

Whitney Walk Residential Project

Initial Study/Addendum

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TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
1.0 INTRODUCTION	1
2.0 PROJECT BACKGROUND	2
2.1 2012 City of Rocklin General Plan Environmental Impact Report	2
2.2 2015 Sunset Hills Townhomes Initial Study/Mitigated Negative Declaration.....	2
2.3 2016 South Whitney Mixed Use Townhomes and Medical Center Initial Study/Mitigated Negative Declaration	3
3.0 PURPOSE OF GENERAL DEVELOPMENT PLAN	4
4.0 PROJECT LOCATION AND DESCRIPTION	4
4.1 Project Location	4
4.2 Description of Proposed Project	5
4.2.1 Proposed Project Components	6
4.2.2 Entitlement Requirements.....	9
4.3 Previously Disclosed Impacts	9
5.0 ENVIRONMENTAL ANALYSIS	10
5.1 Aesthetics.....	10
5.1.1 Summary of Prior Environmental Analysis	10
5.1.2 Aesthetics Impacts Associated with the Proposed Project	11
5.1.3 Aesthetics Mitigation Measures	12
5.2 Agriculture and Forestry Resources.....	12
5.2.1 Summary of Prior Environmental Analysis	12
5.2.2 Agriculture and Forestry Resources Impacts Associated with the Proposed Project.....	13
5.2.3 Agriculture and Forestry Resources Mitigation Measures	13
5.3 Air Quality	13
5.3.1 Summary of Prior Environmental Analysis	13
5.3.2 Air Quality Impacts Associated with Proposed Project	14
5.3.3 Air Quality Mitigation Measures.....	23
5.4 Biological Resources	23
5.4.1 Summary of Prior Environmental Analysis	23
5.4.2 Biological Resources Impacts Associated with Proposed Project.....	25
5.4.3 Biological Resources Mitigation Measures	26
5.5 Cultural Resources	27
5.5.1 Summary of Prior Environmental Analysis	27
5.5.2 Cultural Resources Impacts Associated with Proposed Project	28
5.5.3 Cultural Resources Mitigation Measures.....	29
5.6 Geology/Soils	30
5.6.1 Summary of Prior Environmental Analysis	30
5.6.2 Geology/Soils Impacts Associated with Proposed Project	31
5.6.3 Geology/Soils Mitigation Measures.....	32

5.7	Greenhouse Gas Emissions	32
5.7.1	Summary of Prior Environmental Analysis	32
5.7.2	Greenhouse Gas Emissions Impacts Associated with Proposed Project	33
5.7.3	Greenhouse Gas Emissions Mitigation Measures	35
5.8	Hazards and Hazardous Materials	35
5.8.1	Summary of Prior Environmental Analysis	35
5.8.2	Hazards and Hazardous Materials Impacts Associated with Proposed Project ..	38
5.8.3	Hazards and Hazardous Materials Mitigation Measures.....	40
5.9	Hydrology/Water Quality.....	41
5.9.1	Summary of Prior Environmental Analysis	41
5.9.2	Hydrology/Water Quality Impacts Associated with Proposed Project.....	43
5.9.3	Hydrology/Water Quality Mitigation Measures	45
5.10	Land Use and Planning.....	45
5.10.1	Summary of Prior Environmental Analysis	45
5.10.2	Land Use and Planning Impacts Associated with Proposed Project.....	46
5.10.3	Land Use and Planning Mitigation Measures	47
5.11	Mineral Resources	47
5.11.1	Summary of Prior Environmental Analysis	47
5.11.2	Mineral Resources Impacts Associated with Proposed Project	48
5.11.3	Mineral Resources Mitigation Measures.....	48
5.12	Noise	48
5.12.1	Summary of Prior Environmental Analysis	48
5.12.2	Noise Impacts Associated with Proposed Project	49
5.12.3	Noise Mitigation Measures.....	51
5.13	Population and Housing.....	51
5.13.1	Summary of Prior Environmental Analysis	51
5.13.2	Population and Housing Impacts Associated with Proposed Project.....	52
5.13.3	Population and Housing Mitigation Measures	53
5.14	Public Services.....	53
5.14.1	Summary of Prior Environmental Analysis	53
5.14.2	Public Services Impacts Associated with Proposed Project.....	54
5.14.3	Public Services Mitigation Measures	54
5.15	Recreation.....	54
5.15.1	Summary of Prior Environmental Analysis	54
5.15.2	Recreation Impacts Associated with Proposed Project	55
5.15.3	Recreation Mitigation Measures	56
5.16	Transportation	56
5.16.1	Summary of Prior Environmental Analysis	56
5.16.2	Transportation Impacts Associated with Proposed Project	57
5.16.3	Transportation Mitigation Measures.....	61
5.17	Utilities and Service Systems	62
5.17.1	Summary of Prior Environmental Analysis	62
5.17.2	Utilities and Service Systems Impacts Associated with Proposed Project	63
5.17.3	Utilities and Service Systems Mitigation Measures.....	64
6.0	CEQA DETERMINATION.....	64
7.0	REFERENCES.....	66

LIST OF TABLES

<u>No.</u>	<u>Title</u>	<u>Page</u>
	Table 1: Neighboring Land Uses	5
	Table 2: Maximum Unmitigated Construction Emissions (lbs/day)	16
	Table 3: Maximum Unmitigated Operational Emissions (lbs/day)	17
	Table 4: Operational GHG Emissions	32
	Table 5: Project Trip Generation	56
	Table 6: Existing and Existing Plus Project Intersection Levels of Service	56
	Table 7: Cumulative and Cumulative Plus Project Intersection Levels of Service	57

LIST OF APPENDICES

A	Figures
B	Air Quality/ Greenhouse Gas Emissions Assessment
C	Biological Resource Reports
D	Cultural Resources Assessment
E	Transportation Impact Study
F	Phase II Environmental Site Assessment Report
G	Noise Report

ACRONYMS AND ABBREVIATIONS

AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ADT	Average Daily Trip
amsl	above mean sea level
APN	Assessor's Parcel Number
BAAQMD	Bay Area Air Quality Management District
BAU	Business as Usual
BMP	Best Management Practices
C-2	Retail Business
CARB	California Air Resources Board
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CalTLC	California Tree and Landscape Consulting, Inc.
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CCI	Consolidated Communications
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CIP	Capital Improvement Plan
CO	Carbon monoxide
CO ₂	Carbon dioxide
COC	Contaminants of Concern
CRA	Cultural Resources Assessment
CY	cubic yards
DBH	Diameter at Breast Height
DTSC	Department of Toxic Substances Control
Du/ac	Dwelling units per acre
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
ESL	Environmental Screening Levels
GHG	Greenhouse Gas
HDR	High-Density Residential
HVAC	Heating, Ventilation, and Air Conditioning
IS/MND	Initial Study/Mitigated Negative Declaration
kW	kilowatt

ACRONYMS AND ABBREVIATIONS (cont.)

LOS	Level of Service
MM	Mitigation Measure
MT	Metric Tons
NAHC	Native American Heritage Commission
NCIC	North Central Information Center
NPDES	National Pollutant Discharge Elimination Service
NSLU	Noise Sensitive Land Uses
OA	Open Area
PCAPCD	Placer County Air Pollution Control District
PCFCWCD	Placer County Flood Control and Water Conservation District
PD-16	Planned Development, 16 units per acre
PD-17	Planned Development, 17 units per acre
PD-R	Planned Development, Residential
PG&E	Pacific Gas and Electric
PM	Particulate Matter
PRC	Public Resources Code
R-C	Recreation Conservation
RC	Retail Commercial
REC	Recognized Environmental Conditions
ROG	Reactive Organic Gases
RWQCB	Regional Water Quality Control Board
Sf	square feet
SFRWQCB	San Francisco Regional Water Quality Control Board
SIP	State Implementation Plan
SLF	Sacred Lands File
SMAQMD	Sacramento Metropolitan Air Quality Management District
SPMUD	South Placer Municipal Utility District
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TIM	Traffic Impact Mitigation
TIS	Transportation Impact Study
TPH	Total Petroleum Hydrocarbons
USFWS	United States Fish and Wildlife Service
UST	Underground Storage Tank

ACRONYMS AND ABBREVIATIONS (cont.)

VIMS	Vapor Intrusion Mitigation System
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WRL	Western Regional Landfill
WTP	Water Treatment Plant

1.0 INTRODUCTION

The City of Rocklin (City) General Plan was updated in 2012 and consists of a program that provides for orderly and systematic development of lands throughout the City while ensuring the provision of necessary public services to support proposed land use development. In 2015 the City approved the Sunset Hills Townhomes project on a portion of the current subject project site located on the west side of South Whitney Boulevard. This project went unrealized and in 2016 an additional project on a portion of the current project site located on the east side of South Whitney Boulevard was considered and approved by the City (the South Whitney Mixed Use Townhomes and Medical Center). Likewise, this development failed to materialize and the current project applicant, Whitney Sunset 84, LLC, is seeking entitlements from the City's Community Development Department for the proposed project, detailed in the Description of Proposed Project section of this document (Section 4.2) below.

The City, as the Lead Agency under the California Environmental Quality Act (CEQA), has determined that the Whitney Walk Residential Project (proposed project) does not trigger the need for supplemental or subsequent review under Section 15162 of CEQA Guidelines, as detailed below. Therefore, the proposed project is the subject of this Addendum, prepared pursuant to Section 15164 of the CEQA Guidelines.

The CEQA Guidelines Sections 15162 and 15164 require either the Lead Agency or a Responsible Agency to prepare an Addendum to a certified Initial Study/Mitigated Negative Declaration (IS/MND) or Environmental Impact Report (EIR) if some changes or additions are necessary, but none of the conditions described in Section 15162 of the CEQA Guidelines calling for preparation of a subsequent environmental document have occurred (refer to the discussion below regarding criteria described in Section 15162). The purpose of this Addendum is to document that no new significant impacts, nor a substantial increase in the severity of previously identified significant impacts, would result from the proposed project as described in this Addendum, relative to the project as analyzed in the 2015 Sunset Hills Townhomes IS/MND and 2016 South Whitney Mixed Use Townhomes and Medical Center IS/MND.

Sections 15162 and 15164 of the CEQA Guidelines state that an Addendum to a previously certified EIR or IS/MND may be prepared for a project if the criteria summarized below are satisfied:

- **No Substantial Project Changes.** There are no substantial changes proposed in the project which will require major revisions of the previous EIR or IS/MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- **No Substantial Change in Circumstances.** No substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or IS/MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- **No New Information of Substantial Importance.** There is no new information of substantial importance, which was not known or could not have been known with the exercise of reasonable diligence at the time the previous EIR or IS/MND was certified as complete, which shows any of the following: the project will have one or more significant effects not discussed in the previous EIR or IS/MND; significant effects previously examined will be substantially more severe than shown in the previous EIR or IS/MND; mitigation measures or alternatives

previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or mitigation measures or alternatives which are considerably different from those analyzed in the EIR or IS/MND would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

An Addendum need not be circulated for public review but can be included in or attached to the adopted EIR or IS/MND. The decision-making body shall consider the Addendum with the adopted EIR or IS/MND prior to making a decision on the project.

2.0 PROJECT BACKGROUND

This section summarizes the findings of the 2012 Rocklin General Plan EIR as well as of two previously adopted IS/MNDs that tier off the 2012 General Plan EIR and addressed the proposed development of this project site: The 2015 Sunset Hills Townhomes IS/MND (2015 Sunset Hills IS/MND) and the 2016 South Whitney Mixed Use Townhomes and Medical Center IS/MND (2016 South Whitney IS/MND).

2.1 2012 CITY OF ROCKLIN GENERAL PLAN ENVIRONMENTAL IMPACT REPORT

The 2012 General Plan EIR provided an environmental analysis for the proposed General Plan Update, which included the Sixth Amendment to the Redevelopment Plan for the Rocklin Redevelopment Project. This General Plan Update replaced the previously adopted 1991 General Plan. The General Plan EIR determined that impacts related to air quality, aesthetics/light and glare, transportation and circulation, noise, cultural and paleontological resources, biological resources, climate change, and greenhouse gases would remain significant and unavoidable. The General Plan EIR was certified by the City Council on October 9, 2012.

2.2 2015 SUNSET HILLS TOWNHOMES INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

The 2015 Sunset Hills Townhomes IS/MND (2015 Sunset Hills IS/MND) addressed the development of 26 residential building lots. The project would also remove the existing driveway access to the Sunset Rocklin Townhomes off of Chalmette Court and would provide a new access route from South Whitney Boulevard through the project site to the Sunset Rocklin Townhomes containing 148 air space condominium units and two common area lots on an approximately 11.2-acre site generally located at the southwesterly corner of the intersection of Sunset Boulevard and South Whitney Boulevard, on Assessor's Parcel Numbers (APNs) 045-021-028 (now 016-210-011) and 016-240-044. It was anticipated that site development would involve some clearing and grading of the site, trenching and digging for underground utilities and infrastructure, and ultimately the construction of new roadways, driveways, buildings, and landscaping. It was also anticipated that the project would require the approval of General Development Plan/Rezone, Tentative Subdivision Map, Design Review and Oak Tree Preservation Plan Permit entitlements from the City of Rocklin, changing the zoning from Retail Business (C-2) to Planned Development, 17 units per acre (PD-17) and Open Area (OA).

The 2015 IS/MND serves the function of a written checklist or similar device documenting the extent to which the environmental effects of the proposed Sunset Hills Townhomes project were covered in the 2012 program EIR for the General Plan. The City concluded that the impacts of the project as described in the 2015 IS/MND 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 that prior document, the City required the preparation of additional site-specific studies. The Sunset Hills Townhomes IS/MND was adopted by the City on June 9, 2015.

2.3 2016 SOUTH WHITNEY MIXED USE TOWNHOMES AND MEDICAL CENTER INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

The 2016 South Whitney Mixed Use Townhomes and Medical Center IS/MND (South Whitney IS/MND) addressed the development of a mixed-use community consisting of townhomes in four buildings totaling 20 units and approximately 47,104 square feet and a medical office building totaling approximately 7,891 square feet, with associated landscaping, parking and signage collectively on a 2.8-acre site generally located on the southeast side of South Whitney Boulevard, between Sunset Boulevard and Bryce Way on APN 016-240-039. It was anticipated that this project would require Design Review, Tentative Subdivision Map, General Plan Amendment, Rezone, General Development Plan and Oak Tree Preservation Plan entitlements. This was anticipated to require changing the General Plan designation from Retail Commercial (RC) to High Density Residential (HDR), RC, and Recreation-Conservation (R-C), as well as changing the zoning from C-2 to Planned Development Residential 16 units per acre (PD-16), OA, and C-2.

Similarly, to the 2015 Sunset Hills Townhomes IS/MND, the 2016 South Whitney Mixed Use Townhomes and Medical Center IS/MND serves the function of a written checklist or similar device documenting the extent to which the environmental effects of the project were covered in the 2012 program EIR for the General Plan. The City concluded that the impacts of the project as described in the 2016 IS/MND 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 that prior document, the City required the preparation of additional site-specific studies. The South Whitney Mixed Use Townhomes and Medical Center IS/MND was adopted by the City on June 7, 2016.

The 2015 Sunset Hills Townhomes IS/MND and 2016 South Whitney Mixed Use Townhomes and Medical Center IS/MND tier off of the 2012 General Plan EIR, which evaluates the effects of General Plan implementation at a program level for all environmental topics. The 2015 Sunset Hills Townhomes IS/MND and 2016 South Whitney Mixed Use Townhomes and Medical Center IS/MND comprehensively addressed the potential environmental effects of the development of medium and high-density housing as well as a Medical Center, and combined cover an area that includes the proposed Whitney Walk project site (the proposed Whitney Walk Residential project site does not propose development on the entirety of the previously approved South Whitney Mixed Use Townhomes and Medical Center project site). The Revised Project would include construction of medium and high-density residential, consistent with the General Plan Amendment and Rezone included as part of the 2015 and 2016 IS/MNDs, and would be located on a project site previously analyzed under the 2015 and 2016 IS/MNDs. Thus, the proposed Whitney Walk Residential project would be consistent with the previously certified IS/MNDs. Further details of the proposed Whitney Walk project are provided in Section 4.0, Project Location and Description.

3.0 PURPOSE OF GENERAL DEVELOPMENT PLAN

A General Development Plan is a planning document that defines, in detail, the development criteria for a project area. Chapter 17.60 of the Rocklin Municipal Code establishes the Planned Development process as a “means to provide for greater flexibility in environmental design than is provided under the strict application of the zoning and subdivision ordinances.” With that intent, the Sunset Hills Townhomes General Development Plan (PDG2013-0003) and the South Whitney Mixed Use General Development Plan (PDG2015-0005) were previously crafted for the project site to establish allowed uses and development standards for the PD-R and OA zones as well as to address compatibility of the development with the surrounding residential and commercial projects by establishing design standards. More specifically, the General Development Plans and zone changes previously approved for the project site were developed to make the zoning of the property consistent with the General Plan designations; encourage a creative and more efficient approach to the use of land; maximize the choice in the type of housing available in Rocklin; and provide adequate protection of the environment and of the health, safety, and comfort of the residents of the City.

The Sunset Hills Townhomes and South Whitney Mixed Use General Development Plans serve as the regulatory land use document for the project area. The Sunset Hills Townhomes General Development Plan covers an approximately 11.2 gross acre site generally located at the southwest corner of South Whitney Boulevard and Sunset Boulevard (APNs 016-210-011 and 016-240-044), and the South Whitney Mixed Use General Development plan covers an approximately 2.81 gross acre site generally located on the southerly side of South Whitney Boulevard between Sunset Boulevard and Bryce Way (APN 016-240-039). The General Development Plans created a new residential zone district, applied the PD-R and OA zone districts to the property, and established residential development criteria for the proposed PD-R zoning designation. A new General Development Plan for the proposed Whitney Walk project is being developed, and would supersede the Sunset Hills Townhomes General Development Plan as well as a portion of the South Whitney Mixed Use General Development Plan. This General Development Plan covers the entire 12.99-acre Whitney Walk project site and would not change the PD-R and OA zoning. All provisions of the Zoning Ordinance (Title 17 of the Rocklin Municipal Code) apply to this project unless otherwise specified in the General Development Plans.

4.0 PROJECT LOCATION AND DESCRIPTION

4.1 PROJECT LOCATION

The proposed Whitney Walk Residential project site is located within the City of Rocklin (City), Placer County, California, at the southwest corner of Sunset Boulevard and South Whitney Boulevard. The proposed project site consists of 12.99±acres on three parcels (APNs 016-240-044, 016-210-011, and a portion of 016-240-039). The proposed project would be constructed on land that is currently vacant. Refer to Figure 1 for the site and vicinity map and Figure 2 for the aerial map (Note: All figures are located in Appendix A).

The project site is relatively flat with elevations ranging from 206 feet (ft) to 296 ft above mean sea level (amsl), and is located within an area characterized primarily by residential and commercial development, and also open space. The project site is surrounded by Sunset Boulevard, commercial uses, and single-family detached unit residences to the north; open space associated with Antelope

Creek, commercial uses, and apartments to the east; Bryce Way and single-family detached and attached residences to the south; and Chalmette Court, Pinnacles Drive, townhomes, and single-family detached residences to the west. South Whitney Boulevard runs north to south through the project site. Neighboring land uses are summarized in Table 1, *Neighboring Land Uses*.

Table 1: Neighboring Land Uses

Direction	Land Use
North	Sunset Boulevard, Restaurant/Cafes, Single-Family Detached Residences, Retail
East	Open Space, Apartment Communities, Retail
South	Bryce Way, Single-Family Attached and Detached Residences
West	Chalmette Court, Pinnacles Drive, Rocklin Sunset Townhomes, Single-Family Detached Residences

The General Plan land use designation for the three currently vacant parcels is: High-Density Residential (HDR) for APN 016-240-044; HDR and Recreation-Conservation (R-C) for APN 016-210-011; and HDR, R-C, and Retail Commercial (RC) for APN 016-240-039. The purpose of HDR designated areas is to provide areas for multi-family homes, conveniently near commercial uses, employment centers, arterial and collector streets and other intensive uses. HDR designated places are characterized as areas of multi-family development in close proximity to commercial and public facilities, arterial and collector streets, and other intensive uses, and should have a density of at least 15.5 dwelling units per acre (du/ac) with a population of at least 40 du/ac (City 2012).

The zoning designation for APN 016-240-044 is Planned Development – Residential (PD-R), for APN 016-210-011 is PD-R and Open Area (OA), and for APN 016-240-039 is PD-R, OA, and Retail Business (C-2). The PD zone is intended to provide the means for greater creativity and flexibility in environmental design than is provided under the strict application of the zoning and subdivision ordinances, while at the same time protecting the public health, safety and welfare and property values. Various land uses may be combined in a planned development zone including combinations of residential, commercial, industrial, utility, institutional, educational, cultural, recreational and other uses, provided the combination of uses results in a balanced and stable environment. In order for a zone to be considered PD, an application is submitted in the form of a general development plan, which would include a map of proposed boundaries and patterns of land use complete with acreage, residential density, and intensity for nonresidential uses.

The proposed Whitney Walk Residential project would be primarily located on PD zoned land and has been designated for future residential use (PD-R) in accordance with City of Rocklin Ordinance Nos. 1036 and 1052. A General Development Plan covering the entire 12.99-acre Whitney Walk project site is being prepared and would not change the future zoning designations of PD-R and OA.

4.2 DESCRIPTION OF PROPOSED PROJECT

The proposed Whitney Walk Residential project includes the development of a total of 170 single-family detached and attached units (each on individual lots) on 12.99-acres, with 140 units on parcels 016-210-011 and 016-240-044 (west of South Whitney Boulevard), and 30 units on parcel 016-240-039 (east of South Whitney Boulevard). The proposal includes private driveways, alleys, parking, open space and landscaping including two drainage basins.

