ROCKLIN
CALIFORNIA
(916) 625-5160

COMMUNITY DEVELOPMENT DEPARTMENT
CITY OF ROCKLIN
3970 Rocklin Road
Rocklin, California 95677

ATTACHMENT 1

INITIAL STUDY AND ENVIRONMENTAL CHECKLIST

Johnson-Springview Pedestrian Bridge Project

Across Antelope Creek at the Johnson-Springview Park
in the City of Rocklin
APNs: 016-020-004-000, 010-010-014-000, 010-040-007-000, -028-000, -034-000, -029-000, and -018-000

January 27, 2026

***PREPARED BY*:**

LSA Associates, Inc.
1504 Eureka Road, Suite 310
Roseville, CA 95661

CONTACT INFORMATION:

This Initial Study has been prepared by the City of Rocklin, as Lead Agency, under the California Environmental Quality Act (CEQA). Any questions regarding this document should be addressed to David Mohlenbrok at the City of Rocklin Community Development Department, Planning Division, 3970 Rocklin Road, Rocklin, California 95677, (916) 625-5162.

APPLICANT/OWNER:

The City of Rocklin

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SECTION 1. INTRODUCTION

A. Purpose of an Initial Study

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

An IS is a preliminary analysis conducted by the lead agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the Initial Study concludes that the project, with mitigation, may have a significant effect on the environment, an Environmental Impact Report (EIR) should be prepared; otherwise, the lead agency may adopt a Negative Declaration (ND) or Mitigated Negative Declaration (MND).

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

This IS has been prepared to identify and assess the anticipated environmental impacts of the proposed project. The document relies on site-specific studies to address in detail the effects or impacts associated with the proposed project.

B. Document Format

This IS is organized into five sections, as follows:

Section 1. Introduction: Provides an overview of the proposed project and the CEQA environmental documentation process.

Section 2. Summary Information and Determination: Provides required summary information, a listing of environmental factors potentially affected, and the lead agency's determination.

Section 3. Project Description: Provides a description of the proposed project's location, background, and components.

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

Section 5. References: Provides a list of reference materials used during the preparation of this IS.

C. CEQA Process

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

During the project approval process, persons and/or agencies may address either the Environmental Services staff or the City Council regarding a project. Public notification of agenda items for the City Council is posted 72 hours prior to the public meeting. The council agenda can be obtained by contacting the Office of the City Clerk at City Hall, 3970 Rocklin Road, Rocklin, California 95677 or via the internet at http://www.rocklin.ca.us.

Within 5 days of project approval, the City will file a Notice of Determination with the Placer County Clerk. The Notice of Determination will be posted by the County Clerk within 24 hours of receipt. This begins a 30-day statute of limitations on legal challenges to the approval under CEQA. The ability to challenge the approval in court may be limited to those persons who objected to the approval of the project and to issues that were presented to the lead agency by any person, either orally or in writing, during the public comment period.

SECTION 2. INITIAL STUDY SUMMARY AND DETERMINATION

A. Summary Information

Project Title:
Johnson-Springview Pedestrian Bridge Project

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

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

Project Location:
The approximately 4.25-acre project site consists of seven parcels within the southern portion of Rocklin in Placer County (Assessor's Parcel Numbers [APNs] 016-020-004-000, 010-010-014-000, 010-040-007-000, -028-000, -034-000, 029-000, and -018-000), as shown on **Figure 3-1**, **Project Location and Regional Vicinity**. The project site spans from the Argonaut Avenue trail access point across Antelope Creek and connects to the existing dirt trails near 5th Street. The project site is within Johnson-Springview Park in the City of Rocklin.

Project Sponsor's Name:
City of Rocklin

Current General Plan Designation: Recreation/Conservation (R-C)

Proposed General Plan Designation: Recreation/Conservation (R-C) (no change proposed)

Current Zoning: Open Area (O-A)

Proposed Zoning: Open Area (O-A) (no change proposed)

Description of the Project:
The proposed project would construct a new free-span pedestrian bridge over Antelope Creek. The bridge would be approximately 170 feet in length and consist of a single prefabricated truss structure. The new bridge would have a clear width of 10 feet between railings, with an overall structure width of approximately 12 feet. Two feet of freeboard would also be provided above the 100-year base flood elevation. Additionally, the north and south approach embankments would be graded to meet the bridge deck elevation of approximately 228 feet, and the bridge abutments would be installed on either side of Antelope Creek, outside the 100-year floodplain limits. New paved pathways would also be constructed and would connect to both sides of the new bridge. For more details on the proposed project, please refer to the Project Description set forth in Section 3 of this IS.

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FIGURE 3-1

SOURCE: Esri Streets (2025)

I:\2024\20241478\GIS\Pro\Johnson-Springview Pedestrian Bridge Project.aprx (11/24/2025)

Johnson-Springview Pedestrian Bridge Project

Project Location and Regional Vicinity

Surrounding Land Uses and Setting:
The project site is immediately bounded by Johnson-Springview Park to the west, east, and south, and Johnson-Springview Park and the Sunset Whitney Recreation Area (SWRA) to the north; however, surrounding uses include residential uses to the north and west of the project site and public/institutional uses to the east and south.

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

- California Department of Fish and Wildlife (CDFW)

B. Environmental Factors Potentially Affected

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

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

C. Determination

On the basis of this IS:

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

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

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

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

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

David Mohlenbrok — Date

Community Development Department Director

SECTION 3. PROJECT DESCRIPTION

A. Project Site

The following section describes the proposed project location, existing conditions, surrounding land uses, and regulatory setting.

Project Location: The approximately 4.25-acre project site consists of seven parcels within the southern portion of Rocklin in Placer County (Assessor's Parcel Numbers [APNs] 016-020-004-000, 010-010-014-001, 040-007-000, 028-000, 034-000, 029-00, 018-000), as shown on **Figure 3-1**, **Project Location and Regional Vicinity**. The project site spans from the Argonaut Avenue trail access point spanning Antelope Creek and connecting to the existing dirt trails near 5th Street. The project site is within Johnson-Springview Park in the City of Rocklin. Please refer to **Figure 3-1** for an illustration of the proposed project's location.

Site Access: Regional vehicular access to the project site is provided by Interstate 80 (I-80), which is located approximately 1.2 miles east of the project site and by State Route 65 (SR-65), which is located 1.6 miles to the south of the project site. The closest on- and off-ramps to the project site are located along Rocklin Road, approximately 1.2 miles to the east.

No direct vehicular access is available to the project site via local streets, as the project site is located within the northern portion of Johnson-Springview Park. As such, access to the site is provided by existing multi-use trails surrounding the project site within Johnson-Springview Park and the SWRA, including access from the Farron Street stub off Whitney Boulevard, which provides pedestrian access to Johnson-Springview Park via a pedestrian bridge. These trails can be accessed from several local streets, including Argonaut Avenue to the north, 5th Street to the south, and Parkside Drive to the southeast.

Trail access to the project site would be provided from 5th Street to the south and Argonaut Avenue to the north. Access from 5th Street would occur through the Johnson-Springview Park parking lot, which is also used by the Parks Department for maintenance, while access from Argonaut Avenue would occur via the existing asphalt trail entrance within the SWRA.

Existing Conditions: The project site is located within Johnson-Springview Park and the SWRA, which support a variety of recreational activities including walking, biking, and disc golf. The site consists of gently sloped foothill terrain with elevations ranging from approximately 215 to 235 feet above mean sea level (amsl). Antelope Creek, a perennial stream flowing year-round, traverses the project site in an east-to-west direction. The creek is part of the larger Dry Creek Watershed and conveys flows westward into Dry Creek. Within the project site and project vicinity, Antelope Creek receives flow from Clover Valley Creek, approximately 1,650 feet upstream of the proposed project site, and continues westward, passing beneath Sunset Boulevard via a concrete culvert about 5,450 feet downstream of the project site.

Surrounding Land Uses: The project site is immediately bounded by Johnson-Springview Park to the west, east, and south, and Johnson-Springview Park and the SWRA to the north; however, surrounding uses include residential to the north and west of the project site and public/institutional to the east and south of the project site. Please refer to **Figure 3-2, Aerial Photograph and Surrounding Land Uses**, which shows the surrounding land uses in vicinity of the project site.

Project Background and Regulatory Setting: According to the Trails Strategy and Action Plan,[1] Johnson-Springview Park would connect to the Clover Greens Trail Project, which links Quarry Park to Clover Valley Park. The Clover Greens Trail Project consists of three sections: Section A, Section B, and Section C. Sections A and B have not yet been completed; however, Section C is nearly complete, with the exception of a small segment between the SWRA and Clover Valley Park. The Argonaut Avenue undercrossing at Antelope Creek has also been completed as part of Section C. The proposed project would provide connectivity between Section B of the Clover Greens Trail at Johnson-Springview Park and the main trail sections. Additionally, the project would connect to the SWRA, located north of the project site. The SWRA lies immediately south of Clover Valley Park and would also connect to Section C of the Clover Greens Trail Project.

According to the City's General Plan Land Use Element, the proposed project site is designated as Recreation/Conservation (R-C), which is intended to provide land to be used for active and passive recreation, designate land to be preserved for future recreational use, and protect land having important environmental and ecological qualities.[2] Additionally, according to the City Zoning Map, the project site is identified as Open Area (O-A),[3] which is intended for open space and recreational areas. Conditionally permitted uses in this zone include but are not limited to parks, playgrounds, golf courses, public buildings, public utility substations, and commercial uses.[4]

B. Proposed Project

The proposed project would construct a new free-span pedestrian bridge over Antelope Creek within Johnson-Springview Park. This bridge would connect the park to multi-use paths to the north, including the SWRA Master Plan Area. The project's purpose is to provide safe access for pedestrians and bicyclists while preventing cut-through traffic through the creek channel. Please refer to **Figure 3-3, Proposed Site Plan**, which shows the site layout for the proposed project.

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1 City of Rocklin. 2017. *Trails Strategy and Action Plan.* February, 14.

2 City of Rocklin. 2012. Rocklin. *General Plan Land Use Element*. Website: https://www.rocklin.ca.us/sites/main/files/file-attachments/chapter_iv_a-land_use_errata_edits_accepted_11-2-12_0.pdf?1484085258 (January 17, 2025).

3 City of Rocklin. *City of Rocklin Zoning Map.* Website: https://www.rocklin.ca.us/sites/main/files/file-attachments/existing zoningmap_0.pdf?1683301390 (accessed September 9, 2024).

4 City of Rocklin. 2025. Municipal Code. *Title 17 Zoning Chapter 17.58 OA Zone.* Website: https://library. municode.com/ca/rocklin/codes/code_of_ordinances?nodeId=TIT17ZO_CH17.58OAZO (accessed June 5, 2025).

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Project Site

FIGURE 3-2

N

0 175 350
FEET

SOURCE: Google (2024); BKF (2025)

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Johnson-Springview Pedestrian Bridge Project

Aerial Photograph and Surrounding Land Uses

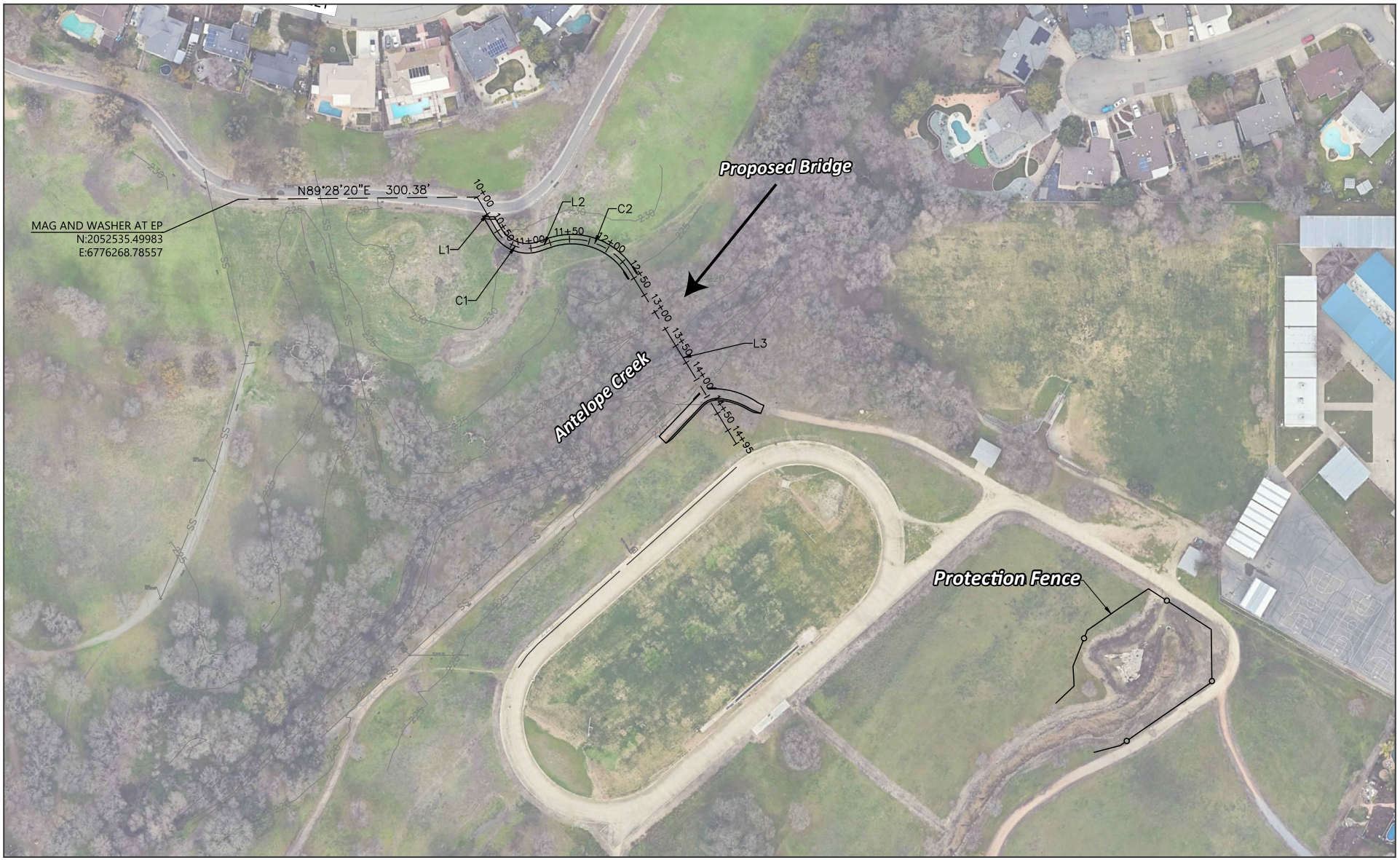

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FIGURE 3-3

0 100 200

FEET

SOURCE: BKF Engineers

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Johnson-Springview Pedestrian Bridge Project

Proposed Site Plan

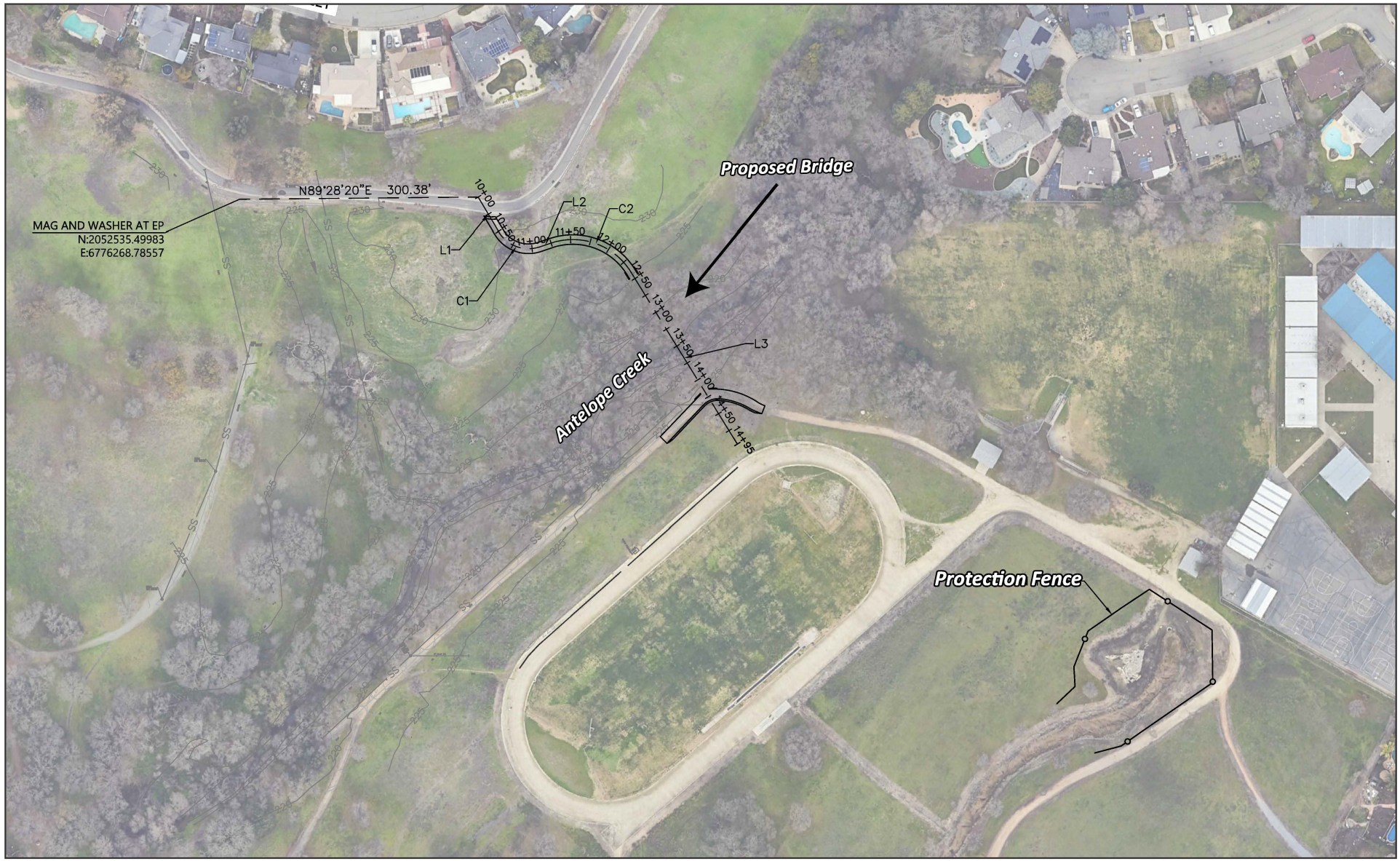

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FIGURE 3-3

SOURCE: BKF Engineers

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Johnson-Springview Pedestrian Bridge Project

Proposed Site Plan

Proposed Bridge: As discussed above, the proposed project would construct a new free-span pedestrian bridge over Antelope Creek. The bridge would span approximately 170 feet in length and consist of a single prefabricated truss structure, which would be installed in three spliced segments, each approximately 40 to 60 feet long. The new bridge would have a clear width of 10 feet between railings, with an overall structure width of approximately 12 feet. Two feet of freeboard would also be provided above the 100-year base flood elevation. Additionally, the north and south approach embankments would be graded to meet the bridge deck elevation of approximately 228 feet, and the bridge abutments would be installed on either side of Antelope Creek, outside the 100-year floodplain limits. The abutments would extend approximately 8.5 feet below ground surface, inclusive of the pile cap, and would be supported by 24-inch-diameter piles drilled to a depth of approximately 25 feet or until the soil resists further penetration. The bridge would also incorporate nonflammable elements including a concrete bridge deck. New paved pathways would also be constructed and would connect to both sides of the new bridge. Pathway construction would involve minimal grading, consisting of minor surface grading on the existing Class I decomposed granite trail on the south side to accommodate new base and asphalt concrete (AC) pavement, and removal of organic materials, compaction, and placement of new base and AC pavement on the north side to connect to the existing trail. Grading depth associated with pathway construction would generally be limited to approximately 1 to 2 feet.

Construction of the proposed bridge would result in the removal of 9 trees and could potentially affect an additional 19 trees, which may be either trimmed or removed to install the prefabricated bridge. The potential removal of these 19 trees would be evaluated by the City on a case-by-case basis and would be dependent on the contractor's construction methods. In total, the proposed project could affect up to 28 trees; of these, 7 are heritage oaks. The 9 trees proposed for removal within the planned excavation area would require stump and root removal, which would be performed using an excavator or backhoe to a depth of approximately 2 to 3 feet. The 19 potentially affected trees would be trimmed or cut to facilitate bridge placement and would not require stump or root removal. Please refer to **Figure 3-4, Proposed Bridge Profile** and **Figure 3-5, Proposed Project Design,** which show the bridge profile over Antelope Creek and the proposed pedestrian bridge design.

Construction: Construction of the proposed project is expected to commence in summer 2026 and continue for approximately 3.5 months, concluding in fall 2026. Construction activities would occur during daylight hours only, and no nighttime, weekend, or holiday work is anticipated.

Minor grading (up to 2 feet) would be required for the pathway construction, as described above, and localized excavation would be necessary to install the pedestrian bridge abutments, with the abutments requiring a maximum depth of approximately 8.5 feet below the existing grade. Temporary cribbing set on top of the existing ground surface would also be utilized to support the pedestrian bridge during assembly of the spliced bridge segments. All cribbing would be located outside of the creek channel. Installation of the bridge abutments would not require pile driving, as the bridge abutments would be supported by two rows of cast-in-drilled-hole (CIDH) piles.

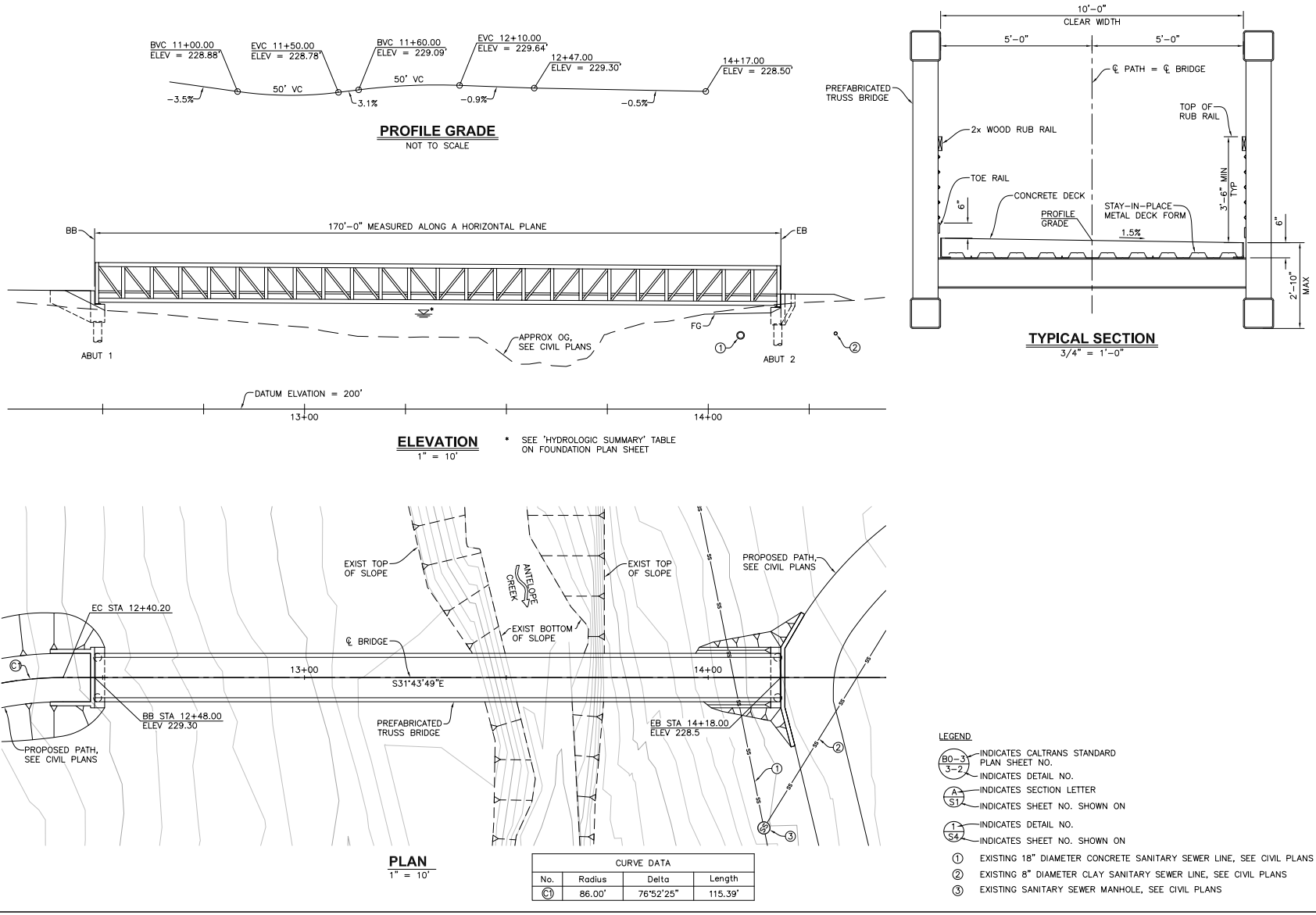

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FIGURE 3-4

0 100 200
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SOURCE: Cornerstone

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Johnson-Springview Pedestrian Bridge Project

Proposed Bridge Profile

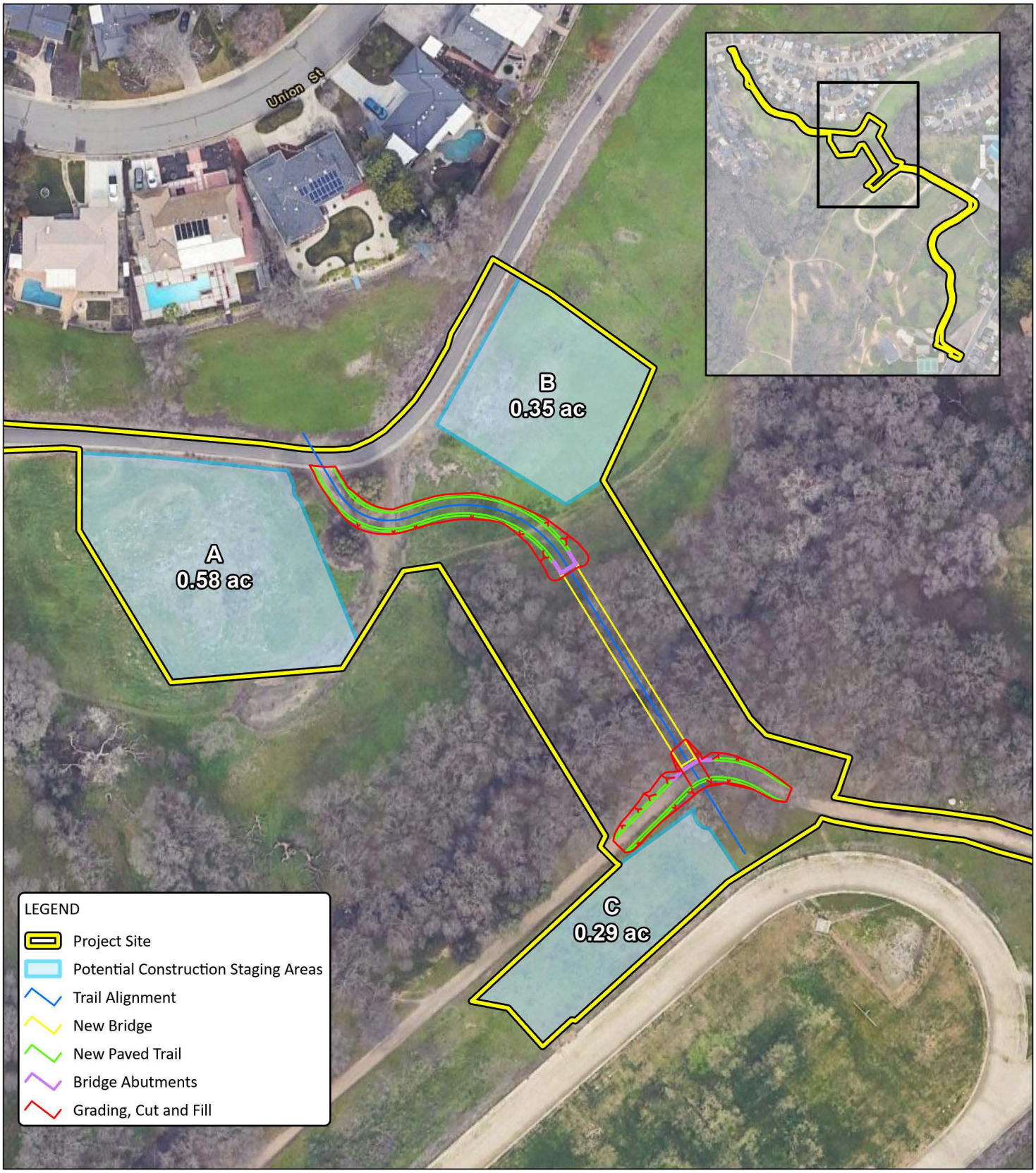

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FIGURE 3-5

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0 50 100
FEET

Johnson-Springview Pedestrian Bridge

Proposed Project Design

SOURCE: Google Maps (2023); Mapping - BKF Engineers (10/2025)

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No dewatering or in-water work within Antelope Creek is anticipated, and utility relocations are not expected.

Earthwork activities, including cut and fill, would disturb approximately 0.20 acre of soil. Within this area, approximately 0.08 acre of existing dirt trails on both the northern and southern sides of the creek would be removed and filled to allow installation of the proposed pedestrian bridge and associated approaches. All earthwork is expected to be contained on site and reused as fill for the project. In addition, it is anticipated that approximately 100 cubic yards of cut material would be generated and re-used on-site.

The import of 500 cubic yards of additional fill material would also be required to raise the bridge approaches above existing grade, as well as to provide aggregate base and AC for construction of the new paved trails.

Anticipated construction equipment for the proposed project includes, but is not limited to, a drill rig for CIDH piles, an excavator, compaction equipment, and cranes.

Staging and Construction Site Access: It is anticipated that all construction equipment and materials would be staged within Johnson-Springview Park in the vicinity of the project site. As shown in **Figure 3-5**, three potential staging areas are proposed: Staging Area A, approximately 0.58 acre, located west of the project site; Staging Area B, approximately 0.35 acre, located east of the project site; and Staging Area C, approximately 0.29 acre, located south of the project site. It is assumed that no grading would be required within these staging areas, and the ultimate staging areas would be restricted to the minimum necessary to implement the proposed project (i.e., it is anticipated that not all staging locations or designated areas would be utilized).

Construction activity and access pathways are anticipated to occur within properties owned by the City of Rocklin. As such, it is assumed that construction vehicles and equipment would access the site from two locations: from the northwest via Argonaut Avenue and from the south through the public park near the volleyball and tennis courts off 5th Street. From the northwest, vehicles would utilize an existing trail access point off Argonaut Avenue which would connect to an existing paved trail paralleling the existing residences. Vehicles would continue down to an existing unpaved trail to reach the north approach of the project site. From the south, vehicles would enter through the park, travel along the unpaved access road adjacent to the Rocklin Skatepark, continue on the existing trail alignment that extends northward through the park, curve near a fenced and protected cultural resource area, and pass by the existing track before reaching the south approach of the project site.

Large construction vehicles, with a maximum length of 60 feet, are anticipated to primarily utilize the southern access route. The existing trail alignment would be used to the extent feasible to minimize disturbance; however, near a protected cultural resource area, vehicles may require up to 15 feet of additional width along the east side of the pathway to accommodate turning movements. As shown in **Figure 3-2**, this area consists primarily of existing vegetation and dirt,

allowing vehicles to utilize the additional width as needed without encroaching into the fenced sensitive cultural resource area. Environmentally sensitive area (ESA) fencing would be installed during construction to ensure that construction vehicles and equipment remain on the existing designated access routes. All temporary disturbance would remain within City-owned property and would be restored to pre-construction conditions following completion of construction.

Although construction vehicles would utilize existing paved and unpaved trails within the project site, certain areas may require temporary widening or improvements to support access for large or heavy equipment. However, all adjacent lands are owned by the City of Rocklin and no temporary construction easements (TCEs) would be required. In addition, it is anticipated that the existing fence at the Argonaut Avenue trail access point may need to be temporarily removed or adjusted to accommodate construction vehicles.

Depending on the contractor's methods, construction of the proposed project is anticipated to generate between one and six daily construction vehicle trips and up to 20 construction workers on-site.

C. Project Approvals

This IS/MND is intended to serve as the CEQA document for all actions associated with the project, including all discretionary approvals requested or required of the City to implement the project. In addition, this IS/MND is the reference document for the formulation and implementation of a Mitigation Monitoring and Reporting Program (MMRP) for the proposed project.

The project may require approvals, permits, or authorization from other agencies, classified as "Responsible Agencies" under CEQA. According to Section 15381 of the *State CEQA Guidelines,* a Responsible Agency is defined as a public agency other than the Lead Agency that will have discretionary approval power over the proposed project or some component of the project, including mitigation. These agencies include, but are not limited to, the agencies identified in **Table 1**, below.

Table 1
Potential Permits and Approvals

Agency	Permits/Approvals
California Department of Fish and Wildlife (CDFW)	Notify and obtain authorization for activities affecting watercourses under Section 1602 of the California Fish and Game Code

SECTION 4. EVALUATION OF ENVIRONMENTAL IMPACTS

A. Evaluation of Environmental Checklist

1) A brief explanation is provided for all answers except "No Impact" answers that are adequately supported by the information sources cited in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer is explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

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

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

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

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

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

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

B. Environmental Checklist

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

DISCUSSION OF DETERMINATION:

Project Impacts:

The development of a new 12-foot-wide pedestrian bridge with a deck elevation of approximately 228 feet across Antelope Creek (approximately 18 feet above feet above the bottom of the existing creek channel) within Johnson-Springview Park would slightly alter the existing visual nature or character of the project site and area in the location where the new bridge would be installed. The project would not include any development that would create new sources of light or glare. As discussed below, impacts to aesthetics would be less than significant.

Significance Conclusions:

a. Scenic Vista – ***Less Than Significant Impact.*** A scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Aesthetic components of a scenic vista generally include: (1) scenic quality, (2) sensitivity level, and (3) view access. In general, the dominant visual characteristics within the city are

residential and nonresidential urban development, with some preserved open space consisting primarily of hillsides and riparian areas associated with creeks, wetlands, and other waterways. Rocklin is located in rolling foothills, and elevations within the city range from 150 to 525 feet amsl, which allows for views open to the horizon, and the Sierra Nevada mountains can be seen on clear days. However, the City has no officially designated scenic highways, corridors, vistas, or viewing areas.[5]

As stated in Section 3.0, Project Description, the project site is located within Johnson-Springview Park and the SWRA. Antelope Creek, a perennial stream that flows year-round, traverses the site in an east-to-west direction. Although construction activities may be visible from pedestrians travelling along the existing trails within Johnson-Springview Park or from adjacent uses, the equipment required for construction would only be visible temporarily.

Upon completion, the proposed improvements would not block any scenic vistas or significant public views, as the City of Rocklin does not contain any designated scenic vistas. Furthermore, the proposed project would construct a new free-span pedestrian bridge over Antelope Creek, which would not introduce substantial new visual obstruction or adversely affect the existing visual character of the area. Therefore, the proposed project would not obscure any views of scenic vistas from surrounding public vantage points and this impact would be less than significant, and no mitigation is required.

Scenic Highway – *No Impact*. As stated above in Response I(a), the City does not contain an officially designated State scenic highway. Additionally, the City's General Plan does not identify any officially designated scenic corridors.[6] The nearest eligible State scenic highway designation to the project site is located near Placerville on United States Route 50 (US-50), approximately 24 miles southeast of the project site.[7] Given the distance, the project site would not be visible from this scenic roadway. Therefore, the proposed project would not affect scenic resources within view of a State or local scenic highway, and there would be no impact.

Additionally, although project construction would result in the removal of 9 trees and could potentially affect an additional 19 trees that may be either trimmed or removed to install the prefabricated bridge, the project site is not located within a State scenic highway corridor, nor is it visible from any State-designated scenic highway. Therefore, the proposed trees that would be removed would not be considered scenic resources. No rock outcroppings, historic

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5 City of Rocklin. 2011. General Plan Update. Volume I Draft Environmental Impact Report. SCH No. 2008072115. 4.3 Aesthetics, Light, and Glare. Pg. 4.3-1. Website: https://www.rocklin.ca.us/sites/main/files/file-attachments/4.3_aesthetics__light_and_glare__sw_7-6_.pdf?1468361037 (accessed September 8, 2025).

6 City of Rocklin. 2011. General Plan Update. Volume I Draft Environmental Impact Report. SCH No. 2008072115. 4.3 Aesthetics, Light, and Glare. Pg. 4.3-10. Website: https://www.rocklin.ca.us/sites/main/files/file-attachments/4.3_aesthetics__light_and_glare__sw_7-6_.pdf?1468361037 (accessed September 8, 2025).

7 California Department of Transportation (Caltrans). 2018. California State Scenic Highway System Map Website: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways (accessed September 9, 2024).

buildings, or other scenic features associated with a State scenic highway would be affected. As such, the project would not substantially damage scenic resources within a State scenic highway and no impacts would occur; no mitigation is required.

b. Visual Character – *Less than Significant Impact.* California PRC Section 21071 defines an "urbanized area" as "(a) an incorporated city that meets either of the following criteria: (1) Has a population of at least 100,000 persons, or (2) Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons." Per PRC Section 21071 (a) (2), the City of Rocklin is considered an urbanized area because although its population is fewer than 100,000 persons, the population of Rocklin combined with two contiguous incorporated cities (the cities of Roseville and Lincoln) equals at least 100,000 persons.

The proposed project would include a new pedestrian bridge over Antelope Creek which would provide connectivity between Section B of the Clover Greens Trail at Johnson-Springview Park and the main trail sections. Additionally, the project would connect to the SWRA, located north of the project site. The SWRA lies immediately south of Clover Valley Park and would also connect to Section C of the Clover Greens Trail Project.

According to the City's General Plan Land Use Element, the proposed project site is designated as Recreation/Conservation (R-C), which is intended to provide land to be used for active and passive recreation, designate land to be preserved for future recreational use, and protect land having important environmental and ecological qualities. [8] Additionally, according to the City Zoning Map, the project site is identified as Open Area (O-A),[9] which is intended for open space and recreational areas. Conditionally permitted uses in this zone include but are not limited to parks, playgrounds, golf courses, public buildings, public utility substations, and commercial uses.[10]

Given that the project site is designated as R-C, the project site would be considered as having a natural aesthetic quality. The natural aesthetic quality of the R-C area would be preserved by adhering to the General Plan Policy OCR-55, which considers the visual qualities of development projects and project compatibility with surrounding areas, especially when projects are proposed in urbanizing areas abutting rural or semi-rural areas where significant natural resource values exist. Consistent with this General Plan policy, the bridge design would take into account the existing park and riparian setting, and tree removals would be minimized to the maximum extent feasible. Additionally, the proposed pedestrian bridge would be consistent with allowable uses within the O-A zoning district and would not exceed the

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[8] City of Rocklin. 2012. Rocklin. *General Plan Land Use Element*. Website: https://www.rocklin.ca.us/sites/main/files/file-attachments/chapter_iv_a-land_use_errata_edits_accepted_11-2-12_0.pdf?1484085258 (January 17, 2025).

[9] City of Rocklin. *City of Rocklin Zoning Map.* Website: https://www.rocklin.ca.us/sites/main/files/file-attachments/existing zoningmap_0.pdf?1683301390 (accessed September 9, 2024).

[10] City of Rocklin. 2025. Municipal Code. *Title 17 Zoning Chapter 17.58 OA Zone.* Website: https://library.municode.com/ca/rocklin/codes/code_of_ordinances?nodeId=TIT17ZO_CH17.58OAZO (accessed June 5, 2025).

maximum allowable height for structures in the OA zone of 35 feet. Additionally, the proposed project would be consistent with the uses planned for the project site, as outlined in the City's General Plan. Therefore, the proposed project would not conflict with applicable zoning or other regulations governing scenic quality, and impacts would be less than significant, and no mitigation is required.

c. Light and Glare – *Less than Significant Impact.* The project is located in a generally undeveloped area over Antelope Creek, with no existing sources of light or glare located within the project site. However, the project site is surrounded by existing light sources, including streetlights, interior and exterior building lighting, light associated with traffic on nearby roadways, and intermittent sports field lighting at Johnson-Springview Park. Development of the proposed bridge over Antelope Creek would not involve the installation of any new permanent sources of light or glare.

Construction activities would occur during daylight hours only, and no nighttime work requiring the use of lighting is anticipated. Minor glare from sunlight on construction equipment and vehicle windshields is not anticipated to impact visibility in the area because of the relatively few construction vehicles and pieces of construction equipment that would be used on the project site. In addition, construction vehicles would not operate at night and thus would not create nighttime sources of glare. Therefore, construction and operation of the proposed project would not create a new source of light or glare that would adversely affect day or nighttime views in the area, and light and glare impacts associated with construction and operation would be less than significant, and no mitigation is required.

II. AGRICULTURAL AND FORESTRY RESOURCES

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

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

DISCUSSION OF DETERMINATION:

Project Impacts:

The project site does not contain agricultural or forestry resources. Therefore, as discussed below, no impact would occur to agriculture and forestry resources.

Significance Conclusions:

a. **Conversion of Farmland – *No Impact*.** The Farmland Mapping and Monitoring Program (FMMP) land classifications system, which is administered by the DOC, monitors and documents land use changes that specifically affect California's agricultural land. The DOC classifies the project site as "Other Land,"[11] which describes low-density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; and nonagricultural land surrounded on all sides by urban development. Therefore, the proposed project would not involve the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, and there would be no impact. No mitigation is required.

b. **Conflict with Agricultural Zoning or Williamson Act – *No Impact*.** The project site is zoned O-A on the City's zoning map, which is intended for open space and recreational areas.[12] Conditionally permitted uses in this zone include, but are not limited to, parks, playgrounds, golf courses, public buildings, public utility substations, and commercial uses.[13] The project site is not located within a locally designated agricultural preserve and therefore is not eligible for enrollment in a Williamson Act contract.[14] The proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and the proposed project would have no impact, and no mitigation is required.

c. **Conflict with existing zoning for, or cause rezoning of, forest land – *No Impact*.** The project site is located within an existing urban area and is zoned O-A on the City of Rocklin's zoning map. The proposed project would not conflict with the existing zoning for, or cause rezoning of, forest land or conversion of forest land to non-forest uses. Therefore, the proposed project would have no impact related to forest land, timberland, or timberland zoned Timberland Production; and no mitigation is required.

d. **Loss of forest land or conversion of forestland to non-forest use – *No Impact*.** Refer to Response II(c). The proposed project would not result in the loss of forest land or conversion of forest land to non-forest uses. Therefore, the proposed project would have no impact related to loss or conversion of forest land; and no mitigation is required.

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[11] California Department of Conservation (DOC). *California Important Farmland Finder*. Website: https://maps.conservation.ca.gov/DLRP/CIFF/ (accessed September 9, 2024).

[12] City of Rocklin. City of Rocklin Zoning Map. Website: https://www.rocklin.ca.us/sites/main/files/file-attachments/existingzoningmap_0.pdf?1683301390 (accessed September 9, 2024).

[13] City of Rocklin. 2025. Municipal Code. *Title 17 Zoning Chapter 17.58 OA Zone.* Website: https://library.municode.com/ca/rocklin/codes/code_of_ordinances?nodeId=TIT17ZO_CH17.58OAZO (accessed June 5, 2025).

[14] California Department of Conservation (DOC). 2019. Williamson Act Contracts. Website: https://www.conservation.ca.gov/dlrp/wa/Pages/contracts.aspx (accessed September 9, 2024).

e. Changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use – *No Impact*. Refer to Responses II(a) and II (c). The project site is within an existing urban environment and would not result in physical changes that would result in the conversion of farmland to non-agricultural uses or forest land to non-forest uses. The proposed project would not adversely affect agricultural or forestry resources or physical changes that would result in the conversion of farmland to non-agricultural uses or forest land to non-forest uses, and there would be no impact; and no mitigation is required.

III. AIR QUALITY **Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determination. Would the Project:**				
	Potentially Significant Impact	**Less Than Significant With Mitigation**	**Less Than Significant Impact**	**No Impact**
a) Conflict with or obstruct implementation of applicable air quality plan?		**X**		
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or State ambient air quality standard?		**X**		
c) Expose sensitive receptors to substantial pollutant concentrations?		**X**		
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			**X**	

DISCUSSION OF DETERMINATION:

Project Impacts:

As discussed below, the project would not conflict with or obstruct implementation of the applicable air quality plan. Furthermore, with implementation of **Mitigation Measure** (**MM) AQ-1**, project emissions of criteria pollutants during construction would not exceed the established criteria of significance. Long-term operational emissions are anticipated to be minimal and would also result in less than significant impacts. Therefore, construction and operational emissions of criteria pollutants and precursors associated with implementation of the proposed project would not substantially contribute to the region's nonattainment status for ozone (O_3) or particulate matter less than 10 microns in size (PM_{10}). Construction of the proposed project would also not result in exposure of sensitive receptors to substantial pollutant concentrations. Additionally, implementation of the proposed project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Therefore, as discussed below, impacts to air quality would be less than significant, with mitigation.

Regulatory Setting

Air quality is primarily a function of both local climate/local sources of air pollution and regional pollution transport. The amount of a given pollutant in the atmosphere is determined by the amount of the pollutant released and the atmosphere's ability to transport and dilute the pollutant. The major determinants of transport and dilution are wind, atmospheric stability,

terrain, and, for photochemical pollutants, sunshine. A region's topographic features have a direct correlation with air pollution flow and, therefore, are used to determine the boundary of air basins. Placer County is located in northeastern California and covers approximately 1,500 square miles of diverse geography, with elevations from 45 feet to over 6,000 feet between Sacramento County and the Nevada State border. Placer County is unique in that the Placer County Air Pollution Control District (PCAPCD) is the only district in California that includes portions of three different air basins, each having its own geographical and meteorological features. These basins include the Sacramento Valley Air Basin (SVAB), the Mountain Counties Air Basin, and the Lake Tahoe Air Basin.[15] The proposed project is located in the SVAB.

Federal Air Quality Regulations

The 1970 federal Clean Air Act (CAA) authorized the establishment of national health-based air quality standards and set deadlines for their attainment. The CAA Amendments of 1990 changed deadlines for attaining national standards as well as the remedial actions required for areas of the nation that exceed the standards. Under the CAA, State and local agencies in areas that exceed the national standards are required to develop State Implementation Plans to demonstrate how they will achieve the national standards by specified dates.

California Air Quality Regulations

In 1988, the California Clean Air Act (CCAA) required that all air districts in the State to endeavor to achieve and maintain California Ambient Air Quality Standards (CAAQS) for carbon monoxide (CO), O_3, sulfur dioxide (SO_2), and nitrogen dioxide (NO_2) by the earliest practical date. The CCAA provides districts with the authority to regulate indirect sources and mandates that air quality districts focus particular attention on reducing emissions from transportation and areawide emission sources. Each nonattainment district is required to adopt a plan to achieve a 5 percent annual reduction, averaged over consecutive 3-year periods, in district-wide emissions of each nonattainment pollutant or its precursors. A Clean Air Plan shows how a district would reduce emissions to achieve air quality standards. Generally, the State standards for these pollutants are more stringent than the national standards.

CARB is the State's "clean air agency." CARB's goals are to attain and maintain healthy air quality, protect the public from exposure to toxic air contaminants (TACs), and oversee compliance with air pollution rules and regulations.

Local Air Quality Regulations

The PCAPCD seeks to attain and maintain air quality conditions in the SVAB through a comprehensive program of planning, regulation, enforcement, technical innovation, and education. The primary strategy to attain ambient air quality standards is through regulatory actions in accordance with the CEQA Guidelines. Land use projects would be subject to PCAPCD

[15] Placer County Air Pollution Control District (PCAPCD). 2024. *2024 Board of Directors Handbook*. Air Basins in Placer County. Website: www.placerair.org/DocumentCenter/View/77539/2024-PCAPCD-Directors-Handbook?bidId= (accessed October 2024).

rules that are designed to reduce and control pollutant emissions from the project's construction and operational activities, as well as standard notes used by local jurisdictions in Placer County to address applicable rules for Improvement Plans, Grading Plans, and/or Design Review Permits, including those projects exempted by CEQA. The following rules are applicable to the proposed project.[16]

Rule 202: Visible Emissions*.* Rule 202 requires limitations on the visible emissions that may be emitted from a single source, including from construction equipment exhaust.

Rule 205: Nuisance. Rule 205 prevents the discharge of quantities of air contaminants or other material that causes injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; that endangers the comfort, repose, health, or safety of any such persons or the public; or that has a natural tendency to cause injury or damage to business or property.

Rule 218: Architectural Coating. Rule 218 is intended to limit the quantity of volatile organic compounds (VOCs) in architectural coatings supplied, sold, offered for sale, applied, solicited for application, or manufactured for use within PCAPCD and includes specific emissions thresholds.

Rule 228: Fugitive Dust. To reduce the amount of particulate matter entrained in the ambient air, or discharged into the ambient air, Rule 228 requires that contractors suspend all grading operations when fugitive dust exceeds this rule's limitations. Contractors are further responsible for keeping adjacent public thoroughfares clean of silt, dirt, mud, and debris, and shall "wet broom" the streets (or use another method to control dust as approved by the individual jurisdiction). Traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less, and, in order to minimize wind-driven dust during construction, the prime contractor shall apply methods such as surface stabilization, establishment of a vegetative cover, or paving (or use another method to control dust as approved by the individual jurisdiction) to minimize wind-driven dust from inactive, disturbed surface areas. Furthermore, the contractor shall apply water or use another method to control dust impacts off site. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off site.

If a project is located within an area likely to contain naturally occurring asbestos (NOA), prior to the approval of grading or improvement plans, the applicant is required to retain a qualified geologist to conduct additional geologic evaluations of the project site to determine the presence or absence of NOA on site. These evaluations shall be completed and submitted to the District prior to issuance of any grading and/or improvement plans. In the event that naturally occurring asbestos is located on site, an Asbestos Dust Mitigation Plan is required to be prepared and approved by the PCAPCD. Furthermore, the demolition or remodeling of any structure may be subject to the National Emission Standard for Hazardous Air Pollutants (NESHAPS) for asbestos. This may require that a structure planned to be demolished be inspected for the presence of

[16] PCAPCD. 2017. *2017 CEQA Handbook*. Website: www.placerair.org/1801/CEQA-Handbook (accessed October 2024).

asbestos by a certified asbestos inspector and that all asbestos materials are removed prior to demolition.

PCAPCD's 1991 Air Quality Attainment Plan. The CCAA requires nonattainment areas to develop plans aimed at achieving CAAQS. The PCAPCD, in coordination with the air quality management districts (AQMDs) and air pollution control districts (APCDs) of El Dorado, Sacramento, Solano, Sutter, and Yolo counties, prepared and submitted the 1991 Air Quality Attainment Plan (AQAP) in compliance with the requirements set forth in the CCAA, which specifically addressed the nonattainment status for O_3 and, to a lesser extent, particulate matter less than 10 microns in size (PM_{10}).[17] The CCAA also requires a triennial assessment of the extent of air quality improvements and emission reductions achieved through the use of control measures. The requirement of the CCAA for a first triennial progress report and revision of the 1991 AQAP was fulfilled with the preparation and adoption of the 1994 Ozone Attainment Plan. Additional triennial reports were also prepared in 1997, 2000, and 2003 in compliance with the CCAA that act as incremental updates.

The AQAP has since become part of the California SIP, in accordance with the requirements of the CCAA. The most updated SIP affecting Placer County, which includes the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan, as well as the 1991 Air Quality Attainment Plan and subsequent progress reports, contains the information and analyses to fulfill the federal CAA requirements for demonstrating reasonable further progress and attainment of the 1997 8-hour O_3 National Ambient Air Quality Standards (NAAQS) for the SVAB.

Sacramento Valley Air Basin

The western part of Placer County is located within the SVAB, which is bounded by the Coast Ranges on the west and the Sierra Nevada mountains on the east. The weather is characterized by hot, dry summers and mild, wet winters.[18]

The SVAB is regulated by PCAPCD along with eight other air districts: Butte County AQMD, Colusa County APCD, Feather River AQMD (Sutter and Yuba counties), Glenn County APCD, Sacramento Metropolitan AQMD, Shasta County APCD, Tehama County APCD, and Yolo-Solano AQMD. By statute (Health and Safety Code 40900), the Sacramento Valley Basinwide Air Pollution Control Council (BCC) consists of elected officials representing their respective air districts in the basin, stretching across the Sacramento Valley from a portion of Solano County in the south to Shasta County in the north. The purpose of the BCC is to foster cooperation among the air districts that share an air basin. The BCC's activities are primarily focused on the rice straw burning smoke management program, and the Northern Sacramento Valley air quality attainment plans. The

[17] County of Placer. 2013. *Placer County General Plan*. Community Development Resource Agency.

[18] PCAPCD. 2017. *2017 CEQA Handbook*. Website: www.placerair.org/1801/CEQA-Handbook (accessed October 2024).

PCAPCD Air Pollution Control Officer and staff of the air districts serve the BCC in an advisory capacity on a Technical Advisory Committee.[19]

Both the State and federal governments have established health-based ambient air quality standards for six criteria air pollutants: CO, O_3, NO_2, SO_2, lead, and suspended particulate matter. In addition, the State has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety. Two criteria pollutants, O_3 and NO_2, are considered regional pollutants because they (or their precursors) affect air quality on a regional scale. Pollutants such as CO, SO_2, and lead are considered local pollutants that tend to accumulate in the air locally. The PCAPCD is under State and federal nonattainment status for O_3 and particulate matter standards. The PCAPCD is classified as nonattainment for the State federal O_3 8-hour standard and nonattainment for the State and federal particulate matter less than 2.5 microns in size ($PM_{2.5}$) 24-hour standard.[20] As such, the primary pollutants of concern in the project area are ozone, including precursor pollutants reactive organic gases (ROG) and nitrogen oxides (NO_X), and particulate matter. On February 7, 2024, the United States Environmental Protection Agency strengthened the NAAQS for $PM_{2.5}$ by revising the primary (health-based) annual standard from 12.0 micrograms per cubic meter ($\mu g/m^3$) to 9.0 $\mu g/m^3$; however, a new attainment designation has not been issued.

Because of the conservative nature of the significance thresholds and the basin-wide context of individual development project emissions, there is no direct correlation between a single project and localized air quality-related health effects. One individual project that generates emissions exceeding a threshold does not necessarily result in adverse health effects for residents in the project vicinity. This condition is especially true when the criteria pollutants exceeding thresholds are those with regional effects, such as O_3 precursors like NO_X and ROG.

Further, by its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to by itself result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant. In developing thresholds of significance for air pollutants, the air districts have considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the SVAB's existing air quality conditions.

Occupants of facilities such as schools, daycare centers, parks and playgrounds, hospitals, and nursing and convalescent homes are considered more sensitive than the general public to air

[19] PCAPCD. 2024. *2024 Board of Directors Handbook*. Air Basins in Placer County. Website: www.placerair.org/DocumentCenter/View/77539/2024-PCAPCD-Directors-Handbook?bidId= (accessed October 2024).

[20] PCAPCD. 2024. *2024 Board of Directors Handbook*. Air Basins in Placer County. Website: www.placerair.org/DocumentCenter/View/77539/2024-PCAPCD-Directors-Handbook?bidId= (accessed October 2024).

pollutants because these population groups have increased susceptibility to respiratory disease. Persons engaged in strenuous work or exercise also have increased sensitivity to poor air quality. Residential areas are considered more sensitive to air quality conditions than commercial and industrial areas because people generally spend longer periods of time at their residences, with greater associated exposure to ambient air quality conditions. Recreational uses are also considered sensitive compared to commercial and industrial uses due to greater exposure to ambient air quality conditions associated with exercise. These populations are referred to as sensitive receptors.

Air Pollutants of Concern

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:

- O_3
- CO
- NO_2
- Particulate matter, which is further subdivided:
    - Coarse particulate matter (PM_{10})
    - Fine particulate matter ($PM_{2.5}$)
- SO_2
- Lead

Criteria pollutants can be emitted directly from sources (primary pollutants [e.g., CO, SO_2, PM_{10}, $PM_{2.5}$, and lead]), or they may be formed through chemical and photochemical reactions of precursor pollutants in the atmosphere (secondary pollutants [e.g., O_3, NO_2, PM_{10}, and $PM_{2.5}$]). PM_{10} and $PM_{2.5}$ can be both primary and secondary pollutants. The principal precursor pollutants of concern are ROG (also known as VOC) and NO_X.

Toxic Air Contaminants. The public's exposure to TACs is a significant environmental health issue in the State of California. In 1983, the California Legislature enacted a program to identify the health effects of TACs and reduce exposure to these contaminants to protect the public health. Health and Safety Code §39655 defines a TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health." A substance that is listed as a hazardous air pollutant pursuant to Subsection (b) of United States Code [USC] Title 42, Section 7412, is a TAC. Under State law, the California Environmental Protection Agency (CalEPA), acting through CARB, is authorized to identify a substance as a TAC if it determines the substance is an air pollutant that may cause or contribute to an increase in mortality or an increase in serious illness, or that may pose a present or potential hazard to human health.

California regulates TACs primarily through Assembly Bill (AB) 1807 (the Tanner Air Toxics Act), AB 2588 (the Air Toxics "Hot Spot" Information and Assessment Act of 1987), and Senate Bill (SB) 25 (the Children's Environmental Health Protection Act). The Tanner Air Toxics Act sets forth a formal procedure for CARB to designate substances as TACs. Once TACs are identified, CARB adopts an "airborne toxics control measure" for sources that emit designated TACs. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate toxics best available control technology (T-BACT) to minimize emissions.

Air toxics from stationary sources are also regulated in California under the Air Toxics "Hot Spot" Information and Assessment Act of 1987 (AB 2588). Under AB 2588, TAC emissions from individual facilities are quantified and prioritized by the designated air quality management district or air pollution control district. High-priority facilities are required to perform a Health Risk Assessment (HRA) and, if specific thresholds are exceeded, to communicate the results to the public in the form of notices and public meetings.

To date, CARB has designated nearly 200 compounds as TACs. Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines (DPM).

Project-Level Environmental Analysis

The firm LSA, a Sacramento area consulting firm with recognized expertise in air quality, prepared a CalEEMod analysis for the Johnson-Springview Pedestrian Bridge project. The analysis, dated November 13, 2025, is available for review during normal business hours at the City of Rocklin Community Development Department, 3970 Rocklin Road, Rocklin, California. City staff have reviewed the documentation and found that LSA has a professional reputation that makes its conclusions presumptively credible and prepared in good faith. Based on a review of the analysis and these other considerations, City staff accepts the conclusions in the LSA analysis, which are summarized below.

Methodology

Criteria pollutant and GHG emissions were calculated using the California Emissions Estimator Model (CalEEMod), Version 2022.1. CalEEMod is a computer model used to estimate air emissions resulting from land development projects throughout the State of California. CalEEMod was developed by the California Air Pollution Control Officers Association (CAPCOA) in collaboration with California's AQMDs and APCDs. The calculation methodology, source of emission factors used, and default data are described in the CalEEMod User's Guide.

Construction Emissions

Construction activities can generate a substantial amount of air pollution. Construction activities are considered temporary; however, short-term impacts can contribute to exceedances of air quality standards. Construction activities include demolition, site preparation, earthmoving, and general construction. The emissions generated from these common construction activities include fugitive dust from soil disturbance; fuel combustion from mobile, heavy-duty, and diesel- and gasoline-powered equipment; portable auxiliary equipment; and worker commute trips. The California Emissions Estimator Model (CalEEMod) Version 2022.1 computer program was used to calculate emissions from on-site construction equipment and emissions from worker and vehicle trips to the site.

Recommendations pursuant to the PCAPCD CEQA Handbook[21] were utilized for the CalEEMod inputs and reporting for the proposed project. Construction of the proposed project is expected to commence in the summer of 2026 and continue for approximately 3.5 months, concluding in the fall of 2026. Earthwork activities, including cut and fill, would disturb approximately 0.20 acre of soil. All earthwork is expected to be contained on site and reused as fill for the project. It is anticipated that construction would require an estimated 500 cubic yards of imported fill material, which was assumed in the CalEEMod model run. Anticipated construction equipment for the proposed project includes, but is not limited to, a drill rig for CIDH piles, an excavator, and cranes, which were also included in CalEEMod. This analysis assumes the use of Tier 2 construction equipment, which was included in CalEEMod. The analysis further assumed project compliance with the construction fugitive dust control requirements included in PCAPCD Rule 228. Other detailed construction information is currently unavailable; therefore, this analysis uses CalEEMod default assumptions. The construction emissions were estimated in pounds per day for the summer and winter seasons, and in metric tons (MT) for the annual season.

Operational Emissions

This air quality analysis includes estimating emissions associated with long-term operation of the project. Indirect emissions of criteria pollutants with regional impacts would be emitted by project-generated vehicle trips. In addition, localized air quality impacts (i.e., higher CO concentrations or “hot-spots”) near intersections or roadway segments in the project vicinity would also potentially occur due to project-generated vehicle trips. Consistent with PCAPCD’s guidance for estimating emissions, CalEEMod was used to calculate the long-term operational emissions associated with the project. As discussed in Section 3.0, Project Description, the proposed project would construct a new free-span pedestrian bridge over Antelope Creek. Therefore, the project analysis was conducted using the linear project feature in CalEEMod and land use codes for Bridge/Overpass Construction.

[21] PCAPCD. 2017. *2017 CEQA Handbook*. Website: www.placerair.org/1801/CEQA-Handbook (accessed November 2025).

Significance Criteria

Appendix G of the *CEQA Guidelines* states that the significance criteria established by the applicable AQMD or APCD may be relied upon to make the significance determinations. The PCAPCD has developed thresholds of significance to determine if a land use project's construction and/or operational emissions would result in potential air quality impacts. **Table AQ-1**, **Air Quality Significance Thresholds**, presents the PCAPCD significance thresholds. A project with daily emission rates below these thresholds would be considered to have a less significant effect on air quality.

For a project that would involve the siting a new source of emissions, the PCAPCD recommends the following thresholds for the project's incremental contribution to community health risks:

- **Cancer Risk:** An increased risk of 10 in 1 million for the maximally exposed individual to project emissions.
- **Chronic and Acute Health Risk:** A Hazard Index of 1 for the maximally exposed individual to project emissions.

Table AQ-1
Air Quality Significance Thresholds

Pollutant	Maximum Daily Emissions Thresholds (pounds per day)	
	Construction	Operation
ROG	82	55
NO_X	82	55
CO	None	None
SO_X	None	None
PM_{10}	82	82
$PM_{2.5}$	None	None

Source: PCAPCD (2017).
CO = carbon monoxide; NO_X = nitrogen oxides; PM_{10} = coarse particulate matter with a diameter of 10 microns or less; $PM_{2.5}$ = fine particulate matter with a diameter of 2.5 microns or less; ROG = reactive organic gas; SO_X = sulfur oxides

Furthermore, the PCAPCD recommends proposed projects be evaluated for local CO emissions impacts at roadway intersections. The PCAPCD states that a land use project could result in potential local CO hot-spot impacts at roadway intersections if the project generates substantial traffic impacts. As included in the PCAPCD *CEQA Handbook*,[22] the level of service (LOS) has been commonly used by the lead agency to assess the potential traffic impacts during environmental review for a land use project. This is a measure of a vehicle delay at intersections or on roadway segments, and the result is expressed with a letter grade ranging from A to F. The LOS can be used to evaluate whether a project's traffic impact would cause a potential localized CO impact at any

[22] PCAPCD. 2017. *2017 CEQA Handbook*. Website: www.placerair.org/1801/CEQA-Handbook (accessed November 2025).

given intersection. The PCAPCD recommends using the following screening criteria to determine whether the evaluation of local CO emissions impact should be conducted:

- When a project's CO emissions from vehicle operation are more than 550 lbs/day, and if either of the following scenarios is true for any intersection affected by the project traffic, the project should conduct a site-specific CO dispersion modeling analysis to evaluate the potential local CO emission impact at roadway intersections;

- A traffic study for the project indicates that the peak-hour LOS on one or more streets or at one or more intersections (both signalized and nonsignalized) in the project vicinity will be degraded from an acceptable LOS (e.g., A, B, C, or D) to an unacceptable LOS (e.g., E or F); or

- A traffic study indicates that the project will substantially worsen an already existing unacceptable peak-hour LOS on one or more streets or at one or more intersections in the project vicinity. "Substantially worsen" includes situations where a delay would increase by 10 seconds or more when project-generated traffic is included.

Operation of the proposed project is not anticipated to cause increases in vehicle traffic, as the proposed project would consist of a new pedestrian bridge to connect Rocklin residents and trail users across Antelope Creek in Johnson-Springview Park. The proposed project would not include any land use development or development of any structures that would generate vehicle trips. As such, a traffic study or LOS analysis is not required for the proposed project.

Significance Conclusions:

a. Conflict with or obstruct implementation of the applicable air quality plan – *Less Than Significant Impact with Mitigation Incorporated.* The PCAPCD has established thresholds of significance for a project's criteria, pollutant and precursor emissions for both temporary construction-related emissions and long-term operational-related emissions. As part of this IS preparation, these significance thresholds have been established to assist lead agencies in determining whether a project may have a significant air quality impact. A project with emissions lower than the thresholds would not conflict with or obstruct implementation of the district's air quality plans for attainment of the applicable NAAQS and CAAQS. As discussed in Response III(b) and shown in **Table AQ-3**, below, with implementation of **MM AQ-1**, the project would not exceed the temporary construction-related thresholds of significance for criteria pollutants and precursor emissions. Long-term emissions are anticipated to be minimal and therefore would also not exceed the thresholds of significance.

Long-range air quality planning throughout the State is based on population and employment growth assumptions. A key component of these growth assumptions is input from local government, including the City's General Plan. A project's contribution to regional growth would be consistent with the growth assumptions in the General Plan if it is consistent with the land use designation. According to the City's General Plan Land Use Element, the proposed project site is designated Recreation/Conservation (R-C), which is intended to provide land to

be used for active and passive recreation, designate land to be preserved for future recreational use, and protect land having important environmental and ecological qualities.[23] Additionally, according to the City Zoning Map, the project site is identified as Open Area (O-A),[24] which is intended for open space and recreational areas. Therefore, the proposed project would be consistent with the growth projections in the City's General Plan and the growth projections used to develop the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan.

Because implementation of the project would not result in criteria pollutant emissions in excess of thresholds with mitigation and the project would be consistent with regional growth projections, the project would not conflict with or obstruct implementation of the Sacramento Regional 8 Hour Ozone Attainment and Reasonable Further Progress Plan. Therefore, impacts would be less than significant with mitigation incorporated.

b. Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or State ambient air quality standard- *Less Than Significant Impact with Mitigation Incorporated*. The PCAPCD is currently designated as a nonattainment area for State and national O_3 standards and for national particulate matter ambient air quality standards. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

In developing thresholds of significance for air pollutants, the PCAPCD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. Therefore, additional analysis to assess cumulative impacts is unnecessary. The following analysis assesses the potential project-level construction- and operation-related air quality impacts.

Short-Term Construction Emissions

During construction, short-term degradation of air quality may occur due to the release of particulate emissions generated by demolition, grading, building, paving, and other activities. Emissions from construction equipment are also anticipated and would include CO, NO_X, ROG,

[23] City of Rocklin. 2012. Rocklin. *General Plan Land Use Element*. Website: https://www.rocklin.ca.us/sites/main/files/file-attachments/chapter_iv_a-land_use_errata_edits_accepted_11-2-12_0.pdf?1484085258 (January 17, 2025).

[24] City of Rocklin. *City of Rocklin Zoning Map.* Website: https://www.rocklin.ca.us/sites/main/files/file-attachments/existing zoningmap_0.pdf?1683301390 (accessed September 9, 2024).

directly emitted particulate matter ($PM_{2.5}$ and PM_{10}), and TACs (e.g., DPM). Construction of the proposed project is anticipated to occur over the course of 3.5 months, starting in the summer of 2026. Project construction activities would include grubbing and land clearing; grading and excavation; drainage, utilities, and subgrade; and paving. Construction-related effects on air quality from the proposed project would be greatest during the grading and excavation phase due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions. Sources of fugitive dust would include disturbed soils at the construction site. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions would depend on soil moisture, the silt content of soil, wind speed, and the amount of operating equipment. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Water or other soil stabilizers can be used to control dust, resulting in emission reductions of 50 percent or more. The PCAPCD has established standard measures for reducing fugitive dust emissions (PM_{10}). With the implementation of these basic best management practices (BMPs), fugitive dust emissions from construction activities would not result in adverse air quality impacts.

In addition to dust-related PM_{10} emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO_2, NO_X, ROG, and some soot particulate ($PM_{2.5}$ and PM_{10}) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while vehicles idled in traffic. These emissions would be temporary in nature and limited to the immediate area surrounding the construction site.

The project construction emissions were estimated using CalEEMod. The results of the calculations for the construction of the project are compared to the PCAPCD thresholds in **Table AQ-2, Maximum Daily Construction Emissions.**

Table AQ-2
Maximum Daily Construction Emissions

Activity	Pollutant Emissions (pounds per day)					
	ROG	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Grubbing and Land Clearing	0.2	5.4	4.8	<0.1	0.5	0.3
Grading and Excavation	3.2	105.1	79.7	0.1	5.8	3.1
Drainage, Utilities, and Subgrade	2.0	73.1	53.4	0.1	4.2	2.0
Paving	0.5	11.9	9.7	<0.1	0.6	0.5
Maximum Daily Emissions	**3.2**	**105.1**	**79.7**	**0.1**	**5.8**	**3.2**
Threshold	*82*	*82*	*None*	*None*	*82*	*None*
Exceed Threshold?	***No***	***Yes***	***No***	***No***	***No***	***No***

Source: Compiled by LSA (November 2025)

CO = carbon monoxide; NO_X = nitrogen oxides; PM_{10} = particulate matter 10 microns or less in diameter; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter; ROG = reactive organic gas; SO_X = sulfur oxides

As shown in **Table AQ-2**, the project's short-term construction-related emissions would not exceed the PCAPCD's significance thresholds for emissions of ROG, CO, SO_x, PM_{10} and $PM_{2.5}$. However, construction emissions would exceed thresholds for NO_X. As such, implementation of **MM AQ-1** would require the use of Tier 3 equipment to further reduce NO_X emissions during the construction process. Therefore, **MM AQ-1** would be required to reduce NO_X emissions to a less than significant level.

MM AQ-1 **Construction Plans.** Prior to commencement of grading, construction contractor(s) shall submit construction plans to the City of Rocklin verifying that all construction equipment of 50 horsepower or more used during construction of the proposed project be equipped with Tier 3 engines as certified by the California Air Resources Board (CARB). During construction activities, the equipment shall be properly maintained and tuned in accordance with manufacturer specifications.

As shown in **Table AQ-3**, with implementation of **MM AQ-1**, NO_X emissions associated with the proposed project would be below the PCAPCD significance thresholds. Therefore, with implementation of **MM AQ-1**, construction of the proposed project would not result in emissions that would result in a cumulatively considerable net increase of any criteria pollutant for which the project is in nonattainment under an applicable NAAQS or CAAQS. Therefore, construction of the proposed project would not violate an air quality standard or contribute to an existing or projected air quality violation. Impacts would be less than significant with mitigation.

Table AQ-3
Mitigated Maximum Daily Construction Emissions

Activity	Pollutant Emissions (pounds per day)					
	ROG	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Grubbing and Land Clearing	0.2	4.0	4.8	<0.1	0.5	0.2
Grading and Excavation	2.6	65.8	79.7	0.1	5.4	2.8
Drainage, Utilities, and Sub-Grade	1.7	44.5	53.5	<0.1	4.0	1.9
Paving	0.3	7.3	9.7	<0.1	0.4	0.3
Maximum Daily Emissions	**2.6**	**65.8**	**79.7**	**0.1**	**5.4**	**2.8**
Threshold	*82*	*82*	*None*	*None*	*82*	*None*
Exceed Threshold?	***No***	***No***	***No***	***No***	***No***	***No***

Source: Compiled by LSA (November 2025)
CO = carbon monoxide; NO_X = nitrogen oxides; PM_{10} = particulate matter 10 microns or less in diameter; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter; ROG = reactive organic gas; SO_X = sulfur oxides

Long-Term Operational Emissions

Long-term air pollutant emission impacts are those associated with mobile sources (e.g., vehicle trips), energy sources (e.g., electricity), and area sources (e.g., landscape maintenance equipment use) related to the proposed project.

The proposed project would construct a new free-span pedestrian bridge over Antelope Creek within Johnson-Springview Park. This bridge would connect the park to multi-use paths to the north, including the SWRA Master Plan Area. As discussed in Section XVII, Transportation, upon competition of construction activities, operation of the proposed project would not be anticipated to cause increases in traffic. The proposed project would not include any land use development or development of any structures that would generate vehicle trips. Additionally, the proposed project would be served by nearby existing pedestrian, bicycle, and transit facilities, and the proposed pedestrian bridge would not inhibit local access to these facilities, and would in fact enhance local access to these facilities. Therefore, no additional trips are anticipated due to implementation of the proposed project. As such, the proposed project would not result in an increase in the generation of vehicle trips or vehicle miles traveled (VMT) that would increase air pollutant emissions.

The project's purpose is to provide safe access for pedestrians and bicyclists while preventing cut-through traffic through the creek channel. Due to the nature of the proposed project, it is not anticipated that the proposed project would result in a substantial source of energy or area-source emissions. Once operational, the proposed project would operate similarly to existing conditions. Therefore, operation of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable NAAQS or CAAQS. Impacts would be less than significant, and no mitigation would be required.

c. Exposed sensitive receptors to substantial pollutant concentrations – *Less than Significant Impact with Mitigation Incorporated.* Sensitive receptor locations include residential uses, schools, daycare centers, nursing homes, and medical centers. Individuals particularly vulnerable to DPM are children, whose lung tissue is still developing, and the elderly, who may have serious health problems that can be aggravated by exposure to DPM. Exposure from diesel exhaust associated with construction activity contributes to both cancer and chronic noncancer health risks. A project with the potential to emit toxic or hazardous air pollutants, including diesel exhaust, and that would be located in close proximity to sensitive receptors may result in potential health impacts due to an increase of toxic emissions that could raise the cancer and acute noncancer risk for the affected population, even at very low levels of emissions. Such projects should prepare an HRA to determine the potential level of risk associated with their operations. The closest receptors to the project site include single-family residences located within approximately 125 feet to the north of the project site boundary.

Construction of the proposed project would include emissions of DPM from the operation of heavy construction equipment. However, these emissions are expected to be short-term (3.5 months) and temporary in nature. During construction, construction contractors would

be required to implement measures to reduce or eliminate emissions by implementing PCAPCD Rule 228, Dust Control Measures. In addition, the maximum daily emissions associated with the proposed project construction emissions are identified in **Table AQ-3** and indicate the proposed project would not exceed the significance criteria for VOC, NO_X, CO, SO_x, PM_{10}, or $PM_{2.5}$ emissions with mitigation. Therefore, the emissions associated with construction of the proposed project would not be expected to exceed the most stringent applicable NAAQS or CAAQS. It should be noted that the ambient air quality standards are developed and represent levels at which the most susceptible persons (children and the elderly) are protected. In other words, the ambient air quality standards are purposefully set low to protect children, the elderly, and those with existing respiratory problems. Due to the temporary nature of short-term construction impacts, and with compliance with **MM AQ-1**, construction of the proposed project would not exceed PCAPCD thresholds and would not expose nearby sensitive receptors to substantial pollutant concentrations. No significant health risk would occur from the proposed project construction emissions. Furthermore, as discussed in the preceding section, the proposed project's operational activities would not be considered significant. Therefore, the proposed project would not expose sensitive receptors to substantial pollutant concentrations during project construction or operation. Therefore, with implementation of **MM AQ-1**, impacts would be less than significant.

d. Odors – ***Less Than Significant Impact.*** According to the PCAPCD CEQA Handbook, land uses associated with odor complaints include wastewater treatment plants, sanitary landfills, composting/green waste facilities, recycling facilities, petroleum refineries, chemical manufacturing plants, painting/coating operations, rendering plants, food packaging plants, and feed lots/dairies. The proposed project would construct a new free-span pedestrian bridge over Antelope Creek within Johnson-Springview Park; therefore, it would not include any of these uses, nor are there any of these land uses in the project vicinity.

Emissions from construction equipment, such as diesel exhaust, may generate odors; however, these odors would be temporary, intermittent, and not expected to affect a substantial number of people. Additionally, noxious odors would be confined to the immediate vicinity of construction equipment.

Implementation of the project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Impacts would be less than significant, and no mitigation is required.

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

DISCUSSION OF DETERMINATION:

Project Impacts:

The project site is located within Johnson-Springview Park and the SWRA. The site consists of gently sloped foothill terrain, with elevations ranging from approximately 215 to 235 feet amsl. Antelope Creek, a perennial stream flowing year-round, traverses the project site in an east-to-west direction. The creek is part of the larger Dry Creek Watershed and conveys flows westward into Dry Creek. Within the project site and project vicinity, Antelope Creek receives flow from Clover Valley Creek, approximately 1,650 feet upstream of the proposed project site, and continues westward, passing beneath Sunset Boulevard via a concrete culvert about 5,450 feet downstream of the project site. The proposed project would modify valley oak riparian and blue oak woodland habitats through the removal of 9 trees and could potentially affect an additional 19 trees through trimming or removal, for a total of up to 28 trees potentially impacted. Impacts to special status animal and plant species could occur due to their presence or potential presence on the project site. Impacts to non-wetland waters would be avoided as the proposed project has been designed to completely avoid impacts to the Antelope Creek stream channel.

Therefore, as discussed below, impacts to biological resources would be less than significant with mitigation.

Regulatory Setting

The project site is located in the City of Rocklin, within western Placer County, and falls under the jurisdiction of federal, State, and local agencies responsible for biological resources. Federally, the United States Fish and Wildlife Service (USFWS) administers the federal Endangered Species Act (FESA), which protects listed species and their critical habitat, and the Migratory Bird Treaty Act (MTBA), which prohibits the take of migratory birds. At the State level, the California Endangered Species Act (CESA) protects State-listed species, and the California Fish and Game Code (CFGC) regulates nesting birds, raptors, and stream and riparian habitat modifications. The United States Army Corps of Engineers (USACE) regulates discharges to waters of the United States under the Clean Water Act, with the Regional Water Quality Control Board (RWQCB) responsible for related water quality certifications at the State level. Locally, oak woodland resources are managed under the Placer County Oak Woodland Management Plan and the City of Rocklin Oak Tree Preservation Ordinance.

Regional Setting

The 4.25-acre biological study area (BSA) is regionally located in the Sacramento Valley, with predominant natural habitats consisting of annual grasslands and oak woodlands. Primary land uses in the vicinity consist of managed recreational parkland, suburban residential development, and commercial buildings. The BSA itself is within a larger open space complex (Johnson-Springview Park and the SWRA) used for recreational activities, including walking, biking, and disc golf. Johnson-Springview Park is entirely surrounded by residential development. Topography in

the BSA, as well as the surrounding region, consists of sloped terrain typical of the foothills; the elevation is approximately 215–235 feet amsl.

The 4.25-acre project site is located within Johnson-Springview Park and spans from the Argonaut Avenue trail access point across Antelope Creek, connecting to the existing dirt trails near 5th Street. Antelope Creek, a perennial stream flowing year-round, traverses the project site in an east-west direction. The creek is part of the larger Dry Creek Watershed and conveys flows westward into Dry Creek. Within the project site and project vicinity, Antelope Creek receives flow from Clover Valley Creek, approximately 1,650 feet upstream of the proposed project site, and continues westward, passing beneath Sunset Boulevard via a concrete culvert about 5,450 feet downstream of the project site.

Project-Level Environmental Analysis:

The firm LSA, a Sacramento area consulting firm with recognized expertise in biological resources, prepared a Biological Resources Evaluation for the Johnson-Springview Pedestrian Bridge project.[25] The report, dated December 2025, is available for review during normal business hours at the City of Rocklin Community Development Department, 3970 Rocklin Road, Rocklin, California. City staff have reviewed the documentation and found that LSA has a professional reputation that makes its conclusions presumptively credible and prepared in good faith. Based on a review of the analysis and these other considerations, City staff accepts the conclusions in the LSA report, which are summarized below.

Methodology

The biological impact analysis included a literature review and general field investigation/ habitat assessment, which are described in more detail below. In determining the level of significance, this analysis assumes that the construction and operation of the proposed project would comply with relevant federal and State laws and regulations, as well as applicable City General Plan policies.

A list of sensitive wildlife and plant species potentially occurring within the BSA was compiled to evaluate potential impacts resulting from the construction of the project. Sources used to compile the list include the California Natural Diversity Data Base (CNDDB),[26] the California Native Plant Society (CNPS) Online Inventory,[27] and the USFWS IPaC Trust Resources Report.[28] For the CNDDB

[25] LSA. 2025a. *Biological Resources Evaluation for the Johnson-Springview Pedestrian Bridge Project for the City of Rocklin, Rocklin, California* (LSA Project No. 20241478).

[26] California Department of Fish and Wildlife (CDFW). 2025. California Natural Diversity Database (CNDDB), commercial version. Biogeographic Data Branch, Sacramento. January 21.

[27] California Native Plant Society (CNPS). 2025. Inventory of Rare and Endangered Plants (online edition, v9.5). California Native Plant Society, Sacramento. Website: www.cnps.org/inventory (accessed March 7, 2025).

[28] United States Fish and Wildlife Service (USFWS). 2025. IPaC Information for Planning and Consultation. List of federally listed species known to occur in the project area. March 7 and December 1.

and CNPS lists, records were reviewed for the following USGS 7.5-minute quadrangles: *Lincoln, Gold Hill, Auburn, Roseville, Rocklin, Pilot Hill, Citrus Heights, Folsom,* and *Clarksville.*

The special status species lists obtained from the CNDDB, CNPS, and USFWS were reviewed in conjunction with aerial imagery and soil maps to determine which species could potentially occur within the BSA. The determination of whether a species could potentially occur within the BSA was based on the availability of suitable habitat for that species within the BSA, whether or not the BSA is within the species' known range, as well as known occurrences of the species in or adjacent to the BSA according to the CNDDB.

Surveys. Preliminary surveys required to document the biological conditions of the BSA included a general biological survey and vegetation mapping, tree inventory, and aquatic resource delineation.

General Biological Survey and Vegetation Mapping. The general biological survey and vegetation mapping were conducted by LSA on January 23, 2025. The entire BSA was surveyed on foot, noting vegetation communities, examining trees and shrubs closely for any nest structures, and identifying all birds and any other wildlife observed to determine if potential habitat to support special-status species was present. All plants and wildlife were identified to species, or to a sufficient level of taxonomy to ensure they were not special-status species. Wildlife was observed to determine wildlife use of the BSA. Vegetation in the BSA was classified according to *A Manual of California Vegetation*.[29] Plant taxonomy and nomenclature in this document follows Baldwin et al.[30] and the Jepson Online Interchange for California Floristics (Jepson eFlora).[31]

Tree Inventory. An inventory of trees in the vicinity of the BSA was conducted by an International Society of Arboriculture (ISA) Certified Arborist from LSA on October 15 and 16, 2024. Data collected included species identification, measurements of diameter at breast height (DBH), and an evaluation of overall health and vigor (including a rating).

Aquatic Resource Delineation. A delineation of all aquatic features in the BSA was conducted on January 23, 2025, by LSA. Current and historical aerial photos were also reviewed prior to the field investigation.

All aquatic features in the BSA were delineated in accordance with the 1987 USACE Wetlands Delineation Manual, the 2008 Regional Supplement – Arid West Region, and the USACE Regulatory Guidance Letter 16-01 regarding Preliminary Jurisdictional Delineations (October 2016). The field investigation was conducted in accordance with the USACE Routine Approach for small areas (i.e., equal to or less than 5 acres). A total of five formal sample points were described in the field. At each point, a pit was dug and soils and hydrology examined; vegetation was also

[29] Sawyer, J.O., T. Keeler-Wolf, and J. Evens. 2009. *A Manual of California Vegetation,* Second Edition. California Native Plant Society, Sacramento, California.

[30] Baldwin, B.G., et al. eds. 2012. *The Jepson Manual: Vascular Plants of California*, Second Edition. University of California Press, Berkeley.

[31] Jepson Flora Project, eds. 2025. Jepson eFlora. Website: www.ucjeps.berkley.edu/eflora/.

characterized at each sample point. Copies of the field data forms are attached. The ordinary high-water mark (OHWM) was determined and characterized using definitions and guidance from *A Field Guide to the Identification of the Ordinary High Water Mark (OHWM) in the Arid West Region of the Western United States.*[32]

Aquatic features were located in the field using a Global Positioning System (GPS) unit with sub-meter accuracy. All data was entered into a geographic information system (GIS) database to calculate the extent of the mapped features in the BSA and produce the final mapping. Final mapping was completed using color aerial photographs at a scale of 1 inch = 50 feet.

Existing Biological Conditions

Using the information obtained from the sources and field surveys listed above, the following describes existing vegetation and wildlife habitat values; observed or potentially occurring common or special-status plant and wildlife species; sensitive vegetation types; and potentially jurisdictional waters within the BSA.

Habitats and Vegetation Communities. A total of four natural communities and one land use were mapped in the BSA. Natural communities, totaling 2.51 acres, include valley oak riparian forests, blue oak woodlands, a riverine channel, and ruderal grasslands. Developed areas consisting of the established walking paths make up the remainder of the site, totaling 1.74 acres. A detailed description of the existing habitats and vegetation communities is provided below.

Valley Oak Riparian. Valley oak riparian habitats, totaling 0.52 acre, consist of forested areas adjacent to Antelope Creek. These areas are dominated by valley oaks (*Quercus lobata*), with interior live oak (*Quercus wislizeni*), Goodding's black willow (*Salix gooddingii*), Oregon ash (*Fraxinus latifolia*), and big leaf maple (*Acer macrophyllum*) present at less than 30 percent relative cover in the tree canopy. The understory is dominated by miner's lettuce (*Claytonia* sp.), dogtail grass (*Cynosurus echinatus*), common bedstraw (*Galium aparine*), Italian thistle (*Carduus pycnocephalus*), field hedge parsley (*Torilis arvensis*), and wavyleaf soap plant (*Chlorogalum pomeridianum* var. *pomeridianum*).

*Blue Oak Woodlan*d. Oak woodlands were once the dominant community in the Sierra Nevada foothills but have been largely converted to residential and agricultural uses. Oak woodland is defined as habitat where a majority of living trees are native oaks and with 10 percent or greater oak canopy cover.

Blue oak woodlands, totaling 0.11 acre, are located adjacent to valley oak riparian habitat north of Antelope Creek within the BSA. This community is dominated by blue oaks (*Quercus douglasii*), with a small component of the overstory (less than 10 percent) consisting of interior live oaks. The understory is dominated by a variety of species, including foxtail barley (*Hordeum murinum*),

[32] United States Army Corps of Engineers. 2008. *A Field Guide to the Identification of the Ordinary High Water Mark (OHWM) in the Arid West Region of the Western United States.* August.

dogtail grass, field hedge parsley, smooth cat's ear (*Hypochaeris glabra*), spring vetch (*Vicia sativa*), and wavyleaf soap plant.

Riverine. Riverine habitat, totaling 0.09 acre, consists of all areas within the banks of Antelope Creek, which runs through the center of the BSA. Riverine areas are shaded by valley oak riparian forests and contain a sparse shrub layer, including narrow-leaved willow (*Salix exigua*) and common buttonbush (*Cephalanthus occidentalis*). The understory consists of a variety of hydrophytic species, including Himalayan blackberry (*Rubus armeniacus*), waxy mannagrass (*Glyceria declinata*), common bog rush (*Juncus effusus*), sneezeweed (*Helenium puberulum*), sticktight (*Bidens frondosa*), sweetclover (*Melilotus sp.*), yellow flag iris (*Iris pseudoacorus*), and knotweed (*Persicaria* sp.).

Ruderal Grassland. Ruderal grasslands are defined as open-space herbaceous areas that have been subject to previous or ongoing disturbances such as scraped or graded land, mowing and/or grazing, and disturbed areas along roadsides, trails, and parking lots. These areas tend to be colonized by nonnative species that can quickly establish in poor soil and disturbed or waste areas. They generally have fast-growing roots and low nutritional needs, and produce massive amounts of seed.

Ruderal grasslands, totaling 1.79 acres, occur north and south of Antelope Creek within the BSA. These areas consist of low-growing herbaceous vegetation dominated by wild oats (*Avena sp.*), bromes (*Bromus sp.*), yellow star thistle (*Centaurea solstitialis*), filaree species (*Erodium sp.*), turkey mullein (*Croton setiger*), and tarweed (*Holocarpha* sp.).

Developed. Developed areas, totaling 1.74 acres, include the decomposed granite walking path along the southern border of the BSA and a paved multi-use trail along the northern border of the BSA.

Aquatic Resources. Aquatic features within the BSA consist of Antelope Creek. Antelope Creek flows generally west and confluences with Dry Creek approximately 3 miles downstream. Dry Creek is a tributary to Steelhead Creek and, ultimately, the Sacramento River 24.25 miles downstream.

Significance Conclusions:

a. Adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species – *Less Than Significant Impact with Mitigation*.

Special-Status Plant Species. A total of 35 special-status plant species were identified in the record searches. Of the 35 special-status plant species considered, 3 species were determined to have the potential to occur in the BSA based on habitats present**.** These included spicate calycadenia (*Calycadenia spicata*), Brandegee's clarkia (*Clarkia biloba* ssp. *brandegeeae*), and streambank spring beauty (*Claytonia parviflora* ssp. *grandiflora*). These species have the

potential to occur in cismontane woodland (i.e., blue oak woodland and valley oak riparian habitats) and riverine banks within the BSA. The BSA is not located within critical habitat for any special-status plant species.

Field surveys for this project took place outside of the normal blooming periods for the special-status plant species. Special-status plant species may be impacted if they are present in the BSA when construction begins. Ground-disturbing activities could introduce or spread invasive species, which may negatively impact special-status plant populations. As such, the proposed project would be required to implement **MM BIO-1 through BIO-4,** which require pre-construction botanical surveys, special-status plant species avoidance through the exclusion fencing, special-status plant species salvage and relocation, and invasive species control BMPs. With implementation of these mitigation measures, potential impacts to special-status plants would be reduced to a less than significant level.

MM BIO-1 **Pre-Construction Protocol Level Botanical Surveys**. Prior to the start of ground-disturbing activities, including mobilization and staging, a qualified botanist shall perform protocol-level botanical surveys in suitable habitats for special-status plant species with potential to occur. The surveys shall be floristic in nature, seasonally timed, and follow current United States Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) protocols. If no special-status species are found within the project disturbance area, no further action is required. If special-status plant species are found, Mitigation Measure BIO-2 shall be implemented.

MM BIO-2 **Special-Status Plant Species Avoidance.** If special-status plant species are detected outside of the proposed disturbance area and would not be directly impacted by construction activities, brightly colored exclusion fencing shall be placed along the limits of work or around individuals or populations as determined by a qualified botanist or as outlined in agency protocols to protect the adjacent plants. Erosion control best management practices (BMPs) (e.g., silt fencing) shall be placed along the bottom edge of Environmentally Sensitive Area (ESA) fencing to prevent soil erosion or sediment from flowing toward special-status plants. Silt fencing shall be pulled taut, and soil shall be packed firmly around the base. No sandbags, gravel bags, or straw wattles shall be used. Fencing shall be maintained in good condition for the duration of construction activities, and entry within these zones shall be prohibited.

MM BIO-3 **Special-Status Plant Species Salvage and Relocation.** If special-status plant species are detected within the proposed disturbance area and would be directly impacted by construction activities, viable seeds shall be salvaged from the affected plants at the appropriate point in the flowering process to be sown within the project area following construction. Seed collection and distribution shall be performed by a qualified biologist or botanist. The top 5 inches of

topsoil shall be collected from the area surrounding affected individuals or population and stockpiled for use during post-construction restoration to preserve the seedbank. Monitoring and reporting requirements shall be established and approved by CDFW prior to the start of construction activities.

MM BIO-4 **Invasive Species Control.** During construction, the following measures shall be implemented to reduce the spread of invasive species.

- All earthmoving equipment to be used during project construction shall be cleaned thoroughly before arrival on the project site.
- All seeding equipment (i.e., hydroseed trucks) shall be thoroughly rinsed at least three times prior to beginning seeding work.
- To avoid spreading any nonnative invasive species already existing on site to off-site areas, all equipment shall be thoroughly cleaned before leaving the site.

Special-Status Wildlife Species and Nesting Birds. A total of 24 special-status wildlife species were identified in the record searches. Species that require specific habitat not present in the BSA were eliminated as potentially occurring and are not discussed further (e.g., chaparral, vernal pool, and marsh species). Of the 24 special-status wildlife species, 4 were determined to have potential to occur in the BSA: Central Valley steelhead (*Oncorhynchus mykiss irideus*), foothill yellow-legged frog (*Rana boylii*), Swainson's hawk (*Buteo swainsoni*), and white-tailed kite (*Elanus leucurus*). No special-status wildlife species were observed during the site visit. All species with the potential to occur within the BSA are discussed below. The BSA is not located within critical habitat for any special-status wildlife species.

Steelhead. The Central Valley steelhead distinct population segment (DPS) was listed as federally threatened on March 19, 1998, and reaffirmed on January 5, 2005. Critical habitat was designated for this species on September 2, 2005, and includes the Sacramento and San Joaquin rivers. The Central Valley DPS includes all natural-occurring steelhead in the Sacramento River and San Joaquin River watersheds.

All steelhead stocks in the Central Valley of California are winter-run steelhead.[33] Most Central Valley steelhead spawning migration occurs from October through February, and spawning occurs from December through April in cool, clear, well-oxygenated streams. Newly emerged fry move to shallow stream margins to escape high water velocities and predation.[34] Juveniles

[33] McEwan, D., and T.A. Jackson. 1996. *Steelhead Restoration and Management Plan for California*. California Department of Fish and Game.

[34] Barnhart, R.A. 1986. *Species profiles: life histories and environmental requirements of coastal fishes and invertebrates (Pacific Southwest) – steelhead*. USFWS Biol Rep 82(11.60). United States Army Corps of Engineers, TR EL-82-4. 21 p.

emigrate episodically from natal streams during fall, winter, and spring high flows approximately 1 or more years after spawning.

There is one known record of occurrence from the CNDDB within 5 miles of the BSA. This occurrence was documented in 2007, approximately 1.25 miles southeast of the BSA, and consists of several hundred juveniles observed in Secret Ravine. No steelhead were observed during the field surveys; however, riverine habitat in the BSA is considered suitable for this species. Additionally, Antelope Creek is a tributary to the Sacramento River, which is a known spawning ground for steelhead. Due to the proximity of a known occurrence and the presence of suitable habitat, steelhead have a moderate potential to occur in the BSA.

Implementation of the proposed project would not result in permanent impacts to riverine habitat, which could support steelhead. The project has been designed in such a way that all construction activities will occur outside of the stream channel and the 100-year floodplain of Antelope Creek. Since the project will not result in permanent or temporary impacts to riverine habitat, which provides habitat for steelhead, the project will have no effect on this species.

Foothill Yellow-Legged Frog. The southern Sierra DPS of foothill yellow-legged frog (*Rana boylii*) (FYLF) is both federally and State listed as endangered. This population of FYLF is found along the western slopes of the Sierra Nevada. The FYLF is a highly aquatic frog and rarely moves more than 40 feet from permanent water. These frogs inhabit rocky streams or rivers with rocky substrates in forests, chaparral, and woodlands in the Sierra Nevada up to 6,300 feet in elevation; however, almost all known populations of this species in this part of the range occur at elevations below 4,500 feet. Typical breeding sites are wide and shallow channels with intermittent canopy and stable, cobble-sized substrates.

This species has high site fidelity and generally lays eggs in the same area each year. Breeding and egg laying occur in mid-March to May, and tadpoles need 3 to 4 months in the water to complete their aquatic development. Newly metamorphosed frogs typically migrate upstream from the hatching site.

Newly metamorphosed frogs have a length of about 1 inch from snout to vent, and juveniles can reach a length of up to 1.5 inches. Adults range from 1.5 to 2.5 inches. At maximum adult size, females are larger than males and can be 3.5 inches long. Data on longevity of FYLF is scarce; based on a captured female and studies of other ranid frogs, life expectancy of FYLF in the wild is 3 years or more. FYLF may hybridize with Sierra Nevada yellow-legged frog (*Rana sierrae*), although hybrid offspring appear to be nonreproductive.[35]

[35] Peek, R.A., et al. 2017. *Visual Encounter Survey Protocol for Rana Boylii in Lotic Environments*, Center for Watershed Sciences, John Muir Institute of the Environment, One Shields Avenue, University of California, Davis. Website: https://watershed.ucdavis.edu/files/CWS%20FYLF%20VES%20Survey%20Protocol-Final.pdf.

There are no known records of FYLF from the CNDDB database within 5 miles of the BSA. No focused surveys for listed special-status amphibians or reptiles were conducted for the project, and no FYLF were observed. The potential for FYLF to occur within the BSA is based on visual assessments of the riverine habitat within the BSA and current scientific and commercial data available. Although suitable aquatic breeding habitat is present within the BSA, FYLF has a low potential to occur based on lack of nearby occurrences.

Implementation of the proposed project would not result in permanent impacts to riverine habitat, which could support FYLF. The project has been designed in such a way that all construction activities will occur outside of the stream channel and the 100-year floodplain of Antelope Creek. Since the project will not result in permanent or temporary impacts to riverine habitat that provides habitat for FYLF, the project will have no effect on this species.

Swainson's Hawk. Swainson's hawk (*Buteo swainsoni*) (SWHA) is a State threatened species with no federal status. Most SWHA are long-distance migrants, leaving California by the end of October to winter in South America and returning north to nest by the end of March. A few individuals overwinter in the Sacramento-San Joaquin Delta region. In California, SWHA nest on the Modoc Plateau and the Great Basin, and throughout the Central Valley from about the Red Bluff area south to Kern County. Nests are built in the tops of large trees, often those associated with riparian habitats, or isolated trees in agricultural areas. They are known to forage up to 10 miles from their nest sites.

There is one known record of occurrence in the CNDDB within 5 miles of the BSA. This occurrence was documented in 2009 and is located north of the BSA. This record documented a nest with young in a large blue oak in the riparian strip along Pleasant Grove Creek. No focused surveys for listed special-status birds were conducted for the project, and no SWHA were observed. The potential for SWHA to occur within the BSA is based on the literature search, visual assessments, and current scientific and commercial data available. There are numerous large oak trees associated with the riparian corridor of Antelope Creek, and ruderal grasslands provide suitable foraging habitat. Therefore, SWHA has a moderate potential to occur in the BSA.

Proposed construction activities would result in the removal of trees and other vegetation that could be used by SWHA. If conducted during the nesting season (February 1 to August 31), such activities could directly impact nesting SWHA. Construction-related disturbance (e.g., noise, vehicle traffic, personnel working adjacent to occupied nesting habitat) could also indirectly impact nesting birds by causing adults to abandon nests in nearby trees or other vegetation, resulting in nest failure and reduced reproductive potential. As such, the proposed project would be required to implement **MM BIO-5,** which requires pre-construction surveys for SWHA. With implementation of this mitigation measure, potential impacts to SWHA would be reduced to a less than significant level.

MM BIO-5 **Pre-Construction Swainson's Hawk (SWHA) Survey.** If construction activities are scheduled to occur during the nesting season for SWHA (February 1 to August 31), the following measures shall be implemented to reduce potential impacts to SWHA.

- Preconstruction surveys for SWHA shall be conducted by a qualified biologist in accordance with CDFW's *Staff Report regarding Mitigation for Impacts to Swainson's Hawks in the Central Valley of California.*[36]

- Consistent with the CDFW Staff Report, an early-season preconstruction survey for nesting SWHAs shall be conducted between January and March in the biological study area (BSA) and immediate vicinity (an approximately 0.25-mile radius) by a qualified biologist when tree foliage is relatively sparse, so nests are easy to identify. A second preconstruction survey for nesting SWHA and other nesting birds shall be conducted in the BSA and immediate vicinity (an approximately 0.25-mile radius) by a qualified biologist no more than 14 days prior to initiation of earthmoving activities.

- If nesting SWHA are found within the survey area, a qualified biologist shall evaluate the potential for the project to disturb nesting activities. CDFW shall be contacted to review the evaluation and determine if the project can proceed without adversely affecting nesting activities. CDFW shall also be consulted to establish protection measures such as buffers. Disturbance of active nests shall be avoided until it is determined by a qualified biologist that nesting is complete and the young have fledged, or that the nest has failed. If work is allowed to proceed, at a minimum, a qualified biologist shall be on site during the start of construction activities during the nesting season to monitor nesting activity. The monitor shall have the authority to stop work if it is determined that the project is adversely affecting nesting activities.

White-Tailed Kite. The white-tailed kite is a California fully protected species. The Pacific population ranges from southwestern Washington through Oregon's Willamette Valley, throughout California and the Central Valley, and into Baja California. Isolated populations also occur in southern Florida, Texas, and Louisiana south through Mexico. This raptor species uses trees in open areas for nesting and open grasslands and marshes for foraging.

There are two known records of occurrence in the CNDDB database within 5 miles of the BSA. The closest, recorded in 2003 approximately 4.25 miles from the BSA, involved an adult carrying prey to a suspected nest and is presumed extant. No individuals were observed during the field survey. However, ruderal grasslands surrounding the BSA provide suitable

[36] California Department of Fish and Wildlife (CDFW). 1994. *Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (Buteo swainsoni) in the Central Valley of California.* November 8. Sacramento, CA.

foraging habitat, and numerous trees within the BSA could serve as nesting sites. Due to the availability of nesting and foraging habitat, white-tailed kite has a moderate potential to occur on site. As such, the proposed project would be required to implement **MM BIO-6,** which requires pre-activity nesting bird survey(s) prior to construction if construction occurs during nesting season (February 1 through August 31) to reduce potential impacts to white-tailed kite to a less than significant level.

MM BIO-6 **Pre-Construction Nesting Bird Surveys.** Prior to construction, the following measures shall be implemented to reduce potential impacts to nesting birds.

- If possible, all trees that will be impacted by project construction shall be removed during the non-nesting season (between September 1 and January 31).

- If work begins between February 1 and August 31, pre-construction surveys shall be conducted by a qualified biologist no more than 14 days prior to tree removal or initiation of any construction activities. If active nests are identified, appropriate buffers shall be established to protect nesting activity. The width of the buffer zone shall be based on a site-specific analysis considering the species, nest location, and observed behavior prepared by a Qualified Biologist. Initial buffer standards shall be a minimum of 25 feet for non-raptor bird species and a minimum of 250 feet for raptor species. All construction work shall be conducted outside any designated avoidance zones. Standard buffer zones shorter or larger than minimum buffers may be required depending on the status of the nest and the construction activities occurring in the vicinity of the nest. The biologist shall have full discretion for establishing a suitable buffer. The buffer area(s) shall be closed to all construction personnel and equipment until the young are no longer reliant on the nest site. A qualified biologist shall confirm that breeding/nesting is completed and young have fledged the nest prior to removal of the avoidance buffer.

Nesting Migratory Birds and Raptors. Disturbance of nesting migratory birds and raptors during the breeding season (February 1 to August 31) could result in "take," which is prohibited under the Migratory Bird Treaty Act (MBTA) and CFGC Section 3513. The CFGC also prohibits the take or destruction of active nests or eggs.

No nesting migratory birds or raptors were observed within the BSA or its immediate vicinity during field surveys; however, surveys were conducted outside of the typical migration and breeding season. Suitable nesting and foraging habitat for migratory birds exists within the ruderal grasslands, blue oak woodland, and valley oak riparian habitat within the BSA. Additionally, nesting birds and raptors could potentially utilize trees adjacent to the BSA. As such, the proposed project would be required to implement **MM BIO-6,** which requires pre-

construction nesting bird survey(s) prior to construction if construction occurs during the nesting season (February 1 through August 31) to reduce potential impacts to nesting birds to a less than significant level.

b. Adverse effect on any riparian habitat of other sensitive natural community identified in local or regional plans, policies, or regulations, or by the CDFW or USFWS – *Less Than Significant Impact with Mitigation*.

The CDFW tracks the occurrences of natural plant communities that are of limited distribution statewide or within a county or region and that are often vulnerable to the environmental effects of projects. In the CDFW's *Natural Communities List*,[37] vegetation alliances with State rarity rankings of S1–S3 are considered "highly imperiled" and project impacts to "high-quality occurrences" of these alliances could be considered significant under CEQA. Most types of wetlands and riparian communities are also considered special-status natural communities due to their limited distribution in California.

As stated above in Response IV(a), the project site consists of gently sloped foothill terrain with Antelope Creek, a perennial stream flowing year-round, traversing the project site in an east-west direction. As also stated above in Response IV(a), a total of four natural communities and one land use type were mapped in the BSA: valley oak riparian forest (0.52 acre), blue oak woodland (0.11 acre), riverine channel (0.09 acre), ruderal grassland (1.79 acres), and developed land (1.74 acres).

The literature review conducted for the proposed project identified three protected natural communities in the vicinity of the BSA: northern hardpan vernal pool, northern volcanic mud flow vernal pool, and valley needlegrass grassland. None of these protected natural communities are present; however, the BSA does contain two natural communities of special concern: valley oak riparian and blue oak woodlands. Both communities are protected under the California Oak Woodland Conservation Act (OWCA), and individual oak trees on site are under additional protection by the Placer County Oak Woodland Management Plan and the City of Rocklin's oak preservation ordinance.

The project would permanently impact 0.05 acre of valley oak riparian habitat as a result of construction of the new pedestrian bridge and pathways. The project would temporarily impact 0.38 acre of valley oak riparian habitat as a result of construction access and vegetation clearing activities. The trimming and/or removal of riparian vegetation would have a potentially significant impact on valley oak riparian habitat that would require mitigation consistent with the City's oak tree preservation guidelines. Impacts to riparian vegetation would also likely require a Lake or Streambed Alteration Agreement from the CDFW.

[37] California Department of Fish and Wildlife (CDFW). 2025. California Natural Communities List. February 27. Website: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=153398&inline (accessed September 23, 2025).

The project would permanently impact less than 0.01 acre of blue oak woodland as a result of construction of the new bridge abutments. The project would temporarily impact 0.11 acre of blue oak woodland habitat as a result of construction access for installation of the new bridge. The trimming and/or removal of blue oak woodland vegetation is expected to be minor and temporary in nature, as trees are expected to resprout following construction. Given the extremely small amount of impacts relative to the amount of preserved habitat in the SWRA, the project would have a less than significant impact on blue oak woodland habitat. Therefore, no compensatory mitigation proposed, consistent with the City's tree preservation guidelines.

The project would result in removal of valley oak riparian habitat and removal of individual oak trees; therefore, the project would have potentially significant impacts to natural communities of special concern. Implementation of **MM BIO-7** would be required to reduce potential impacts to valley oak riparian habitat to a less than significant level. **MM BIO-7** would also further reduce the less than significant impact to blue oak woodland habitat.

MM BIO-7 **Valley Oak Riparian and Blue Oak Woodland Protection Measures.** During construction, the construction contractor shall be required to implement the following measures to reduce potential impacts to valley oak riparian and blue oak woodland habitats:

a. Work in the valley oak riparian and blue oak woodland habitats shall be minimized to the extent possible.

b. ESA limits shall be marked prior to construction using orange construction fencing or the equivalent and shall be maintained until construction is complete.

c. Staging areas, access routes, and construction areas shall be located outside of riparian and oak woodland areas to the maximum extent practicable.

d. Measures consistent with the City of Rocklin's Grading and Erosion and Sedimentation Control Ordinance and the City's Stormwater Runoff Pollution Control Ordinance shall be implemented to minimize effects to valley oak riparian habitat resulting from erosion, siltation, accidental spills, etc., during construction.

e. All areas temporarily impacted during project construction shall be revegetated with native species as specified in **Table BIO-1**. Invasive exotic plants shall be controlled to the maximum extent practicable.

Table BIO-1
Native Species Mix

Scientific Name	Common Name	Rate (pounds per acre)	Minimum Percent Germination
Artemisia douglasiana	California mugwort	2.0	50
Bromus carinatus	California brome	5.0	85
Elymus trachycaulus	Slender wheatgrass	2.0	60
Eschscholzia californica	California poppy	2.0	70
Festuca microstachys	Small fescue	10.0	80
Hordeum brachyantherum	California barley	2.0	80
Lupinus bicolor	Bicolored lupine	4.0	80

Source: LSA (2025).

f. Prior to issuance of a grading permit or other authorization to proceed with project construction, the City shall obtain a Lake or Streambed Alteration Agreement from the CDFW for impacts to valley oak riparian habitat. All terms of the Lake or Streambed Alteration Agreement shall be implemented as a condition of the project, including any compensatory mitigation as required by the CDFW for permanent impacts to riparian habitat (e.g., permittee responsible mitigation and/or purchase of mitigation bank credits).

c. Adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means – *No Impact.*

The project has been designed to completely avoid impacts to the Antelope Creek channel. The bridge structure would consist of three segments, which would be installed by cranes and other equipment situated outside of the 100-year floodplain limits. Because the project would not result in impacts to riverine habitat, the project would have no effect on state or federally protected wetlands and no mitigation is required.

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species of with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites – *Less than Significant Impact.*

Wildlife movement corridors are linear habitats that function to connect two or more areas of significant wildlife habitat. These corridors may function on a local level as links between small habitat patches (e.g., streams in urban settings) or may provide critical connections between regionally significant habitats (e.g., deer movement corridors). Wildlife corridors typically include vegetation and topography that facilitate the movements of wild animals from one area of suitable habitat to another in order to fulfill foraging, breeding, and territorial needs. These corridors often provide cover and protection from predators that may

be lacking in surrounding habitats. Wildlife corridors generally include riparian zones and similar linear expanses of contiguous habitat.

The BSA is located within an open space area that is surrounded by residential development. The project site does not link two significant natural areas and is not considered a wildlife migration corridor. Additionally, regular human presence within the area is likely to impede significant wildlife movement through the BSA. The project would not introduce any new barriers to movement across the site. Therefore, the proposed project is not anticipated to interfere substantially with the movement of any native resident or migratory fish or wildlife species, and the impact would be less than significant.

Native wildlife nursery sites are defined as sites where wildlife concentrate for hatching and/or raising young, such as rookeries, spawning areas, and bat colonies. No rookeries, spawning areas, or bat colonies are present in the BSA; therefore, the project would have no effect on established native resident or migratory wildlife corridors or wildlife nursery sites and no mitigation is required.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance – *No Impact*.

Rocklin Municipal Code (RMC) Section 17.77.100[38] contains a comprehensive design review process for new development, incentives for oak tree preservation, and provides feasible alternatives and options to removal where practicable. The City defines an "oak tree" as any tree with a trunk DBH of 6 inches or more and of a species identified in the oak tree preservation guidelines by resolution of the City Council as native to the Rocklin area. A "heritage tree" is defined as any oak tree with DBH of 24 inches or more that is good or fair quality in terms of health, vigor of growth, and conformity to generally accepted horticultural standards of shape for its species. The City requires a ministerial oak tree removal permit for oak tree removal on developed lots and a tree preservation plan permit for oak tree removal on undeveloped lots. Mitigation is required for the removal of healthy oak trees as a condition of both the ministerial oak tree removal permit and the tree preservation plan permit.

RMC Section 17.77.045 regulates the removal of oak trees and requires an oak tree removal permit for proposed oak tree removal on lots for single family residential, duplex, triplex, or developed lots, and Section 17.77.047 regulates the removal of oak trees and requires an oak tree removal permit for proposed oak tree removal on multi-family, commercial or industrial developed lots. In addition, RMC Sections 17.77.045 and 17.77.047 identify how oak tree removal should be mitigated when oak tree removal is proposed on those land use categories of developed lots. A developed lot is defined in the RMC as follows:

[38] City of Rocklin. 2025. Municipal Code. *Title 17 Zoning Chapter 17.77 Oak Tree Preservation.* Website: https://library.municode.com/ca/rocklin/codes/code_of_ordinances? nodeId= TIT17ZO_CH17.77OATRPR_17.77.050UNPRREPRPLPE (accessed September 25, 2025).

- "A lot zoned for single family, duplex, or triplex development, and subdivided down to its ultimate size, consistent with the zone, with or without on-site improvements, but with completed subdivision improvements," or

- "A lot zoned for multifamily, commercial, or industrial use for which all discretionary entitlements, as well as design review approval under Chapter 17.72 of the Rocklin Municipal Code, have been approved and are effective."

The definition of "developed lot" does not include any lot which otherwise meets the requirements of this definition, but for which another discretionary entitlement, or a modification to an existing entitlement is being requested. Such lots are treated as undeveloped lots, which are defined in the Code as "any property or lot which is not a developed lot."

The project site falls within Johnson-Springview Park and the SWRA Master Plan area which are zoned Open Area (O-A) per a larger subdivision development plan. Therefore, the project site would be considered a developed lot as it has been subdivided down to its ultimate size and contains completed subdivision improvements (e.g., water, power). Per RMC Sections 17.77.045 and 17.77.047, because the project site does not include a lot zoned for single-family, duplex, or triplex development, and it does not include a lot zoned for multifamily, commercial, or industrial use, an oak tree removal permit and oak tree mitigation would not be required for any proposed oak tree removal.

The project would impact oak woodland habitat and oak trees, including heritage oak trees, subject to the City's oak tree preservation ordinance. The project would permanently impact 0.05 acre of valley oak riparian habitat and less than 0.01 acre of blue oak woodland habitat due to construction of the new bridge and pathways, resulting in the removal of 9 trees and potentially affecting 19 trees, which may be either trimmed or removed to install the prefabricated bridge. In total, the proposed project could affect up to 28 trees; of these, 26 are oak trees (25 valley oaks and 1 blue oak), and 7 of the oak trees are classified as heritage trees. The project would also result in temporary impacts to 0.38 acre of valley oak riparian habitat and 0.11 acre of blue oak woodland habitat as a result of construction access and vegetation clearing activities. Although the project has the potential to impact up to 26 oak trees, only 9 valley oak trees (of which one is a heritage tree) are required to be removed based on their location within the excavation footprint of the proposed pedestrian bridge. The remaining 19 trees are included to conservatively allow for the contractor to install the new bridge and may be cut and/or trimmed as necessary; their potential removal would be evaluated by the City on a case-by-case basis and would be dependent on the contractor's construction methods.

The Rocklin City Council City Council transferred $30,000.00 from the City's general fund to the Oak Tree Preservation Fund when Ordinance No. 676 was approved and Chapter 17.77 (Oak Tree Preservation) was established on May 11, 1993. At the current mitigation rate of

$96/inch for every inch of oak tree to be removed, the $30,000.00 “seed money” provided by the City to the Oak Tree Preservation Fund equates to mitigation for the removal of up to 312.5 inches DBH of oak trees. It should also be noted that oak tree replacement plantings may be required as part of tree replacement requirements conditioned in the CDFW Lake and Streambed Alteration Agreement.

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

f. Habitat Conservation Plan/Natural Communities Conservation Plan – *No Impact.*

The Placer County Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP) is applicable to projects in western Placer County; however, the project is located in the City of Rocklin, which is not a Placer County HCP/NCCP participating entity. Therefore, the project would conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or State habitat conservation plan, and no impact would occur.

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

DISCUSSION OF DETERMINATION:

Project Impacts:

The development of a new pedestrian bridge across Antelope Creek at Johnson-Springview Park would result in ground disturbance that could potentially impact unknown/undiscovered historical or archaeological sites and/or human remains as development occurs. Therefore, as discussed below, impacts to cultural resources would be less than significant with mitigation.

Project-Level Environmental Analysis:

The firm LSA, a California consulting firm with recognized expertise in cultural resources, prepared a Cultural Resources Assessment Report for the Johnson-Springview Pedestrian Bridge project. The report, dated January 2026, is not available for public review due to confidentiality reasons. City staff have reviewed the documentation and found that LSA has a professional reputation that makes its conclusions presumptively credible and prepared in good faith. Based on a review of the analysis and these other considerations, City staff accepts the conclusions in the LSA report, which are summarized below.

Significance Conclusions:

a. Historical Resources – *No Impact.* Enacted in 1966, the National Historic Preservation Act established the National Register of Historic Places (National Register) program under the authority of the Secretary of the Interior. The National Register is managed by the National Park Service and serves as the nation's official list of historical and cultural resources. On the state level, the Office of Historic Preservation, a division of the California Department of Parks and Recreation, administers the California Register of Historical Resources (California Register), which was established to serve as an authoritative guide to the State's significant historical and archaeological resources. The project site is within Johnson-Springview Park, which includes heritage oak trees and Antelope Creek. There are no historically significant

structures on site. As such, the proposed project would not have the potential to cause a substantial adverse change in the significance of a historical resource. No impact would occur, and no mitigation is required.

b. Archaeological Resources – *Less Than Significant Impact with Mitigation.* The proposed project would involve various earthmoving operations associated with the development of the proposed bridge. Earthwork activities, including cut and fill, would disturb approximately 0.20 acre of soil. Within this area, bridge abutments would be installed and new paved pathways would be constructed and would connect to both sides of the new bridge. Temporary cribbing set on top of the existing ground surface would also be utilized to support the pedestrian bridge during assembly of the spliced bridge segments. The bridge abutments would extend approximately 8.5 feet below ground surface, inclusive of the pile cap, and would be supported by 24-inch-diameter piles drilled to a depth of approximately 25 feet or until the soil resists further penetration. Grading depth associated with pathway construction would generally be limited to approximately 1 to 2 feet.

Construction of the proposed bridge would result in the removal of 9 trees and could potentially affect an additional 19 trees, which may be either trimmed or removed to install the prefabricated bridge. The potential removal of these 19 trees would be evaluated by the City on a case-by-case basis and would be dependent on the contractor's construction methods. In total, proposed project could affect up to 28 trees; of these, 7 are heritage oaks. The 9 trees proposed for removal within the planned excavation area would require stump and root removal, which would be performed using an excavator or backhoe to a depth of approximately 2 to 3 feet. The 19 potentially affected trees would be trimmed or cut to facilitate bridge placement and would not require stump or root removal.

It is anticipated that all construction equipment and materials would be staged within Johnson-Springview Park in the vicinity of the project site. Three potential staging areas are proposed: Staging Area A, located west of the project site; Staging Area B, located east of the project site; and Staging Area C, located south of the project site. It is assumed that no grading would be required within these staging areas, and the ultimate staging areas would be restricted to the minimum necessary to implement the proposed project (i.e., it is anticipated that not all staging locations or designated area would be utilized). Large construction vehicles, with a maximum length of 60 feet, are anticipated to primarily utilize the southern access route. ESA fencing would be installed during construction to ensure that construction vehicles and equipment remain on the existing designated access routes.

To identify any potentially present archaeological resources within the project area and its immediate vicinity, a record search was conducted at the North Central Information Center (NCIC). The record search indicated that three cultural resource studies were previously conducted that overlap the project area. No cultural resources were previously documented within the project area. One precontact archaeological resource was previously recorded in the vicinity. This resource (P-31-000311), described as a midden site with associated bedrock

mortars, was originally recorded outside the project area. However, the field investigation found that this resource was mapped incorrectly and does overlap the proposed project area.

No cultural materials were observed within the project footprint during the pedestrian field survey conducted on February 8, 2025. During a supplemental survey conducted on November 25, 2025, a broad sparse artifact scatter was exposed in rodent burrows in proximity to the creek that were identified as part of archaeological resource P-31-000311. While these materials are not located within the excavation area associated with the proposed project, construction access and staging have the potential to disturb this area. Based on the field survey, construction access for the proposed project also extends through another portion of archaeological resource P-31-000311.

Based on the results of the record search and field investigation, it was determined that the project site has potential to impact existing archaeological resources and/or yield buried archaeological resources due to its proximity to natural water sources and the existing precontact site. As the proposed project would include ground disturbance in the form of excavation and grading, as well as construction access and staging within archaeologically sensitive areas, there is potential for inadvertent disturbance or discovery of both recorded and previously unrecorded resources. **MM CUL-1** through **MM CUL-4** would reduce any potential impacts to archaeological resources to a less than significant level.

MM CUL-1 **Environmentally Sensitive Area (ESA) Protection.** The following measures shall be implemented prior to initiation of any construction-related activities to protect existing archaeological resources during construction activities.

- ESA fencing shall be installed to extend the existing fence at the northern end of archaeological site P-31-000311 to ensure that construction vehicles and equipment remain on the existing designated access routes. The ESA fencing shall connect with the existing fenceline and continue to the southeast, bordering the existing unpaved access road as it curves around and extends to the southwest, as specified in the project plans and specifications. A qualified archaeologist and United Auburn Indian Community (UAIC) tribal representative shall be present during installation to ensure the ESA fencing is sufficient and in the correct location consistent with the project plans.

- Protective material (e.g., decomposed granite, bark mulch, and/or iron plates) shall be placed on the ground surface in Staging Area C, as specified in the project plans and specifications, to protect against inadvertent disturbance from construction staging and access. A qualified archaeologist and UAIC tribal representative shall be present during installation to ensure the protective surface layer is sufficient and in the

correct location. Staging and access within this area shall be limited to the minimum extent needed to implement the project.

- Advance coordination with a qualified archaeologist and UAIC tribal representative shall be undertaken regarding any potential access or staging deviations from what is specified in the project plans and specifications.

MM CUL-2 **Worker Environmental Awareness Program (WEAP).** Prior to commencing construction activities (and therefore prior to any ground disturbance on the proposed project site), a Qualified Archaeologist shall conduct initial WEAP training of all construction personnel, including supervisors, present at the outset of the project construction work phase, for which the lead contractor and all subcontractors shall make their personnel available. The training shall describe the existing ESAs and avoidance requirements, archaeological and tribal monitoring requirements, type of resources that may be identified, procedures to be followed during ground disturbance, and protocols that apply in the event that unanticipated resources are discovered. The crew shall be cautioned not to collect artifacts and directed to inform a construction supervisor in the event that cultural remains are discovered during the course of construction. A qualified archaeologist is someone who either meets the Secretary of the Interior's Professional Qualification Standards for archaeology (48 Federal Register 44738) and is a Registered Professional Archaeologist or has a Bachelor of Arts in archaeology or a closely related field and is a Registered Archaeologist.

MM CUL-3 **Construction Monitoring.** Monitoring of all construction-related ground disturbing activities (including, but not limited to, vegetation removal, staking, heavy machinery access, grading, and excavation) shall be conducted by a qualified archaeologist and UAIC certified tribal monitor to ensure there are no significant impacts to the resources and that the integrity of the ESAs are maintained.

A monitoring plan shall be developed in advance of construction addressing treatment and disposition of archaeological and tribal cultural materials, if encountered. The plan shall incorporate Mitigation Measures TCR-2 and TCR-3 and be provided to UAIC for review.

MM CUL-4 **Inadvertent Archaeological Discoveries.** In the event that any cultural resources are encountered during earthmoving activities, all work within 50 feet of the find shall be halted until a qualified archaeologist can evaluate the findings and make recommendations. The archaeologist shall evaluate the find in accordance with federal, State, and local guidelines, including those set forth

in the California Public Resources Code Section 21083.2, to assess the significance of the find and identify avoidance or other measures as appropriate. If suspected prehistoric or historical archaeological deposits are discovered during construction, all work within the immediate area of the discovery shall be redirected and the find shall be evaluated for significance by a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archaeology.

c. Human Remains – *Less Than Significant Impact.* No known human remains are present within the project site, and there are no facts or evidence to support the idea that Native Americans or people of European descent are buried within the project site. However, as described previously, buried and undiscovered archaeological remains, including human remains, have the potential to be present below the ground surface in portions of the project site. Disturbing human remains could violate the State's Health and Safety Code, as well as destroy the resource. In the unlikely event that human remains are encountered during grading activities associated with the proposed project, the proper authorities would be notified, and standard procedures for the respectful handling of human remains during the earthmoving activities would be adhered to. Construction contractors are required to adhere to California Code of Regulations (CCR) Section 15064.5(e), PRC Section 5097, and Section 7050.5 of the State's Health and Safety Code. To ensure proper treatment of remains in the event of an unanticipated discovery of a burial, human bone, or suspected human bone, State law requires that all excavation or grading in the vicinity of the find halt immediately, the area of the find be protected, and the contractor immediately notify the County Coroner of the find. Compliance with these provisions, as specified in **Regulatory Compliance Measure (RCM) CUL-1, below**, would ensure that any potential impacts to unknown buried human remains would be less than significant by ensuring appropriate examination, treatment, and protection of human remains as required by State law. As such, no project-specific mitigation is required.

Regulatory Compliance Measure:

RCM CUL-1 **Human Remains.** In the event that human remains are encountered on the project site, work within 50 feet of the discovery would be redirected and the County Coroner notified immediately, consistent with the requirements of California Code of Regulations (CCR) Section 15064.5(e). State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code (PRC) Section 5097.98. If the remains are determined to be Native American, the County Coroner would notify the Native American Heritage Commission (NAHC), which would determine and notify a Most Likely Descendant (MLD). With the permission of the property owner, the MLD may inspect the site of the discovery. The MLD would complete the inspection within 48 hours of notification by the NAHC. The MLD

may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Consistent with CCR Section 15064.5(d), if the remains are determined to be Native American and an MLD is notified, the City would consult with the MLD identified by the NAHC to develop an agreement for treatment and disposition of the remains. Prior to the issuance of grading permits, the Director of the City of Rocklin Community Development Department, or designee, would verify that all grading plans specify the requirements of CCR Section 15064.5(e), State Health and Safety Code Section 7050.5, and PRC Section 5097.98, as stated above.

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

DISCUSSION OF DETERMINATION:

Project Impacts:

Implementation of the proposed project would not be anticipated to result in the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. In addition, the proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Therefore, as discussed below, energy impacts would be less than significant.

Significance Conclusions:

a. Wasteful, Inefficient or Unnecessary Consumption of Energy Resources – *Less Than Significant Impact.* This section discusses energy use resulting from implementation of the proposed project and evaluates whether the proposed project would result in the wasteful, inefficient, or unnecessary consumption of energy resources.

Construction

The anticipated construction schedule assumes the proposed project would be built in approximately 3.5 months. Construction-specific phases were assessed for their energy consumption under each construction sub-phase: grubbing and land clearing; grading and excavation; drainage, utilities, and subgrade; and paving activities.

Construction would require energy for the manufacture and transportation of construction materials, preparation of the site for grading and building activities, and construction of the bridge. All or most of this energy would be derived from nonrenewable resources. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. However, construction activities are not anticipated to result in an inefficient use of energy, as gasoline and diesel fuel would be supplied by construction contractors that would conserve

the use of their supplies to minimize their costs on the project. Energy (i.e., fuel) usage on the project site during construction would be temporary in nature and would be relatively small in comparison to the State's available energy sources. Impacts would be less than significant, and no mitigation would be required.

Operational Energy Use

Operational energy use is typically associated with natural gas use, electricity consumption, and fuel used for vehicle trips associated with the project.

The proposed project would construct a new free-span pedestrian bridge over Antelope Creek within Johnson-Springview Park. The proposed project would not include any land use development or development of any structures that would require the use of electricity or natural gas; therefore, no impact related to the consumption of electricity or natural gas would occur. Furthermore, as discussed in Section XVII, Transportation, upon competition of construction activities, operation of the proposed project would not be anticipated to cause increases in traffic. Therefore, vehicle trips associated with the proposed project would not increase the annual fuel use in Placer County. As such, fuel consumption associated with vehicle trips generated by project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. Additionally, the proposed project would be served by nearby existing pedestrian, bicycles, and transit facilities, and the proposed pedestrian bridge would not inhibit local access to these facilities, and would in fact enhance local access to these facilities. The project's purpose is to provide safe access for pedestrians and bicyclists while preventing cut-through traffic through the creek channel. Therefore, implementation of the proposed project would not result in a substantial increase in electricity, natural gas, or transportation-related energy such that it would result in a wasteful, inefficient, or unnecessary consumption of energy resources. This impact would be less than significant, and no mitigation is required.

b. Conflict or Obstruct with State or Local Plan – *Less Than Significant Impact.* The California Energy Commission (CEC) adopted the *2023 Integrated Energy Policy Report*.[39] The *2023 Integrated Energy Policy Report* provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining energy reliability and controlling costs. The *2023 Integrated Energy Policy Report* covers a broad range of topics, including decarbonizing buildings, integrating renewables, energy efficiency, energy equity, integrating renewable energy, updates on Southern California's electricity reliability, climate adaptation activities for the energy sector, natural gas assessment, transportation energy demand forecasts, and the California Energy Demand Forecast.

[39] California Energy Commission (CEC). 2023. *2023 Integrated Energy Policy Report*. Docket Number: 23-IEPR-01.

As indicated above, energy usage on the project site during construction would be temporary in nature and would be relatively small in comparison to the State's available energy sources. In addition, energy usage associated with operation of the proposed project would be relatively small in comparison to the region's available energy sources, and energy impacts would be negligible at the regional level. Because California's energy conservation planning actions are conducted at a regional level, and because the project's total impact on regional energy supplies would be minor, the proposed project would not conflict with or obstruct California's energy conservation plans as described in the CEC's *2023 Integrated Energy Policy Report.* Therefore, the proposed project would not lead to new or substantially more severe energy impacts, and impacts would be less than significant. No mitigation is required.

VII. GEOLOGY AND SOILS Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:			X	
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zone Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii. Strong seismic ground shaking?			X	
iii. Seismic-related ground failure, including liquefaction?			X	
iv. Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table l8-1-B of the Uniform Building Code (l994), creating substantial direct or indirect risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?		X		

DISCUSSION OF DETERMINATION:

Project Impacts:

Branches of the Foothill Fault system, which are not included on the Alquist-Priolo maps, pass through or near the City of Rocklin and could pose a seismic hazard to the area, including ground shaking, seismic ground failure, and landslides. Construction of the proposed project 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. Therefore, as discussed below, geology and soil impacts would be less than significant.

Project-Level Environmental Analysis:

The firm Youngdahl Consulting Group Inc., a Sacramento area consulting firm with recognized expertise in geology, prepared a Geotechnical Engineering Study[40] for the Johnson-Springview Pedestrian Bridge project. The report, dated September 10, 2025, is available for review during normal business hours at the City of Rocklin Community Development Department, 3970 Rocklin Road, Rocklin, California. City staff have reviewed the documentation and found that Youngdahl Consulting Group Inc. has a professional reputation that makes its conclusions presumptively credible and prepared in good faith. Based on a review of the analysis and these other considerations, City staff accepts the conclusions in the Youngdahl Consulting Group Inc. report, which are summarized below.

Significance Conclusions:

a. Potential Substantial Adverse Effects, Including the Risk of Loss, Injury, or Death Involving– *Less than Significant Impact.*

i. **Rupture of a Known Earthquake Fault – *Less than Significant Impact*.** Alquist-Priolo Earthquake Fault Zones delineate areas around active faults with potential surface fault rupture hazards that would require specific geological investigations prior to approval of certain kinds of development within the delineated area. The project site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone or situated along any known faults. According to the City's General Plan Update EIR,[41] the city is located in an area that has a relatively low risk of seismic activity, which experiences moderate to strong ground shaking from major earthquakes originating from distant faults to the west and east. According to the Earthquake Zones of Required Investigation Map,[42] the nearest Alquist-Priolo Earthquake Fault Zone is the

[40] Youngdahl Consulting Group Inc. 2025. *Geotechnical Engineering Study for Johnson-Springview Park Pedestrian Bridge.* September 10.

[41] City of Rocklin. 2011. *General Plan Update Draft Environmental Impact Report*. August. Website: https://www.rocklin.ca.us/sites/main/files/file-attachments/4.6_geology_and_soils__sw_7-7_.pdf?1468361037 (accessed January 30, 2025).

[42] California Department of Conservation (DOC). 2024. California Earthquake Hazards Zone, Earthquake Zones of Required Investigation. Website: https://maps.conservation.ca.gov/cgs/EQZApp/app/ (accessed September 11, 2024).

Foothills Fault System approximately 46 miles north of Rocklin. Given the distance of the Foothills Fault System, rupture through the project site is not anticipated. The proposed project would not directly or indirectly cause substantial adverse effects related to fault rupture, and this impact would be less than significant.

ii. **Ground Shaking – *Less than Significant Impact*.** As stated above, the nearest active fault system to the project site is the Foothills Fault System, located approximately 46 miles north of the site, and no active faults are located under or in close proximity to the project area. While the region may experience moderate to strong ground shaking from major earthquakes originating on distant faults such as the Hayward and San Andreas faults to the west and the West Tahoe-Dollar Point and Antelope Valley fault zones to the east, the geotechnical study concluded that overall seismicity at the project site is relatively low. The study found that the subsurface soils within the project site consisted of stiff to hard soils underlain by bedrock. Based on these conditions, the site was classified as Site Class C, which indicates stable soil and rock conditions that are less likely to amplify earthquake shaking compared to softer soils. Conformance with the design recommendations in the geotechnical study, along with RMC Chapter 15.04[43] and the California Building Code (CBC), would ensure that potential impacts associated with seismic ground shaking would be less than significant.

iii. **Seismic-Related Ground Failure, Including Liquefaction – *Less Than Significant Impact.*** Soil liquefaction is a phenomenon primarily associated with saturated soil layers located close to the ground surface. During ground shaking, these soils lose strength and acquire "mobility" sufficient to permit both horizontal and vertical movements. Soils most susceptible to liquefaction are loose to moderately dense, saturated, noncohesive soils with poor drainage, such as sands and silts with interbedded or capping layers of relatively low permeability soil. However, loose sands that contain a significant amount of fines (i.e., silt and clay) may also liquefy.

Lateral spreading typically occurs as a form of horizontal displacement of relatively flat-lying alluvial material toward an open or "free" face such as an open body of water, channel, or excavation. In soil, this movement is generally due to failure along a weak plane and may often be associated with liquefaction. As cracks develop within the weakened material, blocks of soil displace laterally toward the open face. Cracking and lateral movement may gradually propagate away from the face as blocks continue to break free. Generally, failure in this mode is analytically unpredictable since it is difficult to evaluate where the first tension crack will occur.

[43] City of Rocklin. 2025. Municipal Code. *Title 15 Building and Construction Chapter 15.04 Uniform Construction Codes.* Website: https://library.municode.com/ca/rocklin/codes/code_of_ordinances?nodeId=TIT15BUCO_CH15.04UNCOCO (accessed September 25, 2025).

According to the DOC California Geological Survey Liquefaction Zones Overlay, the project parcels have not been evaluated for liquefaction hazards.[44] Additionally, based on the results of the subsurface investigation, which included two borings (B-1 and B-2) advanced to a maximum depth of 19 feet, the project site generally consisted of native soils overlying rock or cemented soils. Soils in Boring B-1 generally consist of clay in a stiff to hard, moist condition. Bedrock was not encountered in this boring; however, hard, cemented soils were encountered in the last 10 feet of exploration. Boring B-2 encountered sands in a medium-dense, moist condition, as well as clays in a stiff to hard, moist condition. Practical refusal occurred in very hard granitic bedrock at 19 feet below the original grade, with seepage observed at the bedrock interface.

Perched water was also observed at Boring B-2 at the contact between soil and bedrock, approximately 19 feet below ground surface. The presence of perched water can vary depending on multiple factors, including the proximity of bedrock, topography, and nearby surface water features. Based on site conditions, the perched groundwater is likely influenced by the nearby Antelope Creek. Additionally, water levels may fluctuate throughout the year, with higher levels occurring during or following precipitation.

Given the relatively low seismicity of the area, its clay content, and the relatively shallow depth to rock/hard and cemented soils, the potential for seismically induced damage due to liquefaction, surface ruptures, and settlement is considered low. Conformance with the CBC would ensure any potential impacts associated with seismic-related ground failure and liquefaction would be less than significant.

iv. **Landslides – *Less Than Significant Impact.*** The project site is located in an area described as flatland by the United States Geological Survey (USGS), with no steeply sloped areas in the nearby vicinity of the project site that are susceptible to landslides.[45] Additionally, according to the geotechnical study, the existing slopes on the project site were observed to have adequate vegetation on the slope face, appropriate drainage away from the slope face, and no apparent tension cracks or slump blocks in the slope face or at the head of the slope. No other indications of slope instability, such as seeps or springs, were observed. Due to the relatively low seismicity of the area, and the relatively shallow depth to bedrock/hard and cemented soils, the potential for seismically induced slope instability for the existing slopes is considered low. Therefore, the potential of the proposed project to exposure people or structures to risk as a result of landslides would be less than significant.

[44] California Department of Conservation (DOC). 2024. California Earthquake Hazards Zone, Earthquake Zones of Required investigation. Website: https://maps.conservation.ca.gov/cgs/EQZApp/app/ (accessed September 16, 2024).

[45] United States Geological Survey (USGS). 2025. *U.S. Landslide Inventory and Susceptibility Map*. Website: https://usgs.maps.arcgis.com/apps/webappviewer/index.html?id=ae120962f459434b8c904b456c82669d. (accessed September 16, 2024).

b. Soil Erosion – *Less Than Significant Impact.* Topsoil is defined as the upper part of the soil profile that is relatively rich in humus and is technically known as the A-horizon of the soil profile.[46] Grading and earthmoving during project construction has the potential to result in erosion and loss of topsoil. Exposed soil could be entrained in stormwater runoff and transported off the project site. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. In addition, chemicals, liquid products, petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste may spill or leak, and they have the potential to be transported via stormwater runoff into receiving waters.

During construction activities, excavated soil would be exposed and disturbed, drainage patterns would be temporarily altered during grading and other construction activities, and there would be increased potential for soil erosion and transport of sediment downstream when compared with existing conditions. Additionally, during a storm event, soil erosion and siltation could occur at an accelerated rate. The proposed project would implement **RCM HYD-1**, which requires the preparation of an Erosion and Sediment Control Plan (ESC Plan) consistent with City's Grading and Erosion and Sedimentation Control Ordinance (Chapter 15.28 of the RMC)[47] and compliance with the City's Stormwater Runoff Pollution Control Ordinance (RMC, Chapter 8.30) to reduce impacts on water quality, including those impacts associated with soil erosion and siltation. The proposed project would also require a Lake or Streambed Alteration Agreement from the CDFW per Section 1602 of the CFGC. These permits and approvals would also include additional site-specific requirements and avoidance measures, including erosion prevention measures, to prevent impacts to water quality. No dewatering or in-water work within Antelope Creek is anticipated. With implementation of **RCM HYD-1** and the Lake or Streambed Alteration Agreement from the CDFW, construction impacts related to on- or off-site erosion or siltation would be less than significant, and no mitigation is required.

After the completion of construction, the proposed project would result in a minor increase in impervious surfaces, up to 6,500 square feet (approximately 0.15 acre), which could result in a minor increase in volume of runoff during a storm, which could increase the amount of pollutants discharged into downstream receiving waters. However, the proposed project would implement post-construction BMPs, including, but not limited to, revegetation of disturbed areas that would be implemented to capture, treat, and reduce pollutants of concern in stormwater runoff in accordance with the MS4 Permit, and Chapter 8.30 and 15.28

[46] California State Mining and Geology Board. 2014. Surface Mining Reclamation Act Regulations. California Code of Regulations, Title 14, Division 2, Chapter 8, Subchapter 1.

[47] City of Rocklin. 2025. Municipal Code. *Title 15 Building and Construction Chapter 15.28 Grading and Erosion and Sedimentation Control.* Website: https://library.municode.com/ca/rocklin/codes/code_of_ordinances?nodeId=TIT15BUCO_CH15.28GRERSECO (accessed September 25, 2025).

of the RMC.[48,49] Furthermore, the proposed bridge would not have any piers and the abutments would be located outside the 100-year floodplain limits, thereby resulting in minimal scour of up to 5 feet as determined by the scour analysis completed for the proposed project.

c. Unstable Soil – *Less Than Significant Impact*. As described in Response VII.a(iii), the proposed project would be designed and constructed in accordance with standard engineering practices and the CBC and site soils would not likely be subject to lateral spreading, liquefaction, or landslides. Conformance with the CBC would ensure that potential risks to people and structures as a result of landslides, lateral spreading, subsidence, liquefaction, or collapse would be less than significant, and no mitigation is required.

d. Expansive Soil – *Less Than Significant Impact.* Expansive soils are characterized by the potential for shrinking and swelling as the moisture content of the soil decreases and increases, respectively. Shrink-swell potential is influenced by the amount and type of clay minerals present and can be measured by the percent change of the soil volume. According to the geotechnical study, relatively thick clay soils were encountered at the site. Boring B-1 encountered a clay layer extending the full depth of exploration, and Boring B-2 encountered a clay layer below 10 feet. Additionally, expansion index testing performed on near-surface clays at the project site resulted in a value of 148, indicating a very high potential for expansion. Given the very high potential for expansion, the geotechnical study included recommendations to reduce the potential for damage to proposed improvements from expansive soils, including the use of deep foundations sized to offset soil expansion potential, moisture conditioning of on-site soils used as engineered fill, and imported fill with an Expansion Index of 20 or less. Additionally, the proposed project would also be required to comply with the CBC. Therefore, with conformance with the CBC and implementation of the design recommendations in the geotechnical study, impacts related to expansive soils would be less than significant, and no mitigation is required.

e. Inadequate Soils for Disposal – *No Impact*. The project does not propose the use or construction of septic tanks or alternative wastewater disposal systems. Such facilities are not needed, as the project would be limited to the development of a new pedestrian bridge. As such, the project would have no impact on the area's ability to adequately support the use of septic tanks or alternative wastewater disposal systems, and no mitigation is required.

f. Paleontological Resources and Unique Geological Features – *Less Than Significant Impact with Mitigation.* Although no paleontological resources or unique geological features are

[48] City of Rocklin. 2025. Municipal Code. *Title 15 Building and Construction Chapter 15.28 Grading and Erosion and Sedimentation Control.* Website: https://library.municode.com/ca/rocklin/codes/code_of_ordinances?nodeId=TIT15BUCO_CH15.28GRERSECO (accessed September 25, 2025).

[49] City of Rocklin. 2025. Municipal Code. *Title 8 Health and Safety. Chapter 8.30 Stormwater Runoff Pollution Control Ordinance.* Website: https://library.municode.com/ca/rocklin/codes/code_of_ordinances?nodeId=TIT15BUCO_CH15.28GRERSECO (accessed September 25, 2025).

known to exist within or near the project site, the proposed project would require ground disturbance to a depth of up to 8 feet below the ground surface for excavation of the bridge abutments. The proposed new pedestrian bridge would only require minor grading for site preparation. The possibility of accidental discovery of paleontological resources during project construction cannot be discounted, and the proposed project would be subject to **MM GEO-1**, which would require the identification of paleontological resources during construction, the evaluation of unanticipated discoveries, and the recovery of significant paleontological data from those resources that warrant such investigation. Therefore, with implementation of **MM GEO-1**, potential impacts to paleontological resources would be less than significant.

MM GEO-1 **Identification of Paleontological Resources.** Should paleontological resources be encountered during project subsurface construction activities, all ground-disturbing activities within 25 feet shall be redirected and a qualified paleontologist contacted to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. For the purposes of this mitigation, a "qualified paleontologist" shall be an individual with the following qualifications: (1) a graduate degree in paleontology or geology and/or a person with a demonstrated publication record in peer-reviewed paleontological journals; (2) at least 2 years of professional experience related to paleontology; (3) proficiency in recognizing fossils in the field and determining their significance; (4) expertise in local geology, stratigraphy, and biostratigraphy; and (5) experience collecting vertebrate fossils in the field. If the paleontological resources are found to be significant and project activities cannot avoid them, measures shall be implemented to ensure that the project does not cause a substantial adverse change in the significance of the paleontological resource. Measures may include monitoring, recording the fossil locality, data recovery and analysis, a final report, and accessioning the fossil material and technical report to a paleontological repository. Upon completion of the assessment, a report documenting methods, findings, and recommendations shall be prepared and submitted to the City of Rocklin for review. If paleontological materials are recovered, this report also shall be submitted to a paleontological repository such as the University of California Museum of Paleontology, along with significant paleontological materials. Public educational outreach may also be appropriate.

The City shall verify that the following directive has been included in the appropriate contract documents:

> *"The subsurface of the construction site may be sensitive for fossils. If fossils are encountered during project subsurface construction, all ground-disturbing activities within 25 feet shall*

be redirected and a qualified paleontologist contacted to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. Project personnel shall not collect or move any paleontological materials. Fossils can include plants and animals, and such trace fossil evidence of past life as tracks or plant imprints. Ancient marine sediments may contain invertebrate fossils such as snails, clam and oyster shells, sponges, and protozoa; and vertebrate fossils such as fish, whale, and sea lion bones. Contractor acknowledges and understands that excavation or removal of paleontological material is prohibited by law and constitutes a misdemeanor under California Public Resources Code, Section 5097.5."

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

DISCUSSION OF DETERMINATION:

Project Impacts:

An individual project, even a very large project, does not in itself generate enough greenhouse gas (GHG) emissions to measurably influence global climate change. Global climate change is therefore by definition a cumulative impact. A project contributes to this potential cumulative impact through its cumulative incremental contribution combined with the emissions of all other sources of GHGs.

Implementation of the proposed project would not result in construction-period or operational emissions of GHGs exceeding the PCAPCD screening threshold. In addition, the proposed project would not conflict with the CARB's Scoping Plan. The project's commercial land use would be considered local serving, and the VMT and associated mobile-source GHG emissions would not be new to the region. The project would not conflict with the Sacramento Area Council of Governments' (SACOG's) 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).

Therefore, as discussed below, impacts to GHG emissions would be less than significant, and no mitigation would be required.

Regulatory Setting

GHGs are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced global climate change are:

- Carbon dioxide (CO_2);
- Methane (CH_4);
- Nitrous oxide (N_2O);
- Hydrofluorocarbons (HFCs);

- Perfluorocarbons (PFCs); and
- Sulfur hexafluoride (SF_6).

Over the last 200 years, humans have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere and enhancing the natural greenhouse effect, which is believed to be causing global warming. While manmade GHGs include naturally occurring GHGs such as CO_2, CH_4, and N_2O, some gases, such as HFCs, PFCs, and SF_6, are completely new to the atmosphere.

Certain gases, such as water vapor, are short-lived in the atmosphere. Others remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is excluded from the list of GHGs above because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

These gases vary considerably in terms of Global Warming Potential (GWP), which is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and the length of time the gas remains in the atmosphere ("atmospheric lifetime"). The GWP of each gas is measured relative to CO_2, the most abundant GHG; the definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO_2 over a specified time period. GHG emissions are typically measured in terms of pounds or tons of "CO_2 equivalents" (CO_2e)

Federal GHG Regulations

Federal Clean Air Act. The United States has historically had a voluntary approach to reducing GHG emissions. However, on April 2, 2007, the United States Supreme Court ruled that the USEPA has the authority to regulate CO_2 emissions under the CAA.

While there currently are no adopted federal regulations for the control or reduction of GHG emissions, the USEPA commenced several actions in 2009 to implement a regulatory approach to global climate change, including the 2009 USEPA final rule for mandatory reporting of GHGs from large GHG emission sources in the United States. Additionally, the USEPA Administrator signed an endangerment finding action in 2009 under the CAA, finding that seven GHGs (CO_2, CH_4, N_2O, HFCs, nitrogen trifluoride [NF_3], PFCs, and SF_6) constitute a threat to public health and welfare, and that the combined emissions from motor vehicles cause and contribute to global climate change, leading to national GHG emission standards.

California GHG Regulations

The CARB is the lead agency for implementing climate change regulations in the State. Since its formation, the CARB has worked with the public, the business sector, and local governments to find solutions to California's air pollution problems. Key efforts by the State are described below.

Assembly Bill 32 (2006), California Global Warming Solutions Act. California's major initiative for reducing GHG emissions is AB 32, passed by the State legislature on August 31, 2006. This effort set a GHG emission reduction target to reduce GHG emissions to 1990 levels by 2020. The CARB has established the level of GHG emissions in 1990 at 427 million metric tons (MMT) CO_2e. The emissions target of 427 MMT CO_2e requires the reduction of 169 MMT from the State's projected business-as-usual 2020 emissions of 596 MMT. AB 32 requires the CARB to prepare a Scoping Plan that outlines the main State strategies for meeting the 2020 deadline and to reduce GHGs that contribute to global climate change. The CARB approved the Scoping Plan on December 11, 2008. It contains the main strategies California will implement to achieve the reduction of approximately 169 MMT CO_2e, or approximately 30 percent, from the State's projected 2020 emission level of 596 MMT CO_2e under a business-as-usual scenario (this is a reduction of 42 MMT CO_2e, or almost 10 percent from 2002–2004 average emissions). The Scoping Plan also includes CARB-recommended GHG reductions for each emissions sector of the State's GHG inventory. The Scoping Plan calls for the largest reductions in GHG emissions to be achieved by implementing the following measures and standards:

- Improved emissions standards for light-duty vehicles (estimated reduction of 31.7 MMT CO_2e);
- The Low-Carbon Fuel Standard (15.0 MMT CO_2e);
- Energy efficiency measures in buildings and appliances and the widespread development of combined heat and power systems (26.3 MMT CO_2e); and
- A renewable portfolio standard for electricity production (21.3 MMT CO_2e).

The CARB approved the First Update to the Climate Change Scoping Plan on May 22, 2014. The First Update identifies opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments. The First Update defines CARB climate change priorities until 2020 and sets the groundwork to reach long-term goals set forth in Executive Orders (EOs) S-3-05 and B-16-2012. The Update highlights California's progress toward meeting the "near-term" 2020 GHG emission reduction goals as defined in the initial Scoping Plan. It also evaluates how to align the State's "longer-term" GHG reduction strategies with other State policy priorities for water, waste, natural resources, clean energy, transportation, and land use. The CARB released a second update to the Scoping Plan, the 2017 Scoping Plan,[50] to reflect the 2030 target set by EO B-30-15 and codified by SB 32.

The 2022 Scoping Plan[51] was approved in December 2022. It assesses progress toward achieving the SB 32 2030 target and lays out a path to achieve carbon neutrality no later than 2045. The

[50] CARB. 2017. *California's 2017 Climate Change Scoping Plan*. November. Website: ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf (accessed June 2024).

[51] CARB. 2022. *2022 Scoping Plan Update*. Website: https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp.pdf (accessed June 2024).

2022 Scoping Plan focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the State's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities.

Senate Bill 375 (2008). Signed into law on October 1, 2008, SB 375 supplements GHG reductions from new vehicle technology and fuel standards with reductions from more efficient land use patterns and improved transportation. Under the law, the CARB approved GHG reduction targets in February 2011 for California's 18 federally designated regional planning bodies, known as Metropolitan Planning Organizations (MPOs). The CARB may update the targets every 4 years and must update them every 8 years. MPOs, in turn, must demonstrate how their plans, policies, and transportation investments meet the targets set by the CARB through SCSs. The SCSs are included with the Regional Transportation Plan, a report required by State law. However, if an MPO finds that its SCS will not meet the GHG reduction target, it may prepare an Alternative Planning Strategy (APS). The APS identifies the impediments to achieving the targets.

Executive Order B-30-15 (2015). Governor Jerry Brown signed EO B-30-15 on April 29, 2015, which added the immediate target of reducing GHG emissions to 40 percent below 1990 levels by 2030.

All State agencies with jurisdiction over sources of GHG emissions were directed to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 targets. The CARB was directed to update the AB 32 Scoping Plan to reflect the 2030 target, and, therefore, is moving forward with the update process. The mid-term target is critical to help frame the suite of policy measures, regulations, planning efforts, and investments in clean technologies and infrastructure needed to continue reducing emissions.

Senate Bill 350 (2015) Clean Energy and Pollution Reduction Act. SB 350, signed by Governor Jerry Brown on October 7, 2015, updates and enhances AB 32 by introducing the following set of objectives in clean energy, clean air, and pollution reduction for 2030:

- Raise California's renewable portfolio standard from 33 percent to 50 percent; and
- Increase energy efficiency in buildings by 50 percent by the year 2030.

The 50 percent renewable energy standard will be implemented by the California Public Utilities Commission for private utilities and by the CEC for municipal utilities. Each utility must submit a procurement plan showing it will purchase clean energy to displace other nonrenewable resources. The 50 percent increase in energy efficiency in buildings must be achieved through the use of existing energy efficiency retrofit funding and regulatory tools already available to State energy agencies under existing law. The addition made by this legislation requires State energy agencies to plan for and implement those programs in a manner that achieves the energy efficiency target.

*Senate Bill 32, California Global Warming Solutions Act of 2016, and Assembly Bill 197***.** In summer 2016, the Legislature passed and the Governor signed SB 32 and AB 197. SB 32 affirms the

importance of addressing climate change by codifying into statute the GHG emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in Governor Brown's April 2015 EO B-30-15. SB 32 builds on AB 32 and keeps California on the path toward achieving the State's 2050 objective of reducing emissions to 80 percent below 1990 levels, consistent with an Intergovernmental Panel on Climate Change analysis of the emission trajectory that would stabilize atmospheric GHG concentrations at 450 parts per million CO_2e and reduce the likelihood of catastrophic impacts from climate change.

The companion bill to SB 32, AB 197, provides additional direction to the CARB related to the adoption of strategies to reduce GHG emissions. Additional direction in AB 197 meant to provide easier public access to air pollutant emissions data that are collected by the CARB was posted in December 2016.

Senate Bill 100. On September 10, 2018, Governor Brown signed SB 100, which raises California's renewable portfolio standard requirements to 60 percent by 2030, with interim targets, and 100 percent by 2045. The bill also establishes a State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. Under the bill, the State cannot increase carbon emissions elsewhere in the Western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

Executive Order B-55-18. EO B-55-18, signed September 10, 2018, sets a goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." EO B-55-18 directs the CARB to work with relevant State agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. The goal of carbon neutrality by 2045 is in addition to other statewide goals, meaning that not only should emissions be reduced to 80 percent below 1990 levels by 2050, but that, by no later than 2045, the remaining emissions should be offset by equivalent net removals of CO_2e from the atmosphere, including through sequestration in forests, soils, and other natural landscapes.

Assembly Bill 1279. AB 1279 was signed in September 2022 and codifies the State goals of achieving net carbon neutrality by 2045 and maintaining net negative GHG emissions thereafter. This bill also requires California to reduce statewide GHG emissions by 85 percent compared to 1990 levels by 2045 and directs the CARB to work with relevant State agencies to achieve these goals.

Regional GHG Regulations

The City has not adopted a Climate Action Plan or similar program-level GHG reduction plan.

SACOG is the MPO for the Sacramento region, including the western portion of Placer County and the City of Rocklin. As required by the Sustainable Communities and Climate Protection Act of 2008 (SB 375), SACOG has developed the 2020 MTP/SCS. This plan seeks to reduce GHG and other

mobile-source emissions through coordinated transportation and land use planning to reduce VMT.

Project-Level Environmental Analysis:

The firm LSA, a Sacramento area consulting firm with recognized expertise in air quality, prepared a CalEEMod analysis for the Johnson-Springview Pedestrian Bridge project. The analysis, dated November 13, 2025, is available for review during normal business hours at the City of Rocklin Community Development Department, 3970 Rocklin Road, Rocklin, California. City staff have reviewed the documentation and found that LSA has a professional reputation that makes its conclusions presumptively credible and prepared in good faith. Based on a review of the analysis and these other considerations, City staff accepts the conclusions in the LSA analysis, which are summarized below.

Methodology

Refer to Section III, Air Quality, for a discussion on the methodology for construction and operational activities.

Significance Criteria

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.

According to Appendix G of the *CEQA Guidelines,* a project would have a significant environmental impact if it would:

(1) Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or

(2) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

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 CO_2e per year. For non-residential land use development project long-term operational GHG emissions, the PCAPCD has adopted an efficiency threshold of 26.5 MT CO_2e per 1,000 square feet of building space per year for projects in urban areas, or a *de minimis* level of 1,100 MT CO_2e per year.

Significance Conclusions:

g. Generate Greenhouse Gas Emissions – *Less Than Significant Impact.* This section discusses the project's impacts related to the release of GHG emissions for the construction and operational phases of the project. Construction and operational GHG emissions were estimated using CalEEMod using the same methodology for the criteria pollutants described in Section III, Air Quality.

Construction Emissions

Construction activities associated with the proposed project would produce combustion emissions from various sources. During construction, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O. Furthermore, CH_4 is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

As discussed above, the PCAPCD has adopted a threshold of 10,000 MT CO_2e per year that can be applied to short-term construction emissions. By utilizing CalEEMod, it is estimated that the total construction emissions associated with the proposed project would be approximately 439.5 MT CO_2e. Therefore, the proposed project emissions would be well below the PCAPCD construction threshold of 10,000 MT CO_2e per year. Therefore, construction of the proposed project would not generate GHG emissions that would have a significant impact on the environment. Impacts would be less than significant, and no mitigation is required.

Operational Emissions

Long-term GHG emissions are typically generated from mobile sources (e.g., vehicle and truck trips), area sources (e.g., maintenance activities and landscaping), indirect emissions from sources associated with energy consumption, waste sources (land filling and waste disposal), and water sources (water supply and conveyance, treatment, and distribution). Mobile-source GHG emissions would include project-generated vehicle trips to and from the project. Area-source emissions would be associated with activities such as landscaping and maintenance on the project site. Energy-source emissions would be generated at off-site utility providers as a result of increased electricity demand generated by the project. Waste-source emissions generated by the proposed project include energy generated by land filling and other methods of disposal related to transporting and managing project-generated waste. In addition, water-source emissions associated with the proposed project site generated by water supply and conveyance, water treatment, water distribution, and wastewater treatment.

The proposed project would construct a new free-span pedestrian bridge over Antelope Creek within Johnson-Springview Park. The proposed project would not include any land use development or development of any structures that would require the use of electricity or natural

gas; therefore, no impact related to the consumption of electricity or natural gas would occur. Furthermore, as discussed in Section XVII, Transportation, upon completion of construction activities, operation of the proposed project would not be anticipated to cause increases in traffic. Therefore, no additional trips are anticipated due to implementation of the proposed project. As such, the proposed project would not result in an increase in the generation of vehicle trips or VMT that would increase air pollutant or GHG emissions. Additionally, the proposed project would be served by nearby existing pedestrian, bicycles, and transit facilities, and the proposed pedestrian bridge would not inhibit local access to these facilities and would in fact enhance local access to these facilities, which would further reduce VMT impacts. The project's purpose is to provide safe access for pedestrians and bicyclists while preventing cut-through traffic through the creek channel. Upon completion of construction activities, the proposed project would operate similarly to existing conditions. Therefore, the proposed project would also not be a substantial source of energy-, area-, waste-, or water-source emissions and would not generate GHG emissions that would have a significant impact on the environment. This impact would be less than significant, and no mitigation is required.

Conflict with Greenhouse Gas Plan – *Less Than Significant Impact*. The following discussion evaluates the proposed project according to the goals of the 2022 Scoping Plan, EO B-30-15, SB 32, AB 197, AB 1279, and the SACOG's 2020 MTP/SCS.

2022 Scoping Plan. EO B-30-15 added the immediate target of reducing GHG emissions to 40 percent below 1990 levels by 2030. The CARB released a second update to the Scoping Plan, the 2017 Scoping Plan,[52] to reflect the 2030 target set by EO B-30-15 and codified by SB 32. SB 32 affirms the importance of addressing climate change by codifying into statute the GHG emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in EO B-30-15. SB 32 builds on AB 32 and keeps the State on the path toward achieving its 2050 objective of reducing emissions to 80 percent below 1990 levels. The companion bill to SB 32, AB 197, provides additional direction to the CARB related to the adoption of strategies to reduce GHG emissions. Additional direction in AB 197 intended to provide easier public access to air emissions data that are collected by CARB was posted in December 2016.

In addition, the 2022 Scoping Plan assesses progress toward the statutory 2030 target while laying out a path to achieving carbon neutrality no later than 2045. The 2022 Scoping Plan focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the State's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities.

The 2022 Scoping Plan focuses on building clean energy production and distribution infrastructure for a carbon-neutral future, including transitioning existing energy production and transmission infrastructure to produce zero-carbon electricity and hydrogen, and utilizing biogas

[52] CARB. 2017. *California's 2017 Climate Change Scoping Plan*. November.

resulting from wildfire management or landfill and dairy operations, among other substitutes. The 2022 Scoping Plan states that in almost all sectors, electrification will play an important role. The 2022 Scoping Plan evaluates clean energy and technology options and the transition away from fossil fuels, including adding four times the solar and wind capacity by 2045 and about 1,700 times the amount of current hydrogen supply. These measures are not specifically applicable to the project.

Energy-efficient measures are intended to maximize energy efficiency building and appliance standards; pursue additional efficiency efforts, including new technologies and new policy and implementation mechanisms; and pursue comparable investment in energy efficiency from all retail providers of electricity in California. In addition, these measures are designed to expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings. The proposed project would not include any land use development or development of any structures that would require the use of electricity or natural gas. Therefore, the proposed project would not conflict with applicable energy measures.

Water conservation and efficiency measures are intended to continue efficiency programs and use cleaner energy sources to move and treat water. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions. In addition, during construction, the proposed project would not be a substantial source of water-source emissions. Therefore, the proposed project would not conflict with any of the water conservation and efficiency measures.

As discussed in the 2022 Scoping Plan, EO N-79-20 requires that all new passenger vehicles sold in California will be zero-emission by 2035, and all other fleets will have transitioned to zero-emission as fully possible by 2045, which will reduce the percentage of fossil fuel combustion vehicles. The goal of transportation and motor vehicle measures is to develop regional GHG emissions reduction targets for passenger vehicles. Specific regional emission targets for transportation emissions would not directly apply to the proposed project. The second phase of Pavley standards will reduce GHG emissions from new cars by 34 percent from 2016 levels by 2025. As identified above, no vehicle trips are anticipated due to implementation of the proposed project. Therefore, the proposed project would not conflict with the identified transportation and motor vehicle measures.

SACOG 2020 MTP/SCS. The 2020 MTP/SCS lays out a transportation investment and land use strategy to support a prosperous region, with access to jobs and economic opportunity, transportation options, and affordable housing that works for all residents. The plan also lays out a path for improving our air quality, preserving open space and natural resources, and helping California achieve its goal to reduce GHG emissions that contribute to climate change. The vision, goals, and policies in the 2020 MTP/SCS are intended to serve as the foundation for both short- and long-term planning and guide implementation activities. The 2020 MTP/SCS contains policies projects to help more efficiently distribute population, housing, and employment growth, as well as forecast development that is generally consistent with regional-level general plan data. Some actions are intended to support the Sustainable Communities Strategy and reduce GHG emissions

directly, while others are focused on the MTP's broader goals. The 2020 MTP/SCS does not require that local General Plans, Specific Plans, or zoning to be consistent with the 2020 MTP/SCS, but it provides incentives for consistency for governments and developers.

The proposed project would not interfere with the SACOG's ability to achieve the region's GHG reductions. Furthermore, the proposed project is not regionally significant per *State CEQA Guidelines* Section 15206. As such, it would not conflict with the 2020 MTP/SCS targets since those targets were established and are applicable on a regional level. Furthermore, a project's contribution to regional growth would be consistent with the growth assumptions in the General Plan if it is consistent with the land use designation. As discussed in Section III, Air Quality, the proposed project would be a permitted use in the zone district and would be consistent with the land uses analyzed in the City's General Plan. Therefore, the project would not conflict with the regional growth projections and the growth projections used to develop the CARB's 2022 Scoping Plan and the SACOG's 2020 RTP/SCS. As such, the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, including the CARB Scoping Plan and the SACOG's 2020 MTP/SCS. Therefore, impacts would be less than significant, and no mitigation is required.

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

DISCUSSION OF DETERMINATION:

Project Impacts:

Project construction activities could result in the transport, use, and disposal of hazardous materials such as fuels, lubricants, toxic solvents, pesticides, and herbicides. As discussed below, compliance with the RMC and with applicable federal, State, and local laws and regulations would reduce impacts related to hazards and hazardous materials to a less than significant level.

Significance Conclusions:

a. Transport, Use or Disposal of Hazardous Materials – *Less than Significant Impact.* Hazardous materials are chemicals that could potentially cause harm during an accidental release or mishap and are defined as being toxic, corrosive, flammable, reactive, and an irritant or strong sensitizer.[53] Hazardous substances include all chemicals regulated under the United States Department of Transportation's "hazardous materials" regulations and the USEPA "hazardous waste" regulations. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment. The probable frequency and severity of consequences from the routine transport, use, or disposal of hazardous materials is affected by the type of substance, the quantity used or managed, and the nature of the activities and operations.

Construction of the proposed project would temporarily increase the transport, use, and disposal of construction-related hazardous materials and petroleum products (e.g., diesel fuel, lubricants, paints and solvents, and cement products containing strong basic or acidic chemicals). These materials are commonly used at construction sites, and the construction activities would be required to comply with applicable State and federal regulations for proper transport, use, storage, and disposal of excess hazardous materials and hazardous construction waste. As specified by **RCM HYD-1**, the proposed project would comply with the City's Stormwater Runoff Pollution Control Ordinance (RMC, Chapter 8.30), which requires implementation of standard BMPs pertaining to hazardous materials storage requirements. For example, construction site operators must store chemicals in watertight containers (with appropriate secondary containment to prevent any spillage or leakage) or in a storage shed that is completely enclosed.

Therefore, with adherence to the regulatory standards included in **RCM HYD-1**, impacts related to the routine transport, use, or disposal of hazardous materials during construction would be less than significant.

The proposed project includes the development of a 12-foot-wide pedestrian bridge with a deck elevation of approximately 228 feet across Antelope Creek to provide safe access for

[53] A "sensitizer" is a chemical that can cause a substantial proportion of people or animals to develop an allergic reaction in normal tissue after repeated exposure to it.

pedestrians and bicyclists and prevent cut-through traffic through the creek channel. Operation of the proposed project would not involve the use or storage of hazardous materials. Therefore, potential impacts from the routine transport, use, or disposal of hazardous materials resulting from operation of the proposed project would not occur. Hazardous materials would not be used in sufficient strength or quantity to create a substantial risk to human or environmental health. Therefore, the proposed project operation would have a less than significant impact related to the routine transport, use, or disposal of hazardous materials.

b. Release of Hazardous Materials – ***Less than Significant Impact.*** There are two main ways that the public and/or the environment could be affected by the release of hazardous materials from the project site, including: (1) exposing workers and/or the public to potentially contaminated soil and groundwater during construction and/or operation of the project; or (2) exposing workers and/or the public to hazardous building materials (e.g., lead paint, asbestos) during the demolition of existing structures .

As described above in Response IX(a), small quantities of common hazardous materials may be used at the project site during construction of the proposed project. Improper use, storage, or handling could result in a release of hazardous materials into the environment that could pose a risk to construction workers and the public. However, the City would be required to comply with existing government regulations regarding the use and disposal of those materials, and such materials would not be used in sufficient strength or quantity to create a substantial risk to human or environmental health.

The routine handling and use of hazardous materials by construction workers would be performed in accordance with Occupational Safety and Health Administration (OSHA) regulations, which include training requirements for construction workers and a requirement that hazardous materials be accompanied by manufacturers' Safety Data Sheets (SDSs). California Occupational Safety and Health Administration (Cal/OSHA) regulations include requirements for protective clothing, training, and limits on exposure to hazardous materials. Compliance with these existing regulations would ensure that construction workers are protected from exposure to hazardous materials that may be used on site.

As specified by **RCM HYD-1**, the proposed project would comply with the City's Stormwater Runoff Pollution Control Ordinance (RMC, Chapter 8.30), which requires implementation of standard BMPs pertaining to hazardous materials storage requirements. For example, construction site operators must store chemicals in watertight containers (with appropriate secondary containment to prevent any spillage or leakage) or in a storage shed that is completely enclosed.

The proposed project would comply with existing government regulations (federal, State, regional, and local) regarding the transport, use, and disposal of hazardous materials. Therefore, the proposed project would have a less than significant impact related to the

potential release of hazardous materials through reasonably foreseeable upset and accident conditions commonly associated with construction activities into the environment. Once the project is complete and operational, no features associated with the project would create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, impacts would be less than significant, and no mitigation is required.

c. Hazardous Emissions Near Schools – *Less Than Significant Impact.* One school, Spring View Middle School, is directly east of Johnson-Springview Park and 0.2 mile east of the proposed bridge project. As noted in Responses IX(a) and IX(b), the proposed project is not anticipated to release hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste in significant quantities. Construction activities associated with the proposed project would use a limited amount of hazardous and flammable substances/oils during heavy equipment operation for site excavation, grading, and construction. The amount of hazardous chemicals present during construction would be limited and would be in compliance with existing government regulations. As such, the proposed project would not include any land uses that would generate hazardous emissions or handle significant quantities of hazardous or acutely hazardous materials beyond existing conditions. Therefore, impacts related to hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school would be less than significant, and no mitigation is required.

d. Hazardous Site List – *No Impact.* The project site does not include any active storage sites listed on the State Water Resources Control Board (SWRCB) Leaking Underground Storage Tanks database or the SWRCB's site cleanup program database,[54] which are two of the component databases that comprise the California Environmental Protection Agency Hazardous Waste and Substances Sites List (Cortese List) of known hazardous materials compiled pursuant to Government Code Section 65962.5. Active sites are not listed for the project on other components of the Cortese List, including the California Department of Toxic Substances Control (DTSC) hazardous waste and substance list.[55] Therefore, no impacts associated with locating a project on a site included on a list of hazardous materials are expected to occur.

[54] State Water Resources Control Board (SWRCB). 2023. GeoTracker. Website: https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=5480+5th+Street+Rocklin+CA# (accessed September 11, 2024).

[55] State of California, Department of Toxic Substances Control (DTSC). 2023a. Hazardous Waste and Substances Site List (Cortese). Website: https://www.envirostor.dtsc.ca.gov/public/search.asp?cmd=search&reporttype=CORTESE&site_type=CSITES,FUDS&status=ACT,BKLG,COM&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+percent28CORTESEpercent%2029 (accessed September 11, 2024).

The project site and a 500-foot radius around the project site were reviewed via the SWRCB GeoTracker database[56] DTSC EnviroStor database,[57] and Cortese List[58] for the purposes of identifying recognized environmental conditions or historical recognized environmental conditions. There were no properties with recognized environmental conditions or historical recognized environmental conditions identified within 500 feet of the project site. Therefore, no impacts associated with the project being located on a site that is included on a list of hazardous materials sites are expected to occur.

e. Airport Hazards – *No Impact.* Lincoln Regional Airport is the closest airport to the project site and is approximately 9.4 miles northwest of the project site. Additionally, the project site is not within the Airport Influence Area or any compatibility zones according to the Lincoln Regional Airport Compatibility Policies.[59] As such, the project site is not located within an airport land use plan, or within 2 miles of a public airport or public use airport. Therefore, no impact would occur, and no mitigation is required.

f. Emergency Response Plan – *No Impact.* The proposed project would include the construction of a new pedestrian bridge across Antelope Creek at Johnson-Springview Park to connect the park to multi-use trails to the north. The proposed project would not significantly change the existing setting of the park and surrounding area as it is in a secluded part of the northern boundary of the park. Additionally, according to the City's General Plan Safety Element,[60] the City has established a Disaster Council that is responsible for reviewing and recommending emergency operations plans for adoption by the City Council. The Disaster Council plans for the protection of persons and property in the event of fires, floods, storms, epidemics, riots, earthquakes, and other disasters.

As described in the Safety Element, major roads and highways would serve as evacuation routes in cases of emergency, including SR-65 and I-80, which both intersect the city and could serve as evacuation routes. SR-65 extends north to south along the western and southern border of the city, ultimately merging with I-80 to the south. I-80 extends southwest to northeast, from the southern extent of the city to the east. Roads that directly or indirectly connect to SR-65 and I-80 include Sunset Boulevard, Pacific Street, Whitney Ranch Parkway, Sierra College Boulevard, Stanford Ranch Road, Park Drive, and Rocklin Road.

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[56] State Water Resources Control Board (SWRCB). 2025. GeoTracker. Website: https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=5480+5th+Street+Rocklin+CA# (accessed December 20, 2025).

[57] State of California, Department of Toxic Substances Control (DTSC). 2025b. EnviroStar Database. Website: https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=5480+5th+st+rocklin (accessed December 20, 2025).

[58] State of California, Department of Toxic Substances Control (DTSC). 2023a. op. cit.

[59] Placer County Transportation Planning Agency. 2024. *Placer County Airport Land Use Compatibility Plans Chapter 6: Lincoln Regional Airport Compatibility Policies 2023.* Website: https://pctpa.specialdistrict.org/files/2dadf7626/PLC+ALUCP+2021+-+Chapter+6.pdf (accessed September 12, 2024).

[60] City of Rocklin. 2021. City of Rocklin General Plan. Community Safety Element. August. Website: https://www.rocklin.ca.us/sites/main/files/file-attachments/_final_adopted_safety_element_8-24-2021__lhmp.pdf?1655421370 (accessed January 31, 2025).

Access to the project site would be provided via 5th Street and surrounding multi-use trails. 5th Street is located approximately 0.30 mile from Sunset Boulevard and would indirectly connect to SR-65. As such, the proposed project would have access to an established emergency evacuation during an emergency. Additionally, construction and operation of the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and would have no impact. No mitigation is required.

g. Wildland Fires – *Less Than Significant Impact*. The wildland-urban interface is an area where buildings and infrastructure (e.g., cell towers, schools, water supply facilities) mix with areas of flammable wildland vegetation. This interface is sometimes divided into the defense zone (areas in close proximity to communities, usually about 0.25 mile wide) and threat zones (an approximately 1.25-mile buffer around the defense zone). Wildfires and urban interface fires have occurred close to or encroached into the city, especially in large areas of grassland.[61]

CAL FIRE has mapped areas of significant fire hazards in the State through its Fire and Resources Assessment Program. These maps place areas of California into different fire hazard severity zones (FHSZs), based on a hazard scoring system using subjective criteria for fuels, fire history, terrain influences, housing densities, and occurrence of severe fire weather where urban conflagration could result in catastrophic losses. These FHSZs are further classified as Urban Unzoned, Non-Wildland/Non-Urban, Moderate, High, and Very High. As part of this mapping system, CAL FIRE is responsible for wildland fire protection for land areas that are generally unincorporated, which are classified as State Responsibility Areas (SRAs).

In areas where local fire protection agencies are responsible for wildfire protection, the lands are classified as Local Responsibility Areas (LRAs). CAL FIRE currently identifies the project site as an LRA.[62] According to CAL FIRE, the entire project site is designated as Urban Unzoned. [63] As a result, the project site would not be located in an FHSZ. In addition, according to the City of Rocklin's Local Responsibility Area (LRA) Fire Hazard Severity Zone mapping, the majority of the City, including the project site, is not located within a High Fire Hazard Severity Zone (HFHSZ) or a Moderate Fire Hazard Severity Zone (MFHSZ). The nearest HFHSZ is located approximately 1.4 miles east of the project site, along a segment of I-80.[64] While the proposed project is located in an open-space area that may be subject to the threat of brush and

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[61] City of Rocklin. 2021. City of Rocklin General Plan. Community Safety Element. August. Website: https://www.rocklin.ca.us/sites/main/files/file-attachments/_final_adopted_safety_element_8-24-2021__lhmp.pdf?1655421370 (accessed January 31, 2025).

[62] California Department of Forestry and Fire Protection (CAL FIRE). 2024. Very High Fire Hazard Severity in State Responsibility Area. September. Website: https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008 (accessed January 31, 2025).

[63] California Department of Forestry and Fire Protection (CAL FIRE). 2024. *Fire Hazard Severity Zones, in SRA Effective April 1, 2024, with LRA Recommended 2007-2011*. Website: https://lsa.maps.arcgis.com/home/webmap/viewer.html?layers=ac8ed44d76ed4988bceb07d35d80f4cb#:~:text=Fire%20Hazard%20Severity%20Zones%2C%20in%20SRA%20Effective%20April%201%2C%202024%20with%20LRA%20Recommended%202007%2D2011 (accessed January 31, 2025).

[64] City of Rocklin. 2025. Fire Hazard Severity Zones (FHSZs). Website: https://www.rocklin.ca.us/fhsz(accessed December 20, 2025, 2025).

wildland fires, the proposed bridge structure would incorporate nonflammable elements including a concrete bridge deck. Additionally, the bridge would be located along Antelope Creek, secluded from park development and surrounded by natural vegetation and trees. General Plan Safety Element Policy S-33 addressing wildland fire risk would ensure that no fire hazard is produced as a result of project construction or operation. This policy requires fuel modification and fire hazard planning for new developments containing wildland fire potential. Therefore, with adherence to the City's Safety Element policies, the proposed project would not have the potential to expose people or other structures to significant risk of loss, injury, or death involving wildland fires. Therefore, the proposed project would result in a less than significant impact related to wildfire, and no mitigation is required.

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

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed project would involve grading and construction activities that would remove vegetation, expose soil to wind and water erosion, and potentially impact water quality. Additional impervious surfaces would also be created with the development of the proposed project.

Therefore, as discussed below, impacts to hydrology and water quality would be less than significant with mitigation incorporated.

Project-Level Environmental Analysis:

The firm of Youngdahl Consulting Group, a Sacramento area consulting firm with recognized expertise in geology, prepared a Geotechnical Engineering Study[65] for the proposed project on September 10, 2025. The report is available for review during normal business hours at the City of Rocklin Community Development Department, 3970 Rocklin Road, Rocklin, California, and is incorporated into this Initial Study by reference. City staff have reviewed the documentation and find that Youngdahl Consulting Group has a professional reputation that makes its conclusions presumptively credible and prepared in good faith. Based on a review of the analysis and these other considerations, City staff accepts the conclusions in the Youngdahl Consulting Group report, which are summarized below.

The firm of BKF Engineers, a Sacramento area consulting firm with recognized expertise in hydrology, prepared a Scour Analysis report[66] and Flood Analysis report[67] for the proposed project on May 15, 2025 and November 2024, respectively. The reports are available for review during normal business hours at the City of Rocklin Community Development Department, 3970 Rocklin Road, Rocklin, California, and are incorporated into this Initial Study by reference. City staff have reviewed the documentation and find that BKF Engineers has a professional reputation that makes its conclusions presumptively credible and prepared in good faith. Based on a review of the analysis and these other considerations, City staff accepts the conclusions in the BKF Engineers Group reports, which are summarized below. The reports are available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, California.

Environmental Setting

Rocklin is located in the Sacramento River Hydrologic Region, which covers approximately 17.4 million acres (27,200 square miles) and all or large portions of Modoc, Siskiyou, Lassen, Shasta, Tehama, Glenn, Plumas, Butte, Colusa, Sutter, Yuba, Sierra, Nevada, Placer, Sacramento, El

[65] Youngdahl Consulting Group, Inc. 2025. *Geotechnical Engineering Study for Johnson-Springview Park Pedestrian Bridge.* September 10.

[66] BKF Engineers. 2025. *Johnson Springview Park Pedestrian Bridge Scour Analysis* (Appendix D-1). May 15.[66]

[67] BKF Engineers. 2024. *Flood Analysis. Preliminary WSEL Exhibit. Rocklin Pedestrian Bridge Johnson Springview Park.* November.

Dorado, Yolo, Solano, Lake, and Napa counties. Small areas of Alpine and Amador counties are also within the region. Geographically, the region extends south from the Modoc Plateau and Cascade Range at the Oregon border, to the Sacramento-San Joaquin Delta. The Sacramento Valley, which forms the core of the region, is bounded to the east by the crest of the Sierra Nevada and southern Cascades and to the west by the crest of the Coast Ranges and Klamath Mountains. Water resources in this region include rivers, streams, sloughs, marshes, wetlands, channels, harbors, and underground aquifers. Other significant features include Mount Shasta and Lassen Peak in the southern Cascades, Sutter Buttes in the south-central portion of the valley, and the Sacramento River, which is the longest river system in the State of California, with major tributaries the Pit, Feather, Yuba, Bear and American rivers. The region is home to over two million people. Area population centers include Sacramento, Redding, Chico, and Davis.[68]

The project site is located within the Dry Creek watershed, a tributary to the Sacramento River, in the southwest portion of Placer County. The watershed lies in the Central Valley and lower Sierra Nevada foothills, ranging in elevation from 50 to 1,285 feet. The Dry Creek watershed covers approximately 101 square miles in Placer and Sacramento counties. Headwaters of the Dry Creek watershed originate in the Sierra Nevada foothills near Newcastle, flow southwesterly into the Sacramento Valley, and empty into the Natomas East Main Drainage Canal. The Natomas East Main Drainage Canal drains into the Sacramento River downstream of Sutter County. The Dry Creek watershed bridges the Sierra Nevada and Central Valley geologic provinces and has year-round flows in its major watercourses. According to the Dry Creek Watershed Coordinated Resource Management Plan, the Dry Creek watershed is composed of Mixed Urban, Suburban, Rural, and Open Space Land. Drainages are composed of numerous intermittent streams and perennial tributaries to the Dry Creek mainstream. The seven main tributaries in the Dry Creek watershed are Antelope Creek, Secret Ravine, Miners Ravine, Strap Ravine, Linda Creek, Cirby Creek, and mainstem Lower Dry Creek.[69]

Regulatory Setting

The SWRCB and RWQCBs regulate the quality of surface water and groundwater bodies throughout California. In Rocklin, the Central Valley RWQCB is responsible for implementation of the Water Quality Control Plan for the Sacramento River and San Joaquin River Basins (Basin Plan). The Basin Plan establishes beneficial water uses and water quality objectives for waterways and water bodies within the region. Section 303(d) of the federal Clean Water Act (CWA) requires that states identify water bodies, including bays, rivers, streams, creeks, and coastal areas that do not meet water quality standards as well as the pollutants causing the impairment. Total Maximum Daily Loads (TMDLs) describe the maximum amount of a pollutant that a water body can receive while still meeting established water quality standards. A TMDL establishes limits for pollutant discharges into impaired water bodies. The receiving waters for stormwater runoff from

[68] California Department of Water Resources (DWR). 2025. California's Groundwater Bulletin 118 Update. Sacramento, California. https://water.ca.gov/Programs/Groundwater-Management/Bulletin-118. (accessed November 17, 2025).

[69] City of Rocklin. 2011. *General Plan Update Draft Environmental Impact Report.*

the project site consist of Antelope Creek (Placer County), which is not listed as impaired water body for any constituents on the 303(d) list. [70]

Runoff water quality is regulated by the National Pollutant Discharge Elimination System (NPDES) Program (established through the federal CWA). The NPDES program objective is to control and reduce pollutant discharges to surface water bodies. Compliance with NPDES permits is mandated by State and federal statutes and regulations. Locally, the NPDES program is administered by the Central Valley RWQCB. Construction activities are subject to the SWRCB NPDES CGP, Order No. 2022-0057-DWQ, NPDES No. CAS000002.[71] Any construction activity, including grading, that would result in the disturbance of 1 acre or more would require compliance with SWRCB's CGP, which requires preparation of a Stormwater Pollution Prevention Plan (SWPPP) and implementation of Construction BMPs during construction activities. Construction BMPs would include, but not be limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters.

Project operations are subject to the NPDES General Permit for Waste Discharge Requirements (WDRs) for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems (MS4s), Order Water Quality (WQ) 2013-0001-DWQ, NPDES No. CAS000004 as amended by Order WQ 2015-0133-EXEC, Order WQ 2016-0069-EXEC, Order WQ 2017-0031-DWQ, Order WQ 2018-0001-EXEC, Order WQ 2018-0007-EXEC, and Order WQ 2019-0009-EXEC (MS4 Permit).[72] The MS4 Permit mandates municipalities to require that specified features and facilities be included in development plans as conditions of issuing approvals and permits. These features and facilities control pollutant sources; control runoff volumes, rates, and durations; and treat runoff before discharge from the site. The MS4 Permit requires applicable projects to develop and implement standard design and post-development BMP guidance to guide application of Low-Impact Development (LID) BMPs to the maximum extent practicable. LID design aims to mimic pre-project site hydrology as well as protect water quality.

City of Rocklin Municipal Code

Chapter 8.30, Stormwater Runoff Pollution Control, 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 watercourses. Discharges from specified activities that do not cause or contribute to the violation of any plan standard, such as landscape

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[70] State Water Resources Control Board (SWRCB). 2024. *2024 California Integrated Report (Clean Water Act Section 303(d) List and 305(b) Report)*. Website: https://www.waterboards.ca.gov/water_issues/programs/water_quality_assessment/2024-integrated-report.html (accessed August 29, 2025).

[71] NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order No. 2022-0057-DWQ, NPDES No. CAS000002)

[72] California Regional Water Quality Control Board (RWQCB). 2019. Order No. 2013-001-DWQ, NPDES No. CAS000004, as amended by Order 2015-0133-EXEC, Order WQ 2016-0069-EXEC, Order 2017-XXXX-DWQ, Order 2018-0001-EXEC, and Order 2018-0007-EXEC, *National Pollutant Discharge Elimination System (NPDES) General Permit for Waste Discharge Requirements (WDRs) for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems (MS4s)* (accessed November 30, 2025).

irrigation, lawn watering, and flows from fire suppression activities, are exempt from this prohibition.

Chapter 15.28, Grading and Erosion and Sedimentation Control, regulates grading on all property within Rocklin to safeguard life, limb, health, property, and public welfare; avoid pollution of watercourses with nutrients, sediments, or other earthen materials generated or caused by surface runoff on or across the permit area; comply with the City's NPDES permit issued by the California RWQCB; and ensure that the intended use of a graded site is consistent with the City's General Plan, provisions of the CBC as adopted by the City relating to grading activities, City of Rocklin improvement standards, and any applicable specific plan or other land use entitlements. In addition, this chapter establishes rules and regulations to control grading and erosion control activities, including fills and embankments; establishes the administrative procedure for issuance of permits; and provides for approval of plans and inspection of grading activities and erosion control plans for all graded sites.

Significance Conclusions:

a. Water Quality Standards – *Less than Significant Impact.*

Construction. Pollutants of concern during construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and transport of sediment downstream compared to existing conditions. During a storm event, soil erosion could occur at an accelerated rate. Additionally, construction-related pollutants, such as liquid and petroleum products and concrete-related waste, could be spilled, leaked, or transported via storm runoff into adjacent drainages and into downstream receiving waters. Any of these pollutants have the potential to be transported via stormwater runoff into receiving waters (i.e., Antelope Creek).

Construction of the proposed project is expected to commence in summer 2026 and continue for approximately 3.5 months, concluding in fall 2026. Conducting construction activities when there is low flow in Antelope Creek would reduce the potential for construction activities to contribute pollutants to downstream receiving waters. No dewatering or in-water work within Antelope Creek is anticipated.

The proposed project involves the development of a new free-span pedestrian bridge over Antelope Creek. The project site consists of gently sloped foothill terrain with elevations ranging from approximately 215 to 235 feet amsl. Antelope Creek, a perennial stream flowing year-round, traverses the project site in an east-to-west direction. The creek is part of the larger Dry Creek Watershed and conveys flows westward into Dry Creek. Within the project site and project vicinity, Antelope Creek receives flow from Clover Valley Creek, approximately 1,650 feet upstream of the proposed project site, and continues westward, passing beneath Sunset Boulevard via a concrete culvert about 5,450 feet downstream of the project site. Pollutants of concern during construction include sediments, trash, petroleum products,

concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. In addition, chemicals, liquid products, petroleum products (e.g. paints, solvents, and fuels), and concrete-related waste may be spilled or leaked, and they have the potential to be transported via stormwater runoff into receiving waters.

As specified in **RCM HYD-1,** the proposed project would be required to comply with the RMC, which specifies provisions for urban storm water quality, management and discharge control during project construction, including the preparation of an ESC Plan, as described in the City's Grading and Erosion and Sedimentation Control Ordinance, Chapter 15.28.[73] The ESC Plan would include construction BMPs designed to minimize erosion and retain sediment on site. Construction BMPs are anticipated to include, but not be limited to, temporary fiber rolls, hydroseeding, and tree protection fences which would control the volume, rate, and potential pollutant load of stormwater runoff during construction. Additionally, as specified in **RCM HYD-1**, BMPs consistent with the City's Stormwater Runoff Pollution Control Ordinance (RMC, Chapter 8.30) pertaining to stormwater management, construction materials management, particular and dust control, and final site stabilization would also be included in the project plans and specifications. Construction BMPs would include, but are not limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters.

RCM HYD-1 **Erosion, Sedimentation, and Stormwater Runoff Control Construction Best Management Practices.** In accordance with Chapter 15.28, Article IV, of the Rocklin Municipal Code (RMC), an Erosion and Sedimentation Control (ESC) Plan would be prepared for the proposed project and would include construction best management practices (BMPs) designed to minimize erosion and retain sediment on site. Construction BMPs are anticipated to include, but not be limited to, temporary fiber rolls, hydroseeding, and tree protection fences. BMPs consistent with the City's Stormwater Runoff Pollution Control Ordinance (RMC, Chapter 8.30) pertaining to stormwater management, construction materials management, particular and dust control, and final site stabilization would also be included in the project plans and specifications.

[73] City of Rocklin. 2025. Municipal Code. *Title 15 Building and Construction Chapter 15.28 Grading and Erosion and Sedimentation Control.* Website: https://library.municode.com/ca/rocklin/codes/code_of_ordinances?nodeId=TIT15BUCO_CH15.28GRERSECO (accessed September 25, 2025).

According to the *Geotechnical Engineering Study*[74] completed for the proposed project, perched groundwater was encountered at a depth of 19 feet below ground surface (bgs) at the project site. Localized excavation would be necessary to install the pedestrian bridge abutments, with the south abutment requiring a maximum depth of approximately 8 feet below the existing grade. Therefore, it is not anticipated that groundwater dewatering would be required during construction.

Preparation of an ESC Plan and adherence to the RMC, as specified in **RCM HYD-1**, and the implementation of construction BMPs would ensure that the proposed project would not violate any water quality standards or waste discharge requirements associated with State or City requirements. Therefore, construction impacts related to surface water quality standards, WDRs, and surface water quality would be less than significant.

Operation. Potential pollutants of concern from long-term operations include suspended solids/sediment, nutrients, pesticides/herbicides, and trash and debris. However, the proposed use as a pedestrian bridge for pedestrians and bicyclists is not expected to result in the generation of significant pollutants. After the completion of construction, the proposed project would result in a minor increase in impervious surfaces, up to 6,500 square feet (approximately 0.15 acre), which could result in a minor increase in volume of runoff during a storm, potentially increasing the amount of pollutants discharged into downstream receiving waters. However, the proposed project would implement post-construction BMPs, including, but not limited to, revegetation of disturbed areas that would be implemented to capture, treat, and reduce pollutants of concern in stormwater runoff in accordance with the MS4 Permit, the City's Grading and Erosion and Sedimentation Control Ordinance, the Stormwater Runoff Pollution Control Ordinance, and the Lake or Streambed Alteration Agreement. Furthermore, the proposed bridge would not have any piers and the abutments would be located outside the 100-year floodplain limits, thereby resulting in minimal scour of up to 5 feet as determined by the scour analysis completed for the proposed project.[75] Therefore, compliance with requirements of the RMC and MS4 Permit and compliance with the terms and conditions of the Lake or Streambed Alteration Agreement from the CDFW would ensure that operational impacts to water quality would be less than significant, and no mitigation is required.

b. Groundwater Supplies and Recharge – *Less than Significant Impact.* The project site is located within the Sacramento Valley–North American Subbasin, which lies in the eastern central portion of the Sacramento Groundwater Basin.[76] The subbasin is located in Sutter,

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[74] California Regional Water Quality Control Board (RWQCB). 2019. Order No. 2013-001-DWQ, NPDES No. CAS000004, as amended by Order 2015-0133-EXEC, Order WQ 2016-0069-EXEC, Order 2017-XXXX-DWQ, Order 2018-0001-EXEC, and Order 2018-0007-EXEC, *National Pollutant Discharge Elimination System (NPDES) General Permit for Waste Discharge Requirements (WDRs) for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems (MS4s)* (accessed November 30, 2025).

[75] BKF Engineers. 2025. *Johnson-Springview Park Pedestrian Bridge Scour Analysis.* May 15.

[76] California Department of Water Resources (DWR). n.d. *Groundwater Basin Boundary Assessment Tool.* Website: https://gis.water.ca.gov/app/bbat/ (accessed September 1, 2025).

Placer, and Sacramento counties and has a surface area of 351,000 acres (548 square miles). The subbasin is bounded by Bear River to the north, Feather River to the west, and Sacramento River to the south. The eastern boundary is a north-south line extending from Bear River south to Folsom Lake, which passes about 2 miles east of the city of Lincoln. The water-bearing materials of the North American subbasin are dominated by unconsolidated continental deposits of Late Tertiary and Quaternary age. Deposits include Miocene/Pliocene volcanics, older alluvium, and younger alluvium. The subbasin has an estimated storage capacity of 4.9 million acre-feet.[77]

Construction. According to the *Geotechnical Engineering Study* [78] completed for the proposed project, perched groundwater was encountered at a depth of 19 feet bgs at the project site. Localized excavation would be necessary to install the pedestrian bridge abutments, with the south abutment requiring a maximum depth of approximately 8 feet below the existing grade. Therefore, it is not anticipated that groundwater dewatering would be required during construction. Nevertheless, should groundwater dewatering be required, it would be subject to the applicable groundwater dewatering permit, would be temporary in nature, and would cease following completion of construction. Therefore, construction activities associated with the proposed project would result in less than significant impacts associated with the depletion of groundwater supplies or interference with groundwater recharge. No mitigation is required.

Operation. The proposed project would result in a minor increase in impervious surfaces of up to 6,500 square feet (approximately 0.15 acre). Although the project would introduce an incremental increase in impervious surfaces, stormwater would generally drain into landscaped and other pervious areas on either side of the bridge and trail, allowing continued groundwater recharge in the area. Furthermore, the proposed project does not require the use of water, such as for irrigation or landscaping, and therefore would not decrease groundwater supplies through the use of existing water supplies. Therefore, operation of the proposed project would not substantially decrease groundwater supplies or substantially interfere with groundwater recharge. Impacts would be less than significant, and no mitigation is required.

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[77] California Department of Water Resources (DWR). 2006. *Sacramento Valley Groundwater Basin North American Subbasin, California's Groundwater Bulletin 118.* Website: https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/2003-Basin-Descriptions/5_021_64_NorthAmericanSubbasin.pdf (accessed September 1, 2025).

[78] Youngdahl Consulting Group, Inc. 2025. *Geotechnical Engineering Study for Johnson-Springview Park Pedestrian Bridge.* September 10.

c. Alter Existing Drainage Patterns– *Less than Significant Impact.*

i. **Erosion or Siltation On or Off Site.** During construction activities, excavated soil would be exposed and disturbed, drainage patterns would be temporarily altered during grading and other construction activities, and there would be increased potential for soil erosion and transport of sediment downstream when compared with existing conditions. Additionally, during a storm event, soil erosion and siltation could occur at an accelerated rate. As previously discussed, the proposed project would be required to implement **RCM HYD-1** which requires compliance with City's Grading and Erosion and Sedimentation Control Ordinance (Chapter 15.28 of the RMC),[79] the preparation of an ESC Plan, implementation of construction stormwater runoff control BMPs, and adherence to the Lake or Streambed Alteration Agreement from the CDFW per Section 1602 of the CFGC. These permits and approvals would also include additional site-specific requirements and avoidance measures, including erosion prevention measures, to prevent impacts to water quality. No dewatering or in-water work within Antelope Creek is anticipated. As such, with implementation of **RCM HYD-1** and compliance with the RMC, and the Lake or Streambed Alteration Agreement from the CDFW, construction impacts related to on- or off-site erosion or siltation would be less than significant, and no mitigation is required.

After the completion of project construction, the proposed project would not significantly alter the existing drainage pattern of the site. Additionally, the proposed project would not alter the course of a stream or river, as the new bridge would not have any piers within Antelope Creek, and the abutments would be located outside the 100-year floodplain limits. Operation of the proposed project would increase the impervious surface area compared to existing conditions, which could result in a net increase in stormwater runoff that could lead to downstream erosion in receiving waters. However, because the proposed project would result in a nominal increase in impervious surface area, the volume of runoff would be similar to the existing condition. Additionally, as discussed above, the proposed project would implement post-construction BMPs in accordance with the MS4 Permit, the RMC, and the Lake or Streambed Alteration Agreement from the CDFW, which would ensure that increased erosion or transport of sediment would not occur. Furthermore, because the proposed bridge would not have any piers and the abutments will be located outside the 100-year floodplain limits, the project would result in minimal scour of up to 5 feet as determined by the scour analysis completed for the proposed project.[80] Therefore, potential impacts related to altering the existing drainage pattern of the project site during project

[79] City of Rocklin. 2025. Municipal Code. *Title 15 Building and Construction Chapter 15.28 Grading and Erosion and Sedimentation Control.* Website: https://library.municode.com/ca/rocklin/codes/code_of_ordinances?nodeId=TIT15BUCO_CH15.28GRERSECO (accessed September 25, 2025).

[80] BKF Engineers. 2025. *Johnson-Springview Park Pedestrian Bridge Scour Analysis.* May 15.

operations in a manner that would result in substantial erosion or siltation on or off site would be less than significant.

ii. **Flooding On or Off Site.** During construction, soil would be disturbed and compacted, and drainage patterns would be temporarily altered, which can increase the volume and velocity of stormwater runoff and increase the potential for localized flooding compared to existing conditions. However, construction of the proposed project requires minimal land disturbance and would not result in the alteration of the course of a stream or river. Additionally, construction would be completed during the dry season, when risk of flooding is low. Project construction would comply with the City's Stormwater Runoff Pollution Control Ordinance (RMC, Chapter 8.30) and implementation of standard construction BMPs (e.g., soil binders, straw mulch, nonvegetative stabilization, fiber rolls, sandbag barrier, straw bale barrier, stabilized construction entrance/exit, stabilized construction roadway, and entrance/outlet tire wash, etc.) to control the rate and amount of on-site surface runoff and to direct flows to ensure that stormwater runoff from the construction site does not result in on- or off-site flooding. With adherence to **RCM HYD-1** and the RMC, construction impacts related to a substantial increase in the rate or amount of surface runoff that would result in flooding and impede or redirect flood waters would be less than significant, and no mitigation is required.

After the completion of project construction, the proposed project would not significantly alter the existing drainage pattern of the site. Additionally, the proposed project would not alter the course of a stream or river as the new bridge would not have any piers within Antelope Creek, and the abutments would be located outside the 100-year floodplain limits. As discussed above, the proposed project would result in a minor increase in impervious surfaces of up to 6,500 square feet (approximately 0.15 acre). However, because the proposed project would result in a nominal increase in impervious surface area, the volume of runoff would be similar to the existing condition. The project would maintain the overall on-site drainage patterns and continue to direct surface water to Antelope Creek, which has the capacity to handle the minimal increase in runoff volume from the project area. Additionally, the project would be required to implement post-construction stormwater management in accordance with the MS4 Permit, the RMC, and the Lake or Streambed Alteration Agreement from the CDFW. Compliance with these existing regulations and permit requirements would reduce post-construction impacts related to altering the existing drainage pattern of the site or area or increasing the rate or amount of surface runoff in a manner that would result in flooding on or off site to a less than significant level.

iii. **Exceed Capacity of Planned Stormwater Drainage Systems or Provide Substantial Polluted Runoff.** As discussed above, pollutants of concern during construction

include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals, and each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. Drainage patterns would be temporarily altered during grading and other construction activities, and construction-related pollutants could be spilled, leaked, or transported via storm runoff into adjacent drainages and downstream receiving waters. As previously discussed, project construction would be required to comply with the requirements of the RMC and would include implementation of standard construction BMPs to control stormwater runoff during construction pursuant to **RCM HYD-1**. The proposed project would also require a Lake or Streambed Alteration Agreement from the CDFW per Section 1602 of the CFGC, which would also include additional site-specific requirements and avoidance measures to prevent impacts to water quality.

Overall, implementation of **RCM HYD-1,** compliance with the RMC, implementation of construction BMPs and compliance with the terms and conditions of the Lake or Streambed Alteration Agreement from the CDFW, would ensure that construction of the proposed project would not provide substantial additional sources of polluted runoff, and impacts would be less than significant.

Potential pollutants of concern from long-term operations include suspended solids/ sediments, nutrients, and trash and debris. However, the proposed use as a pedestrian bridge for pedestrians and bicyclists is not expected to result in the generation of significant pollutants. Additionally, the proposed project would implement post-construction BMPs, including, but not limited to, revegetation of disturbed areas that would be implemented to capture, treat, and reduce pollutants of concern in stormwater runoff in accordance with the MS4 Permit, the City's Grading and Erosion and Sedimentation Control Ordinance, the Stormwater Runoff Pollution Control Ordinance, and the Lake or Streambed Alteration Agreement. Therefore, operation of the proposed project would not provide substantial additional sources of polluted runoff, and impacts would be less than significant.

After the completion of project construction, the proposed project would not significantly alter the existing drainage pattern of the site. As discussed above, the proposed project would result in a minor increase in impervious surfaces of up to 6,500 square feet (approximately up 0.15 acre). However, because the proposed project would result in a nominal increase in impervious surface area, the volume of runoff would be similar to the existing condition. The project would maintain the overall on-site drainage patterns and continue to direct surface water to Antelope Creek, which has the capacity to handle the minimal increase in runoff volume from the project area. Therefore, the proposed project would not result in

an exceedance of planned or existing stormwater drainage systems. Impacts would be less than significant, and no mitigation is required.

iv. **Impede or Redirect Flood Flows.** As stated in Section 3.0, Project Description, all construction equipment and materials would be staged within Johnson-Springview Park in the vicinity of the project site. Three potential staging areas are proposed: Staging Area A, approximately 0.58 acre, located west of the project site; Staging Area B, approximately 0.35 acre, located east of the project site; and Staging Area C, approximately 0.29 acre, located south of the project site. All three of the potential construction staging areas would be placed outside the existing 100-year floodplain and construction would be completed during the dry season, when the risk of flooding is low. The proposed bridge would not have any piers within Antelope Creek, and the abutments will be located outside the 100-year floodplain limits. The new bridge would also be placed with an additional 2 feet of freeboard above the 100-year base flood elevation. The proposed project would not significantly alter the topography of the project site and would not substantially alter drainage patterns. Therefore, the proposed project would not impede or redirect flood flows, and impacts would be less than significant. No mitigation is required.

d. Release of Pollutants in Flood Hazard, Tsunami or Seiche Zones – *No Impact.*

Flood Zones. Construction staging areas would be placed outside the existing 100-year floodplain to prevent pollutant discharges from flooding events during the construction period. Moreover, construction would be completed during the dry season, when risk of flooding is low. The proposed bridge would not have any piers within Antelope Creek, and the abutments would be located outside the 100-year floodplain limits. The new bridge would also be placed with an additional 2 feet of freeboard above the 100-year base flood elevation. Therefore, the proposed project would not risk the release of pollutants from project inundation due to flood hazard. No impact would occur, and no mitigation is required.

Tsunami. The project site is over 90 miles northeast of the Pacific Ocean at an elevation over 200 feet amsl. Based on its distance from the Pacific Ocean, the project site is not located in a tsunami hazard zone and, therefore, would not be susceptible to impacts associated with a tsunami. The proposed project would not risk release of pollutants due to project inundation from a tsunami. No impact would occur, and no mitigation is required.

Seiche. Seiches are waves created in an enclosed body of water (e.g., a bay, lake, or harbor) that go up and down or oscillate and do not progress forward like standard ocean waves. Limited isolated damage to adjacent and downslope structures has been observed from seiches occurring in swimming pools and in small, shallow lakes and ponds. There are no sizeable enclosed bodies of water in the nearby vicinity of the project site. Therefore, the

proposed project would not risk release of pollutants due to project inundation from seiche. No impact would occur, and no mitigation is required.

e. Water Quality Standards and Groundwater Management – *Less than Significant Impact.* The project is within the jurisdiction of the Central Valley RWQCB. The Central Valley RWQCB adopted the Basin Plan,[81] which designates beneficial uses for all surface and groundwater within its jurisdiction and established the water quality objectives and standards necessary to protect those beneficial uses. As previously discussed and as specified by **RCM HYD-1**, the proposed project would include the preparation of an ESC Plan and implementation of BMPs that would reduce impacts related to erosion, sedimentation, and spills as required by the RMC and the MS4 Permit. Additionally, the proposed project would be required to comply with requirements set forth by the CDFW Lake or Streambed Alteration Agreement. Compliance with these regulatory requirements would ensure that the proposed project would not degrade or alter water quality, which would cause the receiving waters to exceed the water quality objectives or impair the beneficial use of receiving waters. As such, the proposed project would not result in water quality impacts that would conflict with the Basin Plan. Construction and operational impacts related to a conflict with the Basin Plan would be less than significant.

The Sustainable Groundwater Management Act (SGMA), which was enacted in September 2014, requires governments and water agencies of high- and medium-priority basins to halt overdraft of groundwater basins. The SGMA requires the formation of local Groundwater Sustainability Agencies (GSAs), which are required to adopt Groundwater Sustainability Plans (GSPs) to manage the sustainability of the groundwater basins. The project site is located within the Sacramento Valley – North American Subbasin, which the California Department of Water Resources (DWR) designates as a high-priority basin. [82] The North American Subbasin includes five GSAs, including Reclamation District GSA, Sacramento Groundwater Authority GSA, South Sutter Water District GSA, Sutter County GSA, and West Placer GSA.

The North American Subbasin GSP[83] was submitted in January 2022 and approved in July 2023. The plan indicates that groundwater levels within the subbasin are generally stable, with declines in some areas during dry periods and recovery during wet periods. Generally, the quality of groundwater in the subbasin is suitable for nearly all uses, with the exception of contamination plumes and localized, naturally occurring and human-caused water quality issues, which may affect the supply, beneficial uses, and potential management of groundwater in the subbasin if not properly managed. The sustainability goal for the subbasin is to manage groundwater resources sustainably for beneficial uses and users to support the

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[81] California Regional Water Quality Control Board (RWQCB), Central Valley Region. 2019. *Water Quality Control Plan (Basin Plan) for the California Regional Water Quality Control Board Central Valley Region, the Sacramento River Basin and the San Joaquin River Basin.* February.

[82] California Department of Water Resources (DWR). 2020. *Sustainable Groundwater Management Act 2019 Basin Prioritization Process and Results.* May.

[83] GEI Consultants. 2021. *North American Subbasin Groundwater Sustainability Plan.* December.

lasting health of the subbasin's community, economy, and environment. The GSP plans to achieve this goal through:

- The monitoring and management of established Sustainable Management Criteria;
- The continued expansion of conjunctive management of groundwater and surface water;
- Proactively working with local well permitting and land use planning agencies on effective groundwater policies and practices;
- Continued GSA coordination and stakeholder engagement; and
- Continued improvement of understanding of the subbasin.

The GSP identifies two projects and five management actions to support the implementation efforts of the GSP. Management actions include continuing development of the Sacramento Regional Water Bank, exploring revisions to well permitting programs, proactive coordination with land use agencies, improving data collection and communication with well owners, and ongoing monitoring and assessment of groundwater-dependent ecosystems.[84]

As discussed above, the proposed project would comply with existing regulatory requirements to treat pollutants in stormwater runoff during construction and operation of the proposed project. Compliance with these regulatory requirements would ensure that stormwater that may infiltrate during construction or operation of the proposed project would be treated prior to reaching groundwater. Therefore, the proposed project would not affect groundwater quality within the Sacramento Valley – North American Subbasin. As previously stated, the proposed project would result in a minor increase in impervious surfaces of up to 6,500 square feet (approximately 0.15 acre) and would not require groundwater dewatering. Although the project would introduce an incremental increase in impervious surfaces, stormwater would generally drain into landscaped and other pervious areas on either side of the bridge, allowing continued groundwater recharge in the area. Furthermore, the proposed project does not require the use of water, such as for irrigation or landscaping, and therefore would not decrease groundwater supplies through the use of existing water supplies. Therefore, operation of the proposed project would not substantially impact groundwater management within the Sacramento Valley – North American Subbasin.

Overall, impacts related to a conflict with or obstruction of a water quality control plan or sustainable groundwater management plan would be less than significant with no mitigation required.

[84] GEI Consultants. Op. cit.

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

DISCUSSION OF DETERMINATION:

Project Impacts:

Approval of the project would allow the development of a new 12-foot-wide pedestrian bridge with a deck elevation of approximately 228 feet across Antelope Creek within Johnson-Springview Park. The project site is designated Recreation/Conservation (R-C) on the General Plan land use map and is zoned Open Area (O-A). As discussed below, land use impacts are not anticipated.

Significance Conclusions:

a. Division of Community – *No Impact*. The physical division of an established community typically refers to the construction of a feature (such as an interstate highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within an existing community, or between a community and outlying areas. For instance, the construction of an interstate highway through an existing community may constrain travel from one side of the community to another; similarly, such construction may also impair travel to areas outside of the community.

The project site is located within an open space/recreation area and is surrounded by a mix of residential and public facility/institutional uses. The proposed project would include the construction of a new pedestrian bridge across Antelope Creek at Johnson-Springview Park to connect the park to multi-use trails to the north. The purpose of the project is to provide safe access for pedestrians and bicyclists and prevent cut-through traffic through the creek channel. The proposed improvements would be limited to the project site within Johnson-Springview Park. The proposed project would not require the construction of any new infrastructure that would divide an established community, would not remove any means of access, and would not result in the realignment or closure of any existing roads. Therefore, the proposed project would not result in the physical division of an established community or adversely affect the continuity of land uses in the vicinity and would have no impact, and no mitigation is required.

b. Plan, Policy or Regulation Conflict – *Less than Significant Impact.* The proposed project would construct a new free-span pedestrian bridge over Antelope Creek within Johnson-Springview Park, which would have a bridge deck elevation of approximately 228 feet, approximately 18 feet above the existing creek channel elevation. The main documents guiding development and regulating land uses in Rocklin are the City's General Plan and Zoning Code***.*** The City's General Plan Land Use Map designates the project site as Recreation/Conservation (R-C), which is intended to provide land to be used for active and passive recreation, designate land to be preserved for future recreational use, and protect land having important environmental and ecological qualities.[85] According to the City Zoning Map, the project site is identified as Open Area (O-A),[86] which is intended for open space and recreational areas. Conditionally permitted uses in this zone include, but are not limited to, parks, playgrounds, golf courses, public buildings, public utility substations, and commercial uses.[87] The proposed pedestrian bridge would be consistent with allowable uses within the O-A zoning district and would not exceed the maximum allowable height for structures in the O-A zone of 35 feet. Additionally, the proposed project would not result in any changes to the existing land use, and the project is consistent with the uses planned for the project site as outlined in the City's General Plan. Therefore, the project would not result in any conflicts with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project.

It should be noted that according to CEQA, policy conflicts do not, in and of themselves, constitute a significant environmental impact. Policy conflicts are considered environmental impacts only when they would result in direct physical impacts or where those conflicts relate to avoiding or mitigating environmental impacts. As such, associated physical environmental impacts are discussed in this IS/MND under specific topical sections. The proposed project would not result in any direct physical impacts that cannot be mitigated to a less than significant level. The proposed project would not conflict with any applicable land use plans, policies, or regulations that were adopted for the purpose of avoiding or mitigating an environmental effect, and this impact would be less than significant; no migration is required.

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[85] City of Rocklin. 2012. *General Plan Land Use Element*. Website: https://www.rocklin.ca.us/sites/main/files/file-attachments/chapter_iv_a-land_use_errata_edits_accepted_11-2-12_0.pdf?1484085258 (January 17, 2025).

[86] City of Rocklin. *City of Rocklin Zoning Map.* Website: https://www.rocklin.ca.us/sites/main/files/file-attachments/existing zoningmap_0.pdf?1683301390 (accessed September 9, 2024).

[87] City of Rocklin. 2025. *Municipal Code. Title 17 Zoning Chapter 17.58 OA Zone.* Website: https://library.municode.com/ca/rocklin/codes/code_of_ordinances?nodeId=TIT17ZO_CH17.58OAZO (accessed June 5, 2025).

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

DISCUSSION OF DETERMINATION:

Project Impacts:

The project site does not contain known mineral resources. Therefore, as discussed below, no impact would occur to mineral resources.

Significance Conclusions:

a. and b. Mineral Resources – *No Impact.* In 1975, the California Legislature enacted the Surface Mining and Reclamation Act which, among other things, provided guidelines for the classification and designation of mineral lands. Areas are classified on the basis of geologic factors without regard to existing land use and land ownership. The areas are categorized into four Mineral Resource Zones (MRZs):

- **MRZ-1:** An area where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- **MRZ-2:** An area where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.
- **MRZ-3:** An area containing mineral deposits, the significance of which cannot be evaluated.
- **MRZ-4:** An area where available information is inadequate for assignment to any other MRZ.

Of the four categories, lands classified as MRZ-2 are of the greatest importance. Such areas are underlain by demonstrated mineral resources or are located where geologic data indicate that significant measured or indicated resources are present. MRZ-2 areas are designated by

the State of California Mining and Geology Board as being "regionally significant." Such designations require that a Lead Agency's land use decisions involving designated areas are to be made in accordance with its mineral resource management policies and that it considers the importance of the mineral resource to the region or the State as a whole, not just to the Lead Agency's jurisdiction.

The Rocklin planning area has no mineral resources as classified by the State Geologist. Furthermore, the City has no known or suspected mineral resources that would be of value to the region and to residents of the State.[88] The project site is not delineated in the City's General Plan or any other plans as a mineral resource recovery site. As such, the proposed project would not result in the loss of availability of a known mineral resource or locally important mineral resource recovery site, and no impact would occur; no mitigation is required.

[88] City of Rocklin. 2011. *General Plan Update. Volume I Draft Environmental Impact Report.* SCH No. 2008072115. 4.6, Geology and Soils. Pg. 4.6-17. Website: https://www.rocklin.ca.us/sites/main/files/file-attachments/4.6_geology_and_soils__sw_7-7_.pdf?1468361037 (accessed September 22, 2025).

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

DISCUSSION OF DETERMINATION:

Project Impacts:

Development of the project would not result in a temporary or permanent increase in ambient noise levels in excess of City Standards. The project would not result in the generation of excessive ground borne vibration and would not expose persons to excessive noise from aircraft or airport operations. The project would result in an increase in short-term noise impacts from construction activities; however, the project would comply with the mitigation measure incorporated into the General Plan goals and policies and the City of Rocklin Construction Noise Guidelines.

Therefore, as discussed below, impacts from noise would be less than significant.

Environmental Setting

Noise-Sensitive Land Uses

Noise-sensitive land uses (NSLUs) are land uses that may be subject to stress and/or interference from excessive noise, including residences, hospitals, schools, hotels, resorts, libraries, sensitive wildlife habitat, or similar facilities where quiet is an important attribute of the environment. Noise receptors (receivers) are individual locations that may be affected by noise. The closest existing NSLUs to the project site are single-family residential uses located approximately 125 feet

to the north from the project boundary and approximately 220 feet away from the center of project site.

Regulatory Setting

In accordance with the City's Construction Noise Guidelines, project construction activity would be prohibited from occurring before 7:00 a.m. or after 7:00 p.m. on weekdays, or before 8:00 a.m. or after 7:00 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.

Because the City does not establish construction noise thresholds, for the purposes of analyzing significance under CEQA, the Federal Transit Administration's (FTA) criteria are used. The general assessment criteria for construction noise identifies a 1-hour noise level of 90 A-weighted decibels (dBA) equivalent continuous noise level (L_{eq}) for residential uses during daytime hours. This provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction when the noise criteria are exceeded.

Excessive ground-borne vibration would occur if construction-related ground-borne vibration exceeds the "distinctly perceptible" vibration annoyance potential criteria for disruption of sleep of 0.035 inch per second peak particle velocity (PPV) for steady-state sources or exceeds the damage potential criteria of 0.4 inch per second PPV for residential buildings in good repair with gypsum board walls. [89]

Significance Conclusions:

a. Generate ambient noise levels in the vicinity of the Project in excess of standards established in the Rocklin General Plan or noise ordinance – *Less than Significant Impact.*

Construction Noise

Noise impacts would be temporary and would cease completely at the finish of project construction. The closest existing NSLUs to the project site are single-family residential buildings located approximately 125 feet to the north of the project's boundary and approximately 220 feet away from the center of project site.

Potential short-term noise impacts are related to noise generated during with grubbing and land cleaning; grading and excavation; drainage, utilities and sub-grade; and paving. Construction is completed in discrete steps, each of which has its own mix of equipment and consequently its own noise characteristics. These various sequential phases would change the character of the noise generated on the site and therefore the noise levels surrounding the site as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow

[89] Caltrans. 2020. *Transportation and Construction Vibration Guidance Manual.* April. Website: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf (accessed November 19, 2025).

construction-related noise ranges to be categorized by work phase. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full-power operation followed by 3 or 4 minutes at lower power settings.

Once the composite reference maximum noise level is calculated for each phase, the usage factor provided in **Table NOI-1** is utilized to calculate the hourly noise level impact for each piece of equipment based on the following equation:

$$L_{eq}(equip) = E.L. + 10\log(U.F.) - 20\log\left(\frac{D}{50}\right)$$, where:

L_{eq} (equip) = L_{eq} at a receiver resulting from the operation of a single piece of equipment over a specified time period

E.L. = noise emission level of the particular piece of equipment at a reference distance of 50 feet

U.F. = usage factor that accounts for the fraction of time that the equipment is in use over the specified period of time

D = distance from the receiver to the piece of equipment

Table NOI-1
Typical Maximum Construction Equipment Noise Levels (L_{max})

Type of Equipment	Acoustical Usage Factor	Suggested Maximum Sound Levels for Analysis (dBA L_{max} at 50 ft)
Air Compressor	40	80
Backhoe	40	80
Cement Mixer	40	85
Concrete/Industrial Saw	20	90
Crane	16	85
Excavator	40	85
Generator	50	82
Grader	40	85
Loader	40	80
Paver	50	85
Roller	20	85
Rubber Tire Dozer	40	85
Scraper	40	85
Tractor	40	84
Truck	40	84
Welder	40	73

Source: Roadway Construction Noise Model (FHWA 2006).
dBA = A-weighted decibels
ft = feet
L_{max} = maximum noise level

Each piece of construction equipment operates as an individual point source. Utilizing the following equation, a composite noise level can be calculated when multiple sources of noise operate simultaneously:

$$Leq\ (composite) = 10 * \log_{10}\left(\sum_{1}^{n} 10^{\frac{Ln}{10}}\right)$$

Utilizing the equations from the methodology above and the reference information in **Table NOI-2**, the composite noise level for the loudest phase would be 92 dBA L_{eq} at a distance of 50 feet from the construction area. **Table NOI-2**, below, provides a summary of the reference noise levels during construction by phase.

Table NOI-2
Noise Levels By Construction Phase

Phase	Composite Reference Level at 50 ft	
	dBA L_{max}	dBA L_{eq}
Linear, Grubbing and Land Cleaning	86	83
Linear, Grading and Excavation	91	92
Linear, Drainage, Utilities and Sub-Grade	91	90
Linear, Paving	89	86

Source: Compiled by LSA (2025).
dBA = A-weighted decibel
ft = feet
L_{eq} = equivalent continuous noise level
L_{max} = maximum noise level

Because construction equipment would move throughout the site during earthmoving activities, the average minimum operating distance between active equipment and the nearest existing NSLUs is estimated to be approximately 220 feet. It is expected that noise levels during construction at the nearest residences would approach 79 dBA L_{eq}. All other sensitive receptors are located further from areas of construction and would therefore experience lower noise levels.

In accordance with the City's 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 7:00 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. Furthermore, the calculated short-term construction noise would be below the FTA's criteria of 90 dBA L_{eq} for residential uses during daytime hours. Therefore, project construction would not generate a substantial temporary increase in ambient noise levels in the vicinity, and the impact would be less than significant. No mitigation is required.

b. Generate excessive ground-borne vibration or ground borne noise levels – *Less than Significant Impact.* 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 at the perimeter of the project site within approximately 125 feet of the existing single-family residential uses to the north. A large vibratory roller creates approximately 0.21 inch per second (in/sec) PPV at a distance of 25 feet, and a vibratory roller would create a PPV of 0.025 in/sec. This would not exceed the Caltrans "distinctly perceptible" vibration annoyance potential criteria for disruption of sleep of 0.035 in/sec PPV for steady-state sources or the damage potential criteria of 0.4 in/sec PPV for residential buildings in good repair with gypsum board walls. Once operational, the project would not be a source of ground-borne vibrations. Therefore, the project would not result in the generation of excessive ground-borne vibration or ground-borne noise levels, and the impact would be less than significant. No mitigation is required.

c. For a project located within the vicinity of a private airstrip or an airport land use plan, or where such a plan has not been adopted, within two miles of a public use airport or private airstrip, expose people residing or working in the Project area to excessive noise – *Less than Significant Impact*. The closest airports to the project site are Lincoln Regional Airport, approximately 9 miles to the northwest, and Sacramento McClellan Airport, approximately 11.4 miles to the southwest. There are no private airstrips in the vicinity of the project site. Therefore, although the project site is subject to normal overflight by aircraft in the region, the users of the proposed project or people working in the project area would not be exposed to excessive levels of noise due to aircraft or airport operations, and the impact would be less than significant. No mitigation is required.

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

DISCUSSION OF DETERMINATION:

Project Impacts:

The development of a new pedestrian bridge across Antelope Creek at Johnson-Springview Park would not result in population growth or displacement. Therefore, as discussed below, no impacts to population and housing would occur.

Significance Conclusions:

a. Population Growth – *No Impact.* *State CEQA Guidelines* Section 15126.2[d] identifies a project as growth inducing if it fosters economic or population growth, or the construction of additional housing either directly or indirectly in the surrounding environment. New employees generated by commercial or industrial development and new population from residential development represent direct forms of growth, which have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area.

Under CEQA, growth inducement is not considered necessarily detrimental, beneficial, or of little significance to the environment. Typically, the growth-inducing potential of a project would be considered substantial if it fosters growth or a concentration of population in excess of what is assumed in pertinent master plans, land use plans, or projections made by regional planning agencies.

The proposed project would include the construction of a new pedestrian bridge across Antelope Creek at Johnson-Springview Park, which would connect the park to multi-use paths to the north. The purpose of the project is to provide safe access for pedestrians and bicyclists and prevent cut-through traffic through the creek channel. Construction of the proposed project would provide short-term construction jobs over an approximately 3.5-month period. Although the proposed project would increase the number of employees at the project site

during construction activities, it is expected that local and regional construction workers would be available to serve the construction needs of the site. Given the relatively short duration of construction, project-related construction workers would not be expected to relocate their places of residence as a consequence of working on the project site; therefore, the proposed project would not result in any impacts associated with inducing substantial population growth or demand for housing through increased construction employment. Once operational, the project would not directly induce population growth in the Rocklin area as it does not include the development of new homes or businesses. Additionally, the proposed project would not result in new jobs or an increase in the number of employees on site. Implementation of the proposed project would serve the existing community. There are no aspects of the project that could directly or indirectly induce population growth. Therefore, the project would have no impact on population growth in the project area, and no mitigation is required.

b. Displace Substantial Numbers of Existing People or Housing – *No Impact.* Under existing conditions, the project site does not contain any residential uses, and construction of the proposed project would not displace existing residents within the nearby residential areas. Areas adjacent to the project site include Antelope Creek, riparian vegetation, and parklands. Residential uses are located farther north and east of the project site. As such, development of the proposed project would not displace any existing people or housing and would not necessitate the construction of replacement housing elsewhere. Therefore, no impact would occur, and no mitigation is required.

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

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed project would not create a need for the provision of new and/or expanded public services or facilities. Therefore, as discussed below, impacts to public services would be less than significant.

Significance Conclusions:

a. Fire Protection – ***Less than Significant Impact.*** The Rocklin Fire Department (RFD) provides fire protection services in the City of Rocklin. The RFD has full-time personnel, including administration, prevention and suppression staff, as well as an additional volunteer firefighting and support force.

There are currently three fire stations in the city. Fire Station No. 23 is located at 4060 Rocklin Road (approximately 0.77 mile from the project site), Fire Station No. 24 is at 3401 Crest Drive (approximately 0.98 mile from the project site), and Fire Station No. 25 is at 2001 Wildcat

Boulevard (approximately 2.5 miles from the project site).[90] Fire Station No. 23 is home to the Fire Administration office and is nearest to the project site.

According to the RFD 2023 Annual Report, Station No. 23 responded to the most incidents, accounting for 35 percent of all incidents responded to by RFD.[91] RFD has a goal to be able to respond to incidents within 5 minutes 90 percent of the time. The average response times by RFD are as follows: 5.25 minutes for structure fire calls, 5.13 minutes for Emergency Medical Services (EMS) calls, and 5.38 minutes for all calls.[92]

The proposed project would include the construction of a new pedestrian bridge across Antelope Creek at Johnson-Springview Park, which would connect the park to multi-use paths to the north. The purpose of the project is to provide safe access for pedestrians and bicyclists and prevent cut-through traffic through the creek channel. Construction associated with the proposed project could increase the potential for accidental on-site fires from the operation of construction equipment, the use of flammable construction materials, and sparks during the removal of existing on-site vegetation. As required by CAL-OSHA and California Fire Code requirements, the construction contractor would be required to carefully store flammable materials in appropriate containers during project construction, use construction equipment with spark arrestors, and immediately and completely clean up spills of flammable materials if they occur. In addition, the construction contractor and construction personnel would be trained in emergency response, and fire suppression equipment specific to the construction site would be available and maintained on site for the duration of the construction period. Adherence to existing laws would ensure that the proposed project would not have a significant construction-related impact on fire protection service from RFD. Therefore, construction-related impacts to fire protection would be minimized and the provision of and/or need for new or physically altered governmental facilities (the construction of which could cause significant environmental impacts) would not be required.

Once operational, the proposed project would not include the construction of structures that would increase population in the area or that would generate a higher demand for fire services. Furthermore, the proposed bridge structure would incorporate nonflammable elements including a concrete bridge deck. Additionally, the proposed project would not result in any changes to the existing land use on site and would not result in new jobs or an increase in the number of visitors to the project area. The RFD would continue providing services to the project site and would not require additional firefighters to serve the proposed project. The construction of a new or expanded fire station would not be required. The proposed project would not result in a significant impact on the physical environment due to the incremental increase in demand for fire protection and life safety services, and the potential increase in

[90] City of Rocklin. n.d. Fire Operations and Station Locations. Website: https://www.rocklin.ca.us/operations-and-stations (accessed September 10, 2024).

[91] City of Rocklin Annual Reports. Rocklin Fire Department 2023 Annual Report. Website: https://www.rocklin.ca.us/sites/main/files/file-attachments/fire_annual_report_2023.pdf?1710347783 (accessed September 10, 2024).

[92] Ibid.

demand for services is not expected to adversely affect existing response times to the site or within the city. Therefore, construction and operation of the proposed project would have a less than significant impact on fire protection and safety services and facilities, and no mitigation is required.

Police Protection – *No Impact.* The Rocklin Police Department (RPD) provides law enforcement services to the city. The RPD is a full-service police agency with uniformed patrol, traffic enforcement, neighborhood officers, officers, investigations, school resource officers, crime preventions, dispatch, records, evidence, and animal control.[93] The RPD is headquartered at 4080 Rocklin Road, approximately 0.85 mile southeast of the project site. According to the RPD 2023 Annual Report, patrol units responded to 51,028 calls for the year. On average, Priority 1 (Emergency in Progress) calls were responded to in 6.58 minutes, Priority 2 (Escalating Emergency) calls were responded to in 7.40 minutes, and Priority 3 (Non-Emergency) calls were responded to in 8.44 minutes.[94]

As noted in Section XIV, Population and Housing, the proposed project would not include the construction of structures that would result in a direct or indirect increase in population within the city. The proposed project would not include any development or uses that would generate a higher demand for police services. Additionally, the proposed project would not result in any changes to the existing land use on site and would not result in new jobs or an increase in the number of visitors to the project area. RPD would continue to provide services to the project site and would not require additional officers to serve the project site. The construction of new or expanded police facilities would not be required. Therefore, the proposed project would not result in a substantial adverse impact associated with the provision of additional police facilities or services, and impacts to police services would not occur. No mitigation is required.

Schools – *No Impact.* The Rocklin Unified School District (RUSD) currently includes 12 elementary schools, 2 middle schools, and 2 comprehensive high schools. Spring View Middle School is located at 5040 5th Street and is directly east of the proposed pedestrian bridge.

The proposed project does not include the construction of any new residential uses. As described in Section XIV, Population and Housing, the proposed project would not substantially induce housing or population growth, either directly or indirectly, within Rocklin. As such, the proposed project would not increase student population within the city and therefore would not increase demand for schools. No impact would occur and no mitigation is required.

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[93] City of Rocklin. 2011. *General Plan Update, Draft Environmental Impact Report.* Website: https://www.rocklin.ca.us/sites/main/files/file-attachments/4.12_public_services__sw_7-13_.pdf?1468361037 (accessed September 10, 2024).

[94] City of Rocklin. 2023. Rocklin Police Department Annual Report. Website: https://www.rocklin.ca.us/sites/main/files/file-attachments/2023_annual_report_final.pdf?1711553594 (accessed September 10, 2024).

Parks – *Less Than Significant Impact.* Within the city, there are currently 37 developed parks totaling approximately 200 acres. [95] According to the Parks and Trails Master Plan, Rocklin had a total of 440 acres of parks and trails in 2017.[96] Per the City's Open Space, Conservation, and Recreation Element of the General Plan,[97] the City established a performance standard of 5 acres of parkland per 1,000 residents. Based on the City's current population of 73,472[98] (as of 2023), the City provides approximately 5.99 acres of parkland per 1,000 residents; therefore, the City is not experiencing a deficit of parkland relative to its established standard.

The proposed project would include the construction of a new pedestrian bridge across Antelope Creek at Johnson-Springview Park that would connect the park to multi-use paths to the north. The pedestrian bridge is proposed to be developed near the northern boundary of the park to connect residents of single-family homes from north of the park to Spring View Middle School and Johnson-Springview Park facilities. There is an existing pedestrian bridge that crosses Antelope Creek on the western side of the park. The proposed pedestrian bridge would provide further connectivity from a new access point.

As noted in Section XIV, Population and Housing, the proposed project would not result in a direct or indirect increase in population within the city. Additionally, the proposed project would not result in any changes to the existing land use on site and would not result in new jobs or an increase in the number of visitors to the project area. However, the proposed project may temporarily increase the use of other similar recreational facilities during project construction because existing trails may be temporarily closed during project construction. The increased use of other parks and trails would be temporary in nature and would subside after construction of the proposed project is complete. Therefore, the proposed project would not result in an increased demand for parks and recreational facilities and impacts would be less than significant, and no mitigation is required.

Other Public Facilities – *No Impact.* The Rocklin Library is located at 4890 Granite Drive, approximately 1.1 miles southeast of the project site. The Rocklin Community Center, at 5480 5th Street, is located adjacent to the Johnson-Springview Park Picnic Pavilion.

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95 City of Rocklin. n.d. Parks. Website: https://www.rocklin.ca.us/parks (accessed May 21, 2025).

96 City of Rocklin. 2017. Parks and Trails Master Plan. February 14. Website: https://www.rocklin.ca.us/sites/main/files/file-attachments/rocklin_parks_and_trails_master_plan_final.pdf (accessed September 9, 2025).

97 City of Rocklin. 2012. *General Plan, Open Space Conservation & Recreation Element.* Pg. 4B-2. Website: https://www.rocklin.ca.us/sites/main/files/file-attachments/chapter_iv_b-_open_space_-_revised_2015_ulop-ts.pdf?1525298871=&utm_source=chatgpt.com.

98 United States Census Bureau. 2023. *QuickFacts: Rocklin, California. United States Census Bureau.* https://www.census.gov/quickfacts (accessed September 9, 2025).

As noted above, the proposed project does not include the construction of any new residential uses and would not substantially induce housing or population growth, either directly or indirectly, within Rocklin. Therefore, the proposed project would not result in increased demand for other public facilities (e.g., libraries or community centers), and no impact would occur; no mitigation is required.

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

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed project is not expected to substantially increase the use or demand for recreational facilities that would result in a significant impact.

Significance Conclusions:

a. Increase Park Usage – *Less Than Significant Impact.* The City of Rocklin maintains 37 developed parks and over 200 acres of open space.[99] Many parks and recreational facilities are located throughout the city near schools and residential communities. The proposed project would include the construction of a new pedestrian bridge across Antelope Creek at Johnson-Springview Park that would connect the park to multi-use paths to the north. The purpose of the project is to provide safe access for pedestrians and bicyclists and prevent cut-through traffic through the creek channel. The proposed project may temporarily increase the use of other similar recreational facilities during project construction because existing trails may be temporarily closed during project construction. The increased use of other parks and trails would be temporary in nature and would subside after construction of the proposed project is complete. Once completed, the proposed project would not involve the addition of any housing units that would permanently increase the City's population. Additionally, the proposed project would not result in any changes to the existing land use on site and would not result in new jobs or an increase in the number of visitors to the project area. Therefore, development of the proposed project would not create a significant increase in the use of

[99] City of Rocklin. n.d. Parks. Website: https://www.rocklin.ca.us/parks (accessed May 21, 2025).

existing neighborhood parks, regional parks, or other recreational facilities. Therefore, impacts would be less than significant, and no mitigation is required.

b. Construction or Expansion of Recreational Facilities – *Less than Significant Impact with Mitigation Incorporated.* The proposed project would include the construction of a new pedestrian bridge across Antelope Creek at Johnson-Springview Park that would provide connectivity between Section B of the Clover Greens Trail at Johnson-Springview Park and the main trail sections. Additionally, the project would connect to the SWRA, located north of the project site. The SWRA lies immediately south of Clover Valley Park and would also connect to Section C of the Clover Greens Trail Project. Potential adverse effects on the environment related to the development of the proposed project have been evaluated in this IS/MND. Implementation of regulatory compliance and mitigation measures contained in this IS/MND would reduce potential impacts to less than significant levels.

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

DISCUSSION OF DETERMINATION:

Project Impacts:

As discussed below, the proposed project is not anticipated to cause increases in traffic because the project would consist of a new pedestrian bridge to connect park and trail users to an existing trail network. The proposed project would not include any land use development or development of any structures that would generate vehicle trips. Therefore, as discussed below, the proposed project would either have no impact or a less than significant impact related to transportation.

Significance Conclusions:

a. Conflict with Program, Ordinance or Policy Addressing the Circulation System – *Less than Significant Impact.*

Existing Roadway Network. Regional vehicular access to the project site is provided by I-80, which is approximately 1.2 miles east of the project site, and by SR-65, which is 1.6 miles south of the project site. Local access to the project site would be provided via 5th Street and surrounding multi-use trails. Descriptions of the interstate and State highways, arterial roadways, and local roadways in the vicinity of the project site are provided below:

- **I-80:** I-80 provides the primary regional access to Rocklin, Roseville, Loomis, and the remainder of Placer County. To the west, the roadway continues into Sacramento County and the San Francisco Bay Area. To the east, the roadway continues through Placer County

to Auburn and eventually into the State of Nevada. In Rocklin, this highway serves local travel, such as commuter traffic, as well as interstate travel, including goods movement. I-80 access to Rocklin is provided via interchanges at Taylor Road (located in Roseville), Rocklin Road, and Sierra College Boulevard.

- **SR-65:** SR-65 is a north-south State highway that begins at I-80 in Roseville and extends north through Rocklin and Lincoln to SR-70 near Marysville. SR-65 is a four-lane freeway between I-80 and Industrial Avenue and a two- to four-lane conventional highway from Industrial Avenue to Lincoln and beyond.

- **Pacific Street:** Pacific Street is an arterial that connects Rocklin with Roseville to the west and Loomis and Newcastle to the east. To the east and west of Rocklin, Pacific Street becomes Taylor Road. It has four lanes from the vicinity of the SR-65 overpass to north of Sierra Meadows Drive and two lanes east and west of that section.

- **Rocklin Road:** is an east-west arterial in the City of Rocklin. It connects Sierra College Boulevard to I-80 (via the Rocklin Road interchange) and central Rocklin to the west. East of Sierra College Boulevard, Rocklin Road extends to Barton Road in Loomis. Rocklin Road is four lanes wide from west of Pacific Street in downtown Rocklin to Sierra College Boulevard and two lanes to the Loomis town limits east of Sierra College Boulevard. The segment between Sierra College Boulevard and the Loomis town limits includes a two- to one-lane transition in the eastbound direction.

- **Sunset Boulevard:** Sunset Boulevard is an arterial that extends in a northwest direction from Woodside Drive to Pacific Street and then to west of SR-65 in unincorporated Placer County. Sunset Boulevard has four to six lanes east of SR-65.

- **5th Street:** 5th street is an east-west two-lane collector/residential street with a posted speed limit of 25 miles per hour (mph). 5th Street connects to Midas Avenue to the east and 3rd Street to the west.

Pedestrian, Bicycles, and Transit. The existing pedestrian, bicycle, and transit facilities in the vicinity of the project site are described below.

- **Pedestrian Facilities:** Sidewalks are present along Rocklin Road, Pacific Street, Sunset Boulevard, and 5th Street. Signalized intersections and crosswalks with push-button pedestrian activation are present on most approaches.

- **Bicycle Facilities:** Class II on-street bike lanes partially exist on Pacific Street, Sunset Boulevard, Rocklin Road, and 5th Street.

- **Transit Service:** The City is generally served by four Placer County Transit bus routes: the Auburn Light Rail Express route, the Lincoln to Galleria to Sierra College route, the Taylor Road shuttle, and the Placer Commuter Express. The Lincoln to Sierra College route would

serve the project site hourly in each direction from 6:15 a.m. to 7:15 p.m. on weekdays. The route travels along various Rocklin roadways into the city of Lincoln. The closest bus stop along this route is located at Sunset Boulevard at Springview Drive, 0.73 mile southwest of the project site.[100]

As stated in Section 3, Project Description, the proposed project would construct a new free-span pedestrian bridge over Antelope Creek within Johnson-Springview Park, which would connect the park to multi-use paths to the north, including the SWRA Master Plan. The project's purpose is to provide safe access for pedestrians and bicyclists while preventing cut-through traffic through the creek channel.

During construction activities, the proposed project is anticipated to generate 1 daily construction vehicle trip and up to 10 construction workers on site, resulting in a minor increase in construction-related traffic throughout the approximately 3.5-month construction period. Once construction is complete, the number of trips to and from the project site is expected to remain the same as under existing conditions.

Operation of the proposed project is not anticipated to cause increases in vehicle traffic as the proposed project would consist of a new pedestrian bridge to connect Rocklin residents and trail users across Antelope Creek in Johnson-Springview Park. The proposed project would not include any land use development or development of any structures that would generate vehicle trips. Additionally, as described above, the proposed project would be served by nearby existing pedestrian, bicycle, and transit facilities and the proposed pedestrian bridge would not inhibit local access to these facilities and would in fact enhance local access to these facilities. Therefore, the proposed project would not conflict with programs, plans, or ordinances addressing the circulation system, and the project's impact is less than significant and no mitigation is required.

b. Conflict or be Inconsistent with *CEQA Guidelines* Section 15064.3, Subdivision (b) – *No Impact*. On December 28, 2018, the California Office of Administrative Law and the California Governor's Office of Planning Research (OPR) cleared and adopted the revised *State CEQA Guidelines,* Section 15064.3. Among the changes to the guidelines was the removal of vehicle delay and LOS as the sole basis of determining CEQA impacts. With implementation of the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on VMT. On July 1, 2020, the provisions of Section 15064.3 became effective statewide.

According to the *OPR Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018), projects that generate fewer than approximately 110 daily trips are generally presumed to have a less than significant transportation impact. While the proposed project is anticipated to generate one to six daily construction vehicle trips during construction, resulting in a minor increase in construction-related traffic over the

[100] Placer County Transit (PCT). 2024 *Lincoln/Sierra College*. Website: https://placercountytransit.com/routes/lincoln-sierra-college/ (accessed January 31, 2024).

approximately 3.5-month construction period, once construction is complete, the number of trips to and from the project site is expected to remain the same as existing conditions. Additionally, operation of the proposed project is not anticipated to cause increases in vehicle traffic or vehicle trips because the project consists solely of a new pedestrian bridge connecting Rocklin residents and trail users across Antelope Creek in Johnson-Springview Park. As a recreation infrastructure project, it does not involve new residences, businesses, or other land uses that would generate vehicle trips; therefore, the project will have no potential transportation impacts under *State CEQA Guidelines* Section 15064.3, subdivision (b), and no mitigation is required.

c. Substantially Increase Hazards due to a Geometric Design Feature or Incompatible Uses – *Less than Significant Impact*. Local access to the project site would be provided via 5th Street and surrounding multi-use trails. Trail access would primarily be provided through Johnson-Springview Park; however, several local streets, including Farron Street to the southwest, Argonaut Avenue to the east, and Parkside Drive to the south, would also provide access to the surrounding multi-use trails.

Construction activity and access pathways are anticipated to occur within properties owned by the City. As such, it is assumed that construction vehicles and equipment would access the site from two locations: from the northwest via Argonaut Avenue and from the south through the public park near the volleyball and tennis courts off 5th Street. From the northwest, vehicles would utilize an existing trail access point off Argonaut Avenue which would connect to an existing paved trail paralleling the existing residences. Vehicles would continue down to an existing unpaved trail to reach the north approach of the project site. From the south, vehicles would enter through the park, travel along the unpaved access road adjacent to the Rocklin Skatepark, continue on the existing trail alignment that extends northward through the park, curve near a fenced and protected cultural resource area, and pass by the existing track before reaching the south approach of the project site.

Large construction vehicles, with a maximum length of approximately 60 feet, are anticipated to primarily utilize the southern access route. The existing trail alignment would be used to the extent feasible to minimize disturbance; however, near a protected cultural resource area, vehicles may require up to 15 feet of additional width along the east side of the pathway to accommodate turning movements. All temporary disturbance would remain within City-owned property and would be restored to pre-construction conditions following completion of construction.

Although construction vehicles would utilize existing paved and unpaved trails within the project site, certain areas may require temporary widening or improvements to support access for large or heavy equipment. All adjacent lands are owned by the City of Rocklin and no TCEs would be required. In addition, it is anticipated that the existing fence at the Argonaut Avenue trail access point may need to be temporarily removed or adjusted to accommodate construction vehicles.

Upon project implementation, vehicle access would not change as part of the proposed project. As such, the project would not substantially increase hazards for vehicles due to a geometric design feature or incompatible uses, and impacts would be less than significant; no mitigation is required.

d. Result in Inadequate Emergency Access – *No Impact*. As stated in Section IX, Hazards and Hazardous Materials, the Safety Element of the City's General Plan includes major roads and highways that would serve as evacuation routes in cases of emergency, including SR-65 and I-80, which both intersect the city and could serve as evacuation routes. Access to the project site would be provided via 5th Street and surrounding multi-use trails. 5th Street is approximately 0.30 mile from Sunset Boulevard and would indirectly connect to SR-65. As such, the proposed project would have access to an established emergency evacuation during an emergency. Therefore, construction and operation of the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

The proposed project would construct a new free-span pedestrian bridge over Antelope Creek within Johnson-Springview Park. This bridge would connect the park to multi-use paths to the north and would provide safe access for pedestrians and bicyclists while preventing cut-through traffic through the creek channel. As such, the proposed project would also improve internal public access within Johnson-Springview Park, allowing easier ingress and egress for pedestrians and bicyclists during an emergency. Therefore, the proposed project would not result in inadequate emergency access and no mitigation is required.

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

DISCUSSION OF DETERMINATION:

Project Impacts:

The project site contains an existing resource that has significance to a California Native American Tribe. **MMs TCR-1** through **TCR-3**, which specify cultural awareness sensitivity training, treatment of uncovered TCRs, and tribal monitoring would reduce potential impacts to tribal cultural resources (TCRs) to less than significant. Therefore, as discussed below, impacts to TCRs would be less than significant with mitigation.

Significance Conclusions:

a. i and ii. Tribal Cultural Resources – *Less Than Significant Impact with Mitigation*. Per AB 52, as of July 1, 2015, PRC Sections 21080.3.1 and 21080.3 require public agencies to consult with the Native American Heritage Commission (NAHC) and Native American Tribes for the purpose of mitigating impacts to TCRs. That consultation process is described in part below:

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

Consistent with PRC Section 21080.3.1 (d) and per AB 52, the City consulted with the NAHC to obtain a list of Tribes with whom to consult with on this project for AB 52. The NAHC provided a list of tribal contacts on January 16, 2025, which included the Colfax-Todds Valley Consolidated Tribe (CTVCT), the Nevada City Rancheria Nisenan Tribe (NCRNT), the TSI-AKIM Maidu of the Taylor Rancheria (TAMTR), the United Auburn Indian Community (UAIC), Shingles Springs Band of Miwok Indians (SSBMI), and the Wilton Rancheria (WR). Accordingly, the City provided formal notification of the project and the opportunity to consult on it to the designated contacts of the CTVCT, NCRNT, TAMTR, UAIC, and WR in a letter mailed via certified mail to those organizations on June 25, 2025. On November 17, 2025, the City also provided formal notification to the SSBMI in a letter mailed via certified mail, as this Tribe was not previously included in the letters mailed out on June 25, 2025.

The City confirmed that the June 2025 formal notification letters were received by the CTVCT, NCRNT, TAMTE, UAIC, and WR via the certified mail return receipts. All Tribes had 30 days to request consultation on the project pursuant to AB 52. Only two Tribes, the UAIC and the WR, responded within the 30-day consultation period; the WR responded on June 25, 2025, stating that they declined the opportunity to consult, and on July 1, 2025, the UAIC responded and indicated that they identified the project area as culturally sensitive and requested formal consultation. Furthermore, consultation with the CTVCT, NCRT, TAMTE, and WR was formally closed.

In addition, the City confirmed that the November 2025 formal notification letter was received by the SSBMI via the certified mail receipt**.** Although the SSBMI was contacted on November 17, 2025, the SSBMI had 30 days to request consultation on the project pursuant to AB 52. At this time, the SSBMI has not responded, and since the required 30-day period pursuant to AB 52 has elapsed, consultation is considered closed.

As stated above, on July 1, 2025, the UIAC requested the opportunity to formally consult on the project. UAIC is familiar with the project area and has worked previously with the City regarding the protection and avoidance of a TCR in the proximity of the project area. On July 24, 2025, UAIC representatives Melodi McAdams and Tribal Historic Preservation Officer (THPO) Josef Fore met with a City of Rocklin representative David Mohlenbrok at the project site to discuss the project and survey for any culturally sensitive areas in the project area. A subsequent meeting occurred at the project site on October 13, 2025, with the same UAIC and City representatives. Due to the sensitivity of the area, the UAIC requested that the proposed project include mitigation for cultural awareness and sensitivity training (**MM TCR-1**), unanticipated discoveries of TCRs (**MM TCR-2**), and tribal monitoring for the ground disturbance associated with the bridge construction (**MM TCR-3**), which are intended to minimize potentially significant impacts to existing and/or previously undiscovered TCRs. The City has accepted these mitigation measures with no modifications or revisions. As such, the AB 52 consultation with the UAIC is completed.

With the implementation of **MMs CUL-1 through CUL-4**, as detailed in Section V, Cultural Resources, and **MMs TCR-1 through TCR-3**, which incorporate the recommendations of the UAIC, as well as compliance with Section 7050.5 of the California Health and Safety Code and Section 5097.98 of the PRC, which pertains to the potential construction-period discovery of previously unidentified human remains that may be of tribal origin, potential impacts to TCRs would be reduced to a less than significant level.

MM TCR-1 **Cultural Awareness and Sensitivity Training.** The City of Rocklin shall require the Contractor to provide a Tribal Cultural Awareness and Sensitivity Training (training) for all personnel involved in project construction, including field consultants and construction workers, at their own expense. The training shall be developed in coordination with interested Native American Tribes.

- The training shall be conducted before any project-related construction activities begin at the project site. The training will include relevant information regarding sensitive cultural resources and tribal cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations. The training will also describe appropriate avoidance and impact minimization measures for cultural resources and tribal cultural resources that could be located at the project site and will outline what to do and who to contact if any potential cultural resources or tribal cultural resources are encountered. The training will emphasize the requirement for confidentiality and culturally appropriate treatment of any discovery of significance to Native Americans and will discuss appropriate behaviors and responsive actions, consistent with Native American tribal values. The training may be done in coordination with the project archaeologist.

- All ground-disturbing equipment operators shall be required to receive the training and sign a form that acknowledges receipt of the training.

MM TCR-2 **Unanticipated Discoveries of TCRs.** If any suspected TCRs or resources of cultural significance to UAIC, including but not limited to features, anthropogenic/cultural soils, cultural belongings or objects (artifacts), shell, bone, shaped stones or bone, or ash/charcoal deposits are discovered by any person during construction activities including ground disturbing activities, all work shall pause immediately within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. Work shall cease in and within the immediate vicinity of the find regardless of whether the construction is being actively monitored by a Tribal Monitor, cultural resources specialist, or professional archaeologist.

A Tribal Representative and the City shall be immediately notified, and the Tribal Representative in coordination with the City shall determine if the find is a TCR (PRC §21074) and the Tribal Representative shall make recommendations for further evaluation and treatment as necessary, as described below.

Treatment and Documentation:

- The culturally affiliated Tribe shall consult with the City to (1) identify the boundaries of the new TCR and (2) if feasible, identify appropriate preservation in place and avoidance measures, including redesign or adjustments to the existing construction process, and long-term management, or (3) if avoidance is infeasible, a reburial location in proximity of the find where no future disturbance is anticipated. Permanent curation of TCRs will not take place unless approved in writing by the culturally affiliated Tribe.

- The construction contractor(s) shall provide secure, on-site storage for culturally sensitive soils or objects that are components of TCRs that are found or recovered during construction. Only Tribal Representatives shall have access to the storage. Storage size shall be determined by the nature of the TCR and can range from a small lock box to a conex box (shipping container). A secure (locked), fenced area can also provide adequate on-site storage if larger amounts of material must be stored.

- The construction contractor(s) and City shall facilitate the respectful reburial of the culturally sensitive soils or objects. This includes providing a reburial location that is consistent with the Tribe's preferences, excavation of the reburial location, and assisting with the reburial, upon request.

- Any discoveries shall be documented on a Department of Parks and Recreation (DPR) 523 form within 2 weeks of the discovery and submitted to the appropriate California Historic Resources Inventory System (CHRIS) center in a timely manner.

- Work at the TCR discovery location shall not resume until authorization is granted by the City in coordination with the culturally affiliated Tribe.

- If articulated or disarticulated human remains, or human remains in any state of decomposition or skeletal completeness are discovered during construction activities, the County Coroner and the culturally affiliated Tribe shall be contacted immediately. Upon determination by the County Coroner that the find is Native American in origin, the Native American Heritage Commission will assign the Most Likely Descendent who will work with the City to define appropriate treatment and disposition of the burials.

MM TCR-3 **Tribal Monitoring.** The City and their construction contractor shall comply with the following measures to assist with identification of TCRs at the earliest possible time during project-related earthmoving activities:

- The City shall contact the UAIC THPO (thpo@auburnrancheria.com) at least 2 months, if feasible, prior to project ground-disturbing activities to retain the services of a UAIC Certified Tribal Monitor(s). The duration of the construction schedule and Tribal Monitoring shall be determined at this time.

- A contracted Tribal Monitor(s) shall monitor the vegetation grubbing, stripping, grading, trenching, and other ground-disturbing activities in the project area. All ground-disturbing activities, including rebuild or previously disturbed, shall be subject to Tribal Monitoring unless otherwise determined unnecessary by the UAIC.

- Tribal Monitors or Tribal Representatives shall have the authority to direct that work be temporarily paused, diverted, or slowed within 100 feet of the immediate impact area if sites, cultural soils, or objects of potential significance are identified. The temporary pause/diversion shall be of an adequate duration for the Tribal Representative to examine the resource.

- Appropriate treatment of TCRs may include but is not limited to:

    - Recordation of the resource(s)

    - Avoidance and preservation of the resource(s)

    - Recovery and reburial of the resource(s) onsite or in a feasible off-site location in a designated area subject to no future disturbance. The location of the reburial shall be acceptable to the UAIC.

- To track the implementation of this measure, the Tribal Monitor(s) shall document field monitoring activities on a Tribal Monitor log.

- The Tribal Monitor(s) shall wear the appropriate safety equipment while on the construction site.

- The Tribal Monitor, in consultation with the UAIC THPO and the City shall determine a mutual end or reduction to the on-site monitoring if/when construction activities have a low potential for impacting Tribal Cultural Resources.

- In the event the Tribal Monitor does not report to the job site at the scheduled time after receiving 24-hour business day notice, construction activities may proceed without tribal monitoring. At no time, regardless of the presence or absence of a Tribal Monitor, shall suspected TCRs be mishandled or disrespected.

- The City shall assist with resolution of disagreements between the project contractor and the Tribe if such occurs on the project.

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

DISCUSSION OF DETERMINATION:

Project Impacts:

As discussed below, the project is not anticipated to cause increases in the need for utility and service systems because the project consists of a new pedestrian bridge across Antelope Creek. The proposed project would not include any land use development or development of any structures that would generate the need for utilities or other services. Therefore, as discussed below, the proposed project would either have no impact or a less than significant impact to utilities and service systems.

Significance Conclusions:

a. Relocation or Construction of New or Expanded Utilities – *No Impact*. The project would involve the construction of a new free-span pedestrian bridge over Antelope Creek. The project would not relocate any water, sewer, electric, natural gas, or telecommunications utilities.

Water. The Placer County Water Agency (PCWA) provides domestic water service in the City of Rocklin. PCWA is the largest water purveyor in the county, serving more than 41,000 retail treated water customers in its Western Water System.[101] According to the 2020 Urban Water Management Plan, the City of Rocklin is located entirely within PCWA Zone 1, which includes Rocklin and the rest of the Loomis Basin, the city of Lincoln, an industrial corridor along SR-65, and residential areas south of Baseline Road and west of Roseville. Water for Zone 1 is delivered by contract through PG&E's Drum-Spaulding hydroelectric system and also comes from PCWA's Middle Fork American River project. PCWA operates four water treatment plants (WTPs) in Zone 1. The maximum design flow for the Sunset WTP is 8 million gallons per day (mgd). Recent modifications to the Foothill WTP have increased treatment capacity from 27 mgd to 55 mgd. The total treatment capacity for the Sunset/ Foothill system is 63 mgd.[102]

Although water would be required during construction for dust control and hydroseeding activities, water for dust control and hydroseeding activities would be trucked in from off site. The project site is relatively small, and the amount of water required for dust control and hydroseeding activities would be minimal and temporary. Additionally, the proposed project would not generate a demand for potable water and would have no impact on water supplies; thus, no mitigation is required.

Wastewater. South Placer Municipal Utility District (SPMUD) provides sewer collection and maintenance service to an approximately 31-square-mile service area that consists of the entire City of Rocklin. As of 2015, SPMUD provides sewer collection services to about 23,000 connections, serving an equivalent population of approximately 76,300.[103] SPMUD is a partner in the South Placer Wastewater Authority, which provides wastewater treatment for Rocklin via regional wastewater treatment facilities. According to the SPMUD Sewer System Management Plan 2021 Audit, SPMUD currently provides service to over 34,000 equivalent dwelling units.[104] The project is a bridge development project and does not include uses that generate a demand for water or wastewater treatment other than those potentially necessary during the construction phase. Therefore, operation of the new project would not generate a

[101] Placer County Water Agency (PCWA). 2023. Overview of the Placer County Water Agency. Website: https://www.pcwa.net/about-pcwa (accessed September 10, 2024).

[102] Placer County Water Agency (PCWA). 2023. 2020 Urban Water Management Plan. Website: https://docs.pcwa.net/uwmp-2020 (accessed September 10, 2024).

[103] South Placer Municipal Utility District. *SPMUD History*. Website: https://spmud.ca.gov/history. (accessed September 10, 2024).

[104] South Placer Municipal Utility District. SSMP Audit 2021. Website: https://spmud.ca.gov/files/dce636e42/SPMUD+SSMP+Audit+FY21+-+FINAL.pdf (accessed September 10, 2024).

new demand for water or wastewater treatment and would not adversely affect long-term water supplies or require the construction of new wastewater treatment facilities or the expansion of existing facilities. Impacts related to water supply and wastewater treatment would not occur, and no mitigation measures are required.

Storm Water. Flood control services in Placer County are provided by the Placer County Flood Control and Water Conservation District (District). The City of Rocklin Public Works Department maintains the storm drainage infrastructure within Rocklin. In order to properly plan and maintain storm drainage infrastructure, the City must have access to creeks and waterways that collect drainage. The City is required to maintain a program to prevent discharge of pollutants to the storm drain system, which ultimately flow to waterways within the community and downstream. The NPDES applies to such discharges, and the City maintains compliance with the program's requirements. No stormwater facilities would be constructed or improved as part of the proposed project. Therefore, the proposed project would not contribute to an exceedance of existing or planned stormwater drainage systems, and no impact would occur.

Solid Waste. The Western Placer Waste Management Authority (WPWMA) provides recycling and waste disposal services to the city. Recology Auburn Placer is the agency that provides waste transport services in the city. Although the project may generate construction waste that would require disposal in local landfills, construction-related solid waste generation would be minimal and would be recycled as appropriate and consistent with State and local management and solid waste reduction statutes and regulations. In addition, operation of the project would not increase the demand for solid waste disposal (landfill service facilities) and no impact would occur.

Electric Power, Natural Gas, and Telecommunications. PG&E provides electricity and gas service to the project site. AT&T provides telephone service in the city. The proposed bridge development project would not require any new electric, natural gas, or telecommunications infrastructure to serve the project, and no impact would occur.

b. Water Supplies – *No Impact.* Although water would be required during construction for dust control and hydroseeding activities, water for dust control activities would be trucked in from off site. The project site is relatively small, and the amount of water required for dust control and hydroseeding activities would be minimal and temporary. Therefore, there are sufficient water supplies available to serve project construction activities. The project is a bridge project and, once operational, would not include any features that demand water. Therefore, the project would have no impacts associated with available water supplies during normal or dry years and no mitigation is required.

c. Adequate Wastewater Capacity – *No Impact.* The proposed project is a bridge development project and, as such, does not involve uses requiring wastewater treatment. Any wastewater generated during construction of the proposed project would be temporary and would be

disposed of properly by the project contractor as required by the Construction General Permit. Therefore, the project would have no impact associated with wastewater treatment and no mitigation is required.

d. Generation of Solid Waste – *Less than Significant Impact.* Recology Auburn provides garbage pickup services to the City of Rocklin. Once collected, solid waste is transported to Western Regional Sanitary Landfill at the southeast corner of Athens Avenue and Fiddyment Road, west of the City of Rocklin in Lincoln, approximately 6.1 miles northwest of the project site. Western Regional Sanitary Landfill is operated by the WPWMA, a joint powers authority that includes the County of Placer and the cities of Roseville, Rocklin, and Lincoln. Waste disposal services at the landfill are provided to these cities, as well as for Auburn, Colfax, and Loomis. The landfill has a has a maximum daily throughput of 1,900 tons and a remaining capacity of 29,093,819 cubic yards. The landfill would continue to accept waste until 2058.[105]

The project may generate construction waste that would require disposal in local landfills. Construction-related solid waste generated by the project would include wood and concrete debris, inert materials, and mixed municipal waste from construction workers on the project site. Construction waste would be recycled as appropriate and consistent with State and local management and solid waste reduction statutes and regulations. The project is a bridge development project and does not include uses that generate a substantial amount of solid waste during project operations. Operation of the project would not increase the demand for solid waste disposal (landfill service facilities). As such, Western Regional Sanitary Landfill would have adequate capacity to serve the proposed project. Therefore, the project would have less than significant impacts on local infrastructure and solid waste reduction goals, and no mitigation is required.

e. Compliance with Federal, State, and Local Management and Reduction Statutes and Regulations Related to Solid Waste – No Impact. The project would comply with federal, State, and local regulations related to solid waste. No impact would occur, and no mitigation is required.

[105] California Department of Resources Recycling and Recovery (CalRecycle). SWIS Facility/Site Activity Details. Western Regional Landfill (31-AA-0210). Website: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2542?siteID=2273 (accessed December 31, 2024).

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

DISCUSSION OF DETERMINATION:

Project Impacts:

The development of the proposed pedestrian bridge would not increase the need for fire and emergency responses to the project site or impact the ability of fire and emergency responders to adequately provide such services. The project site is not located in or near an SRA, and there are no locations in Rocklin that are classified as a Very High Fire Hazard Severity Zone (VHFHSZ).[106] Therefore, as discussed below, impacts from wildfires would not occur.

[106] California Department of Forestry and Fire Protection (CAL FIRE). *FHSZ Viewer 2024.* Website: https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008 (accessed February 14, 2024).

Significance Conclusions:

a. Impair Emergency Response or Evacuation Plan –*No Impact.* According to CAL FIRE, the entire project site is designated Urban Unzoned.[107] As such, the project site would not be located in a VHFHSZ. As described in Response IX(f), the City has established a Disaster Council, which is responsible for reviewing and recommending emergency operations plans for adoption by the City Council. The Disaster Council plans for the protection of persons and property in the event of fires, floods, storms, epidemics, riots, earthquakes, and other disasters. As described in the City's Safety Element, major roads and highways would serve as evacuation routes in cases of emergency, including SR-65 and I-80, which both intersect the city. Access to the project site would be provided via 5th Street and surrounding multi-use trails. 5th Street is approximately 0.3 mile from Sunset Boulevard and would indirectly connect to SR-65. As such, the proposed project would have access to an established emergency evacuation route during an emergency. Additionally, construction and operation of the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, development of the proposed project would have no impact to an adopted emergency response plan or emergency evacuation plan, and no mitigation is required.

b. and c. Exacerbate Wildfire Risks – *No Impact.* As described in Response IX(g), the entire project site is designated Urban Unzoned[108] and the project site would not be located in a VHFHSZ. Although Rocklin is characterized by slopes and open spaces that may be subject to the threat of brush and wildland fires, the proposed project is generally surrounded by urban development and the potential risk of a wildfire spreading to the project site is low. Additionally, no project features would exacerbate wildfire risks beyond the conditions that currently exist at the site. The proposed bridge structure would incorporate nonflammable elements including a concrete bridge deck. No roads, fuel breaks, emergency water sources, power lines, or other utilities would be installed as a result of the proposed project. As the proposed project would not involve the development of residential or commercial structures or infrastructure that may exacerbate fire risk, no impact would occur and no mitigation is required.

d. Exposure of People or Structures to Risk – No *Impact.* Refer to Responses XX(a) and (b). The proposed project would not expose people or structures to significant risk as a result of post-fire slope instability or drainage and runoff changes. No impact would occur, and no mitigation is required.

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[107] California Department of Forestry and Fire Protection (CAL FIRE). 2024. *Fire Hazard Severity Zones, in SRA Effective April 1, 2024, with LRA Recommended 2007-2011*. Website: https://lsa.maps.arcgis.com/home/webmap/viewer.html? (accessed January 31, 2025).

[108] Ibid.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

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

DISCUSSION OF DETERMINATION:

The Mandatory Findings of Significance section discusses the potential of the proposed project to degrade the quality of the environment, including biological resources and/or important examples of the major periods of California history or prehistory. Impacts on a cumulative basis are also discussed, as well as the project having any environmental impacts that would cause substantial direct or indirect adverse effects on human beings.

Project Impacts:

The preceding analysis demonstrates that these effects would not occur as a consequence of the project, as summarized below.

Significance Conclusions:

a. Degradation of Environment Quality – *Less than Significant Impact with Mitigation.* The proposed project involves the construction of a new free-span pedestrian bridge over Antelope Creek. The bridge would span approximately 170 feet in length and would consist of a single prefabricated truss structure, which would be installed in three spliced segments, each approximately 40 to 60 feet long. Implementation of the proposed project would have the potential to adversely impact air quality, sensitive natural communities, special-status animal species, TCRs, and cultural resources and/or human remains. However, with implementation of the mitigation measures recommended in this IS/MND, including **MMs AIR-1, BIO-1 through BIO-7, CUL-1 through CUL-4, GEO-1, TCR-1 through TCR-3,** and with compliance with City requirements and **RCMs HYD-1 and CUL-1**, development of the proposed project would not: (1) degrade the quality of the environment; (2) substantially reduce the habitat of fish or wildlife species; (3) cause a fish or wildlife population to drop below self-sustaining levels; (4) threaten to eliminate a plant or animal community; (5) reduce the number or restrict the range of a rare or endangered plant or animal species; or (6) eliminate important examples of the major periods of California history or prehistory. Impacts would be less than significant with mitigation.

b. Cumulatively Considerable Impacts – *Less than Significant Impact with Mitigation.* CEQA defines cumulative impacts as "two or more individual effects which, when considered together, are considerable, or which can compound to increase other environmental impacts." Section 15130 of the *State CEQA Guidelines* requires evaluation of potential environmental impacts when the project's incremental effect is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of "reasonably foreseeable probable future" projects, per *State CEQA Guidelines* Section 15355. Cumulative impacts can result from a combination of the proposed project together with other closely related projects that cause an adverse change in the environment. Cumulative impacts can result from individually minor but collectively significant projects taking place over time. When future development proposals are considered by the City, these proposals would undergo environmental review pursuant to CEQA and, when necessary, mitigation measures would be adopted as appropriate. In most cases, this environmental review and compliance with project conditions of approval, relevant policies and mitigation measures, the City's General Plan, and applicable regulations would ensure that significant impacts would be avoided or otherwise mitigated to less than significant levels.

The proposed project's impacts would be individually limited and not cumulatively considerable. The potentially significant impacts that can be reduced to a less than significant level with implementation of recommended mitigation measures include the topics of air quality, biological resources, cultural resources, geology and soils, and TCRs. For the topic of air quality, potentially significant impacts to air quality standards would be reduced to less

than significant levels with the implementation of **MM AIR-1**. For the topic of biological resources, implementation of **MMs BIO-1 through BIO-7** would ensure that impacts to special-status species, sensitive natural communities, and protected oak trees are reduced to less than significant levels. For the topic of cultural resources, potentially significant impacts to archaeological resources would be reduced to less than significant levels with implementation of **MMs CUL-1 through CUL-4 and RCM CUL-1**. For the topic of geology and soils, implementation of **MM GEO-1** would ensure that impacts associated with paleontological resources would be less than significant. For the topic of hydrology and water quality, implementation of **RCM HYD-1** would ensure that impacts to runoff, water quality and stormwater standards, drainage, and flooding would be less than significant. For the topic of tribal cultural resources, potentially significant impacts related to TCRs would be reduced to less than significant levels with implementation of **MMs TCR-1 through TCR-3**. Environmental impacts that could occur related to air quality, biological resources, cultural resources, geology and soils, and TCRs would be reduced to a less than significant level through the implementation of the mitigation measures recommended in this document. Implementation of these measures would ensure that the impacts of the project would be below established thresholds of significance and that these impacts would not combine with the impacts of other cumulative projects to result in a cumulatively considerable impact on the environment as a result of project development. Therefore, this impact would be less than significant with mitigation incorporated.

c. Adverse Effects to Humans – *No Impact.* A significant impact may occur if environmental effects related to the proposed project could cause substantial direct or indirect adverse impacts to human beings as described in the checklist responses. Because the proposed project would not result in any environmental effects that would cause substantial direct or indirect adverse effects to human beings, no impact would occur.

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MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT

Johnson-Springview Pedestrian Bridge Project

Project Name and Description:
Project Location: The approximately 4.25-acre project site consists of one parcel within the southern portion of Rocklin in Placer County (Assessor's Parcel Numbers [APNs] 016-020-004-000, 010-010-014-000, 010-0040-007-000, -028-000, -034-000, -029-00, and -018-000). The project site spans from the Argonaut Avenue trail access point across Antelope Creek and connects to the existing dirt trails near 5th Street. The project site is within Johnson-Springview Park in the City of Rocklin.

Project Sponsor's Name:
The applicant the City of Rocklin

Basis for Mitigated Negative Declaration Determination
The City of Rocklin finds that the proposed project would either avoid environmental effects or mitigate these effects to a point where clearly no significant effect will occur. Therefore, a Mitigated Negative Declaration has been prepared. The Initial Study supporting the finding stated above and describing the mitigation measures included in the proposed project is incorporated herein by this reference. This determination is based on the criteria of the *Guidelines of the State Secretary of Resources Section 15064 – Determining the Significance of the Environmental Effects Caused by a Project, Section 15065 – Mandatory Findings of Significance, and 15070 – Decision to Prepare a Negative Declaration or Mitigated Negative Declaration,* and the mitigation measures described in the Mitigation Monitoring and Reporting Program for this project.

Date Circulated for Review: _____

Date Adopted: _____

Signature: _____

MITIGATION MONITORING AND REPORTING PROGRAM

Johnson-Springview Pedestrian Bridge Project

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

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

The Mitigation Monitoring and Reporting Program (MMRP) identifies the mitigation measures associated with the project and identifies the monitoring activities required to ensure their implementation through the use of a table format. The columns identify mitigation measures as well as implementation and monitoring responsibilities. Implementation responsibility is when the project through the development stages is checked to ensure that the measures are included prior to the actual construction of the project, such as, Improvement Plans. Monitoring responsibility identifies the agency responsible for monitoring the mitigation implementation.

The following table, **Table MMRP-1**, presents the MMRP with the mitigation measures and implementation and monitoring responsibilities. After the mitigation measures is a general Mitigation Monitoring Report Form, which will be used as the principal reporting form for this monitoring program. Each mitigation measure will be listed on the form and provided to the responsible department.

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

Table MMRP-1
Johnson-Springview Pedestrian Bridge Project Mitigation Monitoring and Reporting Program

Mitigation Measure/ Standard Condition of Approval	Avoidance and Minimization Measure	Timing	Implementing Party	Monitoring Party	Frequency and Duration of Monitoring	Performance Criteria
Air Quality						
MM AQ-1	**Construction Plans**. Prior to commencement of grading, construction contractor(s) shall submit construction plans to the City of Rocklin verifying that all construction equipment of 50 horsepower or more used during construction of the proposed project be equipped with Tier 3 engines as certified by the California Air Resources Board (CARB). During construction activities, the equipment shall be properly maintained and tuned in accordance with manufacturer specifications.	Prior to commencement of grading and during constriction	Construction Contractor/ City of Rocklin	City of Rocklin/ Construction Contractor	At permit issuance and during construction.	Submittal of construction plans demonstrating use of Tier 3 equipment and verification that equipment is maintained and operated in accordance with manufacturer specifications.
Biological Resources						
MM BIO-1	**Pre-Construction Protocol Level Botanical Surveys**. Prior to the start of ground-disturbing activities, including mobilization and staging, a qualified botanist shall perform protocol-level botanical surveys in suitable habitats for special-status plant species with potential to occur. The surveys shall be floristic in nature, seasonally timed, and follow current United States Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) protocols. If no special-status species are found within the project disturbance area, no further action is required. If special-status plant species are found, Mitigation Measure BIO-2 shall be implemented.	Prior to the start of ground-disturbing activities	Qualified Biologist	Qualified Biologist/ City of Rocklin	Prior to the start of ground-disturbing activities.	Completion of Pre-Construction Protocol Level Botanical Survey
MM BIO-2	**Special-Status Plant Species Avoidance.** If special-status plant species are detected outside of the proposed disturbance area and would not be directly impacted by construction activities, brightly colored exclusion fencing shall be placed along the limits of work or around individuals or populations as determined by a qualified botanist or as outlined in agency protocols to protect the adjacent plants. Erosion control best management practices (BMPs) (e.g., silt fencing) shall be placed along	Prior to and during construction	Qualified Botanist	Qualified Botanist/ City of Rocklin	Prior to and during construction	Implementation of special-status plant species avoidance measures

Table MMRP-1
Johnson-Springview Pedestrian Bridge Project Mitigation Monitoring and Reporting Program

Mitigation Measure/ Standard Condition of Approval	Avoidance and Minimization Measure	Timing	Implementing Party	Monitoring Party	Frequency and Duration of Monitoring	Performance Criteria
	the bottom edge of Environmentally Sensitive Area (ESA) fencing to prevent soil erosion or sediment from flowing toward special-status plants. Silt fencing shall be pulled taut, and soil shall be packed firmly around the base. No sandbags, gravel bags, or straw wattles shall be used. Fencing shall be maintained in good condition for the duration of construction activities, and entry within these zones shall be prohibited.					
MM BIO-3	**Special-Status Plant Species Salvage and Relocation.** If special-status plant species are detected within the proposed disturbance area and would be directly impacted by construction activities, viable seeds shall be salvaged from the affected plants at the appropriate point in the flowering process to be sown within the project area following construction. Seed collection and distribution shall be performed by a qualified biologist or botanist. The top 5 inches of topsoil shall be collected from the area surrounding affected individuals or population and stockpiled for use during post-construction restoration to preserve the seedbank. Monitoring and reporting requirements shall be established and approved by CDFW prior to the start of construction activities.	During construction and post construction	Qualified Biologist/ Botanist	Qualified Biologist/ Botanist/ CDFW/ City of Rocklin	During construction and post construction	Submission of monitoring reports prepared by a qualified biologist/botanist documenting seed salvage, topsoil collection, seedbank preservation, and post-construction restoration, with reports submitted to CDFW.
MM BIO-4	**Invasive Species Control.** During construction, the following measures shall be implemented to reduce the spread of invasive species. • All earthmoving equipment to be used during project construction shall be cleaned thoroughly before arrival on the project site. • All seeding equipment (i.e., hydroseed trucks) shall be thoroughly rinsed at least three times prior to beginning seeding work.	Prior to construction and during construction	Qualified Biologist/ Construction Contractor	Construction Contractor/ Qualified Biologist/ City of Rocklin	Prior to and during construction	Implementation of invasive species prevention measures and verification of equipment cleaning and staging area compliance.

Table MMRP-1
Johnson-Springview Pedestrian Bridge Project Mitigation Monitoring and Reporting Program

Mitigation Measure/ Standard Condition of Approval	Avoidance and Minimization Measure	Timing	Implementing Party	Monitoring Party	Frequency and Duration of Monitoring	Performance Criteria
	• To avoid spreading any nonnative invasive species already existing on site to off-site areas, all equipment shall be thoroughly cleaned before leaving the site.					
MM BIO-5	**Pre-Construction Swainson's Hawk (SWHA) Survey.** If construction activities are scheduled to occur during the nesting season for SWHA (February 1 to August 31**)**, the following measure shall be implemented to reduce potential impacts to SWHA. • Preconstruction surveys for SWHA shall be conducted by a qualified biologist in accordance with CDFW's *Staff Report regarding Mitigation for Impacts to Swainson's Hawks in the Central Valley of California.*[109] • Consistent with the CDFW Staff Report , an early-season preconstruction survey for nesting SWHAs shall be conducted between January and March in the biological study area (BSA) and immediate vicinity (an approximately 0.25-mile radius) by a qualified biologist when tree foliage is relatively sparse, so nests are easy to identify. A second preconstruction survey for nesting SWHA and other nesting birds shall be conducted in the BSA and immediate vicinity (an approximately 0.25-mile radius) by a qualified biologist no more than 14 days prior to initiation of earthmoving activities. • If nesting SWHA are found within the survey area, a qualified biologist shall evaluate the potential for the project to disturb nesting activities. CDFW shall be contacted to review the evaluation and determine if the	Early-season survey: January–March (if work begins Feb 1–Aug 31) Second survey: Within 14 days prior to ground disturbance Monitoring: During construction near any active nest	Qualified Biologist	Qualified Biologist/ City of Rocklin/ CDFW	Monitoring would include an early-season survey (if applicable), a preconstruction survey within 14 days of ground-disturbing activities, and construction monitoring during initial activities if an active nest is located near the work area.	Completion of required surveys; CDFW coordination and approval of avoidance buffers (if needed); avoidance of disturbance to active SWHA nests; documentation confirming fledging or nest-failure status before construction proceeds.

[109] California Department of Fish and Wildlife (CDFW). 1994. *Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (Buteo swainsoni) in the Central Valley of California.* November 8. Sacramento, CA.

Table MMRP-1
Johnson-Springview Pedestrian Bridge Project Mitigation Monitoring and Reporting Program

Mitigation Measure/ Standard Condition of Approval	Avoidance and Minimization Measure	Timing	Implementing Party	Monitoring Party	Frequency and Duration of Monitoring	Performance Criteria
	project can proceed without adversely affecting nesting activities. CDFW shall also be consulted to establish protection measures such as buffers. Disturbance of active nests shall be avoided until it is determined by a qualified biologist that nesting is complete and the young have fledged, or that the nest has failed. If work is allowed to proceed, at a minimum, a qualified biologist shall be on site during the start of construction activities during the nesting season to monitor nesting activity. The monitor shall have the authority to stop work if it is determined that the project is adversely affecting nesting activities.					
MM BIO-6	**Pre-activity Nesting Bird Surveys.** Prior to construction, the following measures shall be implemented to reduce potential impacts to nesting birds. • If possible, all trees that will be impacted by project construction shall be removed during the non-nesting season (between September 1 and January 31). • If work begins between February 1 and August 31, pre-construction surveys shall be conducted by a qualified biologist no more than 14 days prior to tree removal or initiation of any construction activities. If active nests are identified, appropriate buffers shall be established to protect nesting activity. The width of the buffer zone shall be based on a site-specific analysis considering the species, nest location, and observed behavior prepared by a Qualified Biologist. Initial buffer standards shall be a minimum of 25 feet for non-raptor bird species and a minimum of 250 feet for raptor species. All construction work shall be conducted outside any designated avoidance zones. Standard buffer zones shorter or	Preconstruction (within 14 days prior to tree removal or construction start) and during construction until nesting is complete.	Qualified Biologist/ Construction Contractor	Qualified Biologist/ City of Rocklin	Preconstruction survey within 14 days prior to tree removal or ground-disturbing activities; ongoing construction monitoring if an active nest is present until a Qualified Biologist confirms fledging and removal of avoidance buffer.	Completion of preconstruction surveys within 14 days prior to tree removal or ground-disturbing activities, with ongoing monitoring during construction if an active nest is present until a Qualified Biologist confirms fledging and removal of avoidance buffers.

Table MMRP-1
Johnson-Springview Pedestrian Bridge Project Mitigation Monitoring and Reporting Program

Mitigation Measure/ Standard Condition of Approval	Avoidance and Minimization Measure	Timing	Implementing Party	Monitoring Party	Frequency and Duration of Monitoring	Performance Criteria
	larger than minimum buffers may be required depending on the status of the nest and the construction activities occurring in the vicinity of the nest. The biologist shall have full discretion for establishing a suitable buffer. The buffer area(s) shall be closed to all construction personnel and equipment until the young are no longer reliant on the nest site. A qualified biologist shall confirm that breeding/nesting is completed and young have fledged the nest prior to removal of the avoidance buffer.					
MM BIO-7	**Valley Oak Riparian and Blue Oak Woodland Protection Measures.** During construction, the construction contractor shall be required to implement the following measures to reduce potential impacts to valley oak riparian and blue oak woodland habitats: • Work in the valley oak riparian and blue oak woodland habitats shall be minimized to the extent possible. • ESA limits shall be marked prior to construction using orange construction fencing or the equivalent and shall be maintained until construction is complete. Staging areas, access routes, and construction areas shall be located outside of riparian and oak woodland areas to the maximum extent practicable. • Measures consistent with the City of Rocklin's Grading and Erosion and Sedimentation Control Ordinance and the City's Stormwater Runoff Pollution Control Ordinance shall be implemented to minimize effects to valley oak riparian habitat resulting from erosion, siltation, accidental spills, etc., during construction.	Prior to and during construction/ revegetation post-construction	Construction Contractor/City of Rocklin/ Qualified Arborist	Qualified Biologist/ Arborist/City of Rocklin	Prior to and during construction/ revegetation post-construction	Completion of ESA protection measures, proper implementation of erosion and stormwater BMPs, maintenance of ESA fencing, and successful revegetation of temporarily impacted areas with native species per **Table BIO-1**.

Table MMRP-1
Johnson-Springview Pedestrian Bridge Project Mitigation Monitoring and Reporting Program

<table>
<tr><th>Mitigation Measure/ Standard Condition of Approval</th><th>Avoidance and Minimization Measure</th><th>Timing</th><th>Implementing Party</th><th>Monitoring Party</th><th>Frequency and Duration of Monitoring</th><th>Performance Criteria</th></tr>
<tr><td></td><td>

All areas temporarily impacted during project construction shall be revegetated with native species as specified in Table BIO-1. Invasive exotic plants shall be controlled to the maximum extent practicable.

Table BIO-1: Native Species Mix
<table>
<tr><th>Scientific Name</th><th>Common Name</th><th>Rate (pounds per acre)</th><th>Minimum Percent Germination</th></tr>
<tr><td>Artemisia douglasiana</td><td>California mugwort</td><td>2.0</td><td>50</td></tr>
<tr><td>Bromus carinatus</td><td>California brome</td><td>5.0</td><td>85</td></tr>
<tr><td>Elymus trachycaulus</td><td>Slender wheatgrass</td><td>2.0</td><td>60</td></tr>
<tr><td>Eschscholzia californica</td><td>California poppy</td><td>2.0</td><td>70</td></tr>
<tr><td>Festuca microstachys</td><td>Small fescue</td><td>10.0</td><td>80</td></tr>
<tr><td>Hordeum brachyantherum</td><td>California barley</td><td>2.0</td><td>80</td></tr>
<tr><td>Lupinus bicolor</td><td>Bicolored lupine</td><td>4.0</td><td>80</td></tr>
</table>
Source: LSA (2025).

Prior to issuance of a grading permit or other authorization to proceed with project construction, the City shall obtain a Lake or Streambed Alteration Agreement from the CDFW for impacts to valley oak riparian habitat. All terms of the Lake or Streambed Alteration Agreement shall be implemented as a

</td><td></td><td></td><td></td><td></td><td></td></tr>
</table>

Table MMRP-1
Johnson-Springview Pedestrian Bridge Project Mitigation Monitoring and Reporting Program

Mitigation Measure/ Standard Condition of Approval	Avoidance and Minimization Measure	Timing	Implementing Party	Monitoring Party	Frequency and Duration of Monitoring	Performance Criteria
	condition of the project, including any compensatory mitigation as required by the CDFW for permanent impacts to riparian habitat (e.g., permittee responsible mitigation and/or purchase of mitigation bank credits).					
Cultural Resources						
MM CUL-1	**Environmentally Sensitive Area (ESA) Protection.** The following measures shall be implemented prior to initiation of any construction-related activities to protect existing archaeological resources during construction activities. • ESA fencing shall be installed to extend the existing fence at the northern end of archaeological site P-31-000311 to ensure that construction vehicles and equipment remain on the existing designated access routes. The ESA fencing shall connect with the existing fenceline and continue to the southeast, bordering the existing unpaved access road as it curves around and extends to the southwest, as specified in the project plans and specifications. A qualified archaeologist and United Auburn Indian Community (UAIC) tribal representative shall be present during installation to ensure the ESA fencing is sufficient and in the correct location consistent with the project plans. • Protective material (e.g., decomposed granite, bark mulch, and/or iron plates) shall be placed on the ground surface in Staging Area C, as specified in the project plans and specifications, to protect against inadvertent disturbance from construction staging and access. A qualified archaeologist and UAIC tribal representative shall be present during installation to	Prior to the start of and during construction activities	Construction Contractor/ Qualified Archaeologist/ Tribal Representative/ City of Rocklin	Construction Contractor/ Qualified Archaeologist/ City of Rocklin	Prior to and during all ground-disturbing activities	Establishment of ESA fencing and protective material in advance of construction activities consistent with the project plans and specifications and in-field direction from the qualified archaeologist and tribal representative; advance coordination with the qualified archaeologist and tribal representative for any anticipated deviations in access or staging approach.

Table MMRP-1
Johnson-Springview Pedestrian Bridge Project Mitigation Monitoring and Reporting Program

Mitigation Measure/ Standard Condition of Approval	Avoidance and Minimization Measure	Timing	Implementing Party	Monitoring Party	Frequency and Duration of Monitoring	Performance Criteria
	ensure the protective surface layer is sufficient and in the correct location. Staging and access within this area shall be limited to the minimum extent needed to implement the project. • Advance coordination with a qualified archaeologist and UAIC tribal representative shall be undertaken regarding any potential access or staging deviations from what is specified in the project plans and specifications.					
MM CUL-2	**Worker Environmental Awareness Program (WEAP).** Prior to commencing construction activities (and therefore prior to any ground disturbance on the proposed project site), a Qualified Archaeologist shall conduct initial WEAP training of all construction personnel, including supervisors, present at the outset of the project construction work phase, for which the lead contractor and all subcontractors shall make their personnel available. The training shall describe the existing ESAs and avoidance requirements, archaeological and tribal monitoring requirements, type of resources that may be identified, procedures to be followed during ground disturbance, and protocols that apply in the event that unanticipated resources are discovered. The crew shall be cautioned not to collect artifacts and directed to inform a construction supervisor in the event that cultural remains are discovered during the course of construction. A qualified archaeologist is someone who either meets the Secretary of the Interior's Professional Qualification Standards for archaeology (48 Federal Register 44738) and is a Registered Professional Archaeologist or has a Bachelor of Arts in archaeology or a closely related field and is a Registered Archaeologist.	Prior to the start of construction activities	Qualified Archaeologist/ City of Rocklin	Qualified Archaeologist/ City of Rocklin	Prior to commencing construction activities	Completion of WEAP training of all construction personnel.

Table MMRP-1
Johnson-Springview Pedestrian Bridge Project Mitigation Monitoring and Reporting Program

Mitigation Measure/ Standard Condition of Approval	Avoidance and Minimization Measure	Timing	Implementing Party	Monitoring Party	Frequency and Duration of Monitoring	Performance Criteria
MM CUL-3	**Construction Monitoring.** Monitoring of all construction-related ground disturbing activities (including, but not limited to, vegetation removal, staking, heavy machinery access, grading, and excavation) shall be conducted by a qualified archaeologist and UAIC certified tribal monitor to ensure there are no significant impacts to the resources and that the integrity of the ESAs are maintained. A monitoring plan shall be developed in advance of construction addressing treatment and disposition of archaeological and tribal cultural materials, if encountered. The plan shall incorporate Mitigation Measures TCR-2 and TCR-3 and be provided to UAIC for review.	Daily during construction activities	Qualified Archaeologist/ Tribal Representative/ City of Rocklin	Qualified Archaeologist/ City of Rocklin	Prior to and during all ground-disturbing activities	Completion of archaeological monitoring during construction in accordance with a UAIC-approved monitoring plan.
MM CUL-4	**Inadvertent Archaeological Discoveries.** In the event that any cultural resources are encountered during earthmoving activities, all work within 50 feet of the find shall be halted until a qualified archaeologist can evaluate the findings and make recommendations. The archaeologist shall evaluate the find in accordance with federal, State, and local guidelines, including those set forth in the California Public Resources Code Section 21083.2, to assess the significance of the find and identify avoidance or other measures as appropriate. If suspected prehistoric or historical archaeological deposits are discovered during construction, all work within the immediate area of the discovery shall be redirected and the find shall be evaluated for significance by a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archaeology.	In the event that any cultural resources are encountered during earthmoving activities	Qualified Archaeologist/ City of Rocklin	Qualified Archaeologist/ City of Rocklin	In the event that any cultural resources are encountered during earthmoving activities	Implementation of work stoppage and evaluation procedures by a qualified archaeologist in accordance with federal, State, and local guidelines, including PRC §21083.2; documentation of findings and any recommended avoidance or mitigation measures submitted to the City of Rocklin to verify compliance.

Table MMRP-1
Johnson-Springview Pedestrian Bridge Project Mitigation Monitoring and Reporting Program

Mitigation Measure/ Standard Condition of Approval	Avoidance and Minimization Measure	Timing	Implementing Party	Monitoring Party	Frequency and Duration of Monitoring	Performance Criteria
RCM CUL-1	**Human Remains.** In the event that human remains are encountered on the project site, work within 50 feet of the discovery would be redirected and the County Coroner notified immediately, consistent with the requirements of California Code of Regulations (CCR) Section 15064.5(e). State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code (PRC) Section 5097.98. If the remains are determined to be Native American, the County Coroner would notify the Native American Heritage Commission (NAHC), which would determine and notify a Most Likely Descendant (MLD). With the permission of the property owner, the MLD may inspect the site of the discovery. The MLD would complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Consistent with CCR Section 15064.5(d), if the remains are determined to be Native American and an MLD is notified, the City would consult with the MLD identified by the NAHC to develop an agreement for treatment and disposition of the remains. Prior to the issuance of grading permits, the Director of the City of Rocklin Community Development Department, or designee, would verify that all grading plans specify the requirements of CCR Section 15064.5(e), State Health and Safety Code Section 7050.5, and PRC Section 5097.98, as stated above.	In the event that human remains are encountered on the project site during construction	Construction Contractor/ County Coroner / City of Rocklin/ Qualified Archaeologist / City of Rocklin	City of Rocklin/ Qualified Archaeologist / City of Rocklin	In the event that human remains are encountered on the project site during construction	Implementation of work stoppage, notification to the County Coroner and NAHC, coordination with the Most Likely Descendant as applicable, and documentation of all actions taken submitted to the City of Rocklin Community Development Department or designee and the City of Rocklin to verify compliance with CCR §15064.5(e), Health and Safety Code §7050.5, and PRC §5097.98.
Geology and Soils						
RCM HYD-1	Please refer to **RCM HYD-1** in this MMRP.					

Table MMRP-1
Johnson-Springview Pedestrian Bridge Project Mitigation Monitoring and Reporting Program

Mitigation Measure/ Standard Condition of Approval	Avoidance and Minimization Measure	Timing	Implementing Party	Monitoring Party	Frequency and Duration of Monitoring	Performance Criteria
MM GEO-1	**Identification of Paleontological Resources.** Should paleontological resources be encountered during project subsurface construction activities, all ground-disturbing activities within 25 feet shall be redirected and a qualified paleontologist contacted to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. For the purposes of this mitigation, a "qualified paleontologist" shall be an individual with the following qualifications: (1) a graduate degree in paleontology or geology and/or a person with a demonstrated publication record in peer-reviewed paleontological journals; (2) at least 2 years of professional experience related to paleontology; (3) proficiency in recognizing fossils in the field and determining their significance; (4) expertise in local geology, stratigraphy, and biostratigraphy; and (5) experience collecting vertebrate fossils in the field. If the paleontological resources are found to be significant and project activities cannot avoid them, measures shall be implemented to ensure that the project does not cause a substantial adverse change in the significance of the paleontological resource. Measures may include monitoring, recording the fossil locality, data recovery and analysis, a final report, and accessioning the fossil material and technical report to a paleontological repository. Upon completion of the assessment, a report documenting methods, findings, and recommendations shall be prepared and submitted to the City of Rocklin for review. If paleontological materials are recovered, this report also shall be submitted to a paleontological repository such as the University of California Museum of Paleontology, along with significant	During construction	Qualified Paleontologist/ Project Contractor	Qualified Paleontologist/ City of Rocklin	During construction	Implementation of appropriate protection measures for paleontological resources.

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	paleontological materials. Public educational outreach may also be appropriate. The City shall verify that the following directive has been included in the appropriate contract documents: *"The subsurface of the construction site may be sensitive for fossils. If fossils are encountered during project subsurface construction, all ground-disturbing activities within 25 feet shall be redirected and a qualified paleontologist contacted to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. Project personnel shall not collect or move any paleontological materials. Fossils can include plants and animals, and such trace fossil evidence of past life as tracks or plant imprints. Ancient marine sediments may contain invertebrate fossils such as snails, clam and oyster shells, sponges, and protozoa; and vertebrate fossils such as fish, whale, and sea lion bones. Contractor acknowledges and understands that excavation or removal of paleontological material is prohibited by law and constitutes a misdemeanor under California Public Resources Code, Section 5097.5."*					
Hazards and Hazardous Materials						
RCM HYD-1	Please refer to **RCM HYD-1** in this MMRP.					
Hydrology and Water Quality						
RCM HYD-1	**Erosion, Sedimentation, and Stormwater Runoff Control Construction Best Management Practices.** In accordance with Chapter 15.28, Article IV, of the City of Rocklin's Municipal Code, an Erosion and Sedimentation Control (ESC) Plan would be prepared for the proposed project and would include construction best management practices	Prior to commencement of land-disturbing activities, during	Project Contractor/ City of Rocklin	Project Contractor/ City of Rocklin	Prior to commencement of land disturbing activities, during construction,	Preparation and implementation of a ESC Plan and implementation of construction BMPs consistent with City municipal code

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	(BMPs) designed to minimize erosion and retain sediment on site. Construction BMPs are anticipated to include, but not be limited to, temporary fiber rolls, hydroseeding, and tree protection fences. BMPs consistent with the City's Stormwater Runoff Pollution Control Ordinance (Rocklin Municipal Code, Chapter 8.30) pertaining to stormwater management, construction materials management, particular and dust control, and final site stabilization would also be included in the project plans and specifications.	construction, after the completion of construction			after the completion of construction	requirements pertaining to erosion, sedimentation, and stormwater runoff control.
Tribal Cultural Resources						
MM CUL-1	Please refer to **MM CUL-1** in this MMRP.					
MM CUL-2	Please refer to **MM CUL-2** in this MMRP.					
MM CUL-3	Please refer to **MM CUL-3** in this MMRP.					
MM CUL-4	Please refer to **MM CUL-4** in this MMRP.					
MM TCR-1	**Cultural Awareness and Sensitivity Training.** The City of Rocklin shall require the Contractor to provide a Tribal Cultural Awareness and Sensitivity Training (training) for all personnel involved in project construction, including field consultants and construction workers, at their own expense. The training shall be developed in coordination with interested Native American Tribes. • The training shall be conducted before any project-related construction activities begin at the project site. The training will include relevant information regarding sensitive cultural resources and tribal cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations. The training will also describe appropriate avoidance and impact minimization measures for cultural resources and tribal cultural	Prior to the start of any project-related construction activities at the project site	City of Rocklin/ Construction Contractor	Qualified Archaeologist/ City of Rocklin/ Tribal Representatives	Prior to the start of any project-related construction activities at the project site	Completion of training prior to the start of construction; verification of training for all personnel before performing ground-disturbing work.

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Mitigation Measure/ Standard Condition of Approval	Avoidance and Minimization Measure	Timing	Implementing Party	Monitoring Party	Frequency and Duration of Monitoring	Performance Criteria
	resources that could be located at the project site and will outline what to do and who to contact if any potential cultural resources or tribal cultural resources are encountered. The training will emphasize the requirement for confidentiality and culturally appropriate treatment of any discovery of significance to Native Americans and will discuss appropriate behaviors and responsive actions, consistent with Native American tribal values. The training may be done in coordination with the project archaeologist. • All ground-disturbing equipment operators shall be required to receive the training and sign a form that acknowledges receipt of the training.					
MM TCR-2	**Unanticipated Discoveries of TCRs.** If any suspected TCRs or resources of cultural significance to UAIC, including but not limited to features, anthropogenic/cultural soils, cultural belongings or objects (artifacts), shell, bone, shaped stones or bone, or ash/charcoal deposits are discovered by any person during construction activities including ground disturbing activities, all work shall pause immediately within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. Work shall cease in and within the immediate vicinity of the find regardless of whether the construction is being actively monitored by a Tribal Monitor, cultural resources specialist, or professional archaeologist. A Tribal Representative and the City of Rocklin shall be immediately notified, and the Tribal Representative in coordination with the City shall determine if the find is a TCR (PRC §21074) and the Tribal Representative shall make	During construction, immediately upon discovery of any suspected TCR or human remains; monitoring and treatment shall continue until completion of evaluation, reburial, or documentation as directed by the Tribe and City of Rocklin	Construction Contractor/ Qualified Archaeologist	Qualified Archaeologist / Tribal Representative/ City of Rocklin	During construction, immediately upon discovery of any suspected TCR or human remains; monitoring and treatment shall continue until completion of evaluation, reburial, or documentation as directed by the Tribe and the City of Rocklin	Completion of immediate work stoppage, evaluation, secure storage, treatment, reburial, and documentation measures in accordance with Tribal guidance, with construction not resuming in discovery areas until authorized by the City of Rocklin and the culturally affiliated Tribe.

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	recommendations for further evaluation and treatment as necessary. <u>Treatment and Documentation:</u> The culturally affiliated Tribe shall consult with the City to (1) identify the boundaries of the new TCR and (2) if feasible, identify appropriate preservation in place and avoidance measures, including redesign or adjustments to the existing construction process, and long-term management, or (ou3) if avoidance is infeasible, a reburial location in proximity of the find where no future disturbance is anticipated. Permanent curation of TCRs will not take place unless approved in writing by the culturally affiliated Tribe. • The construction contractor(s) shall provide secure, on-site storage for culturally sensitive soils or objects that are components of TCRs that are found or recovered during construction. Only Tribal Representatives shall have access to the storage. Storage size shall be determined by the nature of the TCR and can range from a small lock box to a conex box (shipping container). A secure (locked), fenced area can also provide adequate on-site storage if larger amounts of material must be stored. • The construction contractor(s) and City shall facilitate the respectful reburial of the culturally sensitive soils or objects. This includes providing a reburial location that is consistent with the Tribe's preferences, excavation of the reburial location, and assisting with the reburial, upon request.					

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	• Any discoveries shall be documented on a Department of Parks and Recreation (DPR) 523 form within 2 weeks of the discovery and submitted to the appropriate California Historic Resources Inventory System (CHRIS) center in a timely manner. • Work at the TCR discovery location shall not resume until authorization is granted by the City in coordination with the culturally affiliated Tribe. • If articulated or disarticulated human remains, or human remains in any state of decomposition or skeletal completeness are discovered during construction activities, the County Coroner and the culturally affiliated Tribe shall be contacted immediately. Upon determination by the County Coroner that the find is Native American in origin, the Native American Heritage Commission will assign the Most Likely Descendent who will work with the City to define appropriate treatment and disposition of the burials.					
MM TCR-3	**Tribal Monitoring.** The City and their construction contractor shall comply with the following measure to assist with identification of TCRs at the earliest possible time during project-related earthmoving activities: • The City shall contact the UAIC THPO (thpo@auburnrancheria.com) at least 2 months, if feasible, prior to project ground-disturbing activities to retain the services of a UAIC Certified Tribal Monitor(s). The duration of the construction schedule and Tribal Monitoring shall be determined at this time.	Prior to and during all ground-disturbing activities	City of Rocklin / Construction Contractor	UAIC Certified Tribal Monitor(s)/ UAIC THPO/ Qualified Archaeologist/ City of Rocklin	Prior to and during all ground-disturbing activities	Completion of Tribal monitoring in accordance with UAIC protocols; all identified TCRs are appropriately documented, avoided, preserved, or reburied; work paused, diverted, or slowed as necessary to protect TCRs; safety protocols followed.

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	• A contracted Tribal Monitor(s) shall monitor the vegetation grubbing, stripping, grading, trenching, and other ground-disturbing activities in the project area. All ground-disturbing activities, including rebuild or previously disturbed, shall be subject to Tribal Monitoring unless otherwise determined unnecessary by the UAIC. • Tribal Monitors or Tribal Representatives shall have the authority to direct that work be temporarily paused, diverted, or slowed within 100 feet of the immediate impact area if sites, cultural soils, or objects of potential significance are identified. The temporary pause/diversion shall be of an adequate duration for the Tribal Representative to examine the resource. • Appropriate treatment of TCRs may include but is not limited to: A. Recordation of the resource(s) B. Avoidance and preservation of the resource(s) C. Recovery and reburial of the resource(s) onsite or in a feasible off-site location in a designated area subject to no future disturbance. The location of the reburial shall be acceptable to the UAIC. • To track the implementation of this measure, the Tribal Monitor(s) shall document field monitoring activities on a Tribal Monitor log. • The Tribal Monitor(s) shall wear the appropriate safety equipment while on the construction site.					

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	• The Tribal Monitor, in consultation with the UAIC THPO and the City shall determine a mutual end or reduction to the on-site monitoring if/when construction activities have a low potential for impacting Tribal Cultural Resources. • In the event the Tribal Monitor does not report to the job site at the scheduled time after receiving 24 hour business day notice, construction activities may proceed without tribal monitoring. At no time, regardless of the presence or absence of a Tribal Monitor, shall suspected TCRs be mishandled or disrespected. • The City shall assist with resolution of disagreements between the contractor and the Tribe if such occurs on the project.					

MITIGATION MONITORING REPORT FORMS

Project Title: Johnson-Springview Pedestrian Bridge Project

Mitigation Measures:

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

Responsible Person:

(*Insert name and title*)

Monitoring/Reporting:

Community Development Director

Effectiveness Comments: