is needed. Absent substantial evidence indicating that a project

would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less than significant transportation impact. As noted above the project's 4 single-family residences would generate approximately 38 average daily vehicle trips, which is below the 110 trips per day threshold.

Because the Yankee Hill Tentative Parcel Map II project would generate fewer than 110 average daily trips which is below the OPR Guidelines screening level threshold, it can be concluded that the project's impact associated with VMT increases are considered less than significant.

c. and d. Hazards and Emergency Access – *Less than Significant Impact*.

The proposed project is evaluated by representatives of the City's Engineering Division to assess such items as hazards due to a design feature or incompatible uses. In addition, the proposed project is evaluated by representatives of the City of Rocklin's Fire and Police Departments to ensure that adequate emergency access is provided. Through these reviews and any required changes, there will be a less than significant hazard or emergency access impact.

XVIII. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set for in subdivision (c) of Public Resource Code section 5024.1 the lead agency shall consider the significance of the resource to a California Native American tribe.		**X**			

DISCUSSION OF DETERMINATION

Project Impacts:

The project site does not contain any resources that are listed with the California Register of Historical Resources or that have been determined by the lead agency to have significance to a California Native American Tribe. However, unknown tribal cultural resources could be discovered during construction activities.

Prior Environmental Analysis:

As a "program EIR" under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts that would occur to historical, cultural and paleontological resources within the Planning area as a result of the future urban development that was contemplated by the General Plan. These impacts included potential destruction or damage to any historical, cultural, and paleontological resources (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.8-1 through 4.8-21). Mitigation measures to address these impacts are incorporated into the General Plan in the Land Use and Open Space, Recreation and Conservation Elements, and include goals

and policies that encourage the preservation and protection of historical, cultural and paleontological resources and the proper treatment and handling of such resources when they are discovered.

The General Plan EIR concluded that despite these goals and policies, significant cultural resources impacts will occur as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will contribute to cumulative impacts to historic character. Findings of fact and a statement of overriding considerations were adopted by the Rocklin City Council in regard to these impacts, which were found to be significant and unavoidable.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

Historically significant structures and sites as well as the potential for the discovery of unknown archaeological or paleontological resources as a result of development activities are discussed in the Rocklin General Plan. Policies and mitigation measures have been included in the General Plan to encourage the preservation of historically significant known and unknown areas.

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for cultural resources impacts incorporated as goals and policies in the General Plan, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with City rules and regulations.

Significance Conclusions:

a. and b. Tribal Cultural Resources –*Less Than Significant Impact With Mitigation.* Per Assembly Bill 52 (AB-52, Gatto 2014), as of July 1, 2015 Public Resources Code Sections 21080.3.1 and 21080.3 require public agencies to consult with the Native American Heritage Commission (NAHC) and Native American tribes for the purpose of mitigating impacts to tribal cultural resources; that consultation process is described in part below:

> Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section (Public Resources Code Section 21080.1 (d))

As of the writing of this document, the United Auburn Indian Community (UAIC), the Ione Band of Miwok Indians (IBMI), the Torres Martinez Desert Cahuilla Indians (TMDCI) and the Shingle Springs Band of Miwok Indians are the only tribes that are traditionally and culturally affiliated with the project area that have requested notification. Consistent with Public Resources Code (PRC) Section 21080.3.1 (d) and per AB-52, the City of Rocklin provided formal notification of the J&S Asphalt Headquarters project and the opportunity to consult on it to the designated contacts of the UAIC, IBMI, and TMDCI in a letter received by those organizations on January 19, 2021, January 19, 2021, January 21, 2021, respectively. The certified letter sent to the SSBMI was never documented by the U.S. Postal Service as being received, so the City reached out to the SSBMI to see if they had record of receipt, and they indicated they were unaware of any know cultural resources on the site and requested any and all completed record searches and or surveys and to be informed if human remains are found. The project applicant did not have a records search or survey prepared for their project, so there was no information to share with the SSBMI. The UAIC, IBMI, TMDCI and had 30 days to request consultation on the project pursuant to AB-52 and the IBMI, and TMDCI did not respond prior to February 18, 2021, February 20, 2021, the end of their 30-day periods. The UAIC submitted a letter to the City dated January 22, 2021 requesting a site visit. On February 11, 2021 the City met with representatives of the UAIC on the project site to discuss the project and the potential for tribal cultural resources (TCRs). The City and the UAIC continued the consultation efforts and on October 22, 2021, the UAIC provided mitigation measure language for the project that would require tribal monitors to be hired ruing ground disturbing activities and steps to be taken should unanticipated discoveries of TCRs be made. Those mitigation measures have been incorporated into the Cultural Resource section of this document above as mitigation measures V.-1 and V.-2.

As such, the City of Rocklin has complied with AB-52 and may proceed with the CEQA process for this project per PRC Section 21082.3 (d) (1) and (3). The IBMI, TMDCI and SSBMI did not submit a formal request for consultation on the proposed project within the required 30-day period, and the UAIC did request mitigation measures for Tribal Cultural Resources as part of their consultation with the City that have been incorporated into this document as mitigation measures. Therefore, the project's impact on tribal cultural resources is considered less than significant with mitigation.

XIX. UTILITIES AND SERVICE SYSTEMS **Would the project:**					
	Potentially Significant Impact	**Less Than Significant With Mitigation**	**Less Than Significant Impact**	**No Impact**	**Impact for which General Plan EIR is Sufficient**
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?			**X**		
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			**X**		
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			**X**		
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			**X**		
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			**X**		

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed subdivision and development and occupation of the Yankee Hill Tentative Subdivision Map II will increase the need for utility and service systems, but not to an extent that will impact the ability of the utility and service providers to adequately provide such services.

Prior Environmental Review:

As a "program EIR" under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts on utilities and service systems that would occur as a result of the future urban development that was contemplated by the General Plan. These impacts included increased generation of wastewater flow, provision of adequate wastewater treatment, increased demand for solid waste disposal, and increased demand for energy and

communication services (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.13-1 through 4.13-34). The analysis found that while development and buildout of the General Plan can result in utilities and service system impacts, these impacts would be reduced to a less than significant level through the application of General Plan goals and policies that would assist in minimizing or avoiding impacts to utilities and service systems.

These goals and policies include, but are not limited to, requiring studies of infrastructure needs, proportional share participation in the financial costs of public services and facilities, coordination of private development projects with public facilities and services needed to serve the project and encouraging energy conservation in new developments.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable policies and standards, including the mitigation measures addressing impacts of urban development under the General Plan on utility and service systems incorporated as goals and policies in the General Plan, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure

Significance Conclusions:

a. and c. Relocation, New or Expanded Utilities – *Less than Significant Impact.* The proposed project site is located within the South Placer Municipal Utility District (SPMUD) service area for sewer. SPMUD has provided a letter regarding the proposed project indicating that the project is within their service area and eligible for service, provided that their condition requirements and standard specifications are met. SPMUD has a System Evaluation and Capacity Assurance Plan, which is periodically updated, to provide sewer to projects located within their service boundary. The plan includes future expansion as necessary. SPMUD collects participation fees to finance the maintenance and expansion of its facilities. The proposed project is responsible for complying with all requirements of SPMUD, including compliance with wastewater treatment standards established by the Central Valley Water Quality Control Board. The South Placer Wastewater Authority (SPWA) was created by the City of Roseville, Placer County and SPMUD to provide regional wastewater and recycled water facilities in southwestern Placer County. The regional facilities overseen by the SPWA include the Dry Creek and Pleasant Grove Wastewater Treatment Plants, both of which receive flows from SPMUD (and likewise from Rocklin). To project future regional wastewater needs, the SPWA prepared the South Placer Regional Wastewater and Recycled Water Systems Evaluation (Evaluation) in June 2007. The Evaluation indicates that as of June 2004, flows to both the wastewater treatment plants were below design flows. Both wastewater treatment plants are permitted discharges under the National Pollutant Discharge Elimination System (NPDES). Specifically, the Dry Creek Wastewater Treatment Plant (WWTP) is permitted to discharge an average dry weather flow not to exceed 18 mgd, while the Pleasant Grove Wastewater Treatment Plant is permitted to discharge an average dry weather flow not to exceed 12 mgd. According to SPMUD, in 2016 the Dry Creek WWTP had an average dry weather inflow of 8.2 mgd, with SPMUD's portion being 1.8 mgd, and the Pleasant Grove WWTP

had an average dry weather inflow of 7.0 mgd, with SPMUD's portion being 1.9 mgd. Consequently, both plants are well within their operating capacities and there remains adequate capacity to accommodate the projected wastewater flows from this project. Therefore, a less than significant wastewater treatment impact is anticipated.

The proposed project site is located within an area of the City of Rocklin that has been contemplated for urban development in the Rocklin General Plan, and as such the provision of storm water drainage, electric power, natural gas and telecommunications facilities to the project site has been planned for, with much of the necessary distribution infrastructure already in place within existing public utility rights-of-way. The City of Rocklin coordinates with utility and service providers as new development or re-development is being proposed. Sewer service is available to the project site, stubbed at the terminus of the existing that would allow the proposed project to be served by public sewer. Because the development of this project site has been included in the South Placer Municipal Utility District's master planning efforts for the provision of sewer services, overall sewer capacity is adequate and new or expanded wastewater treatment systems will not be required as a result of this project.

The proposed project would be conditioned to require connection into the City's storm drain system, with Best Management Practices and/or Low Impact Development features located within the project's drainage system at a point prior to where the project site runoff will enter the City's storm drain system. Other than on-site improvements, new drainage facilities or expansion of existing facilities would not be required as a result of this project.

The project site is within the Pacific Gas & Electric (PG&E) service area for electric power and natural gas, and as new development occurs, PG&E builds infrastructure on an as needed basis. Upgrades to existing infrastructure within existing easements (such as roadway right-of-way) are not anticipated to result in significant environmental effects because existing rights-of-way are typically paved or otherwise modified from their original natural condition and would not contain sensitive environmental resources. New infrastructure, if required in previously undisturbed areas, would be addressed as part of the environmental review for the development of a specific site/project, or would be subject to separate environmental review.

The project site is within the service area for AT&T, CCI Communications, Wave Broadband and various wireless service telecommunications providers. Infrastructure for telephone and cable services is typically installed at the point of initial development and in accordance with service demand. Similar to electric power and natural gas, upgrades to existing telecommunications infrastructure within existing easements (such as roadway right-of-way) are not anticipated to result in significant environmental effects because existing rights-of-way are typically paved or otherwise modified from their original natural condition and would not contain sensitive environmental resources. New infrastructure, if required in previously undisturbed areas, would be addressed as part of the environmental review for the development of a specific site/project, or would be subject to separate environmental review.

Therefore, the project is not anticipated to require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas or telecommunications facilities, the construction or relocation of which could cause significant environmental effects and the impact is less than significant.

b. Water Supplies – *Less than Significant Impact.* The proposed project is located within the Placer County Water Agency (PCWA) service area. The PCWA has a Master Plan, which is periodically updated, to provide water to projects located within their service boundary. The plan includes future expansion as necessary, and includes the option of constructing additional treatment plants. The PCWA collects hook-up fees to finance the maintenance and expansion of its facilities.

The PCWA service area is divided into five zones that provide treated and raw water to Colfax, Auburn, Loomis, Rocklin, Lincoln, small portion of Roseville, unincorporated areas of western Placer County, and a small community in Martis Valley near Truckee. The proposed project is located in Zone 1, which is the largest of the five zones. Zone 1 provides water service to Auburn, Bowman, Ophir, Newcastle, Penryn, Loomis, Rocklin, Lincoln, and portions of Granite Bay.

PCWA has planned for growth in the City of Rocklin and sized the water supply infrastructure to meet this growth and reasonably foreseeable future development during normal, dry and multiple dry years (PCWA 2006). PCWA has provided a letter regarding the proposed project indicating that the project is within their service area and eligible for service upon execution of a facilities agreement and payment of all required fees and charges. The project site would be served by the Foothill WTP, which treats water diverted from the American River Pump Station near Auburn, and the proposed project's estimated maximum daily water treatment demands would not exceed the plant's permitted capacity. Because the proposed project would be served by a water treatment plant that has adequate capacity to meet the project's projected demand and would not require the construction of a new water treatment plant, the proposed project's water supply and treatment facility impacts would be considered less than significant.

d. and e. Solid Waste – *Less than Significant Impact.* The Western Regional landfill, which serves the Rocklin area, has a total capacity of 36 million cubic yards and a remaining capacity of 29 million cubic yards. The estimated closure date for the landfill is approximately 2036. Development of the project site with urban land uses was included in the lifespan and capacity calculations of the landfill, and a less than significant landfill capacity impact would be anticipated. Federal and State regulations regarding solid waste consist of the Federal Environmental Protection Agency regulations and the California Integrated Waste Management Act regulating waste reduction. These regulations primarily affect local agencies and other agencies such as the Landfill Authority. The proposed project will comply with all Federal, State, and local regulations regarding trash and waste and other nuisance-related issues as may be applicable. Recology would provide garbage collection services to the project site, provided their access requirements are met.

The project does not include any unusual elements that would generate solid waste in excess of State and local standards, or in excess of the capacity of local infrastructure or otherwise impair the attainment of solid waste reduction goals, and the project would comply with solid waste regulations and the impact would be less than significant.

XX. WILDFIRE **If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:**					
	Potentially Significant Impact	**Less Than Significant With Mitigation**	**Less Than Significant Impact**	**No Impact**	**Impact for which General Plan EIR is Sufficient**
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			**X**		
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			**X**		
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			**X**		
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			**X**		

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed subdivision and development and occupation of the Yankee Hill Tentative Parcel Map II will increase the need for fire and emergency responses to the project site, but not to an extent that will impact the ability of the fire and emergency responders to adequately provide such services.

There are no areas within the City of Rocklin that are identified as a State Responsibility Area (SRA), therefore the project is not located in or near a SRA. There are no locations in Rocklin that are classified as very high fire hazard severity zones.

Prior Environmental Review:

As a "program EIR" under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts of wildland fires that would occur as a result of the future urban development that was contemplated by the General Plan. These impacts included exposure of people or structures to significant risk of loss, injury or death involving wildland fires, impairment or interference with implementation of emergency response and evacuation plans and cumulative hazard impacts (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.7-20 through 4.7-28). The analysis found that while development and buildout of the General Plan can result in wildland fire and emergency response impacts, these impacts would be reduced to a less than significant level through the application of General Plan goals and policies that would assist in minimizing or avoiding impacts to utilities and service systems.

These goals and policies include, but are not limited to, maintaining emergency operations plans, coordination with emergency management agencies, annexation into financing districts for fire prevention/suppression and emergency response, incorporation of fuel modification/fire hazard reduction planning, and maintaining interjurisdictional cooperation and coordination.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable policies and standards, including the mitigation measures addressing impacts of urban development under the General Plan on wildland fire and emergency response incorporated as goals and policies in the General Plan, will be applied to the project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with City rules and regulations.

Significance Conclusions:

a. Impair Emergency Response or Evacuation Plan – *Less than Significant Impact.* The project occurs on a site that is contemplated in the Rocklin General Plan for urban development, and the development of the project site does not include any features that would substantially impair an adopted emergency response plan or emergency evacuation plan. The streets adjacent to the project site serve as emergency evacuation corridors and would provide direct fire vehicle access to the site. In addition, the project is evaluated by representatives of the City of Rocklin's Fire and Police Departments to ensure that adequate emergency access is provided. Most wildland fires are caused by human activities involving motor vehicles, construction/maintenance equipment, arson and burning of debris. The addition of impervious surface cover on the vacant site may in fact help reduce the potential fire risk. Therefore, the project will not substantially impair an adopted emergency response or emergency evacuation plan and the impact will be less than significant.

b. and c. Exacerbation of Fire Risk – *Less than Significant Impact.* The project occurs on a site that is contemplated in the Rocklin General Plan for urban development, and the development of the project site does not occur in an area where an exacerbation of fire risk would occur due to slope, prevailing winds, and other factors. The project will include underground power lines, which will reduce the potential for overhead powerline fires. In addition, construction of roadway improvements and other impervious surface areas, as well as upgrades to existing infrastructure would help reduce fire risk. Therefore, the project will not exacerbate wildfire risk and the impact will be less than significant.

d. Exposure of People or Structures to Risk – *Less than Significant Impact.* The project site is relatively flat and located in an urban area where there would be no downslope or downstream flooding or landslides that would result from runoff, post-fire instability or drainage changes. Therefore, the project will not expose people or structures to significant risks and the impact will be less than significant.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory?		**X**			
b) Does the project have impacts that are limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probably future projects)?			**X**		
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			**X**		

DISCUSSION OF DETERMINATION:

Project Impacts:

The preceding analysis demonstrates that these effects will not occur as a consequence of the project.

Significance Conclusions:

a. Degradation of Environment Quality – ***Less than Significant with Mitigation.*** The proposed project site is partly surrounded by disturbed and developed land. Based on the project location and the application of mitigation measures for potential biological resources and cultural resources impacts as discussed above, the proposed project does not have the potential to: substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species, or eliminate important examples of the major periods of California history or prehistory.

Although the proposed project could cause a significant effect on the environment, there will not be a significant effect in this case because of the project design and the application of the recommended mitigation measures and the City's uniformly applied development policies and standards that will reduce the potential impacts to a less than significant level. Therefore, the project would have less than significant impacts.

b. Cumulatively Considerable Impacts – *Less than Significant Impact.* Development in the South Placer region as a whole will contribute to regional air pollutant emissions, thereby delaying attainment of Federal and State air quality standards, regardless of development activity in the City of Rocklin and application of mitigation measures. As a result of this potential degradation of the quality of the environment, the General Plan EIR, which assumed the development of the proposed project site, determined that there would be significant and unavoidable cumulative air quality impacts. Development of the proposed project represents conversion of the same land area that was analyzed in the General Plan EIR, and the because the project is a low density residential use on a site that has low density residential land use and zoning designations and has been assumed to be developed with low density residential uses, the project represents similar vehicle trip generation and associated air quality and greenhouse gas emission impacts than that which was analyzed in the General Plan EIR. In addition, the project-specific air quality analysis discussed above demonstrated that the proposed project would have a less than significant cumulative air quality and greenhouse gas emissions impact. Therefore, the project would have less than significant impacts.

Development in the City and the South Placer region as a whole will alter viewsheds as mixed urban development occurs on vacant land. In addition, new development will also generate new sources of light and glare; as a result, the General Plan EIR determined that there would be significant and unavoidable cumulative aesthetic impacts. Development of the proposed project represents conversion of the same vacant land area that was analyzed in the General Plan EIR. Therefore, the project would have less than significant impacts.

Development in the City and the South Placer region as a whole will result in cumulative, long-term impacts on biological resources (vegetation and wildlife), due to the introduction of domestic landscaping, homes, paved surfaces, and the relatively constant presence of people and pets, all of which negatively impact vegetation and wildlife habitat. As a result, the General Plan EIR, which assumed the development of the proposed project site, determined that there would be significant and unavoidable cumulative biological resource impacts, both at a project-specific Rocklin General Plan buildout level as it relates to biological resources solely within the City of Rocklin, as well as in the context of a cumulative contribution from Rocklin General Plan buildout as it relates to biological resources in the region. Development of the proposed project represents conversion of the same vacant land area that was analyzed in the General Plan EIR. Therefore, the project would have less than significant impacts.

Development in the City and the South Placer region as a whole will result in significant noise impacts as a result of the introduction of new noise sources and additional traffic and people. As

a result, the General Plan EIR, which assumed the development of the proposed project site, determined that there would be significant and unavoidable cumulative noise impacts. Development of the proposed project represents conversion of the same land area that was analyzed in the General Plan EIR, and the proposed project represents similar vehicle trip generation than that which was analyzed in the General Plan EIR. Therefore, the project would have less than significant impacts.

Development in the City and the South Placer region as a whole will result in significant transportation/traffic impacts as a result of the creation of additional housing, employment and purchasing opportunities which generate vehicle trips. As a result, the General Plan EIR, which assumed the development of the proposed project site, determined that there would be significant and unavoidable cumulative transportation/traffic impacts. Development of the proposed project represents conversion of the same land area that was analyzed in the General Plan EIR, and the proposed project represents similar vehicle trip generation than that which was analyzed in the General Plan EIR. Therefore, the project would have less than significant impacts.

The approval of the project would not result in any new impacts that are limited, but cumulatively considerable, that are not already disclosed in the previously prepared environmental documents cited in this report. Therefore, the project would have less than significant impacts.

c. Adverse Effects to Humans – *Less than Significant Impact.* Because the development of the proposed project represents conversion of the same land area that was analyzed in the General Plan EIR, the project would not have environmental effects that would cause substantial adverse effect on human beings, either directly or indirectly beyond those that were previously identified in the General Plan EIR. Therefore, the project would have less than significant impacts.

Section 5. References

Bollard Acoustical Consultants, Railroad Noise & Vibration Assessment, Yankee Hill Road Property Residential Development, June 8, 2020

City of Rocklin General Plan, October 2012

City of Rocklin General Plan, Final Environmental Impact Report, August 2012

City of Rocklin General Plan, Draft Environmental Impact Report, August 2011

City of Rocklin Zoning Ordinance, Title 17 of the Rocklin Municipal Code

City of Rocklin Design Review Guidelines

Madrone Ecological Consulting, Biological Resources Assessment Yankee Hill Road, Rocklin, Placer County, California, April, 2021

California Tree and Landscape Consulting, Inc., Pre-Development Arborist Report & Tree Inventory, Yankee Hill Tentative Parcel Map, December 16, 2020

Attachments

Attachment A – Project Vicinity Map

Attachment B – Project Site Plan

MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT

Yankee Hill Tentative Parcel Map II
(DL2020-0004 and TRE2020-0003)

Project Name and Description

The Yankee Hill Tentative Parcel Map II project proposes the re-subdivision of seven existing residentially zoned parcels that total approximately 5.04 gross acres to four residential parcels. The proposed development includes improvements to construct the cul-de-sac and an earthen berm and wall for noise attenuation and the eventual construction of four single-family residences. This project will require Tentative Parcel Map and Oak Tree Preservation Plan entitlements. For more details, please refer to the Project Description set forth in Section 3 of this Initial Study.

Project Location

The project site is generally located at the westerly terminus of Independence Place, in the City of Rocklin. The Assessor's Parcel Numbers are 010-010-009, 010-010-040, 010-010-041, 010-010-042, 010-010-043, 010-010-044, 030-140-004.

Project Proponent's Name

The applicant is Steve Norman of CNA Engineering, Inc. and the property owners are Steve Norman and Brian Howe.

Basis for Mitigated Negative Declaration Determination

The City of Rocklin finds that as originally submitted the proposed project could have a significant effect on the environment. However, revisions in the project have been made by or agreed to by the project proponent, which will avoid these effects or mitigate these effects to a point where clearly no significant effect will occur. Therefore a MITIGATED NEGATIVE DECLARATION has been prepared. The Initial Study supporting the finding stated above and describing the mitigation measures including in the project is incorporated herein by this reference. This determination is based upon the criteria of the Guidelines of the State Secretary of Resources Section 15064 – Determining the Significance of the Environmental Effects Caused by a Project, Section 15065 – Mandatory Findings of Significance, and 15070 – Decision to Prepare a Negative Declaration or Mitigated Negative Declaration, and the mitigation measures described in the Mitigation Monitoring Plan for this Project.

Date Circulated for Review: _____

Date Adopted: _____

Signature: _____
David Mohlenbrok, Community Development Department Director

MITIGATION MONITORING PROGRAM
YANKEE HILL TENTATIVE PARCEL MAP II
(DL2020-0004 and TRE2020-0004)

The California Environmental Quality Act (CEQA, Public Resources Code Section 21000 et seq., as amended by Chapter 1232) requires all lead agencies before approving a proposed project to adopt a reporting and monitoring program for adopted or required changes to mitigate or avoid significant environmental effects. The reporting or monitoring program shall be designed to ensure compliance during project implementation as required by AB 3180 (Cortese) effective on January 1, 1989 and Public Resources Code Section 21081.6. This law requires the lead agency responsible for the certification of an environmental impact report or adoption of a mitigated negative declaration to prepare and approve a program to both monitor all mitigation measures and prepare and approve a report on the progress of the implementation of those measures.

The responsibility for monitoring assignments is based upon the expertise or authority of the person(s) assigned to monitor the specific activity. The City of Rocklin Community Development Director or his designee shall monitor to assure compliance and timely monitoring and reporting of all aspects of the mitigation monitoring program.

The Mitigation Monitoring Plan identifies the mitigation measures associated with the project and identifies the monitoring activities required to ensure their implementation through the use of a table format. The columns identify Mitigation Measure, Implementation and Monitoring responsibilities. Implementation responsibility is when the project through the development stages is checked to ensure that the measures are included prior to the actual construction of the project such as: Final Map (FM), Improvement Plans (IP), and Building Permits (BP). Monitoring responsibility identifies the department responsible for monitoring the mitigation implementation such as: Economic and Community Development (ECD), Public Services (PS), Community Facilities (CFD), Police (PD), and Fire Departments (FD).

The following table presents the Mitigation Monitoring Plan with the Mitigation Measures, Implementation, and Monitoring responsibilities. After the table is a general Mitigation Monitoring Report Form, which will be used as the principal reporting form for this, monitoring program. Each mitigation measure will be listed on the form and provided to the responsible department.

Revisions in the project plans and/or proposal have been made and/or agreed to by the applicant prior to this Negative Declaration being released for public review which will avoid the effects or mitigate those effects to a point where clearly no significant effects will occur. There is no substantial evidence before the City of Rocklin that the project as revised may have a significant effect on the environment, pursuant to CEQA Guidelines, Section 15070. These mitigation measures are as follows:

MITIGATION MEASURES:

Biological Resources:

IV.-1 A pre-construction survey for western pond turtle should be conducted within 14 days of the initiation of construction by a qualified biologist prior to any construction activity that would directly impact pond or stream habitat or disturb the ground within 300 feet of aquatic habitat. If no western pond turtles are observed, a letter report should be prepared to document the survey and shall be provided to the City of Rocklin, and no additional measures are recommended. If construction does not commence within 14 days of the pre-construction survey or halts for more than 14 days a new survey should be conducted prior to reinitiating construction.

If western pond turtles are found during the pre-construction survey, then a qualified biological monitor should be onsite during initial clearing and grading within 300 feet of a drainage, pond, or other aquatic habitat. The biological monitor will relocate any western pond turtles found within the construction footprint to suitable habitat away from the construction zone, but within the vicinity of the project site, if required. In addition, a pre-construction worker awareness training should be conducted alerting workers to the presence of and protections for the western pond turtle. Evidence of the pre-construction worker awareness training shall be provided to the City prior to any ground/vegetation-disturbing activities. The biologist shall provide the City with a summary of his/her findings.

This mitigation measure shall be incorporated as notes on the project's Improvement Plans and/or grading plans and shall be implemented prior to any grading or ground/vegetation-disturbing activities.

IMPLEMENTATION:

Prior to the start of grading or construction activities, the applicant shall submit documentation of a survey for western pond turtle to the City's Environmental Coordinator, as detailed above. If the survey results are negative, no further mitigation is required. If the survey results are positive, the biologist shall relocate the turtle(s) as detailed above.

RESPONSIBILITY:

Applicant/Developer
Community Development Department

MITIGATION MEASURES:

Biological Resources:

IV.-2 *The applicant/developer shall attempt to time the removal of potential nesting habitat for raptors and migratory birds to avoid the nesting season (February 1 through September 15).*

If tree and vegetation removal and/or project grading or construction activities would occur during the nesting season for raptors and migratory birds (February-September 15), the developer and/or contractor shall hire a qualified biologist approved by the City to conduct pre-construction surveys no more than 14 days prior to initiation of tree and vegetation removal activities. The survey shall cover all areas of suitable nesting habitat within 500 feet of project activity and shall be valid for one construction season. Prior to the start of tree and vegetation removal activities, documentation of the survey shall be provided to the City of Rocklin and if the survey results are negative, no further mitigation is required and necessary tree and vegetation removal may proceed. If there is a break in construction activities of more than 14 days, then subsequent surveys shall be conducted.

If the survey results are positive (active nests are found), impacts shall be avoided by the establishment of appropriate buffers. The biologist shall consult with the California Department of Fish and Wildlife (CDFW) and the City to determine the size of an appropriate buffer area (CDFW guidelines recommend implementation of 500-foot buffers). Monitoring of the nest by a qualified biologist may be required if the activity has the potential to adversely affect an active nest. The biologist shall provide the City with a summary of his/her findings.

If construction activities are scheduled to occur during the non-breeding season (September 16 – January 31), a survey is not required and no further studies are necessary.

This mitigation measure shall be incorporated as notes on the project's Improvement Plans and/or grading plans and shall be implemented prior to any grading or ground/vegetation-disturbing activities.

IMPLEMENTATION:

Prior to the start of grading or construction activities to occur within the nesting season, the applicant shall submit documentation of a survey for nesting raptors and migratory birds to the City. If the survey results are negative, no further mitigation is required. If the survey results are positive, the biologist shall consult with the City and the California Department of Fish and Wildlife as detailed above.

RESPONSIBILITY

Applicant/Developer
Community Development Department

MITIGATION MEASURES:

Biological Resources:

IV.-3 *The applicant/developer shall attempt to time the removal of potential nesting habitat for raptors and migratory birds to avoid the nesting season (February 1 through September 15).*

A targeted Swainson's hawk nest survey shall be conducted throughout all accessible areas within ¼ mile of the proposed construction area no later than 14 days prior to construction activities. If active Swainson's hawk nests are found within ¼ mile of a construction area, construction shall cease within ¼ mile of the nest until a qualified biologist determines that the young have fledged, or it is determined that the nesting attempt has failed. If the applicant desires to work within ¼ mile of the nest, the applicant shall consult with the California Department of Fish and Wildlife (CDFW) and the City to determine if the nest buffer can be reduced. The project applicant, the qualified biologist, the City and CDFW shall collectively determine the nest avoidance buffer, and what (if any) nest monitoring is necessary. If an active Swainson's hawk nest is found within the project site prior to construction and is in a tree that is proposed for removal, then the project applicant shall implement additional mitigation recommended by the qualified biologist based on CDFW guidelines and obtain any required permits from CDFW. The biologist shall provide the City with a summary of his/her findings.

This mitigation measure shall be incorporated as notes on the project's Improvement Plans and/or grading plans and shall be implemented prior to any grading or ground/vegetation-disturbing activities.

IMPLEMENTATION:

Prior to the start of grading or construction activities to occur within the nesting season, the applicant shall submit documentation of a survey for nesting Swainson's hawks to the City. If the survey results are negative, no further mitigation is required. If the survey results are positive, the biologist shall consult with the City and the California Department of Fish and Wildlife as detailed above.

RESPONSIBILITY

Applicant/Developer
Community Development Department

MITIGATION MEASURES:

Biological Resources:

IV.-4 *A targeted burrowing owl nest survey shall be conducted of all accessible areas within 500 feet of the proposed construction area no later than 14 days prior to construction activities utilizing 60-foot transects as outlined in the* ***Staff Report on Burrowing Owl Mitigation (CDFW 2012)****. If an active burrowing owl nest burrow (i.e., occupied by more than one adult owl, and/or juvenile owls are observed) is found within 250 feet of a construction area, construction shall cease within 250 feet of the nest burrow until a qualified biologist determines that the young have fledged or it is determined that the nesting attempt has failed. If the applicant desires to work within 250 feet of the nest burrow, the applicant shall consult with CDFW and the City to determine if the buffer can be reduced. The project applicant, the qualified biologist, the City and CDFW shall collectively determine the nest avoidance buffer, and what (if any) nest monitoring is necessary. The biologist shall provide the City with a summary of his/her findings.*

This mitigation measure shall be incorporated as notes on the project's Improvement Plans and/or grading plans and shall be implemented prior to any grading or ground/vegetation-disturbing activities.

IMPLEMENTATION:

Prior to the start of grading or construction activities to occur within the nesting season, the applicant shall submit documentation of a survey for nesting burrowing owls to the City. If the survey results are negative, no further mitigation is required. If the survey results are positive, the biologist shall consult with the City and the California Department of Fish and Wildlife as detailed above.

RESPONSIBILITY

Applicant/Developer
Community Development Department

MITIGATION MEASURES:

Biological Resources:

IV.-5 *Prior to project construction, a qualified biologist shall conduct a review of Swainson's hawk nest data available in the California Natural Diversity Database (CNDDB) and contact CDFW to determine if they have any additional nest data. If desired by the applicant, the biologist may conduct a survey of these nests to determine if they are still present. The biologist shall provide the City with a summary of his/her findings.*

If it is determined that the project site is within 0.25 mile of an active Swainson's hawk nest (an active nest is defined as a nest with documented Swainson's hawk use within the past 5 years), the applicant shall mitigate for the loss of suitable Swainson's hawk foraging habitat by protecting one acre of suitable foraging habitat for each acre of suitable foraging habitat developed. Protection shall be via purchase of mitigation bank credits or other land protection mechanism acceptable to the City. Currently, the CNDDB records no nests, active or otherwise, within 0.25 mile of the study area. If this remains the case just prior (14 days or less) to the start of construction, no further mitigation will be required.

This mitigation measure shall be incorporated as notes on the project's Improvement Plans and/or grading plans and shall be implemented prior to any grading or ground/vegetation-disturbing activities.

IMPLEMENTATION:

Prior to the start of grading or construction activities to occur within the nesting season, the applicant shall submit documentation of a survey for nesting Swainson's hawks to the City. If it is determined that the project site is within 0.25 mile of an active Swainson's hawk nest (an active nest is defined as a nest with documented Swainson's hawk use within the past 5 years), the applicant shall mitigate for the loss of suitable Swainson's hawk foraging habitat by protecting one acre of suitable foraging habitat for each acre of suitable foraging habitat developed as detailed above.

RESPONSIBILITY

Applicant/Developer
Community Development Department

MITIGATION MEASURES:

Biological Resources:

IV.-6 *A qualified biologist shall conduct a bat habitat assessment of all potential roosting habitat features, including trees within the proposed development footprint. This habitat assessment will identify all potentially suitable roosting habitat and is recommended to be conducted up to a year prior to the start of construction.*

If potential roosting habitat in the form of cavities in trees is identified within the areas proposed for development, the biologist will survey the potential roost habitat during the active season (generally April through October or from January to March on days with temperatures in excess of 50 degrees F) to determine presence or absence of roosting bats. These surveys are recommended to be conducted utilizing methods that are considered acceptable by bat experts. Methods may include emergence surveys, acoustic surveys, inspecting potential roosting habitat with fiberoptic cameras or a combination thereof;

If cavity roosting bats are identified within any of the trees planned for removal, or if presence is assumed, trees should be removed outside of pup season only on days with temperatures in excess of 50 degrees F. Pup season is generally during the months of May through August. Two-step tree removal shall be utilized under the supervision of a qualified biologist. Two-step tree removal involves removal of all branches of the tree that do not provide roosting habitat on the first day, and then the next day cutting down the remaining portion of the tree;

To avoid potential impacts to foliage-roosting bat species (as opposed to the above-described cavity roosting species), it is recommended that all other tree removal be conducted from January through April on days with temperatures in excess of 50 degrees F. The biologist shall provide the City with a summary of his/her findings.

This mitigation measure shall be incorporated as notes on the project's Improvement Plans and/or grading plans and shall be implemented prior to any grading or ground/vegetation-disturbing activities.

IMPLEMENTATION:

Prior to the start of grading or construction activities to occur within the nesting season, the applicant shall submit documentation of a survey for potential bat roosts to the City. If the survey results are negative, no further mitigation is required. If the survey results are positive, the biologist shall consult with the City as detailed above.

RESPONSIBILITY

Applicant/Developer
Community Development Department

MITIGATION MEASURES:

Biological Resources:

IV.-7 *Prior to any ground-disturbing or vegetation-removal activities, a special-status plant species survey shall be conducted in areas proposed for impact. Surveys shall be conducted in accordance with the Guidelines for Conducting and Reporting Botanical Inventories for Federally Listed, Proposed, and Candidate Plants (USFWS 2000), the Botanical Survey Guidelines of the California Native Plant Society (CNPS, 2001), and Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (CDFW, 2018) or more recent protocols at the time. If no special-status plant species are found no further mitigation would be required. If special-status plant species are found and would be impacted, mitigation for those impacts shall be determined in consultation with the City. If the plant found is a perennial such as Sanford's arrowhead or big-scale balsamroot, then mitigation shall consist of digging up the plant and transplanting into a suitable avoided area on-site prior to construction. If the plant found is an annual such as dwarf downingia, then mitigation shall consist of collecting seed-bearing soil and spreading into a suitable avoided area on-site prior to construction.*

This mitigation measure shall be incorporated as notes on the project's Improvement Plans and/or grading plans and shall be implemented prior to any grading or ground/vegetation-disturbing activities.

IMPLEMENTATION:

Prior to the start of grading or construction activities, the applicant shall submit documentation of a survey for potential special-status plant species to the City. If the survey results are negative, no further mitigation is required. If the survey results are positive, the biologist shall consult with the City as detailed above.

RESPONSIBILITY

Applicant/Developer
Community Development Department

MITIGATION MEASURES:

Biological Resources:

IV.-8 *Prior to any ground-disturbing or vegetation-removal activities, a Worker Environmental Awareness Training (WEAT) shall be prepared and administered to the construction crews. The WEAT shall include the following: discussion of the state and federal Endangered Species Act, the Clean Water Act, the project's permits and CEQA documentation, and associated mitigation measures; consequences and penalties for violation or noncompliance with these laws and regulations; identification of special-status wildlife, location of any avoided Waters of the US; hazardous substance spill prevention and containment measures; and the contact person in the event of the discovery of a special-status species wildlife. The WEAT will also discuss the different habitats used by the species' different life stages and the annual timing of these life stages. A handout summarizing the WEAT information shall be provided to workers to keep on-site for future reference. Upon completion of the WEAT training, workers will sign a form stating that they attended the training, understand the information presented and will comply with the regulations discussed. Workers will be shown designated "avoidance areas" during WEAT training; worker access should be restricted to outside those areas to minimize the potential for inadvertent environmental impacts. Fencing and signage around the boundary of avoidance areas shall be provided. The biologist shall provide the City with a copy of the signed WEAT training forms.*

This mitigation measure shall be incorporated as notes on the project's Improvement Plans and/or grading plans and shall be implemented prior to any grading or ground/vegetation-disturbing activities.

IMPLEMENTATION:

Prior to the start of grading or construction activities, the applicant shall submit a copy of the signed WEAT training forms.

RESPONSIBILITY

Applicant/Developer
Community Development Department

MITIGATION MEASURES:

Biological Resources:

IV.-9 Prior to the issuance of improvement plans or grading permits, the applicant shall:

a) Clearly indicate on the construction documents that oak trees not scheduled for removal will be protected from construction activities.

b) Mitigate for the removal of oak trees calculated at a rate of $96 per inch of Total Diameter at Breast Height (TMDH) of replacement trees required, and to that end the project arborist shall provide the following information:

- *The total number of surveyed oak trees;*
- *The total number of oak trees to be removed;*
- *The total number of oak trees to be removed that are to be removed because they are sick or dying, and*
- *The total, in inches, of the trunk diameters at breast height (TDBH) of all surveyed oak trees on the site in each of these categories.*

This mitigation measure shall be incorporated as notes on the project's Improvement Plans and/or grading plans and shall be implemented prior to any grading or ground/vegetation-disturbing activities.

IMPLEMENTATION:
Prior to the start of grading or construction activities, the applicant shall demonstrate compliance with the oak tree protection measures noted above and shall pay any fees for any required oak tree removal.

RESPONSIBILITY
Applicant/Developer
Community Development Department

MITIGATION MEASURES:

Cultural Resources:

V.-1 Prior to any grading, ground-disturbing or construction activities, the applicant shall retain a compensated (paid) Tribal Monitor from a traditionally and culturally affiliated Native American Tribe to monitor specified ground disturbing project related activities in the southern portion of the project area. Monitoring is also required at the higher elevations of the project area for the subsurface infrastructure.

- *Consulting tribes shall be contacted at least 2 weeks prior to project ground-disturbing activities in order to retain the services of a paid Tribal Monitor/s, and the duration of the monitoring and construction schedule shall be determined at this time.*

- *Field-monitoring activities will be documented on a Tribal Monitor log. The total time commitment of the Tribal Monitor will vary depending on the intensity and location of construction and the sensitivity of the area, including the number of finds.*

- *A paid Tribal Monitor/s from traditionally and culturally affiliated Native American Tribes will monitor areas identified as requiring monitoring in the project area during the vegetation grubbing, stripping, grading, or other ground-disturbing activities.*

- *The Tribal Monitor/s shall wear the appropriate safety equipment and shall have the necessary background training in construction safety protocols.*

- *The Tribal Monitor/s will have all necessary background training to identify and recommend appropriate treatment for any discoveries, including sites and objects of cultural value, that are a potential Tribal Cultural Resource (TCR).*

- *Tribal Monitors or Tribal Representatives have the authority to request that work be temporarily stopped, diverted, or slowed within 100 feet of the direct impact area if sites or objects of significance are identified. Only a Tribal Monitor or Representative from a culturally affiliated tribe can recommend appropriate treatment and final disposition of TCRs.*

This mitigation measure shall be incorporated as notes on the project's Improvement Plans and/or grading plans and shall be implemented prior to any grading or ground/vegetation-disturbing activities.

IMPLEMENTATION:

Prior to the start of grading or construction activities, the applicant shall demonstrate that they have retained a compensated tribal monitor as detailed above. If evidence of undocumented cultural resources is discovered during grading or construction operations, ground disturbance in the area shall be halted and a qualified professional archaeologist, the City's Environmental Services Manager and the Native American Heritage Commission shall be notified regarding the discovery. Other procedures as specifically noted in the mitigation measure shall also be followed and complied with.

RESPONSIBILITY

Applicant/Developer
Community Development Department

MITIGATION MEASURES:

Cultural Resources:

V.-2 If any suspected TCRs are discovered during ground-disturbing construction activities, all work shall cease within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. A Tribal Representative from a California Native American tribe that is traditionally and culturally affiliated with a geographic area shall be immediately notified and shall determine if the find is a TCR (Public Resources Code Section 21074). The Tribal Representative will make recommendations for further evaluation and treatment as necessary.

When avoidance is infeasible, preservation in place is the preferred option for mitigation of TCRs under CEQA and UAIC protocols, and every effort shall be made to preserve the resources in place, including through project redesign, if feasible. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, or returning objects to a location within the project area where they will not be subject to future impacts. Permanent curation of TCRs will not take place unless approved in writing by the UAIC or California Native American tribe that is traditionally and culturally affiliated with the project area.

The contractor shall implement any measures deemed by the CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find, as necessary. Treatment that preserves or restores the cultural character and integrity of a TCR may include Tribal Monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil.

Work at the discovery location cannot resume until all necessary investigation and evaluation of the discovery under the requirements of CEQA, including AB52, have been satisfied.

The Native American Heritage Commission shall be notified regarding the discovery. The archaeologist shall determine whether the resource is potentially significant as per CEQA (i.e., whether it is a historical resource, a unique archaeological resource, a unique paleontological resource, or a tribal cultural resource) and shall develop specific measures to ensure preservation of the resource or to mitigate impacts to the resource if it cannot feasibly be preserved in light of costs, logistics, technological considerations, the location of the find, and the extent to which avoidance and/or preservation of the find is consistent or inconsistent with the design and objectives of the project. Specific measures for significant or potentially significant resources would include, but are not necessarily limited to, preservation in place, in-field documentation, archival research, subsurface testing, and excavation. The specific type of measure necessary would be determined according to evidence indicating degrees of resource integrity, spatial and temporal extent, and cultural associations, and would be developed in a manner consistent with CEQA guidelines for preserving or otherwise mitigating impacts to archaeological and cultural artifacts and tribal cultural resources.

In the event of the accidental discovery or recognition of any human remains, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains, until compliance with the provisions of Sections 15064.5 (e)(1) and (2) of the CEQA Guidelines, as well as Public Resources Code Section 5097.98, has occurred. If any human remains are discovered, all work shall stop in the immediate vicinity of the find and the County Coroner shall be notified, according to Section 7050.5 of the California Health and Safety Code. The City's Environmental Services Manager shall also be notified. If the remains are Native American, the Coroner will notify the Native American Heritage Commission, which in turn will inform a most likely descendant. The descendant will then recommend to the landowner appropriate disposition of the remains and any grave goods, and the landowner shall comply with the requirements of AB2641 (2006).

This mitigation measure shall be incorporated as notes on the project's Improvement Plans and/or grading plans and shall be implemented prior to any grading or ground/vegetation-disturbing activities.

IMPLEMENTATION:

If evidence of undocumented cultural or tribal cultural resources is discovered during grading or construction operations, ground disturbance in the area shall be halted and a qualified professional archaeologist, the City's Environmental Services Manager, the United Auburn Indian Community and the Native American Heritage Commission shall be notified regarding the discovery. Other procedures as specifically noted in the mitigation measure shall also be followed and complied with.

RESPONSIBILITY

Applicant/Developer
Community Development Department

MITIGATION MEASURES:

Noise:

XI.-1 A railroad noise barrier should be constructed as proposed at the location indicated on Figure 2. A noise barrier measuring 12-feet in height (or a combination berm and wall measuring 12-feet in height) relative to parcel 4 elevation is predicted to reduce exterior railroad noise exposure to approximately 65 dB Ldn at the proposed outdoor activity space of parcel 4.

XI.-2 In order to achieve compliance with the City's 45 dB Ldn interior noise standard, and provide additional protection against sleep disturbance during nighttime UPRR train passages, the following construction upgrades are recommended for this project:

d. All first- and second-floor bedroom windows of residences constructed on Parcels 1 through 3 shall have a minimum Sound Transmission Class (STC) rating of 34.

e. All first-floor bedroom windows of the residence constructed on Parcel 4 shall have a minimum STC rating of 34. All other first-floor window of the residence constructed on Parcel 4 shall have a minimum STC rating of 32.

f. All upper-floor windows of the residence constructed on Parcel 4 shall have a minimum STC rating of 36.

XI.-3 A suitable form of forced-air mechanical ventilation shall be provided for each residence of this development so that windows can be kept closed as desired for additional acoustical isolation.

XI.-4 Disclosure statements shall be recorded in perpetuity with each property notifying all prospective residents of the potential for elevated noise levels during train passages, particularly during nighttime operations, and periodic periods of warning horn usage.

IMPLEMENTATION:

Prior to the start of grading or construction activities, the applicant shall demonstrate on the project plans compliance with the railroad noise barrier requirements as detailed above in XI.-1. Prior to the issuance of building permits, the applicant shall demonstrate on the building plans compliance with the window STC rating and ventilation requirements as detailed above in XI.-2 and XI.-3. Prior to the issuance of a Certificate of Occupancy, the applicant shall demonstrate compliance with the disclosure requirements as detailed above in XI.-4.

RESPONSIBILITY

Applicant/Developer
Community Development Department

MITIGATION MONITORING REPORT FORMS

Project Title:

Mitigation Measures:

Completion Date: (Insert date or time period that mitigation measures were completed)

Responsible Person:

_____
(*Insert name and title*)

Monitoring/Reporting:

_____
Community Development Director

Effectiveness Comments:

_____
_____
_____
_____

ATTACHMENT A – PROJECT VICINITY MAP

ATTACHMENT B – PROJECT SITE PLAN