4.2.1 Proposed Project Components

4.2.1.1 Residential Units

The 2015 Sunset Hills IS/MND proposed the development of 26 building lots on an 11.2-acre site containing 148 condominium units and two common area lots, while the 2016 South Whitney IS/MND proposed the construction and operation of a mixed-use development on a 2.8-acre site consisting of four buildings totaling 20 units as well as an approximately 7,891-sf medical office building. Combined, the two IS/MNDs proposed 168 units.

For the Whitney Walk project, the 170 proposed residential lots would range in lot size from 1,885 sf to 2,654 sf and would consist of 60 single-family detached units and 110 single-family “duet”, or attached, units. A single-family duet unit is a type of residential housing consisting of two individually owned units attached by a common wall. The project as a whole would have a proposed density of 16.4 dwelling units per acre (du/ac). Parcels 016-210-011 and 016-240-044 would be developed with 60 detached units, 80 duet units, and open space (Lot T) while parcel 016-240-039 would be developed with 30 duet units and open space (Lot J).

The single-family detached units would have 2-car garages with a courtyard option, while the single-family duet units would have one 2-car garage per unit. Seven single-family detached units would have driveways that are more than 20 feet long; remaining driveways would have 2-to 4-foot-long driveways off of the proposed private alleyways. The floorplans for all units would include a full kitchen, living space, bedroom(s), bathroom(s), and indoor storage, and the units would be separated by private, 22-foot-wide concrete private alleys and 4-to 5-foot-wide sidewalks. The project would no longer include mixed-use development or a medical office building. The project design would be consistent with existing City development standards set forth in the City’s Zoning Ordinance as well as the City’s Design Review Guidelines. A site plan is included as Figure 1, showing the layout of the proposed project components.

4.2.1.2 Building Height

The proposed Whitney Walk General Development Plan identifies the maximum building height within the PD-R zoning district to be 35 feet for single-family detached units and 40 feet for duet units without a use permit, and 50 feet with a use permit. The proposed units would be 2- and 3-stories, and would be less than 30-feet to the building eave, with the ridge of the roof approximately 35-38-feet tall.

4.2.1.3 Landscaping

There would be approximately 102,582-square feet (sf) of open space on the project site, and 93,263-sf would be landscaped. Two bioretention basins (A and B) would be constructed as part of the Whitney Walk Residential project, with one being located in Lot K and the other located in Lot Q. As shown in the Figure 3, Lots K-S, and U-Z would be dedicated to landscaping, Lot J would be dedicated to 17,662-sf (0.40-acre) open space, and Lot T would be dedicated to 84,920-sf (1.95-acres) of open space.

Each proposed residential lot would include a landscaped area, and all landscaped areas would include low water use plants to conserve water. A total of 128 trees are located on the project site, with 127 of those being oak trees. The oak tree species include interior live oak, valley oak, and blue oak. A total of 49 oak trees are proposed to be removed. The remaining 79 trees are proposed to remain on the project site and be incorporated into the project design.

4.2.1.4 Access and Circulation

Regional access to the project would be provided by US Interstate (I-) 80 and State Route (SR-) 65. The I-80/Pacific Street/Taylor Road interchange is approximately 1.3-miles south of the site and the SR-65/Galleria Boulevard/Stanford Ranch Boulevard interchange is approximately 0.78-miles southwest of the site. Primary vehicle access to the units on the western side of South Whitney Boulevard would be from the proposed 46-foot (ft) wide access driveway labeled Street A off South Whitney Boulevard, the proposed 46-ft-wide access driveway labeled Street B off Chalmette Court, and two proposed 22-ft-wide alleys labeled Alley 1 and Alley 2 off Chalmette Court. Primary vehicle access to the units on the eastern side of South Whitney Boulevard would be from the 22-ft-wide Alleys 8 and 9 off South Whitney Boulevard. Proposed Street A and Street B would be the main internal drive aisles that would connect to Alleys 1-7. Alleys 8 and 9 would be directly accessed by South Whitney Boulevard. All of the proposed streets and alleys on the project site will be private.

Primary pedestrian access to the project site would be from 4-foot-wide sidewalks constructed alongside the proposed Streets A and B, which would connect to the existing sidewalk and pedestrian infrastructure surrounding the proposed project site. The proposed project would construct sidewalk, curb, and gutter along its frontage and the southern side of Sunset Boulevard to connect to the City planned sidewalk from the project limits to Coronado Street. Standard crosswalks exist on all approaches at Intersection #2 (Sunset Boulevard at South Whitney Boulevard).

An existing bus stop is located at South Whitney Boulevard and Sunset Boulevard fronting the project site. This bus stop is served by Placer County Transit Route 20 fixed route bus service which serves Lincoln and Rocklin with service at one-hour headways Monday through Saturday. Rocklin Dial-a-Ride demand response transit service serves the area as well.

4.2.1.5 Parking

The parking standard identified in the project's General Development Plan is two covered parking spaces per unit. The proposed project would include 340 private garage spaces (120 single family detached and 220 duet attached), 14 driveway spaces, 68 on-street parking stalls on the internal roadways (all resident and visitor stalls), and 4 off-street stalls. Each single-family detached and duet units would have 2 garage spaces, and the 7 single-family detached units would have driveways that are more than 20 feet long (providing 14 parking spaces). The proposed garages on the project site would also provide bicycle storage. Additionally, existing parking along the north and east sides of Chalmette Court would be signed "No Parking" due to the proposed private alley and street connections.

4.2.1.6 Fencing and Signage

Proposed open view fencing and a rockery retaining wall would be located along the western boundary of the residential units, adjacent to the open space area on the western side of the project site. Proposed open view fencing would be located in the northwestern corner of the project site, and along the northern project boundary, parallel to Sunset Boulevard. A proposed 6-ft-tall retaining wall would be located in the northeastern corner of the western portion of the project site, adjacent to the shared property line with the existing retail use at the southwest intersection of Sunset Boulevard and South Whitney Boulevard.

Another 6-ft-tall retaining wall would be located on the southern side of the residential units located on the eastern side of South Whitney Boulevard. Proposed post and cable fencing would be located on the

eastern boundary of the residential units, adjacent to the open space area located on the eastern side of the project site.

No signage is proposed with this application.

4.2.1.7 Utilities

Water

Water service would be extended into the project site by connecting to the existing 16-inch water main off of South Whitney Boulevard and the existing 12-inch to 6-inch water main off of Chalmette Court. The proposed project would construct a new 10-inch water main underneath Streets A and B connecting to both existing water mains to serve the units on the western side of South Whitney Boulevard, while a new 12-inch water main would connect to the existing 16-inch water main on South Whitney Boulevard to serve the units on the eastern side of South Whitney Boulevard. Another new 6-inch water main would be constructed at the western edge under South Whitney Boulevard. Placer County Water Agency (PCWA) would provide water services to the project site.

Existing fire hydrants are located on the western side of South Whitney Boulevard, at the intersection of South Whitney Boulevard and Chalmette Court, and at the end of Chalmette Court. Proposed fire hydrants would be located on the eastern side of South Whitney Boulevard, at the intersection of the proposed Streets A and B, at the intersection of Street A and Alley 4, and along Street B near the intersection with Chalmette Court.

Wastewater

Existing sewer lines occur along Chalmette Court and South Whitney Boulevard that would serve the project site. A new sewer service manhole would be constructed at the existing 6-inch sewer service lines, and the proposed project would install a new sewer main along Alleys 1-9 and Street A which would provide service to each proposed residential unit through sewer tie-ins. South Placer Municipal Utility District (SPMUD) would provide sanitary sewer services to the project site.

Stormwater

Existing stormwater mains serving the project site are located on Chalmette Court and along the western side of South Whitney Boulevard. An additional storm drain exists within the 12-foot-wide public access and public utility easement located immediately north of proposed Lot K. The proposed project would install a proposed storm drain to run along Street A and B, ultimately connecting to Bioretention Basin A. The proposed project would also include installation of a new drain inlet in Bioretention Basin B. Storm drains would be maintained by the City.

Solid Waste

Recology™ would provide garbage collection services to the project site. The residential units would be served by individual wheeled trash receptacles that would be collected by Recology™ on a weekly basis from the alleys separating each row of units.

Electrical/ Telecommunications

Gas, electricity, and communication services would be provided to the proposed project site via existing gas, communication, and overhead utility lines. Gas and electricity services would be provided by Pacific Gas & Electric (PG&E), telephone services would be provided by Consolidated Communications (CCI), and cable would be provided by Astound Broadband™.

The project design incorporates sustainable features consistent with the California Green Building Standards Codes (CALGreen). The project would be all electric, tie into existing PG&E lines, and include the installation of on-site solar electricity generation. .

4.2.1.8 Project Construction

Construction would commence in spring 2026 with construction completed by early winter 2027. Project construction activities would include demolition, site preparation, grading, underground utilities (trenching), paving, building construction, and architectural coating. Demolition would include an existing sidewalk on Chalmette Court. Per the project engineer, 22,500-cubic yards (CY) of soil would be exported during grading. It is assumed that construction equipment would be staged on the project site, and that construction would occur five days per week with equipment operating for up to eight hours per day.

4.2.2 Entitlement Requirements

The following entitlements are required to implement the proposed project:

- Establishment of the Whitney Walk General Development Plan to replace the Sunset Hills Townhomes General Development Plan (PDG2013-03 and Z2013-04) and incorporate the portion of the parcel currently within the South Whitney Mixed Use General Development Plan (PDG2015-0005 and Z2014-0009) into the new General Development Plan. This would include removing the properties from each of those existing General Development Plan areas.
- Tree Preservation Plan Permit
- Tentative Map
- Lot Line Adjustment
- Design Review of the site design, architecture, and landscaping for this project.

4.3 PREVIOUSLY DISCLOSED IMPACTS

As disclosed in the 2012 General Plan EIR, implementation of the City of Rocklin General Plan will result in **significant and unavoidable** impacts on air quality, aesthetics/light and glare, transportation and circulation, noise, cultural and paleontological resources, biological resources, and climate change and greenhouse gases. Land use, geology and soils, human health hazards, hydrology, population and housing, public services, utilities and service systems, and water resources were also analyzed in detail in the 2012 General Plan EIR; however, the project was determined to have a **less than significant** impact on these issue areas, with no mitigation required. Additionally, energy and wildfire were added

as environmental issue areas after the release of the 2012 General Plan EIR, and therefore were not discussed in the General Plan EIR.

As disclosed in the 2015 Sunset Hills Townhomes IS/MND, implementation of the Sunset Hills Townhomes project would result in **no impact** on agricultural resources and **less than significant** impacts on aesthetics, air quality, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation and traffic, and utilities and service systems, with no mitigation required. Biological resources and cultural resources were also analyzed in detail and were determined to have a **less than significant impact with mitigation**, while mineral resources were determined to have been adequately analyzed in the General Plan EIR with no further analysis required.

As disclosed in the 2016 South Whitney Mixed Use Townhomes and Medical Center IS/MND, implementation of the South Whitney Townhomes project would result in **no impact** on agricultural resources and **less than significant** impacts on aesthetics, air quality, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation and traffic, and utilities and service systems, with no mitigation required. Biological resources and cultural resources were also analyzed in detail and were determined to have a **less than significant impact with mitigation**, while mineral resources were determined to have been adequately analyzed in the General Plan EIR with no further analysis required.

The proposed project would not result in changes to any of the prior conclusions, as described below under Environmental Analysis.

5.0 ENVIRONMENTAL ANALYSIS

This Addendum includes the following analysis to demonstrate that environmental impacts associated with the proposed project are consistent with those disclosed in the 2015 and 2016 IS/MNDs.

5.1 AESTHETICS

5.1.1 Summary of Prior Environmental Analysis

As a “program EIR” under CEQA Guidelines section 15168, the 2012 General Plan EIR analyzed the anticipated impacts that would occur to the visual character of the General Plan Area as a result of the future urban development that was contemplated by the General Plan. The General Plan EIR found that implementation of the 2012 General Plan would have no impact on scenic vistas or state scenic highways since there are no designated scenic vistas or officially designated state scenic highways in the City or General Plan Area. The General Plan EIR concluded, however, that implementation of the 2012 General Plan would have significant and unavoidable impacts on the existing visual quality and would create a new source of substantial light or glare. Mitigation measures to address these impacts were incorporated into the General Plan in the Land Use and the Open Space, Conservation, and Recreation Elements as goals and policies, and included 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 uses. The General Plan EIR ultimately determined that impacts to aesthetic resources would be significant and unavoidable.

The 2015 Sunset Hills IS/MND tiered off of the General Plan EIR, and found that implementation of the 2015 Sunset Hills Townhomes project would have no impact on scenic vistas or state scenic highways as there are no designated scenic vistas or officially designated state scenic highways within the City or on the Sunset Hills Townhomes project site. The 2015 IS/MND went on to determine that while the Sunset Hills Townhomes project required approval of a rezone and would change the visual nature of the project site, the change in the aesthetics of the visual nature or character of the site and its surroundings would be consistent with development anticipated by the City's General Plan. The 2015 IS/MND also included 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, to serve as uniformly applied development policies and standards or conditions of approval for the Sunset Hills Townhomes project to ensure consistency with the General Plan. Thus, since the Sunset Hills project site would be developed with typical urban uses that are consistent and compatible with surrounding existing and anticipated future development, the IS/MND concluded that implementation of the Sunset Hills Townhomes project would have a less than significant impact on the existing visual quality and that there would be no new impact compared to what was analyzed in the City's General Plan EIR.

The 2016 South Whitney IS/MND also tiered off of the General Plan EIR, and found that implementation of the South Whitney Mixed Use project would have no impact on scenic vistas or state scenic highways as there are no designated scenic vistas or officially designated state scenic highways in the or on the South Whitney project site. The 2016 IS/MND went on to determine that the change in the aesthetics of the visual nature or character of the site and the surroundings from implementation of the South Whitney project is consistent with the surrounding development and the future development that is anticipated by the City's General Plan. The 2016 IS/MND concluded that the South Whitney project does not result in a change to the General Plan EIR finding because the site would be developed with typical urban uses that are consistent and compatible with surrounding existing and anticipated future development, and there would be a less than significant impact to aesthetic resources with no new impact compared to what was analyzed in the General Plan EIR.

5.1.2 Aesthetics Impacts Associated with the Proposed Project

The 2012 General Plan EIR states that there are no designated scenic vistas in the City. Because recognized or recorded scenic vistas or views, as defined in the CEQA Guidelines, do not exist in the project area, the proposed project is not anticipated to impact scenic vistas or viewsheds. The project site is not located near a state scenic highway or other designated scenic corridor; therefore, impacts to these resources would not be anticipated.

While new and/or increased sources of light and glare would be introduced to the project area, the proposed project would be anticipated to change the visual nature or character of the site and its surroundings in a manner generally anticipated by, and consistent with, urbanization considered in the General Plan. The surrounding area is developed with retail commercial and residential uses. As described in Section 2.0, Project Background, APNs 016-210-011 and 016-240-044 are part of the Sunset Hills Townhomes General Development Plan and were covered by the 2015 IS/MND, while APN 016-24-039 is part of the South Whitney Mixed Use General Development Plan and was covered in the 2016 IS/MND. The Sunset Hills Townhomes project proposed a residential development containing 148 2- to 3-story condominium units and two common area lots, and the Whitney Walk Residential project proposes a residential development containing 140 single-family 2- to 3-story townhome units on APNs 016-210-011 and 016-240-044. The South Whitney Mixed Use project proposed 20 units in four 2- to 3-

story townhome buildings as well as an approximately 7,891-sf medical office building on APN 016-240-039. The Whitney Walk Residential project proposes 30 single-family duet units in 2- to 3-story townhome buildings on 1.28 acres of the parcel. The remainder of the parcel would not be part of the proposed Whitney Walk Residential project.

The proposed Whitney Walk Residential project would have a residential density of 16.7 dwelling units per acre (du/ac), consistent with the 15.5 minimum du/ac established for the PD-R zone in City Ordinances No. 1036, 1052, and the proposed General Development Plan for the Whitney Walk Residential project. Thus, development of the proposed project would not result in new significant aesthetic impacts greater than those identified in the 2015 or 2016 IS/MNDs. Additionally, the proposed residences would be designed and constructed to match the visual character of surrounding residential and commercial developments. Construction of the proposed project would not interfere with scenic corridors or scenic highways.

Although the proposed project would result in an increase in nighttime lighting at the site, the proposed Whitney Walk Residential community would not significantly worsen lighting impacts over what was identified in the 2015 or 2016 IS/MNDs. As a part of the design and development review process for this project, the City will require that “all exterior lighting shall be designed and installed to avoid adverse glare on adjacent properties. Cut-off shoebox type lighting fixtures, or equivalent, shall be used and mounted such that all light is projected directly toward the ground. The lighting design plan shall be approved by the Director of Community Development for compliance with this condition.” Adherence to the design and development review process standards would minimize light and glare impacts to a less than significant level. Additionally, compliance with the City’s Design Review Guidelines, Zoning Ordinance, and General Plan policies would ensure visual compatibility with existing development. 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. Therefore, aesthetics impacts would be less than significant, and the proposed project would not result in more significant aesthetics impacts than what was evaluated in the 2015 or 2016 IS/MNDs.

5.1.3 Aesthetics Mitigation Measures

No mitigation measures from the 2015 or 2016 IS/MNDs apply to the proposed project.

5.2 AGRICULTURE AND FORESTRY RESOURCES

5.2.1 Summary of Prior Environmental Analysis

Impacts to agricultural resources were not discussed in the 2012 General Plan EIR, but were analyzed in the 2015 and 2016 IS/MNDs. The 2015 Sunset Hills IS/MND tiered off of the General Plan EIR, and found that implementation of the 2015 Sunset Hills Townhomes project would have a less than significant impact on prime farmland, unique farmland, farmland of statewide importance, Williamson Act contracts, forest land, or timberland. The 2016 South Whitney IS/MND also tiered off of the General Plan, and found that implementation of the 2016 South Whitney Townhomes project would have no impact on agricultural or forestry resources.

The 2015 IS/MND determined that APNs 016-210-011 and 016-240-044 are not considered prime farmland, agricultural or forestry lands. The IS/MND analyzed that the proposed Sunset Hills

Townhomes project would not result in the conversion of designated prime farmlands to non-agricultural use, nor would it result in the conversion of forest land to non-forest use. Additionally, the Sunset Hills Townhomes project site is zoned for urban land uses and is not located adjacent to land in productive agriculture or lands zoned for agricultural uses or timberland production, and would not conflict with Williamson Act contracts. Thus, the IS/MND concluded that the proposed project would have a less than significant impact on agricultural and forestry resources and no mitigation would be required.

The 2016 IS/MND determined that APN 016-240-039 is not prime farmland, active agricultural, or forestry land. The site has not been in active agricultural use for more than 20 years, and has been zoned for urban development for more than 10 years. Therefore, the IS/MND analyzed that the proposed South Whitney Townhomes project would not result in the conversion of designated prime farmlands to non-agricultural use, nor would it result in the conversion of forest land to non-forest use. Additionally, the project site is not located adjacent to land in productive agriculture or lands zoned for agricultural uses or timberland production. Thus, the IS/MND concluded that the proposed South Whitney Townhomes project would have no impacts to agricultural and forestry resources and no mitigation would be required.

5.2.2 Agriculture and Forestry Resources Impacts Associated with the Proposed Project

Implementation of the proposed project would occur within the boundaries of the 2015 and 2016 IS/MNDs as described above, and would thus not be located on land considered as prime farmland, agricultural land, zoned for agricultural use, forest land, or under a Williamson Act contract. According to the Farmland Mapping and Monitoring Program of the California Department of Conservation, the proposed project site is classified as Urban and Built-Up Land and does not contain any Prime Farmland or Farmland of Statewide Importance (CDC 2025a). The proposed project site does not contain agricultural or forest land, and is not used or zoned for agricultural or timberland production. Implementation of the proposed project would have no impacts to agriculture and forestry resources, and the proposed project would have no new impacts compared to what was previously analyzed in the 2012 EIR or 2015 and 2016 IS/MNDs.

5.2.3 Agriculture and Forestry Resources Mitigation Measures

Because there would be no impacts to agriculture and forestry resources, no mitigation is required.

5.3 AIR QUALITY

5.3.1 Summary of Prior Environmental Analysis

As a “program EIR” under CEQA Guidelines section 15168, the 2012 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 2011). 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 2012 General Plan EIR concluded that, despite these goals and policies, significant air quality impacts would 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 General Plan and other development within the air basin as a whole would 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 2015 Sunset Hills IS/MND analyzed that construction activities associated with the Sunset Hills Townhomes project would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria air pollutants. However, the IS/MND determined that the project's short-term construction-related emissions would be below the PCAPCD thresholds of significance and that therefore, construction activities associated with the development of the proposed project would not substantially contribute to the PCAPCD's non-attainment status for ozone and PM. The IS/MND concluded that the project would be considered to have a less than significant impact associated with construction emissions. Additionally, the IS/MND analyzed that the proposed project's operational emissions are anticipated to be lower than that which could be generated by the level of development that was anticipated in the General Plan EIR. The IS/MND also concluded that sensitive receptors would not be exposed to significant levels of pollutant concentrations and impacts related to exposing sensitive receptors to substantial pollutants would be less than significant, and that the proposed project would not create objectionable odors nor would the future residents or of the project be substantially affected by any existing objectionable odors. The IS/MND included project-specific mitigation measures such as Mitigation Measure III.-1, requiring the prohibition of wood burning appliances, and Mitigation Measure III.-2, requiring payment of off-site mitigation fees. Overall, the IS/MND determined that compliance with the mitigation measures incorporated into the General Plan goals and policies and project-specific mitigation measures would reduce impacts to air quality to a less-than-significant level.

The 2016 South Whitney IS/MND analyzed that construction exhaust emissions would be generated from construction equipment, vegetation clearing and earth movement activities, construction workers' commute, and construction material hauling for the entire construction period, and that the aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria air pollutants. However, the IS/MND concluded that the South Whitney Townhomes project's short-term construction-related emissions are not anticipated to exceed the PCAPCD's significance thresholds for emissions of ROG, NO_x and PM₁₀, which means the proposed project would have less than significant construction-related impacts to air quality. No project-specific mitigation measures were included.

5.3.2 Air Quality Impacts Associated with Proposed Project

An Air Quality and Greenhouse Gas Impact Analysis was prepared to analyze potential air quality and greenhouse gas (GHG) emission impacts resulting from implementation of the Proposed Project (HELIX 2025). As discussed in the Air Quality and Greenhouse Gas Impact Analysis, implementation of the

proposed project would not significantly contribute to local emissions in the area during both construction and operation. Construction and operational emissions were calculated using the California Emissions Estimator Model (CalEEMod) version 2022.1.0 software. Modeling assumptions are provided in the technical report referenced as Appendix B, available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA. The estimated emissions are provided below.

5.3.2.1 Consistency with Air Quality Plans

The PCAPCD along with other local air districts in the Sacramento region are required to comply with and implement the State Implementation Plan (SIP) to demonstrate how and when the region can attain the federal ozone standards. Accordingly, the Sacramento Metropolitan Air Quality Management District (SMAQMD) prepared the *Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* in December 2008, with input from the other air districts in the region. The Placer County Air District adopted the Plan on February 19, 2009. California Air Resources Board (CARB) determined that the Plan meets Clean Air Act requirements and approved the Plan on March 26, 2009, as a revision to the SIP. An update to the Plan, the *Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* (2013 SIP Revisions), has been prepared and was approved and adopted on September 26, 2013. The *2013 Revisions to the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* (2013 Plan) have been submitted to the US Environmental Protection Agency as a revision to the SIP. Accordingly, the 2013 Plan is the applicable air quality plan for the proposed site. A project would conflict with, or obstruct, implementation of the 2013 Plan if that project generates greater emissions than what has been projected for the site in the emission inventory of the 2013 Plan. Both the 2015 Sunset Hills IS/MND and the 2016 South Whitney IS/MND analyzed this impact and determined that the proposed projects would not generate vehicle trips greater than the number that could be generated if the project site was built out per the Retail Commercial land use designation that was in place at the time that emission inventories were conducted for the 2013 Plan.

5.3.2.2 Construction Emissions

During construction of the proposed project, various types of equipment and vehicles would temporarily operate on the site. Construction-related emissions would be generated from construction equipment, vegetation clearing and earth movement activities, construction workers' commute, and construction material hauling for the entire construction period. Construction activities would include demolition, site preparation, grading, underground utilities (trenching), paving, building construction, and architectural coatings. Construction was assumed to occur five days per week with equipment operating for up to eight hours per day. Per the project engineer, 22,500-CY of soil would be exported during grading, and a water truck would be provided for fugitive dust control. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. The proposed project construction activities also represent sources of fugitive dust, which include particulate matter (PM) emissions. Estimated unmitigated construction-related emissions for the existing land use designation scenario and the proposed project are presented in

Table 2: Maximum Unmitigated Construction Emissions (lbs/day)

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Table 2: Maximum Unmitigated Construction Emissions (lbs/day)

	ROG	NO_x	PM₁₀
Maximum Daily Construction Emissions	9.8	35.9	6.3
PCAPCD Significance Threshold	82.0	82.0	82.0
Exceeds Threshold?	No	No	No

Source: CalEEMod (output data is provided in Appendix A of Appendix B); Thresholds PCAPCD 2017

ROG = reactive organic gas; NO_x = nitrogen oxides; PM₁₀ = particulate matter 10 microns or less in diameter

As shown in Table 2, the proposed project's construction-related emissions would be significantly below the applicable PCAPCD thresholds of significance for ROG, NO_x, and PM₁₀. Additionally, the City requires project applicants to sign the City's "Mitigation for Air Quality Impacts" form and agree that the mitigation measures listed on the form would be incorporated as part of the proposed project's description. An essential mitigation obligation is the preparation of a Construction Emission/Dust Control Plan in compliance with PCAPCD regulations. Therefore, prior to the construction of the proposed project, the project applicant would be required to prepare a Construction Emission/Dust Control Plan prior to commencement of any grading or building construction activities and would then be reviewed and approved by either the PCAPCD or the City Engineer. Additionally, the project would be required to comply with PCAPCD rules and regulations related to construction emissions.

Because the proposed project's estimated unmitigated construction emissions of ROG, NO_x, and PM₁₀ would be below the applicable PCAPCD thresholds of significance, construction activities associated with development of the proposed project would not contribute to the PCAPCD's nonattainment status for ozone. Accordingly, construction of the proposed project would not violate any ambient air quality standards (AAQS) or contribute substantially to an existing or projected air quality violation, and there would be a less than significant impact.

5.3.2.3 Operational Emissions

Operational emissions of ROG, NO_x, and PM₁₀ would be generated by the proposed project and would include mobile (transportation), area, energy, water/wastewater, solid waste, and refrigerants. Day-to-day activities, such as the future resident vehicle trips to and from the site, would make up the majority of the mobile emissions. Area sources include emissions from landscaping equipment, the use of consumer products, and the reapplication of architectural coatings for maintenance. Per the project engineer, the proposed project would be all electric and the project would not include fireplaces or wood stoves.

The maximum unmitigated operational emissions for the existing land use designation scenario and the proposed project are presented in

Table 3: Maximum Unmitigated Operational Emissions (lbs/day)

. As shown, the project's operational emissions of ROG, NO_x and PM₁₀ would be significantly below the applicable PCAPCD thresholds of significance. Accordingly, the project's operational emissions would not substantially contribute to the Placer County nonattainment status for ozone and PM₁₀, and the proposed project would have a less than significant impact.

Table 3: Maximum Unmitigated Operational Emissions (lbs/day)

	ROG	NO_x	PM₁₀
Maximum Daily Operational Emissions	7.1	5.1	9.2
PCAPCD Significance Threshold	55.0	55.0	82.0
Exceeds Threshold?	No	No	No

Source: CalEEMod (output data is provided in Appendix A of Appendix B); Thresholds PCAPCD 2017

5.3.2.4 Sensitive Receptors

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. Sensitive receptors are typically defined as facilities where sensitive receptor population groups (i.e., children, the elderly, the acutely ill, and the chronically ill) are likely to be located. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and medical clinics. The closest existing sensitive receptors to the project site are the Rocklin Sunset Townhomes located approximately 40-feet across Chalmette Court and west of the project site. Additional existing sensitive receptors are single family homes located approximately 80-feet across Chalmette Court and southwest of the project site. The closest school to the project site is Parker Whitney Elementary School, located approximately 1,618-feet (0.3-mile) to the northwest. There are no hospitals within 0.5-mile of the project site. The proposed project would have a less than significant impact on sensitive receptors as further discussed below.

Localized CO Emissions

Vehicle exhaust is the primary source of CO in California. In an urban setting, the highest CO concentrations are generally found near congested intersections. Under typical meteorological conditions, CO concentrations tend to decrease as distance from the emissions source (i.e., congested intersection) increases. Project-generated traffic has the potential of contributing to localized “hot spots” of CO off-site. Because CO is a byproduct of incomplete combustion, exhaust emissions are worse when fossil-fueled vehicles are operated inefficiently, such as in stop-and-go traffic or through heavily congested intersections. However, the volume of traffic required for CO concentrations to exceed the NAAQS and CAAQS is very high. The Bay Area Air Quality Management District (BAAQMD) provide screening guidance in their CEQA Guidelines concerning the volume of traffic which could result in a CO Hotspot: intersections which carry more than 44,000 vehicles per hour; or intersections which carry more than 24,000 vehicles per hour and where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway) (BAAQMD 2022).

The proposed project involves the development of residential uses; thus, the project would introduce sensitive receptors to the area. The highest volume intersection in the project area would be the I-80 and the Rocklin Road interchange, approximately 1.6-miles northeast of the project site. Per the California Department of Transportation (Caltrans) 2022 traffic census, I-80 carries a peak hour traffic volume of 10,500 average daily trips (ADT) at the Rocklin Road interchange (Caltrans 2024). This traffic volume is significantly below the 44,000 vehicles per hour screening level for CO hotspots suggested by the BAAQMD. Therefore, long-term operation of the project would not expose sensitive receptors to substantial localized concentrations of CO and there would be a less than significant impact.

Toxic Air Contaminants (DPM)

There are two gasoline dispensing facilities located in the vicinity of the project site (QuikStop and Chevron located at the intersection of Sunset Boulevard/Whitney Boulevard). The QuikStop has four fuel dispensing stations and is located approximately 115-feet from the project boundary and the Chevron has eight fuel dispensing stations and is located approximately 290-feet from the project boundary. The CARB *Air Quality and Land Use Handbook: A Community Health Perspective* recommends that a 50-foot separation distance be provided for typical fuel dispensing facilities (which the QuikStop and Chevron are based on their number of fuel dispensing stations) and sensitive receptors (the residential component of the project). As the project significantly exceeds the recommended separation distance, the project would not result in an increased exposure to sensitive receptors to localized concentrations of toxic air contaminants (TAC) from gasoline dispensing facilities.

For freeways and roads with high traffic volumes, the CARB *Air Quality and Land Use Handbook: A Community Health Perspective* 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.” However, as the shortest distance between the South Whitney Project and SR 65 and I-80 is approximately 3,900-feet and 5,300-feet respectively, the project would not be exposed to TAC emissions impact from freeway sources. Considering this information, operation of the project would not expose off-site sensitive receptors to substantial DPM concentrations and there would be a less than significant impact.

Criteria Pollutants

Criteria pollutants are defined by state and federal law as a risk to the health and welfare of the public. In general, criteria air pollutants include the following compounds:

- Ozone (O₃)
- Carbon monoxide (CO)
- Nitrogen dioxide (NO₂)
- Particulate matter (PM), which is further subdivided:
 - Coarse PM, 10 microns or less in diameter (PM₁₀)
 - Fine PM, 2.5 microns or less in diameter (PM_{2.5})
- Sulfur dioxide (SO₂)
- Lead (Pb)

Criteria pollutants can be emitted directly from sources (primary pollutants; e.g., CO, SO₂, PM₁₀, PM_{2.5}, and lead), or they may be formed through chemical and photochemical reactions of precursor pollutants in the atmosphere (secondary pollutants; e.g., ozone, NO₂, PM₁₀, and PM_{2.5}). PM₁₀ and PM_{2.5} can be both primary and secondary pollutants. The principal precursor pollutants of concern are reactive organic gases ([ROGs] also known as volatile organic compounds [VOCs])¹ and nitrogen oxides (NO_x).

¹ CARB defines and uses the term ROGs while the USEPA defines and uses the term VOCs. The compounds included in the lists of ROGs and VOCs and the methods of calculation are slightly different. However, for the purposes of estimating criteria pollutant precursor emissions, the two terms are often used interchangeably.

The descriptions of sources and general health effects for each of the criteria air pollutants are shown in Table 1, *Common Sources and Human Health Effects of Criteria Air Pollutants* of Appendix B. Specific adverse health effects on individuals or population groups induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables such as cumulative concentrations, local meteorology and atmospheric conditions, and the number and characteristics of exposed individuals (e.g., age, gender). Criteria pollutant precursors (ROG and NO_x) affect air quality on a regional scale, typically after significant delay and distance from the pollutant source emissions. Health effects related to ozone and NO₂ are, therefore, the product of emissions generated by numerous sources throughout a region.

Emissions of criteria pollutants from vehicles traveling to or from the project site (mobile emissions) are distributed nonuniformly in location and time throughout the region, wherever the vehicles may travel. As such, specific health effects from these criteria pollutant emissions cannot be meaningfully correlated to the incremental contribution from the project and the proposed project would have a less than significant impact.

5.3.2.5 Pollutants of Principal Concern

Emissions of pollutants have the potential to adversely affect sensitive receptors within the proposed project area. Pollutants of principal concern include emissions leading to odors, emissions of dust, or emissions considered to constitute air pollutants. Air pollutants have been discussed above. Therefore, the following discussion focuses on emissions of odors and dust during construction and operation of the proposed project.

Odors

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 would not include any such uses, and residential projects are not typically associated with the generation of unpleasant odors during operation.

Diesel fumes from construction equipment and heavy-duty trucks could be found to be objectionable; however, as addressed above, operation of construction equipment would be regulated by PCAPCD rules and regulations, and would occur intermittently throughout the course of a day. All construction equipment and operation thereof would be regulated per the statewide In-Use Off-Road Diesel Vehicle Regulation. In addition, construction activities would be restricted to certain hours per the City's Construction Noise Guidelines. Overall, construction is temporary, construction equipment would operate intermittently throughout the course of the day, and construction would likely only occur over portions of the improvement area at a time. For the aforementioned reasons, the proposed project would not result in any noticeable objectionable odors associated with construction.

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 considered a

public nuisance, then the PCAPCD is required to investigate the identified source, as well as determine and ensure a solution for the source of the complaint, which could include operational modifications to correct the nuisance condition. Thus, although not anticipated, if odor or air quality complaints are made upon development of the proposed project, the PCAPCD would be required (per PCAPCD Rule 205) to ensure that such complaints are addressed and mitigated, as necessary. Impacts would be less than significant and would not result in new significant impacts or substantially more severe impacts related to odors than what was previously analyzed in the 2015 and 2016 IS/MNDs.

Dust

As noted previously, construction of projects within Placer County are required to comply with all applicable PCAPCD rules and regulations. The aforementioned rules would act to reduce construction-related dust by implementing dust control measures. For example, PCAPCD Rule 228 requires implementation of dust control measures, such as minimizing track-out on to paved public roadways, limiting vehicle travel on unpaved surfaces to 15-miles per hour, and stabilization of storage piles and disturbed areas. Following construction, vehicles operating within the proposed project site would be limited to paved areas of the site, which would not have the potential to create substantial dust emissions. Thus, proposed project operations would not include sources of dust that could adversely affect a substantial number of people. Impacts would be less than significant and would not result in new significant impacts or substantially more severe impacts related to dust than what was previously analyzed in the 2015 and 2016 IS/MNDs.

5.3.2.6 Cumulative Emissions

By its very nature, air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development within the region. The project would generate criteria pollutants and precursors in the short-term during construction and the long-term during operation. To determine whether a project would result in cumulatively considerable emissions that would violate an air quality standard or contribute substantially to an existing or projected air quality violation, a project's emissions are evaluated based on the quantitative emission thresholds established by the PCAPCD. Additionally, to aid in determining an individual project's cumulative contribution to regional air quality, the PCAPCD suggests a cumulative threshold of significance for operational emissions of 10 pounds per day for ROG and NO_x. Thus, if the proposed project would result in an increase of more than 10 pounds per day of ROG and/or NO_x (ozone precursors) during operations, the project could potentially result in a significant contribution towards a cumulative air quality impact, and mitigation would be recommended.

As shown in Table 2, *Maximum Unmitigated Construction Emissions*, the project's short-term construction-related emissions are not anticipated to exceed the PCAPCD's significance thresholds for emissions of ROG, NO_x, and PM₁₀. Accordingly, construction activities associated with development of the proposed project would not substantially contribute to the PCAPCD's nonattainment status for ozone and PM₁₀. Additionally, prior to the construction of the proposed project, the project applicant would be required to prepare a Construction Emission/Dust Control Plan prior to commencement of any grading or building construction activities and would then be reviewed and approved by either the PCAPCD or the City Engineer. Thus, the project would be required to comply with PCAPCD rules and regulations related to construction emissions. As shown in Table 3, *Maximum Unmitigated Operational Emissions*, the project's operational emissions of ROG, NO_x and PM₁₀ would be below the applicable PCAPCD thresholds of significance and the project's operational emissions would not substantially

contribute to the Placer County nonattainment status for ozone and PM₁₀ and the proposed project would not result in a significant contribution towards a cumulative air quality impact. Impacts would be less than significant, and no new or substantially more severe impact would occur compared to what was analyzed in the 2015 and 2016 IS/MNDs.

5.3.3 Air Quality Mitigation Measures

Because of the conclusions of the project-specific Whitney Walk Residential Air Quality and Greenhouse Gas Impact Analysis summarized above, mitigation Measure 4.2-1 from the General Plan EIR as well as Mitigation Measures III.-1 and III.-2 from the Sunset Hills IS/MND would not be applicable to the proposed project. The South Whitney IS/MND did not identify any mitigation measures related to air quality.

5.4 BIOLOGICAL RESOURCES

5.4.1 Summary of Prior Environmental Analysis

The 2012 General Plan EIR analyzed the anticipated impacts that would occur to the biological resources of the General Plan Area as a result of future urban development. These impacts included special-status species, species of concern, non-listed species, biological communities and migratory wildlife corridors. Mitigation measures to address these impacts are incorporated into goals and policies in 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, such as 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 could 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 could impact sensitive biological communities, result in the loss of native oak and heritage trees, and thus result in the loss of oak woodland habitat.

The 2015 Sunset Hills IS/MND tiered off of the General Plan EIR, and found that based on a review of information contained in the General Plan EIR (2012) and a review of the U.S. Fish and Wildlife (USFWS) National Wetlands Inventory database and aerial photography, the site does not contain areas of Waters of the U.S. (wetlands) as defined in the Clean Water Act; therefore impacts to wetland resources are not anticipated. The IS/MND went on to determine that the Sunset Hills project site has the potential, although limited, to contain special-status wildlife species, including potential nesting habitat for raptors and migratory birds, and included Mitigation Measure IV-1 requiring avoidance of construction activities during nesting bird season. The IS/MND determined that implementation of this measure would reduce impacts to nesting raptors and migratory birds to a less than significant level.

The IS/MND went on to find that due to the proximity of local roadways to the site and the amount of surrounding development, the proposed project would not be 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, and additionally that since there are no native wildlife nursery sites on the project site or in the immediate vicinity, the project is not anticipated to interfere or impede the use of native wildlife nursery sites.

The Sunset Hills project site, at the time of drafting the 2015 IS/MND, included a total of 88 protected trees within the boundaries of the project site. Three trees were recommended for removal by an arborist, and 50 of the protected trees were proposed for removal as a part of the Sunset Hills Townhomes project. To reduce the severity of potential impacts, the IS/MND included Mitigation Measure IV-2, requiring mitigation consistent with the City's Oak Tree Preservation Ordinance, indication on construction documents of which trees are to be removed, and preparation of a final list by a project arborist. The IS/MND found that implementation of this Mitigation Measure would reduce impacts to a less than significant level, and went on to find that the project site is not within a Habitat Conservation Plan or Natural Community Conservation Plan area, nor is it within a local, regional, or state habitat conservation plan area. Thus, the 2015 Sunset Hills IS/MND ultimately concluded that compliance with the mitigation measures incorporated into General Plan goals and policies and project-specific mitigation measures described above would reduce impacts to biological resources to a less-than-significant level.

The 2016 South Whitney IS/MND also tiered off of the General Plan EIR and determined that the proposed project would have a minor impact on biological resources (largely native and exotic grasses) as site development occurs. Based on a review of information contained in the General Plan EIR (2012) and a review of the USFWS National Wetlands Inventory database and aerial photography, the South Whitney Townhomes and Medical Center project site does not contain areas of Waters of the U.S. as defined in the Clean Water Act; therefore, the IS/MND concluded that impacts to wetland resources are not anticipated.

Similar to the Sunset Hills project site, the South Whitney project site has the potential, although limited, to contain special-status wildlife species, specifically potential nesting habitat for raptors and migratory birds. To address the potential impacts to nesting raptors and migratory birds, the IS/MND included Mitigation IV.-1, as described in the paragraph above. The IS/MND concluded that with implementation of this Mitigation Measure, impacts would be reduced to a less than significant level.

The South Whitney project site is adjacent to Antelope Creek and consistent with City goals and policies, the project established an open space/riparian corridor parallel to the creek that would not be developed and would serve as a wildlife movement corridor. Due to the proximity of local roadways to the site, the amount of surrounding development and the preservation of the open space/riparian corridor, the IS/MND determined that 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. The IS/MND went on to find that there are no native wildlife nursery sites on the project site or in the immediate vicinity; therefore, the proposed project was not anticipated to interfere or impede the use of native wildlife nursery sites.

While no trees were recommended for removal by an arborist, 22 of the native oak trees on the South Whitney project site were proposed for removal. The IS/MND included Mitigation Measure IV.-2, as described in the paragraph above, to reduce potential impacts to a less than significant level and to ensure compliance with the City's Oak Preservation Ordinance. The IS/MND went on to find that the project site is not within a Habitat Conservation Plan or Natural Community Conservation Plan area, nor is it within a local, regional, or state habitat conservation plan area; therefore, no impact is anticipated. The IS/MND ultimately concluded that compliance with the mitigation measures incorporated into General Plan goals and policies and the project-specific mitigation measure described above would reduce impacts to biological resources to a less-than-significant level.

5.4.2 Biological Resources Impacts Associated with Proposed Project

A Riparian Habitat Assessment was prepared by SWCA in October 2024 to assess riparian habitat adjacent to Antelope Creek and document it in a letter report to assist in the City of Rocklin development planning process. Additionally, an Arborist Report was prepared by California Tree and Landscape Consulting, Inc. (CalTLC) in February 2022. Both reports are incorporated by reference as Appendix C and available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA.

The site is primarily a disturbed vacant field dominated by normative grasses, native oak trees, and ornamental plantings along the edges adjacent to the existing residential and commercial developments. Based on a review of information contained in the 2012 General Plan EIR and previously conducted environmental analysis, the site does not contain areas of Waters of the U.S. as defined in the Clean Water Act, and impacts to wetland resources are not anticipated with construction and implementation of the proposed project. The project site has the potential, although limited, to contain special-status wildlife species, specifically potential nesting habitat for raptors and migratory birds. However, with implementation of Mitigation Measure IV.-1 from the 2015 and 2016 IS/MND requiring nesting bird surveys, potential impacts would be reduced to a less than significant level and there would be no new significant or substantially more severe impacts.

The surrounding area is partly developed in an urban fashion. The proposed project site is surrounded by Sunset Boulevard, commercial uses, and single-family detached unit residences to the north; open space associated with Antelope Creek, commercial uses, and apartments to the east; Bryce Way and single-family attached and detached residences to the south, and Chalmette Court, Pinnacles Drive, townhomes, and single-family residences to the west. South Whitney Boulevard runs north to south through the project site. Consistent with City goals and policies, the project has established an open space/riparian corridor parallel to the creek that will not be developed and serves as a wildlife movement corridor. Due to the proximity of local roadways to the site, the amount of surrounding development and the preservation of the open space/riparian corridor, 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 and there would be no new significant or substantially more severe impact compared to what was analyzed in the 2015 and 2016 IS/MNDs.

There are no native wildlife nursery sites on the project site or in the immediate vicinity; therefore, the proposed project is not anticipated to interfere or impede the use of native wildlife nursery sites and there would be no new significant or more severe impact than was previously analyzed in the 2015 and 2016 IS/MNDs.

The City regulates the removal of and construction within the dripline of native oak trees with a trunk diameter of 6-inches or more under the Oak Tree Preservation Ordinance and the Oak Tree Preservation Guidelines. 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. California Tree and Landscape Consulting, Inc. inventoried and evaluated the trees protected by the Oak Tree Preservation code, Chapter 17.77. A total of 148 trees were evaluated as part of the Arborist Report conducted in 2022, of which 128 were on the project site. All 128 on-site trees are protected by size and species according to the City of Rocklin Tree Preservation

ordinance, 13 of which have heritage status (CalTLC 2022). 49 of the native oak trees are proposed for removal as a part of the development of the Whitney Walk project, five of which have an arborist rating of 0, 1, or 2 indicating a dead or dying tree. The proposed project would implement Mitigation Measure IV.-2 from the 2015 and 2016 IS/MNDs, which implements the recommendations included in the Arborist Report and would reduce potential impacts to oak trees to a less than significant level as well as ensuring compliance with the City's Oak Tree Preservation Ordinance. The proposed Whitney Walk Residential project would not create conflicts with other local policies or ordinances protecting biological resources, and there would be no new significant or substantially more severe impacts compared to what was previously analyzed in the 2015 and 2016 IS/MNDs.

The project site is not within a Habitat Conservation Plan or Natural Community Conservation Plan area, nor is it within a local, regional, or state habitat conservation plan area; therefore, no impact is anticipated and there would be no new significant or substantially more severe impacts compared to what was previously analyzed in the 2015 and 2016 IS/MNDs.

In conclusion, compliance with the mitigation measures incorporated into General Plan goals and policies and the project-specific mitigation measure described above would reduce impacts to biological resources to a less than significant level, and there would be no new significant or substantially more severe impact compared to what was previously analyzed in the 2015 and 2016 IS/MNDs.

5.4.3 Biological Resources Mitigation Measures

Although the proposed Whitney Walk Residential site has been previously graded, it has the potential to result in significant impacts to nesting birds and raptors and oak trees. The proposed project would implement Mitigation Measures IV.-1 and IV.-2 from the 2015 and 2016 IS/MNDs as included below. Implementation of such measures would reduce all impacts to below a level of significance. However, consistent with the 2012 EIR, potential impacts to native oak trees, in addition to cumulative impacts to biological resources, would remain significant and unavoidable.

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

If vegetation removal and/or project grading or construction activities occur during the nesting season for raptors and migratory birds (February-August), the applicant/developer shall hire a qualified biologist approved by the City to conduct pre-construction surveys no more than 14 days prior to initiation of development 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 grading or construction activities, documentation of the survey shall be provided to the City and if the survey results are negative, no further mitigation is required and necessary tree 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.

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

IV.-2 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 in compliance with the pertinent sections of the City of Rocklin Oak Tree Preservation Ordinance.
- b) Mitigate for the removal of oak trees on the project site consistent with the requirements of the City's Oak Tree Preservation Ordinance (Rocklin Municipal Code Section 17.77.080.B). The required mitigation shall be calculated using the formula provided in the Oak Tree Preservation Ordinance and to that end the project arborist shall provide the following information:
 - a. The total number of surveyed oak trees;
 - b. The total number of oak trees to be removed;
 - c. The total number of oak trees to be removed that are to be removed because they are sick or dying, and
 - d. 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.

5.5 CULTURAL RESOURCES

5.5.1 Summary of Prior Environmental Analysis

As discussed in the 2012 General Plan EIR, future development allowed under the proposed General Plan could destroy or alter historic buildings resulting in the loss of historic character-defining features of buildings. Indirect impacts could also occur from conflicts resulting from placing new, modern development next to historic structures. The EIR also analyzed that development under the proposed General Plan Update could directly and indirectly impact significant archaeological or paleontological resources, and included General Plan policies that provide mitigation to bring proposed General Plan impacts to a less than significant level. The EIR concluded that despite these goals and policies, significant cultural resources impacts would 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 General Plan would 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

The 2015 Sunset Hills IS/MND determined that the project site may contain unknown cultural resources that could potentially be discovered during construction activities, and included Mitigation Measure V.-1 to address the potential discovery of unknown cultural resources. This Mitigation Measure requires that a qualified professional archaeologist, the City's Environmental Services Manager, and the Native

American Heritage Commission (NAHC) be contacted should there be inadvertent discovery of cultural materials such as unusual amounts of shell, charcoal, animal bone, bottle glass, ceramics, burned soil, structure, or building remains within the project site. The 2015 IS/MND went on to determine that with implementation of the mitigation measures incorporated into the General Plan goals and policies as well as implementation of the project-specific Mitigation Measure V.-1, impacts due to development or operation of the Sunset Hills Townhomes project would be less than significant.

The 2016 South Whitney IS/MND determined that, based on a cultural resources report prepared by Peak & Associates, records searches of the North Central Information Center, archival research, field parcel surveys and limited excavation efforts performed by a qualified archaeologist, queries sent to the NAHC and Native American contacts, no prehistoric or historic properties are located within the project site. The field survey conducted as part of the cultural resources assessment resulted in a conclusion that there were no prehistoric or historic period resources located in the project area and thus there were no resources eligible for the California Register. Therefore, the IS/MND concluded that development and operation of the proposed South Whitney Mixed Use Townhomes project would not impact known sites of historical or cultural significance on the project site. However, the IS/MND went on to determine that the project site may contain unknown cultural resources that could potentially be discovered during construction activities, and that implementation of the mitigation measures incorporated into the General Plan goals and policies as well as implementation of the project-specific Mitigation Measure V.-1 described above would reduce potential impacts to be less than significant.

5.5.2 Cultural Resources Impacts Associated with Proposed Project

Assembly Bill (AB) 52 (Chapter 532, Statutes of 2014) established a formal consultation process for California Native American tribes as part of CEQA and equates significant impacts on tribal cultural resources with significant environmental impacts (Public Resources Code Section 21084.2). AB 52 consultation requirements went into effect on July 1, 2015 for all projects that had not already published a Notice of Intent to Adopt a Negative Declaration or Mitigated Negative Declaration or published a Notice of Preparation of an Environmental Impact Report prior to that date (Section 11 [c]). Specifically, AB 52 requires that “prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project, the lead agency shall begin consultation” (21808.3.1 [a]), and that “the lead agency may certify an environmental impact report or adopt a mitigated negative declaration for a project with a significant impact on an identified tribal cultural resource only if” consultation is formally concluded (21082.3[d]). However, in the case of the current proposed project, the lead agency has prepared this Addendum to a previously certified EIR and IS/MND, in accordance with Section 15164 of the CEQA Guidelines. An Addendum was determined to be the most appropriate document because none of the conditions described in Section 15162, calling for preparation of a subsequent EIR or IS/MND, have occurred. The Addendum addresses minor technical changes or additions and confirms that the proposed project is consistent with what was previously analyzed under the certified EIR. As such, the Addendum will not result in an additional certification of an environmental impact report nor will it result in an additional adoption of a mitigated negative declaration; therefore, the AB 52 procedures specified in PRC Sections 21080.3. 1(d) and 21080.3.2 do not apply and no tribal consultation under AB 52 is required.

HELIX prepared a Cultural Resources Assessment (CRA) for the proposed Whitney Walk project, referenced as Appendix D and available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA. HELIX conducted background research and a field survey to prepare the CRA, and requested a records search for the project site at the California Historical

Resources Information System, North Central Information Center (NCIC) at California State University, Sacramento on January 16, 2025. The records search identified eight reports that had previously been conducted within a 0.25-mile radius of the project, and two that included the project site. No previously documented cultural resources were identified within the project site or within a 0.25-mile radius of the project site. Additionally, a HELIX Archaeologist completed a pedestrian survey of the project site, and did not identify any precontact or historic-era cultural materials or features. On January 21, 2025, HELIX requested a search of the NAHC Sacred Lands File (SLF) to identify recorded locations of Native American sacred sites or human remains within the project site, to which the NAHC responded with a negative results letter. In conclusion, the efforts of the CRA determined that there were no precontact or historic-era cultural resources located within the project site, and therefore the project would not impact known sites of historical or cultural significance. However, the project site may contain unknown historical resources (PRC § 5024.1(c)) or unique archaeological resources (PRC § 21083.2(g)) that could potentially be discovered during construction activities. With Mitigation Measure V.-1 from the 2015 and 2016 IS/MNDs which is described below and requires halting of ground disturbing activities in the case of inadvertent discovery of cultural materials, impacts would be reduced to less than significant and the proposed project would have no new or substantially more severe impact than what was previously analyzed in the 2015 or 2016 IS/MNDs.

5.5.3 Cultural Resources Mitigation Measures

To address the potential discovery of unknown cultural resources, Mitigation Measure V.-1 from the 2015 and 2016 IS/MNDs remains applicable to the project:

- V.-1** If an inadvertent discovery of cultural materials (e.g., unusual amounts of shell, charcoal, animal bone, bottle glass, ceramics, burned soil, structure/building remains) is made during project-related construction activities, ground disturbances in the area of the find shall be halted and a qualified professional archaeologist, the City of Rocklin Environmental Services Manager and 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, or a unique paleontological 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.

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 PRC 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 AB 2641 (2006).

5.6 GEOLOGY/SOILS

5.6.1 Summary of Prior Environmental Analysis

The 2012 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 under the General Plan. These impacts included seismic hazards such as groundshaking and liquefaction, erosion, soil stability, and wastewater conflicts. The EIR found that while development and buildout of the General Plan could 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. The General Plan EIR concluded that implementation of the General Plan would have a less than significant impact on geology/soils.

The 2015 Sunset Hills IS/MND tiered off of the General Plan EIR, and found that there are two known and five inferred inactive faults within the City, but that existing building code requirements would be adequate to reduce potential seismic hazards related to construction or operation of the Sunset Hills Townhomes project to a less than significant level. Additionally, the IS/MND found that since Rocklin is located over a stable granite bedrock formation and much of the area is covered by volcanic mud rather than unconsolidated soils which have liquefaction tendencies, the potential for liquefaction due to earthquakes and ground shaking on the project site would be minimal and there would be a less than significant impact.

The IS/MND discussed potential impacts related to erosion and/or runoff, finding that since the project proponent 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 application of standard erosion control measures to the proposed project and compliance with the applicable City ordinances would reduce potential erosion-related impacts from the Sunset Hills Townhomes project to a less than significant level for on-site grading. Additionally, a geotechnical report, prepared by a qualified engineer, would be required with the submittal of the project improvement plans, and 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. Ultimately, the IS/MND concluded that compliance with the City's development review process, the City's Improvement Standards and Standard Specifications and the Uniform Building Code would reduce any potential geology and soils impacts from construction or implementation of the Sunset Hills Townhomes project to a less than significant level, and no project-specific mitigation would be required.

The 2016 South Whitney IS/MND also tiered off of the General Plan EIR, and found that branches of the Foothill Fault system pass through the City and could pose a seismic hazard to the area including ground shaking, seismic ground failure, and landslides. Construction of the proposed South Whitney Townhomes and Medical Center project would 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. However, the IS/MND determined that existing building code requirements in the City are considered adequate to reduce potential seismic hazards. The IS/MND went on to analyze that the potential for liquefaction on the site is considered minimal due to the stable granite bedrock formation that underlies Rocklin, and that there would be a less than significant impact related to liquefaction.

The IS/MND also analyzed potential erosion-related impacts due to construction and operation of the South Whitney Townhomes project, determining that since the applicant would be required to prepare an erosion and sediment control plan and implement Best Management Practices (BMP), impacts due to construction or operation related erosion would be less than significant. Additionally, the proposed South Whitney Townhomes project would be subject to the provisions of the City's Grading and Erosion Sediment Control Ordinance, which regulates grading activities, ensures avoidance of pollution to watercourses caused by surface runoff, and requires compliance with the City's National Pollutant Discharge Elimination System (NPDES) permit. A geotechnical report would also be required with the submittal of project improvement plans, bringing impacts related to unstable soil or geologic conditions to a less than significant level. No septic tank or alternative wastewater disposal system was necessary for the project, and thus the IS/MND concluded that compliance with the City's development review process, the City's Improvement Standards and Specifications, and the Uniform Building Code would reduce any potential geology and soils impacts from the South Whitney Townhomes project to a less than significant level with no project-specific mitigation measures required.

5.6.2 Geology/Soils Impacts Associated with Proposed Project

Placer County lies between two seismically active regions in the western U.S., and tectonic stresses associated with the North American-Pacific Plate boundary can generate damaging earthquakes along faults 30- to 100-miles to the west of the county. Placer County itself is traversed by a series of northwest-trending faults that are related to the Sierra Nevada uplift. The City of Rocklin is located in an area known to be subject to seismic hazards, but is not near any designated Alquist-Priolo active earthquake faults. While there are two known and five inferred inactive faults that are part of the Foothill Fault System within the City of Rocklin, the proposed project would comply with existing building code requirements to reduce potential seismic hazards related to the construction and operation to a less than significant level.

The City is located over a stable granite bedrock formation and much of the area is covered by volcanic mud rather than unconsolidated soils. Thus, the project site is not located over soils with liquefaction tendencies. Additionally, the project site does not contain significant grade differences, and has an average elevation of approximately 245-ft above mean sea level (amsl). Therefore, the project site does not possess the slope/geological conditions that involve landslide hazards.

Construction of the proposed project would involve some clearing and grading of the site, which could render the site susceptible to a temporary increase in erosion from the grading and construction activities. However, the project proponent 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 would be

reviewed against the Placer County Stormwater Management Manual and the Regional Water Quality Control Board's Erosion and Sediment Control Field Manual, and would include the implementation of BMPs to control construction runoff. In addition, the proposed project would comply with the City's Grading, Erosion, and Sedimentation Control Ordinance as well as the Stormwater Runoff Pollution Control Ordinance, which would further reduce potential erosion-related impacts. In conclusion, 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.

A geotechnical report, prepared by a qualified engineer, would be required with the submittal of the project improvement plans, and would 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.

The proposed project does not include installation of septic tanks or alternative wastewater disposal systems, and would tie into the City's existing sewer service. Thus, construction and operation of the proposed Whitney Walk project would have no impacts associated with the disposal of wastewater.

With compliance with the City's development review process and the Uniform Building Code, the proposed project would have a less than significant impact on geology and soils.

5.6.3 Geology/Soils Mitigation Measures

No Mitigation Measures related to geology/soils were identified in the General Plan EIR, the Sunset Hills IS/MND, nor the South Whitney IS/MND.

5.7 GREENHOUSE GAS EMISSIONS

5.7.1 Summary of 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 2011). 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 ultimately concluded that despite these goals and policies, significant greenhouse gas emission impacts would 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 General Plan would 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.

The 2015 Sunset Hills IS/MND tiered off the 2012 General Plan EIR, and determined that the project's construction carbon dioxide (CO₂) emissions would be a total of approximately 760.45 MT CO₂e for the project's assumed two-year construction period. 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. The analysis also found that the operation of the project would result in 1,674.11 MT CO₂e on an annual basis. Consistent with the PCAPCD's recommendation, the City as lead agency chose to utilize a threshold of significance for GHG emissions based on the CARB's 2008 Scoping Plan that a development project must show a minimum GHG emission reduction of 15 percent from projected 2020 business as usual (BAU) levels (i.e., 2010 levels) by the year 2020. The projected BAU GHG emissions were estimated to be approximately 19,688.58 MT CO₂e. The project would result in 8.5 percent of the GHG emissions generated by BAU conditions and would result in approximately a 91.5 percent reduction in annual GHG emissions from the projected 2020 BAU level by 2020. Thus, the IS/MND concluded that impacts from construction or operational GHG emissions would be less than significant. The IS/MND went on to determine that short-term construction emissions are a one-time release of GHGs and are not expected to significantly contribute to global climate change of the lifetime of the proposed project. The IS/MND found that as the project's 91.5 percent reduction from BAU exceeds the City's 15 percent minimum reduction threshold per the 2008 CARB Scoping Plan, the proposed project would not be expected to hinder the State's ability to reach the GHG reduction target or conflict with any applicable plan, policy, or regulation related to GHG reduction and the impact would be less than significant.

The 2016 South Whitney IS/MND also tiered off the 2012 General Plan EIR, and determined that GHG emissions associated with construction of the proposed project would be short-term and were estimated to be 283.80 MT CO₂e. The PCAPCD has established GHG thresholds of significance or other guidance for determining the significance of a land use development project's GHG impacts. For project level short-term construction GHG emissions, the PCAPCD has adopted a threshold of 10,000 MT CO₂e per year. For residential land use development projects in an urban area, the PCAPCD has adopted a long-term operational GHG emissions efficiency threshold of 4.5 MT CO₂e per capita per year, or a de minimis level of 1,100 MT CO₂e per year (PCAPCD 2017). The construction GHG emissions would be 283.80 MT CO₂e, which is below the 1,100 MT CO₂e per year threshold. Additionally, 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. Thus, the IS/MND concluded that the impact from construction emissions would be less than significant. The IS/MND also analyzed operation GHG emissions for the proposed South Whitney project, and found that the operation of the project would result in 570.83 MT CO₂e on an annual basis. Because the level of emissions is lower than the 1,100 MT CO₂e significance threshold, the IS/MND concluded that the impact from operational emissions would be less than significant. Additionally, the IS/MND analyzed that since the level of emissions is lower than the significance threshold, 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 related to GHG reduction.

5.7.2 Greenhouse Gas Emissions Impacts Associated with Proposed Project

An Air Quality and Greenhouse Gas Impact Analysis was prepared to analyze potential air quality and GHG emission impacts resulting from implementation of the Proposed Project and is included as Appendix B (HELIX 2025). As discussed in the Air Quality and Greenhouse Gas Impact Analysis, given the relatively small levels of emissions generated by a typical development in relationship to the total amount of GHG emissions generated on a national or global basis, individual development projects are

not expected to result in significant, direct impacts with respect to climate change. However, given the magnitude of the impact of GHG emissions on the global climate, GHG emissions from new development could result in significant, cumulative impacts with respect to climate change. Therefore, the potential for a significant GHG impact is limited to cumulative impacts.

The AQ/GHG Impact Analysis estimated project construction emissions based on the timeline provided by the project engineer and on CalEEMod defaults. Assuming construction would commence in spring 2026 and be completed by early winter 2027, the AQ/GHG Impact Analysis determined that short-term construction of the project would result in a total of 358 MT of CO₂e during 2025, a total of 471 MT of CO₂e during 2026, and a total of 460 MT of CO₂e during 2027 based on the anticipated construction schedule. Thus, based on the temporary nature of construction activities and since GHG emissions would not exceed the PCAPCD project level construction GHG threshold of 10,000 MT CO₂e per year, the proposed Whitney Walk project would have a less than significant impact on construction GHG emissions. The AQ/GHG Impact Analysis estimated project operational emissions based on a 2.6 person per household average (U.S. Census Bureau 2025) for a total population of 442 people generated by the project. As seen in Table 4, *Operational GHG Emissions*, the proposed project would include mobile sources such as passenger cars, trucks, and buses; area sources such as fireplaces; energy sources such as electricity and natural gas; water use; wastewater generation; solid waste disposal; and refrigerants.

Table 4
OPERATIONAL GHG EMISSIONS

Emission Source	2028 Emissions (MT CO₂e per year)
Mobile	1,701.00
Area	2.11
Energy	101.00
Water	9.47
Waste	36.30
Refrigerants	0.31
Total	1,851.00
Total per capita (442 people)	4.2
<i>PCAPCD Threshold</i>	<i>4.5</i>
Exceed Threshold?	No

Source: CalEEMod (output data is provided in Appendix A of Appendix B); de minimis level PCAPCD 2017 GHG = greenhouse gas; MT = metric tons; CO₂e = carbon dioxide equivalent

As shown above, the majority of operational GHG emissions would come from mobile sources. Since emissions would not exceed the PCAPCD's threshold of 4.5 MT CO₂e per capita per year, the proposed project would have a less than significant impact on operational GHG emissions. In summary, implementation of the proposed Whitney Walk project would not result in annual construction or operational GHG emissions which exceed the PCAPCD's thresholds. Therefore, the project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment and would have no new or substantially more severe impact compared to what was previously analyzed in the 2015 and 2016 IS/MNDs.

There are numerous State plans, policies, and regulations adopted for the purpose of reducing GHG emissions. Statewide plans and regulations such as GHG emissions standards for vehicles (AB 1493), the LCFS, and regulations requiring an increasing fraction of electricity to be generated from renewable sources are being implemented at the Statewide level; as such, compliance at the project level is not

addressed. Therefore, the project would not conflict with those plans and regulations. Additionally, as discussed above, the proposed project would not exceed the PCAPCD's thresholds. The project would be constructed in accordance with the energy-efficiency standards, water reduction goals, and other requirements contained in the applicable Title 24 Part 6 Building Energy Efficiency Standards and Title 24 Part 11 CALGreen Standards.

A Vehicle Miles Traveled (VMT) analysis was prepared for the project by Kimley Horn (referenced as Appendix E) and is available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA. The VMT analysis compared proposed project VMT against the Placer County VMT per capita threshold to determine if it would result in a significant VMT impact. The County significance thresholds are calculated at 15 percent below the Countywide VMT per capita of 18.16. The analysis found that the project's average VMT per capita is estimated to be 13.75 VMT per capita, which is 1.69 VMT per capita below the County's threshold of 15.44 VMT per capita. Therefore, the project is anticipated to generate at least 15 percent less VMT per capita than the Countywide average and would meet the 15 percent reduction required by SB 743.

In addition, the project site has a General Plan land use designations of HDR, R-C, and RC and is zoned PD-R, OA, and C-2. The project's proposed single-family residential land use would be consistent with the HDR General Plan land use designation. Therefore, the project's contribution to population growth in the City would be consistent with the growth projections in the City's General Plan and the growth projections used to develop the CARB's 2022 Scoping Plan and the SACOG's 2020 RTP/SCS. The proposed Whitney Walk Residential project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs and would have no new significant or substantially more severe impact compared to what was previously analyzed in the 2015 and 2016 IS/MNDs.

5.7.3 Greenhouse Gas Emissions Mitigation Measures

Because impacts to GHG emissions would be less than significant, no mitigation is required.

5.8 HAZARDS AND HAZARDOUS MATERIALS

5.8.1 Summary of Prior Environmental Analysis

The 2012 General Plan EIR addressed Hazards and Hazardous Materials in Chapter 4.7, Human Health/Hazards. The General Plan EIR determined that implementation of the General Plan would greatly enhance the ability to protect the people and property of the city against fire-related loss and damage by continuing to enforce local, state, and federal fire and safety codes, and coordinating with Cal-Fire in the effort to provide fire protection services, fire prevention programs, and fire evacuation routes. Policy S-18, coupled with the existing Rocklin Municipal Code (Chapter 15.04), requires new development to incorporate fire prevention measures including design of sites to provide a fuel reduction area between proposed uses and the wildland-urban interface, inclusion of sprinkler systems, and use of fire-safe planting materials. The General Plan EIR determined that implementation of these policies as well as compliance with the City of Rocklin Municipal Code would reduce potential impacts related to the exposure of people or structures to significant risk of loss of injury or death involving wildland fires to be less than significant.

The 2012 General Plan EIR went on to find that while implementation of the General Plan could result in safety hazards associated with operations at public airports and private airstrips adjacent to areas proposed for development, the General Plan area is not located within the boundaries of an airport land use plan, nor is it located within 2-miles of a public airport, public use airport, or private airport or airstrip, and thus the impact to public airports and private airstrips would be less than significant. The General Plan EIR also found that development could create a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials, or through the reasonably foreseeable upset or accidental conditions involving the release of hazardous materials into the environment.

Further, development could occur on a site which is included on a list of hazardous materials sites compiled by Government Code Section 65962.5 and, as a result, create a significant hazard to the public or environment. However, the General Plan EIR concluded that current local, state, and federal standards and the proposed Rocklin General Plan Update's mitigating policies as well as their associated action steps ensure the impact will be less than significant. For emergency response and evacuation plans, the General Plan EIR determined that implementation of the proposed project could impair implementation of or physically interfere with adopted emergency response and evacuation plans. However, the General Plan EIR concluded that the proposed General Plan's mitigating policies and their associated action steps would ensure the impact will be less than significant and also less than cumulatively considerable.

The 2015 Sunset Hills IS/MND tiered off of the 2012 General Plan EIR and determined that 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 may contain known hazardous materials, the IS/MND found that 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. The IS/MND went on to determine that compliance with federal, state, and local laws and regulations addressing hazardous materials management would ensure that there is not a significant impact associated with construction, operation, or maintenance of the proposed Sunset Hills project. Thus, the IS/MND concluded that hazards to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be considered less than significant.

The IS/MND went on to analyze impacts related to hazardous materials emissions or handling, and found that although residential projects of this nature 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 that address hazardous materials management and environmental protection and would ensure project impacts are less than significant. Additionally, the IS/MND found that since the Sunset Hills project site is not on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, there would be no impact related to significant hazards to the public or environment associated with nearby known hazardous waste sites.

With regards to airport land use plans or public and private airstrips, the IS/MND found that the proposed project is not located within an airport land use plan or within the vicinity of a private airstrip

and therefore would result in a less than significant safety hazard for people residing or working in the project area. Since the City's existing street system functions as emergency evacuation routes, the IS/MND determined that the Sunset Hills project design and layout would not impair or physically interfere with emergency evacuation routes or impede emergency evacuation plans, and thus would have a less than significant impact. Additionally, the Sunset Hills project was reviewed by the Rocklin Fire Department and was designed with adequate emergency access to reduce the risk or loss, injury, or death involving wildland fires to a less than significant level. Thus, the 2015 IS/MND concluded that 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.

The 2016 South Whitney IS/MND also tiered off of the 2012 General Plan and determined that 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 may contain known hazardous materials, the IS/MND found that 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. The IS/MND went on to determine that compliance with federal, state, and local laws and regulations addressing hazardous materials management would ensure that there is not a significant impact associated with construction, operation, or maintenance of the proposed Sunset Hills project. Thus, the IS/MND concluded that hazards to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be considered less than significant.

The proposed South Whitney project would not be located within 0.25-mile of a school, and the IS/MND determined that although townhome and medical center projects of this nature 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, the IS/MND concluded that a less than significant hazardous materials emission or handling impact would be anticipated.

The South Whitney project site is not on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, however the adjacent QuikStop Market at 2850 Sunset Boulevard was noted as having a permitted Underground Storage Tank (UST) and also as a Leaking UST site. The Leaking UST case was closed by the Regional Water Quality Control Board on September 1, 2006, and thus the IS/MND determined that there would be no significant hazard to the public or to the environment associated with nearby known hazardous waste sites.

With regard to airport land use plans or public and private airstrips, the IS/MND found that the proposed South Whitney project is not located within an airport land use plan or within the vicinity of a private airstrip and therefore would result in a less than significant safety hazard for people residing or working in the project area. Since the City's existing street system functions as emergency evacuation routes, the IS/MND determined that the South Whitney project design and layout would not impair or physically interfere with emergency evacuation routes or impede emergency evacuation plans, and thus would have a less than significant impact.

The South Whitney project was reviewed by the Rocklin Fire Department and was designed with adequate emergency access to reduce the risk or loss, injury, or death involving wildland fires to a less than significant level. Thus, the 2016 IS/MND concluded that 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.

5.8.2 Hazards and Hazardous Materials Impacts Associated with Proposed Project

Construction and operation of the proposed Whitney Walk Residential Project is not anticipated to involve the transportation, use and disposal of large amounts of hazardous materials. Construction activities would involve the transportation, use and disposal of small amounts of hazardous materials, and operation could include the 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. However, while these products may contain known hazardous materials, the volume would not create a significant hazard through routine transport, use, or disposal. Additionally, the proposed project would comply with federal, state, and local laws such as Title 8 and 22 of the California Code of Regulations, the Uniform Fire Code, and the California Health and Safety Code to ensure that there is not a significant hazardous materials impact associated with the construction, operation, or maintenance of the proposed project. Thus, hazards to the public or environment involving the release of hazardous materials into the environment would be considered less than significant, and there would be no new significant or substantially more severe impact than what was previously analyzed in the 2015 and 2016 IS/MNDs.

The proposed project is not located within 0.25-mile of a school, and would construct a residential development consisting of single-family attached and detached townhomes. Projects of this nature do not typically emit significant amounts of hazardous materials, substances, or waste and are not involved in the transportation of hazardous materials, substances, or waste. However, as described above, compliance with federal, state, and local laws would address hazardous materials management and environmental protection. Construction and operation of the proposed project would have a less than significant impact, and there would be no new significant or substantially more severe impact compared to what was previously analyzed in the 2015 and 2016 IS/MNDs.

The Whitney Walk Residential project site is not on the Cortese List, which 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 (UST) 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 March 21, 2025 and no open hazardous sites were identified on the proposed project site. 6303 Emerald Drive, located 0.35-mile east of the proposed project, was included in the DTSC EnviroStor database as having contaminated soil and halogenated solvents present. However, site screening was completed by the DTSC on May 10, 2000 and it was determined that no further action was required.

In October, 2018, GRS prepared a Phase I Environmental Site Assessment (ESA) for the subject properties. The Phase I ESA did not identify any Recognized Environmental Conditions (REC) at the site.

However, the project applicant requested a soil gas survey to determine whether the property has been impacted by off-site facilities. As such, GRS initiated a Phase II Environmental Assessment Limited Subsurface Investigation for the subject site in January 2019. The results of that investigation found that elevated concentrations of volatile organic compounds (VOC) – primarily benzene and ethylbenzene – were present in subsurface vapor samples collected from various locations across the site. GRS concluded that these elevated concentrations were likely from a historical off-site release from a nearby neighboring gas station. GRS further recommended that if the property were to be developed in the future, “It would be prudent during new construction to install STEGO™ vapor barrier systems under the new building footprints and/or install vapor mitigation systems in general accordance with ASTM E1465-08a”.

Consequently, a limited Phase II Soil Vapor Analysis was prepared by Almar Environmental, Inc. (Almar) in November 2019 to determine if future development would, indeed, require a vapor intrusion mitigation system (VIMS). The assessment consisted of the installation, sampling, and analysis of five sub-surface soil vapor sampling points from strategic locations across the project site under the direction of a State of California Professional Geologist. Almar’s investigation indicated that VOCs, primarily BTEX compounds including benzene and ethylbenzene, were detected at concentrations exceeding laboratory detection limits in each of the four samples submitted for analysis. Additionally, it indicated that of the detected compounds, only benzene and chloroform were found to exceed the corresponding Regional Water Quality Control Board (RWQCB) Environmental Screening Limits (ESL) for both commercial/industrial and residential properties. Almar concluded that while these chemicals exist at concentrations exceeding ESLs, it does not necessarily warrant an immediate threat to human health and that additional investigations may be warranted.

As such, an updated Phase II Environmental Site Assessment was prepared by Youngdahl Consulting, Inc. (Youngdahl) in October 2024 and attempted to repeat the previous study with the additional collection of total petroleum hydrocarbons soil samples, as well as oxygen and carbon dioxide gases. The updated Phase II ESA is summarized below, referenced as Appendix F, and is available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA.

The updated Phase II ESA consisted of the collection of soil samples to analyze for total petroleum hydrocarbons (TPH) as diesel, motor oil, and gasoline, as well as soil vapor samples to analyze for VOCs, oxygen, and carbon dioxide. The main contaminants of concern (COC) previously identified by GRS and Almar in soil vapor were VOCs, primarily benzene and ethylbenzene. The three temporary soil vapor wells constructed for Youngdahls’s investigation were dug to depths of 5-feet at locations identified from previous Phase II ESA work by Almar, southwest of the location of potentially leaking USTs. These samples identified the presence of benzene, ethyl benzene, toluene, xylenes, and chloroform. The soil gas samples were also analyzed for oxygen and carbon dioxide, with oxygen concentrations ranging from 21 to 22 percent and carbon dioxide from 0.24 to 0.81 percent.

The Department of Toxic Substances Control’s (DTSC) Human Health Risk Assessment Note 3, the federal EPA, and the San Francisco RWQCB identify Environmental Screening Levels (ESL) for constituents in soil, air, and tap water. By definition, any detected concentration found to be below its corresponding ESL can be assumed to not pose a significant threat to human health, water resources, or the environment. Of the detected compounds found during this current investigation, none had concentrations exceeding DTSC, USEPA, or San Francisco RWQCB ESLs. The benzene, ethylbenzene, and TPH soil concentrations were all determined to be low enough to meet the State Water Resources Control Board (SWRCB) Low Threat Closure Policy criteria indicating that no further action is needed.

Furthermore, using the 2023 Supplemental Guidance document for screening and evaluating vapor intrusion published by the SWRCB and DTSC relating soil gas concentrations to expected indoor gas concentrations, the presence of oxygen and carbon dioxide shows the presence of a bioattenuation zone in the project site's soil, allowing a bioattenuation factor of 0.001 and a soil gas to indoor air attenuation factor of 0.03. A bioattenuation factor is a measure of how much a contaminant's concentration is reduced due to natural biological processes, such as microbial degradation, as it migrates through the subsurface environment, and is used to account for biodegradation in soil or groundwater before a contaminant reaches indoor air or other receptors.

With a factor of 0.001 and an indoor air attenuation factor of 0.03, contaminant concentrations would be reduced by approximately 99.9 percent due to biological degradation before reaching the point of concern, after which approximately 3 percent of the remaining contaminant in soil gas would transfer into indoor air (Youngdahl 2024). While the detected compounds identified in the investigation are already all at levels below the corresponding ESLs, the presence of a bioattenuation zone would further reduce potential environmental impacts. Chloroform was found in samples at a concentration of 2.6×10^{-3} micrograms per cubic meter, however the Youngdahl report determined that chloroform is considered to be a common contaminant due to chlorination of drinking water supplies and is generally not required to undergo mitigation.

Based on the data collected during the investigation, review of historical data, and the above conclusions, Youngdahl concluded that no further environmental action would be required for the proposed project site (Youngdahl 2024), and no vapor barrier system or vapor mitigation system is required for the project. There would be no significant hazard to the public or to the environment associated with nearby known hazardous waste sites, and therefore the proposed project would have a less than significant impact and no new significant or substantially more severe impact compared to what was previously analyzed in the 2015 and 2016 IS/MNDs.

The proposed Whitney Walk Residential Project is not located within an airport land use plan or within the vicinity of a private airstrip, and there are no public or private airports located within the City. Thus, the proposed project would result in a less than significant safety hazard for people residing or working in the project area, and no new significant or substantially more severe impact than what was previously analyzed in the 2015 and 2016 IS/MNDs.

The proposed Whitney Walk Residential Project would construct two private streets that would connect to South Whitney Boulevard and Chalmette Court. These roads would provide access to the City's existing street system, which functions as emergency evacuation routes. Thus, the project's design and layout would not impair or impede with the street system emergency evacuation route or impede an emergency evacuation plan, and would have a less than significant impact on emergency routes and plans. The project has also been designed to provide emergency access to the Rocklin Fire Department. Fire hydrants would be installed and fire lanes would be marked to reduce the risk of loss, injury or death involving wildland fires. There would be a less than significant impact, and no new significant or substantially more severe impact than what was previously analyzed in the 2015 and 2016 IS/MNDs.

5.8.3 Hazards and Hazardous Materials Mitigation Measures

No Mitigation Measures related to hazards and hazardous materials included in the General Plan EIR, the Sunset Hills IS/MND, nor the South Whitney IS/MND would apply to the proposed project.

5.9 HYDROLOGY/WATER QUALITY

5.9.1 Summary of Prior Environmental Analysis

The 2012 General Plan EIR analyzed Hydrology/Water Quality in Chapter 4.9, Hydrology and Water Quality. The EIR determined that implementation of the General Plan could result in a substantial alteration of the existing drainage pattern in the City, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site or may result in a violation of a water quality standard or waste discharge requirement. However, the EIR found that existing development standards in the Municipal Code and the proposed Rocklin General Plan Update's mitigating policies and their associated action steps would ensure the impact would be less than significant.

The EIR went on to analyze potential impacts to groundwater quality, and found that construction and operational activities associated with implementation of the General Plan could result in the degradation of groundwater quality, but that compliance with existing development standards in the Municipal Code and implementation of policies included in the Rocklin General Plan would reduce potential impacts to a less than significant level. The EIR also determined that implementation of the General Plan is not expected to result in a depletion of groundwater supplies nor would it interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table, and that impacts would be less than significant.

Regarding drainage impacts, the EIR analyzed that construction and operation of the General Plan could result in a substantial alteration of an existing drainage pattern, including through the alteration of the course of a stream or river, which may substantially increase the rate of amount of surface runoff in a manner which would result in flooding on- or off-site or could result in the creation or contribution of runoff water which would exceed the capacity of existing or planned stormwater drainage system. The EIR concluded that since the General Plan would be developed in accordance with City and Placer County Flood Control and Water Conservation District (PCFCWCD) development standards, and with inclusion of the goals and policies listed in the General Plan, proposed impacts would be reduced to a less than significant level.

The General Plan EIR went on to analyze flood impacts, finding that buildout of the General Plan could result in the placement of housing within a 100-year flood hazard area, and may impede or redirect flood flows or expose people or structures to a significant risk of loss, injury, or death involving flooding. The EIR determined that existing development standards in the City Municipal Code and proposed policies included in the City General Plan would reduce potential impacts to a less than significant level.

Regarding potential impacts related to risk of seiche, tsunami, or mudflow, the EIR found that General Plan policies such as ones requiring site-specific geotechnical studies and engineering analysis of new development projects would ensure that, while implementation of the General Plan is not expected to be impacted from inundation by seiche, tsunami, or mudflow, there would be a less than significant impact. Finally, the EIR determined that implementation of the General Plan could contribute to cumulative flood conditions downstream by increasing impervious surfaces and altering drainage conditions in the Planning Area. However, EIR concluded that existing City and PCFCWCD development standards and the proposed Rocklin General Plan Update's mitigating policies and their associated action steps ensure the cumulative impact would be less than significant.

The 2015 Sunset Hills IS/MND tiered off of the 2012 General Plan and analyzed potential impacts to hydrology/water quality resulting from the development and operation of 148 air space condominium units and two common area lots on an approximately 11.2-acre project site. The IS/MND determined that grading activities associated with the proposed Sunset Hills project that would remove vegetation and expose soil to wind and water erosion could potentially impact water quality. Waterways in the Rocklin area have the potential to flood and expose people or structures to flooding, and the IS/MND found that the Sunset Hills project would result in the creation of additional impervious surfaces. The IS/MND analyzed potential impacts related to stormwater runoff and found that since stormwater runoff from the Sunset Hills project site would be collected in stormwater drainage pipes and would be directed through water quality treatment devices (included as BMPs) before entering the City's storm drain system to filter out potential pollutants, and since the City's storm drain system maintains the necessary capacity to support development on the Sunset Hills project site, violations of water quality standards or waste discharge requirements would not be anticipated and there would be a less than significant impact.

Additionally, the IS/MND determined that the Sunset Hills project would be subject to the provisions of the City's Grading and Erosion and Sediment Control Ordinance, which regulates grading activities on all property within the City to safeguard life, limb, health, property, and public welfare; to avoid pollution of watercourses with nutrients, sediments, or other earthen materials generated or caused by surface runoff on or across the permit area; to comply with the City's NPDES permit; and to ensure that the intended use of a graded site is consistent with the 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. The ordinance also establishes rules and regulations controlling grading and erosion control activities, establishes the administrative procedure for the issuance of permits, and provides for approval or plans and inspection of grading construction and erosion control plans for all sites.

In addition to the Grading and Erosion and Sediment Control Ordinance, the City of 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 and requires the preparation of a stormwater pollution prevention plan (SWPPP). The IS/MND determined that with compliance with the aforementioned ordinances and with goals and policies included in the General Plan EIR, there would be a less than significant impact related to runoff and stormwater discharge.

The IS/MND went on to find that the Sunset Hills 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 and to coordinate with other projects' master plans to ensure no adverse cumulative effects would be applied. The Sunset Hills project also proposed to comply with City policies by using a stormwater basin for detention to accommodate the proposed project's drainage runoff flows. The IS/MND concluded that substantial erosion, siltation or flooding, on- or off-site, and exceedance of the capacity of existing or planned drainage systems would not be anticipated to occur and that the Sunset Hills project would have a less than significant impact.

Finally, the IS/MND determined analyzed that since the Sunset Hills project is located in Zone X on FEMA Map Panel 06061CO477G, effective November 21, 2021, the project site is not located within a 100 or 500-year flood zone. The IS/MND concluded that since the Sunset Hills project site is also not located

within the potential inundation area of any dam or levee failure, nor is it located near any significant bodies of water or steep hills, it would not expose people or structures to a significant risk of loss, injury, or death as a result of flooding. The IS/MND ultimately concluded that construction and implementation of the Sunset Hills Townhomes project would have a less than significant impact.

The 2016 South Whitney IS/MND also tiered off of the General Plan EIR and analyzed potential impacts to hydrology/water quality related to the development and operation of a mixed-use community consisting of townhomes in four buildings totaling 20 units and a medical office building totaling approximately 7,891-square feet, with associated landscaping, parking and signage on a 2.8-acre site. The IS/MND determined that grading activities associated with the proposed South Whitney project that would remove vegetation and expose soil to wind and water erosion could potentially impact water quality. Waterways in the Rocklin area have the potential to flood and expose people or structures to flooding, and the proposed South Whitney project would result in the creation of additional impervious surfaces.

The IS/MND found that since stormwater runoff from the South Whitney project site would be collected in stormwater drainage pipes and would be directed through water quality treatment devices (included as BMPs) before entering the City's storm drain system, and since the City's storm drain system maintains the necessary capacity to support development on the proposed South Whitney project site, violations of water quality standards or waste discharge requirements would not be anticipated.

Additionally, the IS/MND determined that the proposed South Whitney project would be subject to the provisions of the City's Grading and Erosion and Sediment Control Ordinance and the Stormwater Runoff Pollution Control Ordinance. The IS/MND determined that with compliance with the aforementioned ordinances and with goals and policies included in the General Plan EIR, there would be a less than significant impact related to runoff and stormwater discharge. The IS/MND found that, with application of City policies requiring new developments to detain on-site drainage such that the rate of runoff flow is maintained at pre-development levels and to coordinate with other projects' master plans to ensure no adverse cumulative effects, the proposed project would not substantially alter the existing drainage pattern of the site or area.

Finally, the IS/MND determined that according to FEMA Map Panel 06061CO477F, effective November 21, 2001, the Sunset Hills Townhomes project would be located in Flood Zone X. Flood Zone X indicates that the project sit not located within a 100-year or 500-year flood hazard area, and the IS/MND found that since the project site is not located within the potential inundation area of any dam or levee failure and is not located sufficiently near any significant bodies of water or steep hillsides, the proposed project would not expose people or structures to a significant risk of loss, injury, or death as a result of flooding and there would be a less than significant impact. The IS/MND concluded that construction and operation of the South Whitney project would result in a less than significant impact to hydrology/water quality.

5.9.2 Hydrology/Water Quality Impacts Associated with Proposed Project

The proposed Whitney Walk Residential Project would include the construction and operation of 170 total residential townhome lots on a 12.99-acre site for single-family detached and attached units. Grading and vegetation removal activities could result in the exposure of raw soil materials to the natural elements, potentially increasing the amount of silt and debris carried by runoff. Additionally, since the proposed project is a residential development, residential activities such as the conventional

maintenance of yards, e.g., using fertilizers, herbicides, pesticides, fungicides, and other chemicals in and around the home could cause potential pollutants to enter stormwater runoff. The State Water Resources Control Board is responsible for implementing elements of the Clean Water Act and has issued a statewide General Permit for construction activities within the state. The State General Construction Activity Storm Water Permit is implemented and enforced by Regional Water Quality Control Boards and applies to construction activities that disturb 1-acre or more, such as the proposed project.

In addition, the Rocklin Municipal Code Grading and Erosion and Sedimentation Ordinance as well as the Stormwater Runoff Pollution Control Ordinance would apply to the proposed project, and require the implementation of a SWPPP and associated BMPs. The Whitney Walk Residential Project would be served by stormwater drainage pipes installed as part of the project, which would then direct stormwater through water quality treatment structures and a stormwater basin (as BMP features) before entering the City's storm drain system. Additionally, the City's storm drain system maintains the necessary capacity to support development on the proposed project site. The proposed project would have a less than significant impact on water quality standards or waste discharge requirements, and there would be no new significant or substantially more severe impact compared to what was previously analyzed in the 2015 and 2016 IS/MNDs.

As part of the City's development review process, the proposed project would be required to prepare an erosion and sediment control plan that would address the potential for polluted water runoff during construction and include the implementation of BMP to control construction site runoff. Since the proposed project would comply with both the City's development review process, the Grading and Erosion and Sedimentation Ordinance, as well as the Stormwater Runoff Pollution Control Ordinance as described in Section 5.9.1 above, impacts related to polluted water runoff would be less than significant. There would be no new significant or substantially more severe impact compared to what was previously analyzed in the 2015 and 2016 IS/MNDs.

Development of the proposed Whitney Walk Residential project would not alter the course of a stream or river, and would include two on-site stormwater basins (Drainage Basin A and B) for detention to accommodate the proposed project's drainage runoff flows. Drainage Basin A would be surrounded by a rock retaining wall and would be connected to the proposed storm drains along Streets A and B; thus, the proposed project would comply with City policies of requiring new developments to detain on-site drainage such that the rate of runoff flow is maintained at pre-development levels. The proposed project would have a less than significant impact and there would be no new significant or substantially more severe impact than what was previously analyzed in the 2015 and 2016 IS/MNDs.

According to the FEMA National Flood Hazard Layer viewer Map Panel 06061CO477G, effective date November 21, 2001 (FEMA 2025), APNs 016-210-011, 016-240-044, and 016-240-039 are primarily located in Flood Zone X, and a portion of APN 016-240-039 is located within Zone AE. Zone X is classified as an area outside the 100-year flood zone and above the 500-year flood level, while Zone AE delineates the 100-year flood zone. The project footprint has been developed to remain outside of Zone AE, and would not place any buildings or project components within the 100-year floodplain. The project site is also 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 seiche, tsunami, or mudflow (FEMA 2025). The proposed project would have a less than significant impact and would have no new significant or substantially more severe impact than what was previously analyzed in the 2015 or 2016 IS/MNDs.

In conclusion, the proposed Whitney Walk Residential Project would comply with the General Plan goals and policies, the Grading and Erosion and Sedimentation Control Ordinance, the Stormwater Runoff Pollution Control Ordinance, and the City's Improvement Standards to reduce impacts to hydrology/water quality to a less than significant level, and there would be no new significant or substantially more severe impacts compared to what was analyzed in the 2015 and 2016 IS/MNDs.

5.9.3 Hydrology/Water Quality Mitigation Measures

No Mitigation Measures related to hydrology/water quality included in the General Plan EIR, the Sunset Hills IS/MND, nor the South Whitney IS/MND would apply to the proposed project.

5.10 LAND USE AND PLANNING

5.10.1 Summary of Prior Environmental Analysis

The General Plan EIR analyzed the anticipated impacts on land use and planning in Chapter 4.1, Land Use. The General Plan EIR determined that no aspect of the proposed General Plan would divide the city or any of its 17 neighborhood areas (i.e., no new roadways or land uses that would divide or disrupt existing land use patterns and established communities), and that future expansion of the boundaries of the City or its Sphere of Influence would be severely limited due to the City being mostly surrounded by the City of Roseville on the south and west, the City of Lincoln on the north, and the Town of Loomis on the east. Therefore, impacts were determined to be less than significant. The General Plan EIR went on to determine that implementation of the proposed project could create conflicts between adjacent land uses including unincorporated Placer County, the City of Lincoln, the Town of Loomis, and the City of Roseville, but that with the Land Use policies from the General Plan in place to safeguard against placement of incompatible uses adjacent to one another, no land use conflicts are anticipated between the Rocklin General Plan Land Use Diagram and adjacent land uses in unincorporated Placer County, the Cities of Roseville and Lincoln, and/or the Town of Loomis; there would be a less than significant impact.

The 2012 General Plan EIR went on to analyze potential impacts to applicable habitat conservation plans. While Placer County has prepared a Placer County Conservation Plan, a Natural Community Conservation Plan, and Habitat Conservation Plan, the City has chosen not to participate and would not be subject to the plans. Therefore, the General Plan EIR concluded that implementation of the General Plan would not result in conflicts with a habitat conservation plan or natural community conservation plan, and there would be no impact. The General Plan EIR ultimately concluded that implementation of the General Plan would have a less than significant impact, and that the General Plan's contribution to cumulative land impacts would also be less than cumulatively considerable.

The 2015 Sunset Hills IS/MND tiered off the General Plan EIR, and included APNs 016-210-011 and 016-240-044 in its analysis. The 11.2-acre project site was designated HDR and was Recreation/Conservation (R/C) on the General Plan land use map, and was zoned Retail Business (C-2) at the time the IS/MND was drafted. The IS/MND determined that the project would require a rezone to Planned Development Residential, 17 units per acre (PD-17) and Open Area (OA) as well as a General Development Plan to allow residential uses on the site as the Sunset Hills Townhomes project proposed, and that with this rezone the proposed project would be consistent with the site's land use and zoning designations. The development of the project would not conflict with land use designations, and it would not be anticipated to have an impact on land use and planning. The IS/MND went on to find that the proposed Sunset Hills project is compatible with the adjacent properties designated for and developed with

Medium-High and Medium Density Residential uses and the adjacent Retail Commercial uses, and that the proposed project is not located within a Habitat Conservation Plan area. Thus, the IS/MND ultimately concluded that compliance with the mitigation measures incorporated into the General Plan goals and policies would ensure that development of the infill site would not result in significant impacts to land use and planning.

The 2016 South Whitney IS/MND also tiered off of the General Plan EIR and determined that 47,104 sf of townhomes in 4 buildings and a 7,891-sf medical office would not physically divide an established community. At the time the IS/MND was drafted, the South Whitney project site was designated on the City's General Plan land use map as Retail Commercial (RC) and was zoned Retail Business (C-2). As part of project approval, the project site required a General Plan Amendment to High Density Residential (HDR) and a Rezone and General Development Plan to Planned Development Residential, 16 dwelling units per acre (PD-16). The IS/MND found that since the C-2 zoning designation is consistent with the Retail Commercial (RC) land use designation and the proposed PD-16 zoning designation is consistent with the proposed HDR land use designation, the proposed project would be consistent with the site's land use and zoning designations upon project approval and the development of the project would not conflict with land use designations and would not be anticipated to have an impact on land use and planning. The IS/MND went on to find that since the proposed project is not located within the area of a habitat conservation plan or natural community conservation plan, there would be no impact. The IS/MND ultimately concluded that compliance with the mitigation measures incorporated into the General Plan goals and policies would ensure that development of the infill site would not result in significant impacts to land use and planning.

5.10.2 Land Use and Planning Impacts Associated with Proposed Project

The proposed Whitney Walk Residential Project is located within an area characterized primarily by low, medium, and high-density residential uses. The project site is surrounded by Sunset Boulevard, commercial uses, and single-family detached unit residences to the north; open space associated with Antelope Creek, apartments, and retail to the east; Bryce Way and single-family attached and detached residences to the south, and Chalmette Court, Pinnacles Drive, townhomes, and single-family detached residences to the west. South Whitney Boulevard runs north to south through the project site. Thus, the proposed project would not divide an established community and there would be no new significant or substantially more severe impact compared to what was previously analyzed in the 2015 and 2016 IS/MNDs.

The General Plan land use designation for the three currently vacant parcels is: High Density Residential (HDR) for APN 016-240-044; HDR and Recreation-Conservation (R-C) for APN 016-210-011; and HDR, R-C, and Retail Commercial (RC) for APN 016-240-039. The purpose of HDR designated areas is to provide areas for multi-family homes, conveniently near commercial uses, employment centers, arterial and collector streets and other intensive uses. HDR designated places are characterized as areas of multi-family development in close proximity to commercial and public facilities, arterial and collector streets, and other intensive uses, and should have a density of at least 15.5 dwelling units per acre (du/ac) with a population of at least 40 per acre (City 2012).

The zoning designation for APN 016-240-044 is Planned Development – Residential (PD-R), for APN 016-210-011 is PD-R and Open Area (OA), and for APN 016-240-039 is PD-R, OA, and Retail Business (C-2). The PD zone is intended to provide the means for greater creativity and flexibility in environmental design than is provided under the strict application of the zoning and subdivision ordinances, while at

the same time protecting the public health, safety and welfare and property values. Various land uses may be combined in a planned development zone including combinations of residential, commercial, industrial, utility, institutional, educational, cultural, recreational and other uses, provided the combination of uses results in a balanced and stable environment. For a zone to be considered PD, an application is submitted in the form of a general development plan, which would include a map of proposed boundaries and patterns of land use complete with acreage, residential density, and intensity for nonresidential uses. After review by the planning director, the proposed general development plan is submitted to the planning commission as a proposed rezoning of the property to the PD zone.

The project proposal would be primarily located on PD zoned land and has been designated for future residential use (PD-R) in accordance with City of Rocklin Ordinance No. 1036, 1052, and the General Development Plan currently being prepared for the project. The proposed Whitney Walk Residential Project would have a housing density of 16.7 du/ac, consistent with the density requirements included in Ordinance No. 1036, 1052, and in the proposed General Development Plan. The proposed project does not propose changes to the General Plan, nor does it propose different land uses at the site from what is proposed in the new General Development Plan or what was certified in Ordinances 1036 and 1052. The proposed project would support the goals in the General Plan related to housing availability in the City, and would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project, adopted for the purpose of avoiding or mitigating an environmental effect. Thus, there would be a less than significant impact and no new impact compared to what was previously analyzed in the 2015 and 2016 IS/MNDs.

The proposed project is not located within the area of a habitat conservation plan or natural community conservation plan; therefore, no impact has been identified and there would be no new significant or substantially more severe impact compared to what was previously analyzed in the 2015 and 2016 IS/MNDs.

5.10.3 Land Use and Planning Mitigation Measures

Because impacts to land use and planning would be less than significant, no mitigation is required.

5.11 MINERAL RESOURCES

5.11.1 Summary of Prior Environmental Analysis

The 2012 General Plan EIR did not contain a chapter dedicated to mineral resources, but did address them in Chapter 4.6, Geology and Soils. The General Plan EIR determined that since the City has no mineral resources as classified by a State Geologist, the General Plan area has no known or suspected mineral resources that would be of value to the region or to residents of the state. Thus, the General Plan EIR concluded that implementation of the General Plan would have no impact on mineral resources.

The 2015 Sunset Hills IS/MND tiered off of the 2012 General Plan EIR and determined that the Sunset Hills project site would not be located on known mineral resources since there are no known or suspected mineral resources located within the City. The IS/MND concluded that construction and operation of the Sunset Hills Townhomes project would have no impact on mineral resources.

The 2016 South Whitney IS/MND also tiered off of the 2012 General Plan EIR and determined that, since there are no mineral resources within the City, there are no known or suspected mineral resources present on the project site. The IS/MND concluded that construction and operation of the South Whitney Townhomes and Medical Center project would have no impact on mineral resources.

5.11.2 Mineral Resources Impacts Associated with Proposed Project

The proposed Whitney Walk Residential Project site is located within the boundaries of the General Plan area, which does not contain known or suspected mineral resources. The proposed project would be constructed on developed open space land which is not used or zoned for mineral extraction.

Additionally, the site has not been associated with mineral mining, and therefore there would be no impacts to the loss of a known mineral resource or locally important mineral resource as a result of construction or operation of the proposed project. The proposed Whitney Walk Residential project would have no impact on mineral resources, and would not result in more significant aesthetics impacts than what was evaluated in the 2015 or 2016 IS/MNDs.

5.11.3 Mineral Resources Mitigation Measures

Because impacts to mineral resources would not occur, no mitigation is required.

5.12 NOISE

5.12.1 Summary of Prior Environmental Analysis

The 2012 General Plan EIR analyzed noise impacts in Chapter 4.5, Noise, and found that the potential for noise conflicts from development under the proposed General Plan includes conflicts resulting from adjacent land uses and their operational aspects, construction activities and noise sensitive land uses, and exposure to groundborne vibration. While generally addressed through the land use designation and zoning identification process, the General Plan EIR determined that there is the potential that some development allowed under current land use designations and zoning would have operational aspects that could create noise impacts on other adjacent land uses, and that stationary source noise levels from activities on uses for which the City has limited control could result in noise levels that exceed the City's maximum allowable noise standards. The General Plan EIR included goals and actions from the General Plan to reduce potential impacts; however, the General Plan EIR ultimately concluded that it may not be possible to fully mitigate traffic and/or railroad noise in all areas, particularly in existing development that may be constrained due to age, placement, or other factors that limit the feasibility of mitigation.

The 2015 Sunset Hills IS/MND tiered off of the General Plan EIR and determined that potential noise impacts can be categorized into short-term construction noise impacts and long-term or permanent noise impacts. The IS/MND found that since the proposed project would comply with City-adopted standard conditions of project approvals addressing short-term impacts, as well as the City of Rocklin Construction Noise Guidelines, impacts related to ambient noise would be less than significant. The IS/MND went on to find that the project would comply with the City's exterior noise level standard of 60 dB Ldn, and that there would be no airport-related noise impacts. Ultimately, the IS/MND concluded that construction and operation of the proposed Sunset Hills project would have a less than significant impact with compliance with General Plan goals and policies and the City of Rocklin Construction Noise Guidelines.

The 2016 South Whitney IS/MND also tiered off of the General Plan EIR and determined that while development of the South Whitney project could result in an increase in short-term noise impacts from construction activities, but that development and operation of the project was not anticipated to have significant long-term operational noise impacts. The IS/MND found that the proposed project is predicted to comply with the City of Rocklin 60 dB Ldn and 45 dB Ldn exterior and interior noise level standards for residential uses. In addition, the IS/MND found that the project would comply with the City's interior noise level standard for office uses, and that parking lot activities would comply with the City's stationary noise source criteria at the residential portion of the project site. Ultimately, the IS/MND concluded that compliance with General Plan goals and policies and the City of Rocklin Construction Noise Guidelines would reduce noise related impacts to a less-than-significant level.

5.12.2 Noise Impacts Associated with Proposed Project

The following analysis is based on the Noise and Vibration Assessment prepared by HELIX in March 2025 referenced as Appendix G to this document and available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA. The 2015 Sunset Hills IS/MND proposed the development of 26 building lots on an 11.2-acre site containing 148 condominium units and two common area lots, while the 2016 South Whitney IS/MND proposed the construction and operation of a mixed-use development on a 2.8-acre site consisting of four buildings totaling 20 units as well as an approximately 7,891-sf medical office building. Combined, the two IS/MNDs proposed 168 units. The proposed project proposes the development of 170 total residential lots on a 12.99-acre site for single-family detached and attached units, with parcels 016-210-011 and 016-240-044 proposed to be developed with 140 units, and parcel 016-240-039 to be developed with 30 units. The proposed project would include parking and landscaping including two drainage basins, and would no longer include mixed use development or a medical office building.

An on-site source of vibration during project construction would be a vibratory roller (primarily used to achieve soil compaction as part of the foundation and paving construction), which could be used within approximately 40-feet of the existing Rocklin Sunset Townhomes across Chalmette Court to the west. A large vibratory roller creates approximately 0.21-in/sec PPV at a distance of 25-feet (Caltrans 2020). At 40-feet, vibratory roller would create a PPV of 0.125-in/sec, which would not exceed the Caltrans damage potential criteria of 0.4-inch per second PPV for residential buildings in good repair with gypsum board walls. Once operational, the project would not be a source of groundborne vibrations. Therefore, although project construction vibrations may be perceptible to occupants of nearby buildings, the project would not result in the generation of excessive ground-borne vibration or ground-borne noise levels. The impact would be less than significant, and there would be no new significant or substantially more severe impact than what was analyzed in the 2015 and 2016 IS/MNDs.

The Noise and Vibration Assessment determined that the proposed Whitney Walk Residential Project would not exceed thresholds for off-site existing traffic noise levels. The maximum change in CNEL because of project-generated traffic would be 0.8 dBA CNEL along Chalmette Court in the Existing (2024) Plus Project scenario and 0.5 CNEL in the Cumulative (2044) Plus Project scenario. A 0.8 dBA change in ambient noise level would be lower than the threshold and would not be discernable. Therefore, the project's contribution to traffic would not generate a substantial permanent increase in ambient noise levels in the project vicinity.

Potential on-site noise sources could include heating, ventilation and air conditioning (HVAC) systems, and were analyzed as part of the Noise and Vibration Assessment using the CadnaA software. Modeling

assumed one hour of continuous operation of HVAC condensers. Modeled noise levels were analyzed at receivers placed five feet inside the property line of nearby noise sensitive land uses (NSLU) at a height of five feet above the ground. The assessment determined that noise generated on the project site would not exceed the City's General Plan daytime standard of 55 dBA L_{EQ} or nighttime standard of 45 dBA L_{EQ} , measured at 5-feet above the ground and a minimum of 5-feet inside the property line at the nearest residential land uses surrounding the project site. Thus, the impact to ambient noise levels as a result of construction and operation of the proposed Whitney Walk Residential Project would be less than significant, and there would be no new significant or substantially more severe impact than what was analyzed in the 2015 and 2016 IS/MND.

Construction noise impacts would be temporary and would cease completely at the completion of project construction. Construction of the project would require the use of heavy off-road equipment for site demolition, site preparation, grading, installation of underground utilities/infrastructure, construction of new buildings, and paving. The magnitude of the noise impact would depend on the type of construction activity, equipment, duration of each construction phase, distance between the noise source and receiver, and any intervening structures. The closest existing NSLU to the project site are the Rocklin Sunset Townhomes located approximately 40-feet west of the project site across Chalmette Court and single-family homes located adjacent to the project site southeast of South Whitney Boulevard.

Heavy earthmoving equipment would be used during grading and excavation for underground utilities, including rubber-tired dozers, backhoes, and graders. Heavy off-road construction equipment would not all operate at the same time or location and would not be in constant use during the 8-hour operating day. Further, not all the pieces of equipment would be used near off-site residential property lines. Equipment is assumed to operate at the center of the project, and the two noisiest pieces of construction equipment are assumed to operate concurrently near each other. For grading on the portion of the project site northwest of South Whitney Boulevard, the two noisiest pieces of construction equipment would be a dozer and a scraper, and the center of the site would be approximately 290-feet from the closest residences, the townhomes on Chalmette Court.

The Noise and Vibration Assessment determined that the combined noise of a dozer and grader at a distance of 290-feet would be 66.5 dBA L_{EQ} , and that for 8-hours of equipment daytime operation, the resulting 24-hour ambient noise from the construction equipment would be 61.7 CNEL. The existing ambient traffic noise for the townhomes on Chalmette Court is 55.7 CNEL. Therefore, the temporary increase in ambient noise resulting from project construction would be 6.0 dBA, less than the 10 dBA threshold. For grading on the portion of the project site southeast of South Whitney Boulevard, the two noisiest pieces of construction equipment would be a dozer and a scraper, and the center of the site would be approximately 130-feet from the closest residence, a single-family home on South Whitney Boulevard. The combined noise of a dozer and grader at a distance of 130-feet would be 73.5 dBA L_{EQ} . For 8-hours of equipment daytime operation, the resulting 24-hour ambient noise from the construction equipment would be 68.7 CNEL. The existing ambient traffic noise for the residences on South Whitney Boulevard is 59.5 CNEL. Therefore, the temporary increase in ambient noise resulting from project construction would be 9.2 dBA, less than the 10 dBA threshold.

In accordance with the City of Rocklin Construction Noise Guidelines, project construction activity would be prohibited before 7:00 a.m. or after 7:00 p.m. on weekdays, or before 8:00 a.m. or after 6:00 p.m. on weekends to the satisfaction of the City Engineer or Building Official. Construction noise associated with City-approved grading and building construction permits is not subject to the City's General Plan non-

transportation noise standards. As discussed above, noise from project construction equipment would not result in a temporary increase in ambient noise exceeding the 10 dBA threshold. Therefore, project construction would not generate a substantial temporary increase in ambient noise levels in the vicinity, and there would be a less than significant impact. There would be no new significant or substantially more severe impact compared to what was previously analyzed in the 2015 and 2016 IS/MNDs.

The closest airport to the project site is the Lincoln Regional Airport, approximately 5.7-miles to the northwest, and Sacramento McClellan Airport, approximately 11.8-miles to the southwest. The project would not be located within an airport land use plan or within two miles of a public airport or private airstrip. The people residing or working in the project area would not be exposed to excessive noise levels and no impact would occur, consistent with the prior analyses. Therefore, there would be no impact related to airports, airport land use plans, or private airstrips, and implementation of the proposed Whitney Walk Residential Project would not result in new significant or substantially more severe impacts compared to what was previously analyzed in the 2015 and 2016 IS/MNDs.

The proposed project would site new NSLU near existing sources of traffic noise on Sunset Boulevard, South Whitney Boulevard, and other area streets. In accordance with the 2015 California Supreme Court decision in *California Building Industry Association v Bay Area Air Quality Management District BAAQMD*, an effect of the environment on a project is not generally a CEQA impact. However, the noise and vibration assessment determined that traffic noise at the faces of project residences facing Sunset Boulevard would exceed 65 CNEL and these residences would have the potential to have interior noise levels exceeding the City standard of 45 CNEL. HELIX completed an exterior-to-interior noise analysis for the habitable rooms of the project residential unit most exposed to noise from Sunset Boulevard. Based on the project architectural plans and assuming exterior wall with typical construction meeting current building code and dual pane windows meeting current building code, the maximum interior noise levels for a habitable room would be 40.5 CNEL, well below the City's residential interior noise standard of 45 CNEL.

In conclusion, the project would not result in a temporary or permanent increase in ambient noise levels in excess of City Standards, the generation of excessive ground-borne vibration, or exposure of persons to excessive noise from aircraft or airport operations. The project would not result in new or substantially more severe noise and vibration impacts compared to what was analyzed in the Sunset Hills IS/MND and South Whitney IS/MND. Traffic noise at project buildings adjacent to Sunset Boulevard would not result in interior noise levels exceeding the City residential standard of 45 CNEL.

5.12.3 Noise Mitigation Measures

No Mitigation Measures related to noise included in the General Plan EIR, the Sunset Hills IS/MND, nor the South Whitney IS/MND would apply to the proposed project.

5.13 POPULATION AND HOUSING

5.13.1 Summary of Prior Environmental Analysis

The 2012 General Plan EIR determined that development and buildout of the General Plan could result in population and housing impacts, but that 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 General Plan EIR

analyzed that implementation of the General Plan would 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.

The 2015 Sunset Hills IS/MND tiered off of the General Plan EIR and determined that since the project site was vacant at the time of drafting the IS/MND, the project would not displace existing residents or existing housing, necessitating the construction of replacement housing elsewhere. Additionally, the IS/MND found that because the project site is currently designated for HDR and was analyzed as such in the General Plan EIR, the addition of 148 condominium units is not considered to induce substantial population growth because it is located in an area that has already been planned for residential uses, and that the addition of 148 condominium units into a City that is projected to have approximately 29,283 DUs at the buildout of the General Plan does not represent a significant addition. The IS/MND concluded that the Sunset Hills project would have a less than significant impact.

The 2016 South Whitney IS/MND also tiered off of the General Plan EIR and determined that since the project site was vacant at the time of drafting the IS/MND, there would be no impact to existing residents or housing. The IS/MND also found that while the site was designated on the City's General Plan land use map as RC and was zoned C-2, and a since a portion of the project site was proposed as High Density Residential HDR and PD-16. The addition of 20 townhome housing units and offices was not considered to induce substantial population growth in an area, nor does the addition of 20 townhome housing units into a City that is projected to have approximately 29,283 DUs at the buildout of the General Plan represent a significant addition. The 2016 IS/MND concluded that the South Whitney project would have a less than significant impact on population and housing.

5.13.2 Population and Housing Impacts Associated with Proposed Project

The General Plan land use designation for the three currently vacant parcels is: High Density Residential (HDR) for APN 016-240-044; HDR and Recreation-Conservation (R-C) for APN 016-210-011; and HDR, R-C, and Retail Commercial (RC) for APN 016-240-039.. The purpose of HDR designated areas is to provide areas for multi-family homes, conveniently near commercial uses, employment centers, arterial and collector streets and other intensive uses. HDR designated places, and should have a density of at least 15.5-du/ac with a population of at least 40 per acre, and the General Development Plans that cover the proposed project site also indicate a minimum density of 15.5-du/ac. The proposed Whitney Walk project would have a density of 16.7-du/ac, and would thus be consistent with the General Plan designation as well as the zoning designation of the site. Additionally, since the project site was analyzed for High Density Residential in the General Plan EIR, and in previous IS/MNDs, the change from 168 to 170 residential units is not considered to induce substantial population growth because it is located in an area that has already been planned for residential uses. The addition of 148 condominium units into a City that is projected to have approximately 29,283 DUs at the buildout of the General Plan does not represent a significant addition, and thus the proposed project would have a less than significant impact and no new impact compared to what was previously analyzed in the 2015 and 2016 IS/MNDs.

The proposed Whitney Walk Residential Project site is currently vacant, and the implementation of the proposed project would not displace any people or residences. There would be no impact, and no new significant or substantially more severe impact than what was analyzed in the 2015 and 2016 IS/MNDs.

5.13.3 Population and Housing Mitigation Measures

As impacts to population and housing would be less than significant, no mitigation is required.

5.14 PUBLIC SERVICES

5.14.1 Summary of Prior Environmental Analysis

The 2012 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 and determined that these impacts included increased demand for fire, police and school services, provision of adequate fire flow, and increased demand for parks and recreation. The analysis found that while development and buildout of the General Plan could 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. Thus, the General Plan EIR concluded that there would be a less than significant impact to public services.

The 2015 Sunset Hills IS/MND tiered off of the General Plan EIR and determined that development of the proposed project could increase the need for fire and police protection services. The IS/MND found that operation and maintenance funding for fire suppression and police protection 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 and police protection service to the site; therefore, the IS/MND concluded that fire and police protection impacts would be anticipated to be less than significant. The IS/MND went on to determine that since the proposed project would be required to pay applicable school impact fees in effect at the time of building permit issuance to finance school facilities, participation in these funding mechanisms, as applicable, would reduce school impacts to a less than significant level as a matter of state law. In summary, the IS/MND concluded that the proposed project would have a less than significant impact on public services.

The 2016 South Whitney IS/MND also tiered off of the General Plan EIR and determined that development of the proposed project could increase the need for fire and police protection services. The IS/MND found that operation and maintenance funding for fire suppression and police protection 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 and police protection service to the site; therefore, the IS/MND concluded that fire and police protection impacts would be anticipated to be less than significant. The IS/MND went on to determine that since the proposed project would be required to pay applicable school impact fees in effect at the time of building permit issuance to finance school facilities, participation in these funding mechanisms, as applicable, would reduce school impacts to a less than significant level as a matter of state law. In summary, the IS/MND concluded that the proposed project would have a less than significant impact on public services.

5.14.2 Public Services Impacts Associated with Proposed Project

Consistent with the 2015 and 2016 IS/MNDs, the proposed Whitney Walk Residential Project could also increase the need for fire protection services, police, and police patrol. The proposed project would pay construction taxes, participate in any applicable financing districts and contribute to the general fund through property and sales taxes which would contribute to operation and maintenance of these services and would reduce potential fire or police protection impacts to a less than significant level.

The proposed project would not result in a significantly greater demand for school services over what was analyzed in the 2015 or 2016 IS/MNDs, and would pay the applicable Rocklin Unified School District fees under Education Code Section 17620 and Government Code 65995. Thus, school impacts resulting from the proposed project would be less than significant.

In conclusion, while the proposed project may increase the need for public services, 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 and there would be no new significant or substantially more severe impacts than what was previously analyzed in the 2015 and 2016 IS/MNDs.

5.14.3 Public Services Mitigation Measures

Because impacts to public services would be less than significant, no mitigation is required.

5.15 RECREATION

5.15.1 Summary of Prior Environmental Analysis

The 2012 General Plan EIR analyzed impacts to recreation in Chapter 4.12, Public Services, and determined that while development and buildout of the General Plan could result in recreation facilities impacts. The General Plan has established a parkland standard of 5-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. Thus, due to buildout and growth of the General Plan, these impacts would be reduced to a less than significant level through the application of General Plan goals and policies.

The 2015 Sunset Hills IS/MND tiered off of the General Plan EIR, and determined that since the project is a residential project, it could increase demand for recreational facilities. The City 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. Additionally, the IS/MND found that the proposed project includes a tot lot area and a community pool and that there are several City parks that exist in the project area, including Johnson-Springview Park on 5th Street, Sunset East Park on Willowynd Drive and Vista Grande Park on Onyx Drive. The IS/MND went on to determine that through implementation of the City's park standards and funding mechanisms that would be contributed to by the project applicant paying park and recreation fees as required by the City's subdivision ordinance, the Sunset Hills project would have less than significant impacts caused by the need to expand recreational facilities.

The IS/MND also found that although use of City parks would be anticipated, the project would not be anticipated to significantly increase the use of existing recreational facilities such that substantial deterioration of these facilities would occur or be accelerated. The project would not require the construction of any other new, or expansion of an existing, public recreational facility; therefore, the IS/MND concluded that the project would have less than significant impacts regarding the increase in use of recreational facilities. The IS/MND ultimately made the determination that compliance with General Plan goals and policies and payment of necessary fees, including park and recreation fees, would ensure the impacts to recreational facilities are less than significant from construction and operation of the Sunset Hills project.

The 2016 South Whitney IS/MND also tiered off of the General Plan. The residential portion of the proposed South Whitney project included a small gazebo shade structure to provide an opportunity for outdoor recreation. Employees and residents of the project could utilize City recreational facilities but the IS/MND determined that 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; therefore, the IS/MND found that the project would have less than significant impacts regarding the increase in use of recreational facilities. The IS/MND ultimately concluded that compliance with General Plan goals and policies and payment of necessary fees, including park and recreation fees, would ensure the impacts to recreational facilities are less than significant.

5.15.2 Recreation Impacts Associated with Proposed Project

The General Plan parkland standard is 5-acres per 1,000 population. The City's subdivision ordinance provides for the collection of park and recreation fees and/or parkland dedication for new residential developments at the time properties are subdivided. The fees are used to fund the acquisition and development of park and recreation facilities commensurate with the established parkland standard. Fees are also collected through an annual tax on each dwelling unit to fund park maintenance.

Approximately 2.36-acres of the project site would be dedicated open space, and no park or recreational facilities would be constructed as part of the proposed project. Several City parks exist within one mile of the project area, including Johnson-Springview Park on 5th Street, Sunset East Park on Willowynd Drive and Vista Grande Park on Onyx Drive. The proposed Whitney Walk Residential Project could impact recreation by constructing a residential facility contributing to the need for additional recreational facilities in the City. However, this impact was anticipated and provided for through implementation of the City's park standards and funding mechanisms, such as the Community Park and Recreational Facilities Improvement Fee . The project applicant would pay park and recreation fees as required by the City's subdivision ordinance, and therefore the project would have a less than significant impact caused by the need to expand recreational facilities and would have no new significant or substantially more severe impact compared to what was previously analyzed in the 2015 and 2016 IS/MNDs.

Although use of City parks would be anticipated, the project would not be anticipated to significantly increase the use of existing recreational facilities such that substantial deterioration of these facilities would occur or be accelerated. Thus, compliance with General Plan goals and policies and payment of necessary fees, including park and recreation fees, would ensure the impacts to recreational facilities

are less than significant and there would be no new significant or substantially more severe impact than what was previously analyzed in the 2015 and 2016 IS/MNDs.

5.15.3 Recreation Mitigation Measures

Because impacts to recreation would be less than significant, no mitigation is required

5.16 TRANSPORTATION

5.16.1 Summary of Prior Environmental Analysis

The 2012 General Plan EIR determined that the General Plan would include impacts on 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. Goals and policies 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. However, the General Plan EIR concluded that despite these goals and policies, significant transportation impacts would 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.

The 2015 Sunset Hills IS/MND tiered off of the General Plan and found that capacity or LOS impacts from the proposed project are not anticipated since the Sunset Hills project would 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." The IS/MND went on to find that payment of traffic impact fees would reduce traffic impacts from the proposed project to a less than significant level.

The Sunset Hills project was not found to be located near an airport nor a flight path, and evaluated by the City's Engineering Services Manager to assess such items as hazards due to a design feature or incompatible uses. Thus, the IS/MND determined that a less than significant hazard or emergency access impact is anticipated as part of the Sunset Hills Project. The IS/MND went on to analyze that 296 garage spaces and 74 visitor spaces are required; the Sunset Hills project was anticipated to provide 296 garage spaces and 82 visitor spaces. Therefore, the IS/MND determined that there would not be an inadequate parking supply. Finally, the IS/MND determined that since there are existing Class II bike facilities along South Whitney Boulevard and proposed Class II bike facilities along Sunset Boulevard in the vicinity of the project and since the proposed project would not conflict with these bike lane locations or with other policies or programs promoting alternative transportation, there would be a less than significant

impact. The 2015 IS/MND ultimately concluded that compliance General Plan goals and policies and payment of traffic impact mitigation fees would reduce transportation and traffic impacts to a less than significant level.

The 2016 South Whitney IS/MND also tiered off of the General Plan and found that capacity or level of service impacts from the proposed project are not anticipated since the South Whitney project would 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.” The IS/MND went on to find that payment of traffic impact fees would reduce traffic impacts from the proposed project to a less than significant level.

The South Whitney project was not found to be located near an airport nor a flight path and evaluated by the City’s Engineering Services Manager to assess such items as hazards due to a design feature or incompatible uses. Thus, the IS/MND determined that a less than significant hazard or emergency access impact is anticipated as part of the South Whitney Project. The IS/MND went on to analyze that 40 parking spaces would be required; the South Whitney project was anticipated to provide 40 parking spaces. Therefore, the IS/MND determined that there would not be an inadequate parking supply. The IS/MND went on to analyze that in the vicinity of the project there are existing Class II bike facilities along South Whitney Boulevard and proposed Class II bike facilities along Sunset Boulevard, and that the proposed project does not conflict with these bike lane locations or with other policies or programs promoting alternative transportation. The 2016 IS/MND ultimately concluded that compliance General Plan goals and policies and payment of traffic impact mitigation fees would reduce transportation and traffic impacts from the South Whitney project to a less than significant level.

5.16.2 Transportation Impacts Associated with Proposed Project

Kimley Horn prepared a Transportation Impact Study (TIS) for the Whitney Walk project in May of 2025, referenced as Appendix E and available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA.

The number of projected trips generated by the proposed project in all scenarios was approximated in the TIS using data included in the Trip Generation Manual, 11th Edition, published by the Institute of Transportation Engineers (ITE). The average rate for ITE Land Use Code 210 (Single-Family Detached Housing) and Land Use Code 215 (Single-Family Attached Housing) were used to represent the single-family residential project. The proposed residential project (170 single-family units) would generate an estimated 1,358 daily trips, with 95 and 119 trips occurring during the AM and PM peak-hours, respectively. Refer to Table 5, *Project Trip Generation*, to see the estimated vehicle trips that would be generated by the project.

Primary vehicle access to the units on the western side of South Whitney Boulevard is provided via the proposed 46-feet (ft) wide access driveway (Driveway 1), the proposed 46-ft-wide access driveway on Chalmette Court, and two proposed 22-ft wide alleys off Chalmette Court. Primary vehicle access to the units east of South Whitney Boulevard is provided via the 22-ft wide alleys (Driveways 2 and 3) off South Whitney Boulevard. The 46-ft driveways along South Whitney Boulevard and Chalmette Court are proposed to be the main internal drive aisles and connect to all alleys on the site west of South Whitney Boulevard. Driveways 2 and 3 would be directly accessed by South Whitney Boulevard. All of the proposed streets and alleys on the project site will be private.

Table 5: Project Trip Generation

Land Use Category	Size	Daily Trips	AM Peak Hour					PM Peak Hour				
			Total	IN		OUT		Total	IN		OUT	
				%	Trips	%	Trips		%	Trips	%	Trips
Single-Family Detached Housing (LU 210)	60 DU	566	42	26%	11	74%	31	56	63%	35	38%	21
Single-Family Attached Housing (LU 210)	110 DU	792	53	30%	16	70%	37	63	57%	36	43%	27
Net External Trips		1,358	95		27		68	119		71		48

DU = Dwelling Units

Source: Trip Generation Manual, 11th Edition

The study intersections operate between LOS A and F in the Existing (2024) and Existing (2024) plus Project scenarios. See Table 6: Existing and Existing Plus Project Intersection Levels of Service below.

Table 6: Existing and Existing Plus Project Intersection Levels of Service

ID	Intersection	Control	Peak Hour	Cumulative (2044)		Cumulative (2044) plus project	
				Delay (s)	LOS	Delay (s)	LOS
1	Sunset Boulevard @ Coronado Way/Topaz Avenue	Signal	AM	31.3	C	31.4	C
			PM	21.8	C	21.0	C
2	Sunset Boulevard @ South Whitney Boulevard	Signal	AM	209.4	F	201.0	F
			PM	204.0	F	185.4	F
3	Sunset Boulevard @ Springview Drive/3 rd Street	Signal	AM	137.6	F	137.5	F
			PM	43.3	D	44.0	D
4	S Whitney Boulevard @ Chalmette Court	AWSC	AM	5.7	A	5.6	A
			PM	6.2	A	6.0	A
5	S Whitney Boulevard @ Driveway 1	SSSC	AM			9.2	A
			PM			9.7	A
6	S Whitney Boulevard @ Driveway 2	SSSC	AM			9.4	A
			PM			9.5	A
7		SSSC	AM			9.4	A

	S Whitney Boulevard @ Driveway 3		PM			9.6	A
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Note: **Bold** represents unacceptable operations.

Side Street Stop Controlled (SSSC) intersections are reported by the worst approach's delay. The reported LOS corresponds to the worst approach.

As seen in Table 6, the Sunset Boulevard at S. Whitney Boulevard Intersection operates unacceptably with and without the project, and the project does not add more than five seconds of delay to the intersection. Therefore, the deficiency is not considered project induced. The aforementioned intersections, as well as the Sunset Boulevard at Coronado Way/Topaz Avenue, would operate between LOS A and LOS D during the weekday AM and PM peak-hours under the Existing and Existing plus Project Conditions. Additionally, the Sunset Boulevard at Springview Drive/3rd Street Intersection is shown to operate at LOS D and F. Policy C-10.B of the City's General Plan Update identifies the Sunset Boulevard at Springview Drive/3rd Street Intersection as an exception to the City's LOS "C" Standard. Therefore, the high delay at this Intersection is not considered deficient.

Peak hour traffic volumes for Cumulative (2044) conditions were obtained using the City of Rocklin Travel Demand Model. Projected growth was determined by interpolating between the model's base year (2016) and future year (2036) and applying the growth factor to Existing (2024) counts to reach Cumulative (2044) conditions. Proposed project traffic was added to the Cumulative (2044) peak-hour traffic volumes to establish the Cumulative (2044) plus Project peak-hour traffic volumes. The Cumulative scenario assumed the build-out of Sunset Boulevard to a six-lane facility from Stanford Ranch Road to Pacific Street, per Figure 4.4-12 of the General Plan EIR. The analysis also assumed intersection improvements at Sunset Boulevard and Whitney Boulevard that were identified in the General Plan EIR.

The study intersections operate between LOS A and LOS F under Cumulative and Cumulative Plus Project scenarios, and the following two intersections operate unacceptably with and without the project: (#1) Sunset Boulevard at Coronado Way/Topaz Avenue, and (#2) Sunset Boulevard at S Whitney Boulevard. See Table 7: *Cumulative and Cumulative Plus Project Intersection Levels of Service* below.

Table 7: Cumulative and Cumulative Plus Project Intersection Levels of Service

ID	Intersection	Control	Peak Hour	Cumulative (2044)		Cumulative (2044) plus project	
				Delay (s)	LOS	Delay (s)	LOS
1	Sunset Boulevard @ Coronado Way/Topaz Avenue	Signal	AM	47.1	D	47.1	D
			PM	23.4	C	23.4	C
2	Sunset Boulevard @ South Whitney Boulevard	Signal	AM	193.7	F	191.2	F
			PM	157.3	F	157.6	F
3	Sunset Boulevard @ Springview Drive/3 rd Street	Signal	AM	221.7	F	223.2	F
			PM	129.0	F	130.5	F

4	S Whitney Boulevard @ Chalmette Court	AWSC	AM	10.5	B	11.4	E
			PM	9.6	A	10.7	E
5	S Whitney Boulevard @ Driveway 1	SSSC	AM			13.4	B
			PM			11.6	A
6	S Whitney Boulevard @ Driveway 2	SSSC	AM			9.8	A
			PM			12.5	A
7	S Whitney Boulevard @ Driveway 3	SSSC	AM			9.8	A
			PM			12.6	A

Note: **Bold** represents unacceptable conditions. Shaded cells represent project induced deficiencies.

SSSC intersections are reported by the worst approach's delay. The reported LOS corresponds to the worst approach.

As shown in Table 7, Intersections #1 and #2 operate unacceptably with or without the project, and the project would not add more than five seconds of delay to any intersection. As such, the deficiencies are not considered project induced.

Vehicle queuing was evaluated for the study intersections and determined that, at Intersection #2 (Sunset Boulevard at South Whitney Boulevard), the project contributes to a deficient westbound-left turn queue in the Existing conditions. However, this improves in the Cumulative condition due to assumed improvements shown in the General Plan. Since the General Plan improvements for the intersection include a northbound free-right turn, it was determined that minimal queuing would occur in the Cumulative condition. Intersection #3 (Sunset Boulevard at Springview Drive/3rd Street) was also found to exceed the existing storage for the eastbound left turn lane during the AM peak-hour for existing, existing plus proposed project, cumulative, and cumulative plus proposed project conditions. According to the queuing evaluation results, the proposed project would not contribute more than 1 vehicle length for the eastbound left turn, and would thus have a negligible impact to the existing storage capacity.

Kimley-Horn identified a 400-foot extension of the westbound left turn pocket at Intersection #2 to accommodate existing and project traffic. The lengthening of the storage can be accommodated within the existing landscaped median, and would require the installation of new loops, detector handholds, and possibly new conduit and pull boxes to accommodate the new loops. The project would be conditioned to include this improvement. Thus, the proposed project would not result in any significant traffic impacts more severe than those disclosed in the General Plan EIR, and pursuant to CEQA Guidelines Section 15168, subdivision (C) (4), these cumulative "environmental effects of the [site-specific project] were covered in the program EIR."

In addition to the level of service analysis, a VMT analysis was prepared for the project by Kimley Horn (referenced as Appendix E) and compared it against the Placer County VMT per capita threshold to determine if it would result in a significant VMT impact. The County significance thresholds are calculated at 15 percent below the Countywide VMT per capita of 18.16. From Kimley-Horn's analysis, the project's average VMT per capita is estimated to be 13.75 VMT per capita, which is 1.69 VMT per capita below the County's threshold of 15.44 VMT per capita. Therefore, the project is anticipated to

generate at least 15 percent less VMT per capita than the Countywide average and would meet the 15 percent reduction required by SB 743.

The development of the proposed project would not result in project effects that are substantially more significant than analyzed in the 2012 General Plan EIR. Extension of the existing storage at the Sunset Boulevard at South Whitney intersection as well as goals, policies, and actions included in the General Plan would be satisfactory to reduce traffic impacts from the proposed project to a less than significant level. There would be no new significant or substantially more severe impact than what was previously analyzed in the 2015 and 2016 IS/MNDs.

The proposed project is not located near an airport or within a flight path, and thus would have no impact on air traffic and no new significant or substantially more severe impact than what was previously analyzed in the 2015 and 2016 IS/MNDs.

The City of Rocklin's Zoning Ordinance contains off-street parking requirements for different types of development projects. The project requires two paved parking spaces per single-family detached dwelling unit pursuant to Rocklin Zoning Code Section 17.66.100, for a total of 340 parking spaces. The proposed project would include 340 private garage spaces (120 single family detached and 220 duet attached), 14 driveway spaces, 68 on-street parking stalls on the internal roadways (all resident and visitor stalls), and 4 off-street stalls. Each single-family detached and duet units would have 2 garage spaces each, and 7 single-family detached units would have driveways that are more than 20 feet long (resulting in 14 parking spaces).. Therefore, the proposed Whitney Walk Residential Project complies with the Zoning Code would have a less than significant impact regarding inadequate parking, and no new significant or substantially more severe impact compared to what was previously analyzed in the 2015 and 2016 IS/MNDs.

Whitney Boulevard has existing Class II bicycle lanes along both sides of the roadway proximate to the site. Sunset Boulevard does have any striped bike lane from Pacific Street to Topaz Avenue/Coronado Way. Class II bikeways along Sunset Boulevard from Springview Drive/3rd Street to Topaz/Coronado are proposed as part of the General Plan, and no additional bicycle improvements were recommended in the TIS. The project proposes to construct sidewalk along its Sunset Boulevard frontage to connect to the City planned sidewalk from the project limits to Coronado Street, and there are currently sidewalks along Whitney Boulevard fronting the project site that would not be modified as part of the proposed project, and standard crosswalks exist at all intersections. Transit service is provided by Placer County Transit, with the nearest transit stop located at S. Whitney Boulevard and Sunset Boulevard fronting the project site. The transit stop is served by Placer County Transit Route 20 fixed route bus service which serves Lincoln and Rocklin with service at one-hour headways, Monday through Saturday. Rocklin Dial-a-Ride demand response transit service serves the area as well. Thus, the proposed project does not interfere with the existing bicycle, pedestrian, or transit facilities or services. There would be a less than significant impact, and no new impact compared to what was previously analyzed in the 2015 and 2016 IS/MNDs.

5.16.3 Transportation Mitigation Measures

Compliance with General Plan goals and policies, and the payment of applicable traffic mitigation fees will reduce impacts to transportation to be less than significant level, no mitigation is required.

5.17 UTILITIES AND SERVICE SYSTEMS

5.17.1 Summary of Prior Environmental Analysis

The 2012 General Plan EIR determined that while development and buildout of the General Plan would 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.

The 2015 Sunset Hills IS/MND tiered off of the General Plan EIR, and determined that the project would increase the need for utility and service systems, but not to an extent that would impact the ability of the utility and service providers to adequately provide such services. The IS/MND found that the proposed project is responsible for complying with all requirements of the South Placer Municipal Utility District, including compliance with wastewater treatment standards established by the Central Valley Water Quality Control Board. The IS/MND also went on to analyze the capacity of the existing Dry Creek and Pleasant Grove Wastewater Treatment Plants, finding that both plants are well within their operating capacities and there remains adequate capacity to accommodate the projected wastewater flows from this project. Thus, the IS/MND determined that there would be a less than significant impact on wastewater treatment. Regarding stormwater impact, the IS/MND determined that the proposed project would be conditioned to require connection into the City's storm drain system, with BMP 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. The IS/MND also found that the project site would be served by the Foothill Water Treatment Plant (WTP), and that the proposed Sunset Hills 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 IS/MND concluded that the proposed project's water supply and treatment facility impacts would be considered less than significant. The IS/MND went on to analyze impacts to landfills, determining that 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. Additionally, the IS/MND determined that the Sunset Hills project would comply with all Federal, State, and local regulations regarding trash and waste and other nuisance-related issues as may be applicable.

The IS/MND concluded that the proposed project is not anticipated to interfere with existing operations or exceed the service capacity of utilities or service systems because the development of this site with urban uses was anticipated in the General Plan and thus, utilities and service system requirements have been anticipated and planned. The 2015 IS/MND ultimately came to the determination that compliance with General Plan goals and policies and payment of necessary fees would ensure the impacts to public services are less than significant.

The 2016 South Whitney IS/MND also tiered off of the General Plan EIR, and determined that since both the Dry Creek and Pleasant Grove wastewater treatment plants are well within their operating capacities and there remains adequate capacity to accommodate the projected wastewater flows from this project, there would be a less than significant wastewater treatment impact. The IS/MND went on to determine that the proposed project would be conditioned to require connection into the City's

storm drain system, with BMP 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. Additionally, the IS/MND determined that 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. Since development of the project site with urban land uses was included in the lifespan and capacity calculations of the landfill, the IS/MND concluded that there would be a less than significant landfill capacity impact.

Finally, the IS/MND determined that the proposed project would comply with all Federal, State, and local regulations regarding trash and waste and other nuisance-related issues as may be applicable, and that the proposed project is not anticipated to interfere with existing operations or exceed the service capacity of utilities or service systems because the development of this site with urban uses was anticipated in the General Plan. The 2016 IS/MND ultimately concluded that implementation of the South Whitney project would have a less than significant impact.

5.17.2 Utilities and Service Systems Impacts Associated with Proposed Project

The proposed Whitney Walk Residential Project would be served by the Placer County Water Agency (PCWA) for its potable water needs. 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, and has planned for growth in the City. The proposed project would tie into the water supply off of S. Whitney Boulevard and Chalmette Court underground and would be served by the Foothill WTP, which treats water diverted from the American River Pump Station near Auburn. The proposed Whitney Walk Residential Project's estimated maximum daily water treatment demands would be consistent with that of the 2015 and 2016 IS/MNDs, and 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. There would be no new significant or substantially more severe impacts compared to what was analyzed in the 2015 and 2016 IS/MNDs.

The Western Regional landfill (WRL), which serves the Rocklin area and would serve the project site, has a total capacity of 36 million cubic yards and a remaining capacity of 29 million cubic yards. The current permitted lifespan of the WRL is until 2058. On December 8, 2022, the Western Placer Waste Management Agency (WPWMA) adopted the Waste Action Plan, which provides for future expansion of the WRL to the west of the current landfill, that will provide landfill capacity until the year 2110. Development of the project site with urban land uses was included in the lifespan and capacity calculations of the landfill, and thus construction and operation of a residential development would have a less than significant impact on landfill capacity.

Trash would be collected from the project site from individual trash toters by Recology™, and the proposed project would be required to comply with all Federal, State, and local regulations regarding trash and waste and other nuisance-related issues as may be applicable as well as Recology's access requirements. Federal and State regulations regarding solid waste consist of the U.S. 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. With compliance with these regulations, the proposed project would have a less than significant impact and no new significant or substantially more severe impact compared to what was analyzed in the 2015 and 2016 IS/MNDs.

The proposed Whitney Walk Residential Project would no longer construct 168 units and a medical center building as envisioned in the Sunset Hills and South Whitney IS/MNDs, and would instead construct 170 units with no medical center building. Thus, the proposed project would result in no new significant or substantially more severe impact related to electricity and natural gas because the demands for those services are not significantly increased as a result of the Whitney Walk Residential project.

As described in the 2012 General Plan, the proposed Whitney Walk Residential Project site was anticipated to be developed with urban uses. Since the proposed project would develop the site with single-family attached and detached residences, the project would be consistent with the determination made in the General Plan EIR, and the proposed project would not interfere with existing operations or exceed the service capacity of utilities or service systems. Thus, the proposed Whitney Walk project would have no new significant or substantially more severe impacts related to utilities and service systems.

5.17.3 Utilities and Service Systems Mitigation Measures

Because impacts to utilities and service systems would be less than significant, no mitigation is required.

6.0 CEQA DETERMINATION

Section 15164(a) of the Guidelines states the following:

The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a Subsequent EIR have occurred.

Section 15164(b) of the Guidelines also states the following:

An Addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 call for the preparation of a subsequent EIR of negative declaration have occurred.

As presented in the analysis above, the proposed revisions to the 2015 Sunset Hills IS/MND and 2016 South Whitney IS/MND would not result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects due to substantial project changes or a substantial change in circumstances. Furthermore, new information associated with the proposed revisions does not indicate that the proposed project would have one or more significant effects not discussed in the previous EIR; that significant effects previously examined would be substantially more severe than shown in the previous EIR; that mitigation measures or alternatives previously found not to be feasible would in fact be feasible; or that mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measures or alternative. Therefore, an Addendum was prepared to comply with CEQA.

As the Lead Agency for the proposed project revision, the City of Rocklin is issuing this Addendum in accordance with Section 15164 of the CEQA Guidelines.

Signature: David Mohlenbrok Date: June 10, 2025
David Mohlenbrok, Community Development Director
City of Rocklin Community Development Department

7.0 REFERENCES

- Bay Area Air Quality Management District (BAAQMD). 2022. 2022 CEQA Guidelines, Chapter 3 – Screening for Criteria Air Pollutants and Precursors. Revised April 20, 2023. Available at: https://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa-guidelines-2022/ceqa-guidelines-chapter-4-screening_final-pdf.pdf?sc_lang=en
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- California Department of Transportation (Caltrans). 2024. 2022 Traffic Census. Available at: <https://dot.ca.gov/programs/traffic-operations/census>.
- California Tree and Landscape Consulting, Inc. (CalTLC). 2022. Preliminary Arborist Report & Tree Inventory. Available as Appendix C and during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA.
- Federal Emergency Management Agency (FEMA). 2025. National Flood Hazard Layer viewer Map Panel 06061CO477G. Effective date November 21, 2001. Available at: <https://www.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd>.
- HELIX Environmental Planning, Inc. (HELIX). 2025a. Air Quality and Greenhouse Gas Impact Analysis. Available as Appendix B and during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA.
- 2025b. Cultural Resources Assessment. Available as Appendix D and during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA.
- 2025c. Noise Report. Available as Appendix G and during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA.

Kimley-Horn. 2025. Vehicle Miles Traveled (VMT) Analysis. Available as Appendix E and during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA.

2025. Transportation Impact Study. Available as Appendix E and during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA.

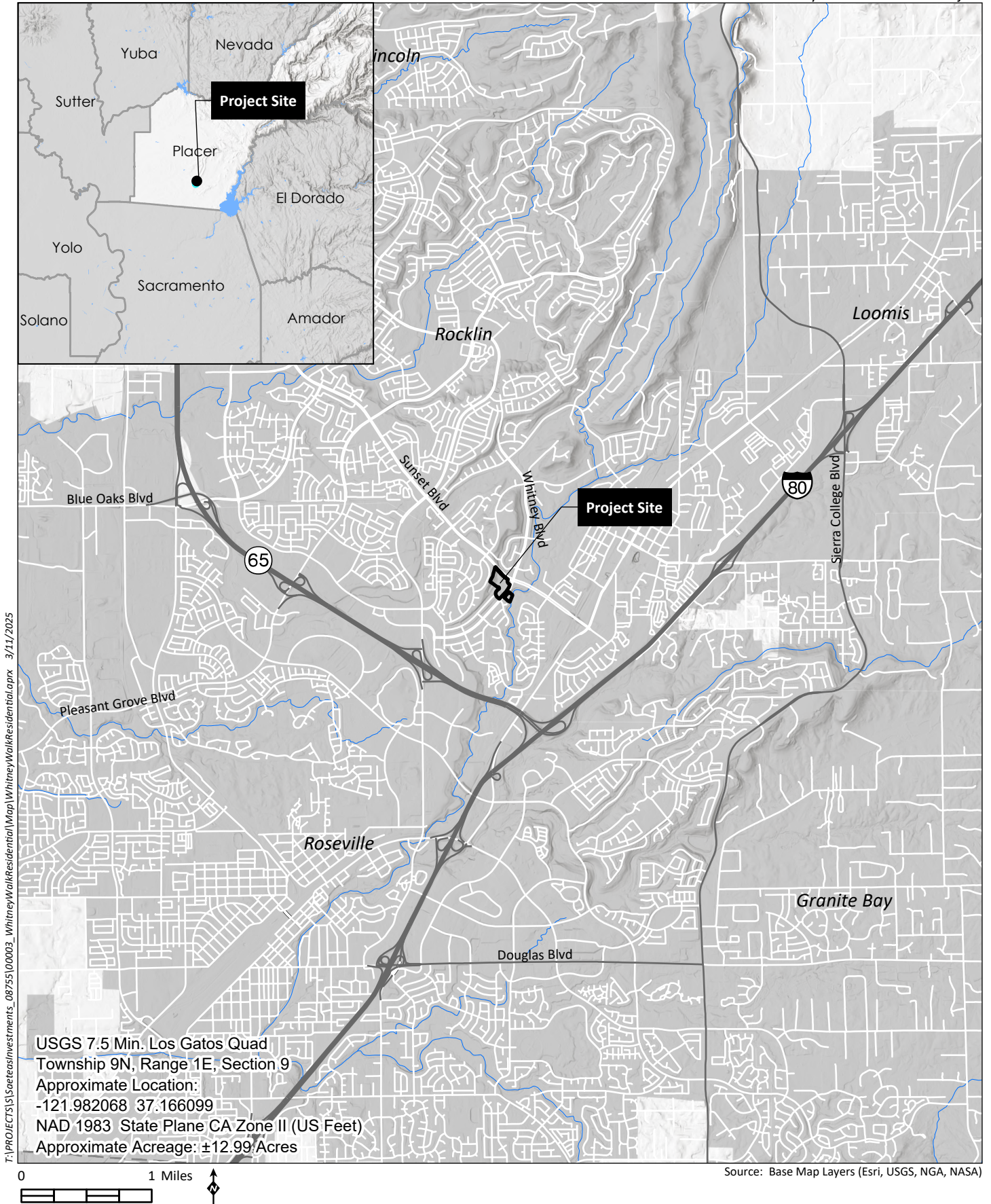
SWCA Environmental Consultants. 2024. Riparian Habitat Assessment for the Wildcat West Property, Rocklin, Placer County, California/SWCA Project NO. 72241. Available as Appendix C and during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA.

U.S. Census Bureau. 2025. QuickFacts for Rocklin City, California. Available at:
<https://www.census.gov/quickfacts/fact/table/rocklincitycalifornia/PST045224>.

Youngdahl Consulting Group, Inc. (Youngdahl). 2024. Phase II Environmental Site Assessment. Available as Appendix F and during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA.

Appendix A

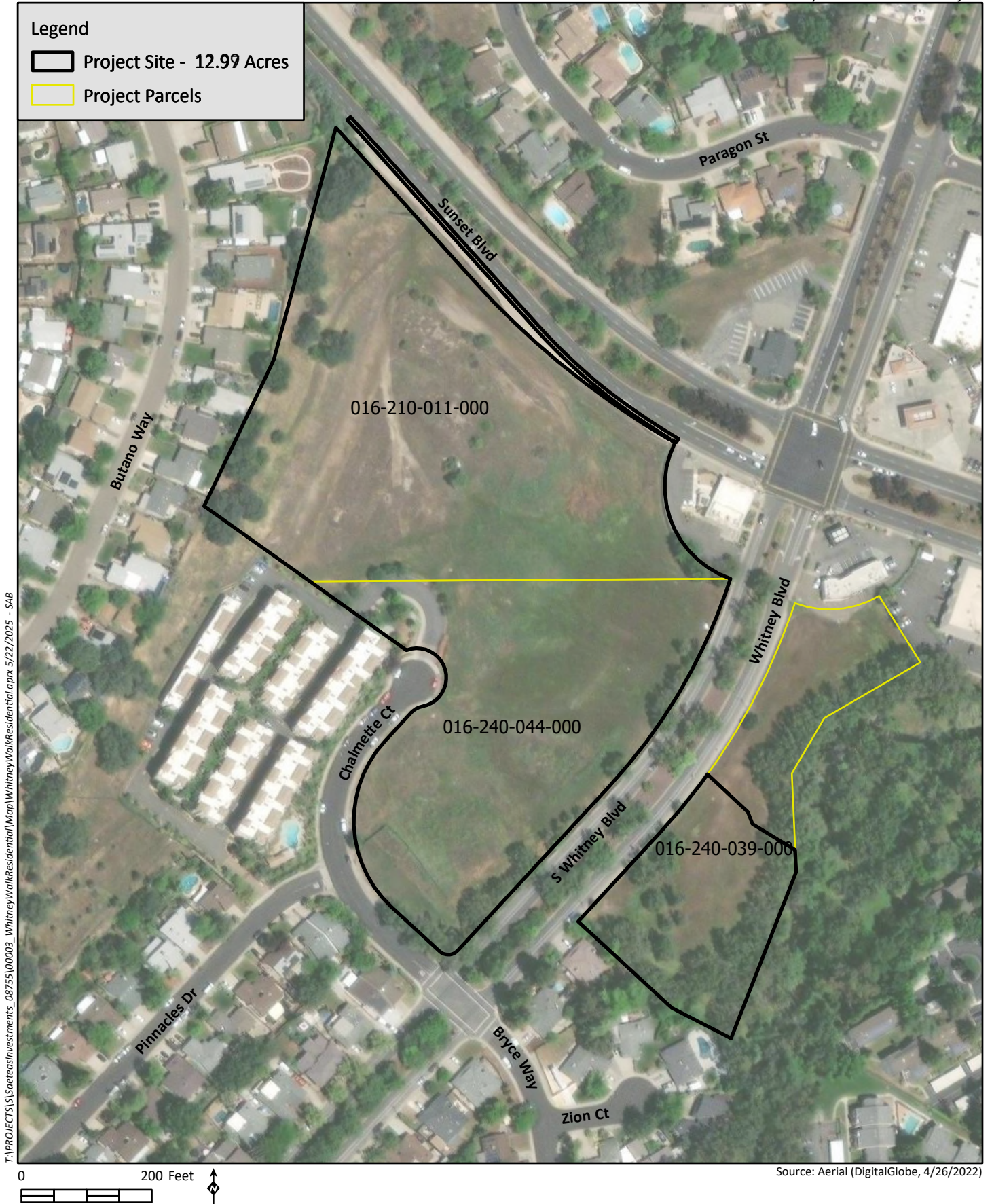
Figures







HELIX
Environmental Planning



Appendix B - G

These Appendices are available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA.