RESOLUTION NO.

RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF ROCKLIN APPROVING A MITIGATED NEGATIVE
DECLARATION OF ENVIRONMENTAL IMPACTS AND A MITIGATION MONITORING PROGRAM

Fire Station 22
(ENV2026-0005)

WHEREAS, the City of Rocklin's Environmental Coordinator prepared an Initial Study on the Fire Station 22 Project (project) which identified potentially significant effects of the project; and

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

WHEREAS, the Initial Study and Mitigated Negative Declaration of environmental impacts were then prepared, properly noticed, and circulated for public review.

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

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

Section 2. The Mitigated Negative Declaration reflects the independent judgment of the City Council.

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

Section 4. The statements of overriding considerations adopted by the City Council when approving the City of Rocklin General Plan Update are hereby readopted for the purposes

of this Mitigated Negative Declaration and the significant identified impacts of this project related to aesthetics, air quality, traffic circulation, noise, cultural and paleontological resources, biological resources, and climate change and greenhouse gases.

Section 5. A Mitigated Negative Declaration of environmental impacts and Mitigation Monitoring Program prepared in connection with the Project, included subsequently to the Initial Study and incorporated by this reference, are approved for the project.

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

Section 7. Upon approval of the project by the City Council, the City of Rocklin's Environmental Coordinator shall file a Notice of Determination with the County Clerk of Placer County and with the State Office of Planning and Research, pursuant to the provisions of section 21152(a) of the Public Resources Code and the California Environmental Quality Act (CEQA) Guidelines adopted pursuant thereto.

PASSED AND ADOPTED this (insert day) day of (insert month), 2026, by the following vote:

AYES: Councilmembers:
NOES: Councilmembers:
ABSENT: Councilmembers:
ABSTAIN: Councilmembers:

_____
David Bass, Mayor

ATTEST:

_____
Avinta Singh, City Clerk

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

ATTACHMENT 1

INITIAL STUDY AND ENVIRONMENTAL CHECKLIST

Fire Station 22

Western side of Sierra College Boulevard, north of Stadium Way and the improved parking lot area on the Sierra Community College campus, in the City of Rocklin
APN 045-150-050 (2.27 ± acre portion)

April 17, 2026

***PREPARED BY*:**

David Mohlenbrok, Environmental Coordinator, (916) 625-5162

CONTACT INFORMATION:

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

APPLICANT/OWNER:

The applicant is the City of Rocklin and
the property owner is Sierra Joint Community College District.

SECTION 1. INTRODUCTION

A. Purpose of an Initial Study

The California Environmental Quality Act (CEQA) was enacted in 1970 for the purpose of providing decision-makers and the public with information regarding environmental effects of 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 has determined the proposed Fire Station 22 Project (project) is subject to CEQA, and no exemptions apply. Therefore, preparation of an initial study is required.

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

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

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

B. Document Format

This Initial Study is organized into five sections as follows:

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

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

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

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

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

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 the City of Rocklin decision-making bodies (Planning Commission, and/or City Council) can take these impacts into account when considering action on the required entitlements.

During the project approval process, persons and/or agencies may address either the Environmental Services staff or the City Council regarding 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, CA 95667 or via the internet at http://www.rocklin.ca.us.

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

SECTION 2. INITIAL STUDY SUMMARY AND DETERMINATION

A. Summary Information

Project Title:
Fire Station 22

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

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

Project Location:
The project site is located on t a 2.27 ± acre portion of Assessor's Parcel Number (APN) 045-150-050, on the western side of Sierra College Boulevard, north of Stadium Way and the improved parking lot area on the Sierra Community College campus, in the City of Rocklin.

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

Current General Plan Designation:
Public/Quasi-Public (PQP)

Proposed General Plan Designation:
Public/Quasi-Public (PQP) (no change proposed)

Current Zoning:
Planned Development Community College (PD-CC) within the Sierra College General Development Plan area

Proposed Zoning:
Planned Development Community College (PD-CC) within the Sierra College General Development Plan area (no change proposed)

Description of the Project:
The Fire Station 22 Project is proposing construction of a new fire station for the City of Rocklin on a 2.27 ± acre site, consisting of a 13,381 ± square foot building and an associated training area, as well as associated parking and landscaping. For more details on the proposed Project, please refer to the Project Description set forth in Section 3 of this Initial Study.

Surrounding Land Uses and Setting:
Approximately half of the project site is vacant and has been rough graded, while the other half of the project site includes annual grassland and oak woodland. The project site is located on the western side of Sierra College Boulevard, north of Stadium Way and the improved parking lot area on the Sierra Community College campus. To the north of the project site is land that is part of the Sierra Community College property, but it is primarily undeveloped with the exception of walking/cross-country trails within an oak woodland area, and an isolated single family residence beyond the Sierra Community College property. To the east of the project site is Sierra College Boulevard, and beyond that is the College Park project, which recently started construction on the residential portion and consists of single family and multi-family residential development and some retail commercial development at the corner of Sierra College Boulevard and Rocklin Road. To the south of the project site is an improved parking area and other campus buildings and improvements associated with Sierra Community College. To the west of the project site is land that is part of the Sierra Community College property, but it is primarily undeveloped with the exception of walking/cross-country trails within an oak woodland area.

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

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

B. Environmental Factors Potentially Affected:

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

☐ Aesthetics	☐ Agriculture/Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous 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 Initial Study:

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

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

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

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

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

_____ _____

David Mohlenbrok Date

Community Development Department Director

SECTION 3. PROJECT DESCRIPTION

A. Project Location

The Fire Station 22 Project (project) site is comprised of a 2.27 ± acre portion of APN 045-150-050. The project site is located on the western side of Sierra College Boulevard, north of Stadium Way and the improved parking lot area on the Sierra Community College campus. Please see **Attachment A** for a site and vicinity map and **Attachment B** for a site plan.

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

B. Project Background

Sierra Community College prepared a Facilities Master Plan (FMP) document in 2018, the intent of which was to address anticipated increases in student population, update classroom and campus technology, and implement building and site improvements needed on the campus. The FMP describes a 20-year, conceptual development program, which includes demolition of certain existing structures, construction of new structures, and rehabilitation of numerous existing structures. FMP components included both "near-term" and "long-term" projects.

One of the identified "long-term" projects was a Public Safety Training Center to be located in the same general vicinity as the City's proposed Fire Station 22 (but at a much larger scale), which would establish a Public Safety Training Center on the Rocklin campus for the Administration of Justice, Health Science, and Fire Technology programs. The facility was also intended to serve and train local and regional fire and law enforcement agencies. In early 2025, Sierra College announced an agreement with the Western Placer Waste Management Authority to buy a 50-acre site for a new Regional Public Safety Center in an unincorporated area of Placer County near the northwest corner of Fiddyment Road and West Sunset Boulevard, effectively moving the intended facility from the Rocklin campus to that new location.

However, because of its growing population, the City of Rocklin has identified a need for a new fire station and it has also determined that the preferred location for a new fire station would be in the eastern part of the City. As such, the City of Rocklin and Sierra Community College have entered into an agreement to provide for the City to locate the new fire station at this location.

C. Project Description

The project proposes construction and operation of a new fire station for the City of Rocklin on a 2.27± acre site, consisting of a 13,381 ± square foot building and an associated training area, as well as associated parking and landscaping. The fire station will include three bays for fire apparatus, and supporting the apparatus bays on the north side will be a turnout room, a

decontamination room, a room for shop and hose storage, a breathing apparatus storage and fill room, restroom and an electrical room. On the south side of the apparatus bays will be multiple office spaces, a training room, a sauna, multiple bunk and bedrooms, multiple restrooms, a laundry room, a fitness room, a day room and a kitchen/dining room, closets and various other storage rooms. Exterior patio areas are proposed to be constructed on the south side of the building, and on the west side of the building will be a secured parking field, asphalt area and training components. The project site will also include an emergency generator and associated fuel tank. The training components may include, but not be limited to, a training tower, an onsite fire hydrant/hose testing system and prop elements to facilitate training activities such as forceable entry props, maneuvering around furniture and appliances, rescuing people from buildings, and properly applying water to contain and extinguish live fires (water recycling). Training involving live fires may require a burn permit from the Placer County Air Pollution Control District (PCAPCD).

Access to the project would be provided by two vehicle driveways from and to Sierra College Boulevard which is located on the east side of the project site. The southernmost driveway will provide two-directional travel which will be for public access and a location for fire apparatus to return to the station, and the apparatus bays will have their driveways configured to allow exiting fire apparatus to access Sierra College Boulevard, using emergency signals when necessary.

Landscaped areas are proposed along the site boundaries as well as throughout the project site. A monument sign is proposed on the northern boundary of the project site, along Sierra College Boulevard. A perimeter fence would surround the site and along the sides of the front of the building, and retaining walls would be built on the west and north sides of the site.

The project location footprint will impact a portion of the existing walking/cross country trail on the north side of the project site, so the trail will be removed and replaced at a location determined in conjunction with Sierra Community College, which is expected to be outside and to the north of the project site footprint, and may involve moving the current starting line location to a different location at the paved parking lot.

SECTION 4. EVALUATION OF ENVIRONMENTAL IMPACTS

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

This Initial Study will evaluate this Project in light of the previously approved City of Rocklin General Plan EIR, which is hereby incorporated by reference. This document is available for review during normal business hours at the City of Rocklin Community Development Department, 3970 Rocklin Road, Rocklin, CA, and can also be found on the City's website under and can also be found on the City's website under Community Development Department, Planning Services, Approved Environmental Impact Reports.

CEQA Guidelines Section 15183 provides a means of streamlining analysis for qualifying projects. Under Section 15183, effects are not considered "peculiar to the project or the parcel" if they are

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

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

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

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

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

(2) If the agency finds that pursuant to Section 15162, no subsequent EIR would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required. Whether a later activity is within the scope of a program EIR is a

factual question that the lead agency determines based on substantial evidence in the record. Factors that an agency may consider in making that determination include, but are not limited to, consistency of the later activity with the type of allowable land use, overall planned density and building intensity, geographic area analyzed for environmental impacts, and covered infrastructure, as described in the program EIR.

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

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

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

Consistent with these principles, this Initial Study serves the function of a "written checklist or similar device" documenting the extent to which the environmental effects of the proposed Project "were covered in the program EIR" for the General Plan EIR and for the Northwest Rocklin Annexation EIR. As stated below, the City has concluded that the impacts of the proposed Project are "within the scope" of the analysis in the General Plan EIR. Stated another way, these "environmental effects of the [site-specific Project] were covered in the program EIR." Where particular impacts were not thoroughly analyzed in prior documents, site-specific studies were prepared for the Project with respect to impacts that were not "adequately examined" in the General Plan EIR, or were not "within the scope" of the prior analysis. These studies are hereby incorporated by reference and are listed in Section 5, References.

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

B. Significant Cumulative Impacts; Statement of Overriding Considerations

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

1. Air Quality:

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

2. Aesthetics/Light and Glare:

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

3. Traffic and Circulation:

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

4. Noise

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

5. Cultural and Paleontological Resources

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

6. Biological Resources

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

7. Climate Change and Greenhouse Gases

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

C. Mitigation Measures Required and Considered

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

D. Evaluation of Environmental Checklist:

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

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

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

4) Answers of "Less than Significant 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 MNDs, and the City intends to use tiering. All prior EIRs and MNDs and certifying

resolutions are available for review at the Rocklin Community Development Department. In this case, a brief discussion will identify the following:

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

b) For effects that are "Less than Significant 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.

E. Environmental Checklist

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

DISCUSSION OF DETERMINATION:

Project Impacts:

The development of a 13,381 ± square foot fire station building and associated training area, as well as associated parking and landscaping would change the existing visual nature/character of the project site and area. The development of the project site would create new sources of light and glare typical of urban development. However, as discussed below, aesthetic impacts would be less than significant.

Prior Environmental Analysis:

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

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

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Significance Conclusions:

a. Scenic Vista - *No Impact*. While vacant or mostly vacant areas have a natural aesthetic quality, there are no designated scenic vistas within the City of Rocklin or Planning Area. Alteration of the vacant and undeveloped project site through the construction of a fire station facility as further described above would change the visual quality of the project site and surrounding area. However, since there are no designated scenic vistas, no impact would occur.

b. Scenic Highway – *No Impact*. The City of Rocklin does not contain an officially designated State scenic highway. State Route 65 (SR 65) borders the western portion of the City and is near the Project site, but it is not considered a scenic highway. Likewise, Interstate 80 (I-80) traverses the eastern portion of the City but does not have a scenic designation. Therefore, the proposed development of a fire station facility as further described above at this project site would not

substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a State scenic highway. Therefore, no impact would occur.

c. Visual Character – *Less than Significant Impact.* The development of a fire station facility as further described above at this project site would result in the construction of structures which would alter the aesthetics of the project site and its surroundings.

Per Public Resources Code section 21071 (a) (2), the City of Rocklin is considered to be an urbanized area because although its population is less than 100,000 persons, the population of Rocklin and not more than two contiguous incorporated cities (the cities of Roseville and Lincoln) combined equals at least 100,000 persons. The development of a fire station facility as further described above at this project site is consistent with the urbanization of this site as contemplated and analyzed for this area of Rocklin within the General Plan. The fire station facility would be of consistent height and scale with the surrounding development and anticipated development including the nearby parking structure and educational buildings located on the Sierra Community College campus, and the under construction College Park project located on the east side of Sierra College Boulevard which will consist of single family residential and multi-family residential development, as well a retail commercial development. There are no unusual development characteristics of this project which would introduce incompatible elements or create aesthetic impacts not considered in the prior EIR. Existing buildings in the area include a five-level parking garage, a three-story instructional building and three-story student housing buildings all on the Sierra Community College campus. These buildings and the anticipated future development of single-story and multi-story residential uses associated with the approved and under construction College Park project are collectively all of similar size and scale to the proposed project.

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

d. Light and Glare – *Less than Significant Impact.* The development of a fire station facility as further described above at this project site would result in the construction of structures which would alter the light and glare of the project site and its surroundings.

There are no specific features within the proposed project that would create unusual light and glare. New and/or increased sources of light and glare would be introduced to the project area. However, the impacts associated with increased light and glare would not be eliminated entirely,

and the overall level of light and glare in the Planning Area would increase in general as urban development occurs and that increase cannot be fully mitigated.

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

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

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

DISCUSSION OF DETERMINATION:

Project Impacts:

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., b., and e. Conversion of Farmland, Conflict with Agricultural Zoning or Williamson Act - *No Impact*. The Farmland Mapping and Monitoring Program (FMMP) land classifications system monitors and documents land use changes that specifically affect California's agricultural land and is administered by the California Department of Conservation (DOC). The FMMP land classification system is cited by the CEQA Guidelines as the preferred information source for determining the agricultural significance of a property (CEQA Guidelines, Appendix G). The DOC, Division of Land Resource Protection, Placer County Important Farmland Map of 2020 designates the project site as grazing land. This category is not considered Important Farmland under the definition in CEQA of "Agricultural Land" that is afforded consideration as to its potential significance (See CEQA Section 21060.1[a]), nor is it considered prime farmland, unique farmland, or farmland of Statewide importance. Therefore, the proposed project would not convert farmland to a non-agricultural use.

Also, the project site does not contain parcels that are under a Williamson Act contract. Therefore, because the project would not convert important farmland to non-agricultural uses, would not conflict with existing agricultural or forestry use zoning or Williamson Act contracts, or involve other changes that could result in the conversion of important farmlands to non-agricultural uses, no impact would occur for questions a), b), and e).

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

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

DISCUSSION OF DETERMINATION:

Project Impacts:

The project would result in emissions of criteria air pollutants during construction and operation. Project emissions of criteria pollutants during construction or operation would not exceed the PCAPCD development project construction or operational thresholds. Therefore, construction and operational emissions of criteria pollutants and precursors associated with implementation of the proposed Project would not substantially contribute to the PCAPCD's nonattainment status for ozone or particulate matter less than 10 microns (PM_{10}).

Construction of the Project would not result in exposure of sensitive receptors to significant quantities of toxic air contaminants (TAC). Implementation of the 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.

Prior Environmental Analysis:

As a "program EIR" under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts that would occur to regional air quality as a result of the future urban

development that was contemplated by the General Plan. These impacts included 8-hour ozone attainment, short-term construction emissions, operational air pollutants, increases in criteria pollutants, odors, and regional air quality impacts. (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.2-1 through 4.2-43; City 2011). Mitigation measures to address these impacts are incorporated into the General Plan in the Land Use, the Open Space, Conservation, and Recreation, and the Circulation Elements, and include policies that encourage a mixture of land uses, provisions for non-automotive modes of transportation, consultation with the PCAPCD, and the incorporation of stationary and mobile source control measures.

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

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Project Level Environmental Analysis:

The firm of Raney Planning and Management Inc., a Sacramento area consulting firm with recognized expertise in air quality, prepared an Air Quality and Greenhouse Gas Emissions Technical Report for the proposed Project in October 2025. The report is available for review during normal business hours at the City of Rocklin Planning Division, 3970 Rocklin Road, Rocklin, CA. and is incorporated into this Initial Study by reference. City staff have reviewed the documentation and find that Raney Planning and Management 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 Raney Planning and Management Inc. report, which are summarized below.

Regulatory Setting

The Project site is located within the Placer County portion of the Sacramento Valley Air Basin (SVAB). Air quality in the Placer County portion SVAB is regulated by the U.S. Environmental

Protection Agency (USEPA) at the federal level, by the California Air Resources Board (CARB) at the State level, and by the PCAPCD at the regional level.

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:

- Ozone (O_3)
- Carbon monoxide (CO)
- Nitrogen dioxide (NO_2)
- Particulate matter (PM), which is further subdivided:
  - Coarse PM, 10 microns or less in diameter (PM_{10})
  - Fine PM, 2.5 microns or less in diameter ($PM_{2.5}$)
- Sulfur dioxide (SO_2)
- Lead (Pb)

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., ozone, 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 reactive organic gases ([ROG] also known as volatile organic compounds [VOC])[1] and nitrogen oxides (NO_X).

Toxic Air Contaminants

The Health and Safety Code (§39655, subd. (a).) 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 Section 112 of the Federal Clean Air Act (CAA) (42 United States Code Section 7412[b]) 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.

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

Diesel engines emit a complex mixture of air pollutants, including both gaseous and solid material. The solid material in diesel exhaust is referred to as diesel particulate matter (DPM). Almost all DPM is 10 microns or less in diameter, and 90 percent of DPM is less than 2.5 microns in diameter (CARB 2024a). Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung. In 1998, CARB identified DPM as a TAC based on published evidence of a relationship between diesel exhaust exposure and lung cancer and other adverse health effects. DPM has a notable effect on California's population—it is estimated that about 70 percent of total known cancer risk related to air toxins in California is attributable to DPM (CARB 2024a).

Federal Air Quality Regulations

Federal Clean Air Act

Air quality is defined by ambient air concentrations of specific pollutants identified by the USEPA to be of concern with respect to health and welfare of the public. The USEPA is responsible for enforcing the CAA of 1970 and its 1977 and 1990 Amendments. The CAA required the USEPA to establish National Ambient Air Quality Standards (NAAQS), which identify concentrations of pollutants in the ambient air below which no adverse effects on the public health and welfare are anticipated. In response, the USEPA established both primary and secondary standards for several criteria pollutants. On February 7, 2024, the USEPA announced a final rule to lower the annual arithmetic mean (AAM) primary NAAQS for $PM_{2.5}$ from 12 µg/m^3 to 9 µg/m^3. The new final rule retains the existing 24-hour primary NAAQS for $PM_{2.5}$ of 35 µg/m^3 and the existing AAM secondary NAAQS for $PM_{2.5}$ of 15.0 µg/m^3 (USEPA 2024a). Table 1, *Ambient Air Quality Standards*, shows the federal and state ambient air quality standards for these pollutants.

Table 1
AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	California Standards	Federal Standards Primary[1,2]	Federal Standards Secondary[3]
O_3	1 Hour	0.09 ppm (180 µg/m^3)	–	–
	8 Hour	0.070 ppm (137 µg/m^3)	0.070 ppm (137 µg/m^3)	Same as Primary
PM_{10}	24 Hour	50 µg/m^3	150 µg/m^3	Same as Primary
	AAM	20 µg/m^3	–	Same as Primary
$PM_{2.5}$	24 Hour	–	35 µg/m^3	Same as Primary
	AAM	12 µg/m^3	9 µg/m^3	15.0 µg/m^3
CO	1 Hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)	–
	8 Hour	9.0 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)	–
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)	–	–
NO_2	1 Hour	0.18 ppm (339 µg/m^3)	0.100 ppm (188 µg/m^3)	–
	AAM	0.030 ppm (57 µg/m^3)	0.053 ppm (100 µg/m^3)	Same as Primary
SO_2	1 Hour	0.25 ppm (655 µg/m^3)	0.075 ppm (196 µg/m^3)	–
	3 Hour	–	–	0.5 ppm

Pollutant	Averaging Time	California Standards	Federal Standards Primary[1,2]	Federal Standards Secondary[3]
				(1,300 µg/m^3)
	24 Hour	0.04 ppm (105 µg/m^3)	–	–
Lead	30-day Avg.	1.5 µg/m^3	–	–
	Calendar Quarter	–	1.5 µg/m^3	Same as Primary
	Rolling 3-month Avg.	–	0.15 µg/m^3	Same as Primary
Visibility Reducing Particles	8 Hour	Extinction coefficient of 0.23 per km – visibility ≥ 10 miles (0.07 per km – ≥30 miles for Lake Tahoe)	No Federal Standards	No Federal Standards
Sulfates	24 Hour	25 µg/m^3	No Federal Standards	No Federal Standards
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	No Federal Standards	No Federal Standards
Vinyl Chloride	24 Hour	0.01 ppm (26 µg/m^3)	No Federal Standards	No Federal Standards

Source: CARB 2016

[1] National Primary Standards: The levels of air quality necessary, within an adequate margin of safety, to protect public health.

[2] The AAM primary NAAQS for PM2.5 was reduced from 12 µg/m3 to 9 µg/m3 by a USEPA final rule issued on February 7, 2024.

[3] National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

O_3 = ozone; ppm: parts per million; µg/m^3 = micrograms per cubic meter; PM_{10} = particulate matter with an aerodynamic diameter of 10 microns or less; AAM = Annual Arithmetic Mean; $PM_{2.5}$ = fine particulate matter; CO = carbon monoxide; mg/m^3 = milligrams per cubic meter; NO_2 = nitrogen dioxide; SO_2 = sulfur dioxide; km = kilometer; – = No Standard

The USEPA has classified air basins (or portions thereof) as being in "attainment," "nonattainment," "maintenance," or "unclassified" for each criteria air pollutant, based on whether the NAAQS have been achieved. Upon attainment of a standard for which an area was previously designated nonattainment, the area will be classified as a maintenance area. If an area is designated unclassified, it is because inadequate air quality data were available as a basis for a nonattainment or attainment designation.

The project site is located within the Placer County portion of the SVAB and, as such, is in an area designated as a nonattainment area for certain pollutants that are regulated under the CAA. Table 2, *Placer County Attainment Status*, lists the federal and State attainment status of Placer County for the criteria pollutants. With respect to federal air quality standards, the USEPA classifies Placer County as unclassified/attainment or unclassified for $PM_{2.5}$, CO, NO_2, SO_2, and lead, in nonattainment for ozone (8 hour), and unclassified for PM_{10} (CARB 2022a).

Table 2
PLACER COUNTY ATTAINMENT STATUS

Criteria Pollutant	Federal Designation	State Designation
O_3	Nonattainment	Nonattainment
CO	Unclassified/Attainment	Unclassified
PM_{10}	Unclassified	Nonattainment
$PM_{2.5}$	Unclassified/Attainment	Unclassified
NO_2	Unclassified/Attainment	Attainment
SO_2	Unclassified/Attainment	Attainment
Lead	Unclassified/Attainment	Attainment
Sulfates	(No federal standard)	Attainment
Hydrogen Sulfide	(No federal standard)	Unclassified
Visibility	(No federal standard)	Unclassified

Source: CARB 2022a

California Air Quality Regulations

California Clean Air Act

The federal CAA allows states to adopt ambient air quality standards and other regulations if they are at least as stringent as federal standards. CARB, a part of the CalEPA, is responsible for the coordination and administration of both federal and State air pollution control programs within California, including setting the California Ambient Air Quality Standards (CAAQS). CARB also conducts research, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

In addition to primary and secondary AAQS, the State has established a set of episode criteria for ozone, CO, NO2, SO2, and PM. These criteria refer to episode levels representing periods of short-term exposure to air pollutants that actually threaten public health. Table 2, above, lists the State attainment status of Placer County for the criteria pollutants. Under State designation, Placer County is currently in nonattainment for ozone (1-hour and 8-hour) and PM_{10}, and attainment or unclassified for all other criteria pollutants.

State Implementation Plan

The CAA requires areas with unhealthy levels of ozone, inhalable particulate matter, carbon monoxide, nitrogen dioxide, and sulfur dioxide to develop plans, known as State Implementation Plans (SIPs). SIPs are comprehensive plans that describe how an area will attain the NAAQS. The 1990 amendments to the CAA set deadlines for attainment based on the severity of an area's air pollution problem.

SIPs are not single documents—they are a compilation of new and previously submitted plans, programs (e.g., monitoring, modeling, permitting), district rules, State regulations and federal controls. Many of California's SIPs rely on a core set of control strategies, including emission standards for cars and heavy trucks, fuel regulations and limits on emissions from consumer products. State law makes CARB the lead agency for all purposes related to the SIP. Local air districts and other agencies prepare SIP elements and submit them to CARB for review and approval. CARB forwards the SIP revisions to the USEPA for approval and publication in the Federal Register. The Code of Federal Regulations (CFR) Title 40, Chapter I, Part 52, Subpart F, Section 52.220 lists all of the items that are included in the California SIP (CARB 2009). At any one time, several California submittals are pending USEPA approval.

California Energy Code

California Code of Regulations (CCR) Title 24 Part 6, California's Energy Efficiency Standards for Residential and Nonresidential Buildings, were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. Energy-efficient buildings require less electricity, natural gas, and other fuels. Electricity production from fossil fuels and on-site fuel combustion (typically for space and water heating) results primarily in greenhouse gas (GHG) emissions.

Local Air Quality Regulations

Placer County Air Quality Pollution Control District

As a regional agency, PCAPCD works directly with local governments and cooperates actively with all federal and State government agencies. The PCAPCD develops rules and regulations; establishes permitting requirements for stationary sources; inspects emissions sources; and enforces such measures through educational programs or fines, when necessary.

Air Quality Plans

The applicable air plan is the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan, developed by the air districts in the Sacramento region to bring the region into attainment for the ozone NAAQS and CAAQS. The plan is a joint Project between the Sacramento Metropolitan Air Quality Management District (SMAQMD), the PCAPCD and three other air districts in the Sacramento region. The plan covers the western portion of Placer County, including the City of Rocklin and the Project site (SMAQMD 2017).

PCAPCD Rules and Regulations

The Project is subject to rules and regulations adopted by the PCAPCD in effect at the time of construction. Specific rules applicable to implementation of the proposed Project include, but are not limited to, the following (PCAPCD 2017):

Rule 202 Visible Emissions

A person shall not discharge into the atmosphere from any single source of emissions whatsoever any air contaminant for a period or periods aggregating more than three (3) in any one (1) hour which is (PCAPCD 1993a):

a) As dark or darker in shade as that designated as No. 1 on the Ringelmann Chart, as published by the United States Bureau of Mines, or
b) Of such opacity as to obscure an observer's view to a degree equal to or greater than does smoke described in Subsection (A) above.

Rule 205 Nuisance

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause to have a natural tendency to cause injury or damage to business or property (PCAPCD 1993b).

Rule 218 Architectural Coatings

Rule 218 limits the quantity of VOCs in architectural coatings supplied, sold, offered for sale, applied, solicited for application, or manufactured for use within Pacer County (PCAPCD 2010).

Rule 228 Fugitive Dust

Rule 228 establishes standards to be met by activities generating fugitive dust. Among these standards to be met is a prohibition on visible dust crossing the property boundary, generation of high levels of visible dust (dust sufficient to obscure vision by 40 percent), controls on the track-out of dirt and mud on to public roads, the requirement for control of wind-driven fugitive dust. The regulation also establishes minimum dust mitigation and control requirements (PCAPCD 2003).

Significance Criteria

Thresholds used to evaluate potential air quality and odor impacts are based on applicable criteria in the State's CEQA 2021 Guidelines Appendix G. A significant air quality and/or odor impact could occur if the implementation of the Project would:

(1) Conflict with or obstruct implementation of the applicable air quality plan; or

(2) Result in a cumulatively considerable net increase of any criteria pollutant for which Placer County is non-attainment under an applicable NAAQS or CAAQS; or

(3) Expose sensitive receptors to substantial pollutant concentrations; or

(4) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Appendix G of the CEQA Guidelines states that the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the above 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 3, *Air Quality Significance Thresholds*, presents the PCAPCD significance thresholds (PCAPCD 2017). A Project with daily emission rates below these thresholds is generally considered to have a less than significant effect on air quality.

Table 3
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
ROG = reactive organic gas; NO_X = nitrogen oxides; CO = carbon monoxide; 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; SO_X = sulfur oxides

Construction Emissions

During construction of the project, various types of equipment and vehicles would temporarily operate on the project site. Construction-related emissions would be generated from construction equipment, vegetation clearing and earth movement activities, construction workers' commute, and construction material hauling for the entire construction period. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. Project construction activities also represent sources of fugitive dust, which includes PM emissions. As construction of the proposed project would generate emissions of criteria air pollutants, including ROG, NO_X, and PM_{10}, intermittently within the site and in the vicinity of the site, until all construction has been completed, construction is a potential concern, as the proposed project is located in a nonattainment area for ozone and PM.

The table below presents the estimated unmitigated construction-related emissions for the proposed project.

MAXIMUM UNMITIGATED CONSTRUCTION EMISSIONS (LBS/DAY)			
	ROG	NOx	PM10
Project Emissions	1.61	16.50	8.55
PCAPCD Significance Threshold	**82.0**	**82.0**	**82.0**
Exceeds Threshold?	**NO**	**NO**	**NO**
Source: CalEEMod, October 2025			

As shown in the table above, the project's total construction-related emissions would be below the applicable PCAPCD thresholds of significance for ROG, NO_X, and PM_{10}. Additionally, the proposed project would be required to comply with all PCAPCD rules and regulations for construction, which would be noted on City-approved construction plans. The applicable rules and regulations would include, but not be limited to, the following:

- Rule 202 related to visible emissions;
- Rule 217 related to cutback and emulsified asphalt paving materials;
- Rule 218 related to architectural coatings;
- Rule 228 related to fugitive dust; and
- Rule 501 related to general permit requirements.

The proposed project's compliance with the above PCAPCD rules would help to further minimize construction-related emissions. For example, Rule 228 includes implementation of dust control measures, such as minimizing track-out on to paved public roadways, limiting vehicle travel on unpaved surfaces to 15 miles per hour, and stabilization of storage piles and disturbed areas. A Dust Control Plan must also be submitted to the PCAPCD per Rule 228 prior to the start of earth-disturbing activities.

Given the project's compliance with all PCAPCD rules and regulations for construction, listed above, construction-related emissions of criteria pollutants would likely be lower than the levels presented within the table above.

Operational Emissions

Operational emissions of ROG, NO_X, and PM_{10} would be generated by the proposed project from both mobile and stationary sources. Day-to-day activities, such as the future vehicle trips to and from the project site, would make up the majority of the mobile emissions. Emissions would also occur from area sources such as heating mechanisms, landscape maintenance equipment exhaust, and consumer products (e.g., deodorants, cleaning products, spray paint, etc.). As stated above, the proposed project would be required to comply with all applicable PCAPCD rules and regulations, including the following related to operations:

- Rule 205 related to nuisances;
- Rule 231 or Rule 247 related to water heaters and boilers; and
- Rule 502 related to review of new sources of emissions.

The table below presents the estimated unmitigated operational emissions for the proposed project.

MAXIMUM UNMITIGATED OPERATIONAL EMISSIONS (LBS/DAY)			
	ROG	NOx	PM10
Project Emissions	0.72	0.47	0.67
PCAPCD Significance Threshold	**55.0**	**55.0**	**82.0**
Exceeds Threshold?	**NO**	**NO**	**NO**
Source: CalEEMod, October 2025			

Significance Conclusions:

a. Conflict with or obstruct implementation of the applicable air quality plan – *Less Than Significant Impact.* A project would be inconsistent with the Regional Ozone Plan or applicable portion of the SIP if it is inconsistent with the population and employment growth assumptions within the General Plan. The project site is designated Public/Quasi-Public in the City General Plan and zoned PD-CC, so the project would be consistent with the City's General Plan, land use designation and zoning.

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. The project site is designated Public/Quasi-Public in the City General Plan and zoned PD-CC, so the project would be consistent with the City's General Plan, land use designation and zoning. The project's proposed public facility use would be permitted in the zone district and would be consistent with the land uses analyzed in the City's General Plan. Therefore, the project's contribution to growth in the city would be consistent with the growth projections in the City's General Plan and the growth projections used to develop the 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 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. The use of the project site as a public facility is consistent with the regional growth projections that were accounted for in the development of the Regional Ozone Plan and applicable portion of the SIP. Therefore, the project would not

conflict with or obstruct implementation of the applicable air quality plan and the impact would be less than significant.

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*. By its very nature, air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development within the region. The project would generate criteria pollutants and precursors in the short-term during construction and the long-term during operation. To determine whether a project would result in cumulatively considerable emissions that would violate an air quality standard or contribute substantially to an existing or projected air quality violation, a project's emissions are evaluated based on the quantitative emission thresholds established by the PCAPCD.

Construction

The Project construction emissions were estimated using the CalEEMod model. The results of the calculations for the construction of the project are compared to the PCAPCD thresholds in the table above titled *Maximum Unmitigated Construction Emissions (LBS/DAY)*.

As shown in the *Maximum Unmitigated Construction Emissions (LBS/DAY)* table above, the project's short-term construction-related emissions would not exceed the PCAPCD's significance thresholds for emissions of ROG, NO_X, and PM_{10}. Accordingly, construction activities associated with development of the proposed project would not substantially contribute to the PCAPCD's nonattainment status for ozone and PM_{10}. Therefore, construction of the proposed project would not violate an air quality standard or contribute to an existing or projected air quality violation, and a less than significant impact would occur associated with construction.

Operation

The project operational emissions were estimated using CalEEMod. The results of the calculations for the construction of the project are compared to the PCAPCD thresholds in the table above titled *Maximum Unmitigated Operational Emissions (LBS/DAY)*.

As shown in the *Maximum Unmitigated Operational Emissions (LBS/DAY)* table above, the proposed project's operational emissions would be below the PCAPCD's thresholds of significance for ROG, NO_X, and PM_{10}. Accordingly, operations of the proposed project would not violate any AAQS or contribute substantially to an existing or projected air quality violation, and a less-than-significant impact would occur associated with operations.

The proposed project's construction and operational emissions of ROG, NOx, and PM_{10} would be below the applicable PCAPCD thresholds of significance. Therefore, the project's construction and operational emissions would not contribute to the PCAPCD's nonattainment status of ozone

and PM, operations of the project would not violate an air quality standard or contribute to an existing or projected air quality violation and the impact would be less than significant.

For cumulative emissions, the PCAPCD recommends using the region's existing attainment plans as a basis for analysis of cumulative emissions and the PCAPCD concluded that if a project's ozone precursor (i.e., ROG, NO_X) and PM_{10} emissions would be greater than the PCAPCD's operational-level thresholds, the project could be expected to conflict with relevant attainment plans and could result in a cumulatively considerable contribution to a significant cumulative impact As shown in the *Maximum Unmitigated Construction Emissions (LBS/DAY)* and the *Maximum Unmitigated Operational Emissions (LBS/DAY)* tables above, ROG, NO_X and PM_{10} emissions resulting from implementation of the Project would not exceed the PCAPCD's operational thresholds. Therefore, the Project would not 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, and the impact would be less than significant.

c. Sensitive Receptors – *Less than Significant Impact.* A sensitive receptor is a location where human populations, especially children, seniors and sick persons reside or occupy for a long duration and where there is reasonable expectation of continuous human exposure to pollutants. Examples of sensitive receptors include residences, hospitals and schools. The proposed project does not introduce new sensitive receptors to the area, and the nearest existing sensitive receptor is a single-family residence north of the site, approximately 250 feet from the site's northern boundary, and the Sierra College campus, located approximately 350 feet from the site's southern boundary.

Construction Activities Impacts

Fugitive Dust

Construction of the project would not result in emission of PM in excess of the PCAPCD thresholds. In addition, the project would be required to implement fugitive dust control measures in compliance with PCAPCD Rule 228.

Toxic Air Contaminants (DPM)

Operational-related emissions of TACs are typically associated with stationary diesel engines or land uses that involve heavy diesel truck traffic or idling. The proposed project would not involve long-term operation of any stationary diesel engine or other major on-site stationary sources of TACs. It should be noted that the proposed project would require the use of fire trucks during operation. However, the fire station is estimated to receive less than 50 calls per day. As such, the number of heavy-duty truck trips associated with operation of the fire station are anticipated to be relatively minor, such that the proposed project would not exceed CARB's 100 truck trip per day criteria to be considered a major source of TACs. In addition, the proposed project would involve the use of an emergency generator in the event of an emergency. However, the emergency generator was assumed to operate for a total of 100 hours per year. Thus, the

emergency generator is not assumed to substantially generate pollutant emissions, given the short-term and infrequent use of the emergency generator. Additionally, the training components of the proposed project would involve live fire training via propane props, which would have the potential to generate TACs from burning materials. However, it is understood that the proposed project may be required to obtain a burn permit from the PCAPCD, and that it would be required to comply with any additional PCAPCD rules and regulations related to burning operations. Thus, due to the PCAPCD permit requirements and relatively infrequent occurrences of live fire training, the live fire training is not assumed to substantially generate pollutant emissions.

Implementation of the project would result in the use of heavy-duty construction equipment, haul trucks, on-site generators, and construction worker vehicles. Construction-related activities have the potential to generate TACs, specifically DPM, from on-road haul trucks and off-road equipment exhaust emissions. However, construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. Health risks are typically associated with exposure to high concentrations of TACs over extended periods of time (e.g., 30 years or greater), whereas the construction period associated with the proposed project is estimated to be approximately one year and five months. Additionally, DPM is known to be highly dispersive, and only portions of the site would be disturbed at a time throughout the construction period. Operation of construction equipment would occur intermittently throughout the course of a day, rather than continuously at any one location on the project site. Operation of construction equipment within portions of the overall development area would allow for the dispersal of emissions, and would ensure that construction activity is not continuously occurring in the portions of the project site closest to existing receptors.

In addition, all construction equipment and operation thereof would be regulated pe the CARB's In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation includes emissions reducing requirements such as limitations on vehicle idling, disclosure, reporting, and labeling requirements for existing vehicles, as well as standards relating to fleet average emissions and the use of Best Available Control Technologies. Thus, on-site emissions of PM would be reduced, which would result in a proportional reduction in DPM emissions and exposure of nearby receptors to DPM. Project construction would also be required to comply with all applicable PCAPCD rules and regulations, including Rule 501 related to General Permit Requirements.

The dose (of TAC) to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance in the environment and the extent of exposure a person has to the substance; a longer exposure period to a fixed quantity of emissions would result in higher health risks. Current models and methodologies for conducting cancer health risk assessments are associated with longer-term exposure periods (typically 30 years for individual residents based on guidance from OEHHA) and are best suited for evaluation of long duration TAC emissions with predictable schedules and locations. These assessment models and methodologies do not correlate well with the temporary and highly variable nature of construction activities. Cancer potency factors are based on animal lifetime studies or worker

studies where there is long-term exposure to the carcinogenic agent. There is considerable uncertainty in trying to evaluate the cancer risk from projects that would only last a small fraction of a lifetime (OEHHA 2015).

Considering the intermittent nature of construction equipment operating within an influential distance to the nearest sensitive receptor, the limited duration of construction activity, the highly dispersive nature of DPM, compliance with regulations, the likelihood that any one nearby sensitive receptor would be exposed to high concentrations of DPM for any extended period of time would be low. Thus, the proposed project would not expose nearby sensitive receptors to substantial concentrations of TACs associated with construction emissions.

Operational Activities Impacts

CO Hotspots

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. Traffic congestion near a roadway's intersection with vehicles moving slowly or idling could result in localized CO emissions at that intersection due to a vehicle engine's inefficient combustion. High levels of localized CO concentrations are only expected where background levels are high, and traffic volumes and congestion levels are high. Accordingly, a land use project could result in impacts associated with localized CO concentrations at roadway intersections if the project generates substantial traffic.

The PCAPCD has established screening methodology for localized CO emissions, which are intended to provide a conservative indication of whether project-generated vehicle trips would result in the generation of localized CO emissions that would contribute to an exceedance of AAQs and potentially expose sensitive receptors to substantial CO concentrations. Per the PCAPCD's screening methodology, if the project would result in vehicle operations producing more than 550 lbs/day of CO emissions and if either of the following scenarios are true, the project could result in localized CO emissions that would violate CO standards:

- Degrade the peak hour LOS on one or more streets or at one of more intersections (both signalized and non-signalized) in the project vicinity from an acceptable LOS (i.e., LOS A, B, C, or D) to an unacceptable LOS (i.e., LOS E or F); or
- Substantially worsen an already existing unacceptable peak hour LOS on one or more streets or at one of more intersections in the project vicinity. "Substantially worsen" includes an increase in delay at an intersection by 10 seconds or more when project-generated traffic is included.

However, considering that the law has changed with respect to howe transportation-related impacts may be addressed under CEQA such that unacceptable LOS is no longer considered a significant impact on the environment under CEQA, this analysis relies on the 550 lbs/day of CO emissions screening criterion only.

According to the modeling performed for the proposed project, the proposed project would result in maximum unmitigated operational mobile source CO emissions of 3.20 lbs/day. Consequently, CO emissions related to mobile sources associated with operation of the proposed project would be well below the 550 lbs/day screening threshold used by the PCAPCD, and according to the PCAPCD's screening methodology for localized emissions, the proposed project would not be expected to generate localized CO emissions, that would contribute to an exceedance of AAQs or expose sensitive receptors to substantial concentrations of localized CO.

Exposure of sensitive receptors to substantial pollutant concentrations are not anticipated to occur since the proposed project will not be generating substantial pollutant concentrations itself, and there are no known substantial pollutant concentrations in the project area that would result in an exposure to sensitive receptors. Therefore, the proposed project would result in a less than significant impact related to exposure of sensitive receptors.

Implementation of the project would not expose sensitive receptors to substantial pollutant concentrations, including short term construction emission of DPM and long-term operational localized CO concentrations. The Project would not exceed the significance determination as analyzed in the Approved Project and the impact 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 (PCAPCD 2017). The project, involving the construction and operation of a fire station and training facility, 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.

PCAPCD Rule 205, Nuisance, addresses the exposure of "nuisance or annoyance" air contaminant discharges, including odors, and provide enforcement of odor control. Rule 205 is complaint-based, where if public complaints are sufficient to cause the odor source to be considered a public nuisance, then the PCAPCD is required to investigate the identified source, as well as determine and ensure that a solution for the source of the complaint, which could include operational modifications to correct the nuisance condition. While the training components would involve live fire trainings during operation, the infrequent nature of these trainings and the PCAPCD permit requirements would reduce the likelihood that the proposed project would result in any odor complaints. Thus, although not anticipated, if odor or air quality complaints are made upon development of the proposed project, the PCAPCD would be required (per PCAPCD Rule 205) to ensure that such complaints are addressed and mitigated, as necessary.

For the aforementioned reasons, construction and operation of the proposed project would not create objectionable odors affecting a substantial number of people, and impacts would be less than significant.

IV. BIOLOGICAL RESOURCES Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		**X**			
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				**X**	
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (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 majority of the project site has been previously graded and is mostly bordered by urban uses, including a major roadway (Sierra College Boulevard) and newly developing residential uses to

the east, and the Sierra Community College campus and associated surface parking lot and instructional and campus-related structures to the south and west. Immediately north and west of the project site is an oak woodland area associated with the Sierra Community College campus, and there is also an isolated single family residence to the north. The site is undeveloped and is covered with annual grassland and some previously stockpiled materials, and the northern portion of the site includes some oak woodlands. The proposed project would modify habitats through the removal of native and other plant material. Impacts to special status animal and plant species could occur due to their presence or potential presence on the project site. Impacts to riparian areas and wetlands would not occur due to their lack of presence on the project site.

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

Prior Environmental Analysis

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

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

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Significance Conclusions:

a. Effect on Protected Species – *Less Than Significant Impact with Mitigation*. The project site is located in a mostly disturbed environment which has been previously graded and is mostly surrounded by urban development. Although no special-status plant or animal species have been known to occupy the site, there is the potential for nesting birds protected by the Migratory Bird Treaty Act to inhabit the project site.

To address the project's potential impacts to nesting raptors and migratory birds, Mitigation Measure IV.-1, agreed to by the applicant, would be implemented under the proposed project. Implementation of Mitigation Measure IV.-1 would reduce potential impacts to nesting raptors and migratory birds to a less than significant level.

Mitigation Measure IV.-1: Nesting Raptors and Migratory Birds

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

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

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

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

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

b. and c. Riparian Habitat and Wetlands – *No Impact.* Based upon a review of wetlands data in the General Plan EIR and the United States Fish and Wildlife Service's National Wetlands

Inventory mapping program, the Project site contains no wetlands or riparian habitat. Therefore, no impact would occur for questions b) and c).

d. Fish and Wildlife Movement – *Less than Significant Impact.* Wildlife corridors link together areas of suitable habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. The fragmentation of undeveloped land by urbanization creates isolated "islands" of wildlife habitat. Fragmentation can also occur when a portion of one or more habitats is converted into another habitat, such as when woodland or scrub habitat is altered or converted into grasslands after a disturbance such as fire, mudslide, or grading activities. Wildlife corridors mitigate the effects of this fragmentation by (1) allowing animals to move between remaining habitats, thereby permitting depleted populations to be replenished and promoting genetic exchange and diversity, (2) providing escape routes from fire, predators, and human disturbances, thus reducing the risk of catastrophic events (such as fire or disease) on population or local species extinction, and (3) serving as a travel routes for individual animals as they move within their home ranges in search of food, water, mates and other needs.

The project site consists mostly of disturbed habitat. The surrounding land uses include Sierra College Boulevard and newly developing residential uses to the east, the Sierra Community College campus and associated surface parking lot and instructional and campus-related structures to the south and west, and there is also an isolated single family residence to the north. The project site is located in a developed area that includes a major regional roadway, Sierra College Boulevard, and the Sierra Community College campus roadway network, as well as under construction residential development and existing Sierra College Community College campus developments. Collectively, these elements of development in part isolate the project site from any adjacent natural habitats (with the exception of the area to the north), and there are no water bodies on the project site. The development of the project site is an extension of the existing developed area of the Sierra Community College and does not create a new isolated area of development. As such, the project site does not link two significant natural areas and is not considered a wildlife migration corridor. Therefore, the proposed project is not anticipated to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or wildlife nursery sites. Therefore, the impact would be less than significant.

e. Local Policies/Ordinances – *No Impact.* The City of Rocklin General Plan policies OCR-42 and OCR-43 require projects to mitigate the loss of oak trees and the impacts to oak woodland that result from development. To comply with these policies, the City of Rocklin relies on the Oak Tree Preservation Ordinance and the Oak Tree Preservation Guidelines to determine project impacts and appropriate mitigation for the removal of and construction within the dripline of native oak trees with a trunk diameter of 6 inches or more at 4.5 feet above ground level. Seven oak species and five hybrids between these species are defined as "native oaks" by the City. Per the City's oak tree ordinance, the diameter at breast height (DBH) of a multiple trunk tree is the measurement of the largest trunk only, and heritage trees are defined as native oak trees with a trunk diameter of 24 inches or more.

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

The overall Sierra Community College project site contains numerous oak trees throughout the property, the majority of which are located in areas not planned for development. The 2.27 ± acre portion of Sierra Community College that will become the site for Fire Station 22 includes 67 Valley Oak trees and 22 Live Oak trees (89 total oak trees) that would be removed with the proposed project.

The Rocklin Municipal Code (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, or triplex 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.

The project site falls within the Sierra Community College campus which is zoned Planned Development – Community College (PD-CC) 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.

Furthermore, when the City of Rocklin City Council approved Ordinance No. 676 and established Chapter 17.77 (Oak Tree Preservation) on May 11, 1993, Section 17.77.090 required the City Council to transfer $30,000.00 from the general fund to the Oak Tree Preservation Fund. 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 approximately 312.5 inches of oak trees. It should also be noted that the project's landscape plans includes the planting of nine Valley Oak trees, one Interior Live Oak tree, and four Blue Oak trees.

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 Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or State Habitat Conservation Plan because the site is not subject to any such plan. Therefore, no impact would occur.

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

DISCUSSION OF DETERMINATION:

Project Impacts:

The development of a 13,381 ± square foot fire station building and associated training area, as well as associated parking and landscaping at this project site would result in ground disturbance which could potentially impact unknown/undiscovered historical, archaeological, sites and/or human remains as development occurs.

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

Prior Environmental Analysis:

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

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

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

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

Project Level Environmental Analysis:

The firm of Eileen Barrow & Associates, a California consulting firm with recognized expertise in cultural resources, prepared a Cultural Resources Study for the Rocklin Fire Station project site. The report, dated October 21, is not available for public review due to confidentiality reasons. City staff have reviewed the documentation and found that Eileen Barrow & Associates 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 Eileen Barrow & Associates report, which are summarized below.

Eileen Barrow & Associates' inventory and evaluation included a records search, archival and historical literature research, and an intensive survey of the entire project area. The records search results indicate that ten previous cultural resources studies have been conducted within a quarter-mile of the project area; no resources were recorded within the project area as a part of those prior studies. As a result of the field survey, Eileen Barrow & Associates did not find any archaeological specimens and no built environment features were found.

Significance Conclusions:

a. Historic Resources – *Less Than Significant Impact.* CEQA Guidelines section 21084.1 identifies historic resources as those listed in or eligible for listing in the California Register of Historic Resources, based on a range of criteria, including association with events or patterns of events that have made significant contributions to broad patterns of historical development in the

United States or California, including local, regional, or specific cultural patterns (California Register Criterion 1), structures which are directly associated with important persons in the history of the state or country (Criterion 2), which embody the distinctive characteristics of type, period, or other aesthetic importance (Criterion 3), or which have the potential to reveal important information about the prehistory or history of the state or the nation (such as archaeological sites) (Criterion 4).

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

The project site is vacant and does not contain any historic resources as defined in Section 15064.5. Therefore, the impact would be less than significant.

b. Archaeological Resources – *Less Than Significant Impact with Mitigation.* The project site may contain unknown/undiscovered cultural resources. To address the project's potential impact from the discovery of unknown cultural resources, Mitigation Measure V.-1, agreed to by the applicant, would be implemented under the proposed project. Implementation of Mitigation Measure V.-1 would reduce potential impacts to unknown/ undiscovered cultural resources to a less than significant level.

Mitigation Measure V.-1: Inadvertent Discoveries of Unknown Cultural Resources

a. *If an inadvertent discovery of cultural materials (e.g., unusual amounts of shell, charcoal, animal bone, bottle glass, ceramics, burned soil, structure/building remains) or tribal cultural resources is made during project-related construction activities, ground disturbances in the area of the find shall be halted and a qualified professional archaeologist, the Environmental Services Manager and the Native American Heritage Commission shall be notified regarding the discovery. The archaeologist shall determine whether the resource is potentially significant as per CEQA (i.e., whether it is a historical resource, a unique archaeological resource, a unique paleontological resource, or a tribal cultural resource) and shall develop specific measures to ensure preservation of the resource or to mitigate impacts to the resource if it cannot feasibly be preserved in light of costs, logistics, technological considerations, the location of the find, and the extent to which avoidance and/or preservation of the find is consistent or inconsistent with the design and objectives of the project. Specific measures for significant or potentially significant resources would include, but are not necessarily limited to, preservation in place, in-field documentation, archival research, subsurface testing, and excavation. The specific type of measure necessary would be determined according to evidence indicating degrees of resource integrity, spatial and temporal extent, and cultural associations, and would be developed in a manner consistent with CEQA guidelines for preserving or*

otherwise mitigating impacts to archaeological and cultural artifacts and tribal cultural resources.

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

c. *This mitigation measure shall be incorporated as notes on the project's Improvement Plans.*

c. Human Remains – *Less Than Significant Impact with Mitigation.* No evidence of human remains is known to exist at the project site. However, in the event that during construction activities, human remains of Native American origin are discovered on the site during Project demolition, it would be necessary to comply with state laws relating to the disposition of Native American burials, which fall under the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resources Code Section 5097). In addition, State law (CEQA Guidelines Section 15064.5 and the Health and Safety Code Section 7050.5) requires that Mitigation Measure V.-1 be implemented should human remains be discovered. Therefore, implementation of Mitigation Measure V.-1 would reduce impacts regarding the discovery of human remains to a less than significant level.

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

DISCUSSION OF DETERMINATION:

Project Impacts:

The development and operation of a 13,381 ± square foot fire station building and associated training area, as well as associated parking and landscaping would result in construction and operational activities which would be anticipated to use energy resources, but it is anticipated such use would not be in a wasteful or inefficient manner, nor would such use conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

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

Prior Environmental Analysis:

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

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

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

Significance Conclusions:

a. Wasteful, Inefficient or Unnecessary Consumption of Energy Resources – *Less Than Significant Impact.* The development of a fire station facility as further described above at this project site would result in construction and operational activities which would be anticipated to use energy resources. The project would use energy resources for the operation (i.e., electricity and natural gas), for on-road vehicle trips (i.e., gasoline, diesel fuel and electricity) generated by the project, and from off-road vehicles generated by and associated with the construction of the project.

The Pacific Gas & Electric Company (PG&E) provides both electrical and natural gas service within the City of Rocklin. According to the California Energy Commission (CEC), in 2022 Placer County used a total of 3,089 million kWh of electricity. The project would increase electricity use in the County by a minimal amount. PG&E's electrical service area extends far beyond Placer County, and draws on a variety of sources for electricity, including hydroelectric, natural gas, nuclear and renewable resources. According to the CEC, in 2022 Placer County used approximately 99.4 million therms of natural gas. Similar to electricity, the project's natural gas use would represent a minimal increase in natural gas usage within the County, and a smaller portion of PG&E's total natural gas service. PG&E would be able to absorb the additional demand for electricity and natural gas that would result from the project because it would represent a very minimal increase compared to PG&E's current demand and supply, and because PG&E plans for additional development within its service area, including the City of Rocklin.

Project construction and operation would comply with California Green Building Standards Code (CALGreen) energy efficiency requirements, which would ensure that electricity use associated with the operation of the project would not be wasteful or inefficient. Once constructed, the project would also increase the annual use of transportation fuel from travel to and from the site. The project does not include any elements that would result in an unusually high use of transportation fuel as compared to other, similar, developments.

The project would be in compliance with all applicable Federal, State, and local regulations

regulating energy usage. In addition, energy providers are actively implementing measures to reduce reliance on fossil fuels and to improve energy efficiency. For example, PG&E is responsible for the mix of energy resources used to provide electricity for its customers, and it is in the process of implementing the Statewide Renewable Portfolio Standard (RPS) to increase the proportion of renewable energy (e.g. solar and wind) within its energy portfolio. According to PG&E, in 2021 renewable resources provided 50 percent of their electricity supply, and 93 percent of the electricity supply came from greenhouse gas free resources. Other statewide measures, including those intended to improve the energy efficiency of the statewide passenger and heavy-duty truck vehicle fleet (e.g. the Pavley Bill and the Low Carbon Fuel Standard), would improve vehicle fuel economies, thereby conserving gasoline and diesel fuel. These energy savings would continue to accrue over time.

The project would not result in any significant adverse impacts related to project energy requirements, energy use inefficiencies, and/or the energy intensiveness of materials by amount and fuel type for each stage of the project including construction, operations, maintenance, and/or removal. PG&E, the electricity and natural gas provider to the site, maintains sufficient capacity to serve the project. The project would comply with all existing energy standards, including those established by the City of Rocklin, and would not result in significant adverse impacts on energy resources. Therefore, the impact would be less than significant.

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

VII. GEOLOGY AND SOILS Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zone Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			**X**		
ii. Strong seismic ground shaking?			**X**		
iii. Seismic-related ground failure, including liquefaction?			**X**		
iv. Landslides?			**X**		
b) Result in substantial soil erosion or the loss of topsoil?			**X**		
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			**X**		
d) Be located on expansive soil, as defined in Table l8-1-B of the Uniform Building Code (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.

Prior Environmental Analysis:

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

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

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

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

chapter (15.28) also establishes rules and regulations to control grading and erosion control activities, including fills and embankments; establishes the administrative procedure for issuance of permits; and provides for approval of plans and inspection of grading construction and erosion control plans for all graded sites.

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

Significance Conclusions:

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

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

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

Runoff Pollution Control Ordinance (Rocklin Municipal Code, Chapter 8.30). The application of standard erosion control measures to the proposed development project, as well as compliance with the above noted Ordinances, would reduce potential erosion-related impacts for on-site grading. Therefore, the impact would be less than significant.

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

e. Inadequate Soils for Disposal - ***No Impact.*** Sewer service is available to the project site and the development project would be served by public sewer. Septic tanks or alternative wastewater disposal systems would not be necessary. Therefore, no impact would occur.

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

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

DISCUSSION OF DETERMINATION:

Project Impacts:

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

Implementation of the project would not result in construction period annual emissions of GHGs exceeding the PCAPCD screening threshold. Long-term operation of the project would not result in GHG emissions exceeding the PCAPCD's threshold, however, the Project would be required to implement mitigation from the Approved Project which requires installation of electric vehicle (EV) charging infrastructure in accordance with CALGreen non-residential voluntary Tier 2 measures.

The project would not conflict with the California Air Resource Board's (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 with mitigation.

Prior Environmental Analysis:

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

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

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

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

Project Level Environmental Analysis:

The firm of Raney Planning and Management, Inc., a Sacramento area consulting firm with recognized expertise in air quality, prepared an Air Quality and Greenhouse Gas Emissions Technical Report for the proposed project in October 2025. The report is available for review during normal business hours at the City of Rocklin Community Development Department, 3970 Rocklin Road, Rocklin, CA. and is incorporated into this Initial Study by reference. City staff have reviewed the documentation and find that Raney Planning and Management, 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 Raney Planning and Management, Inc. report, which are summarized below.

Regulatory Setting

Global climate change refers to changes in average climatic conditions on Earth including temperature, wind patterns, precipitation, and storms. Global temperatures are moderated by atmospheric gases. These gases are commonly referred to as GHGs because they function like a greenhouse by letting sunlight in but preventing heat from escaping, thus warming the Earth's atmosphere.

GHGs are emitted by natural processes and human (anthropogenic) activities. Anthropogenic GHG emissions are primarily associated with (1) the burning of fossil fuels during motorized transport, electricity generation, natural gas consumption, industrial activity, manufacturing, and other activities, (2) deforestation, (3) agricultural activity, and (4) solid waste decomposition.

The temperature record shows a decades-long trend of warming, with earth's average surface temperature in 2023 confirmed the warmest on record. Per scientists at the National Aeronautics and Space Administration's [NASA's] Goddard Institute for Space Studies, global temperatures in 2023 were around 2.1 degrees Fahrenheit (°F; 1.2 degrees Celsius) above NASA's 1951-1980 baseline period average (NASA 2024). GHG emissions from human activities are the most significant driver of observed climate change since the mid-20th century (IPCC 2013). The IPCC constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. The statistical models show a "high confidence" that temperature increase caused by anthropogenic GHG emissions could be kept to less than two degrees Celsius relative to pre-industrial levels if atmospheric concentrations are stabilized at about 450 parts per million (ppm) carbon dioxide equivalent (CO_2e) by the year 2100 (IPCC 2014).

Types of Greenhouse Gases

The GHGs defined under California's Assembly Bill (AB) 32 include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF_6).

Federal GHG Regulations

Federal Clean Air Act

The U.S. Supreme Court ruled on April 2, 2007, in *Massachusetts v. U.S. Environmental Protection Agency* that CO_2 is an air pollutant, as defined under the CAA, and that the USEPA has the authority to regulate emissions of GHGs. The USEPA announced that GHGs (including CO_2, CH_4, N_2O, HFC, PFC, and SF_6) threaten the public health and welfare of the American people (USEPA 2024b). This action was a prerequisite to finalizing the USEPA's GHG emissions standards for light-duty vehicles, which were jointly proposed by the USEPA and the United States Department of Transportation's National Highway Traffic Safety Administration (NHTSA).

Light-Duty Vehicle Greenhouse Gas Emissions Standards and Corporate Average Fuel Economy Standards

The USEPA and the NHTSA worked together on developing a national program of regulations to reduce GHG emissions and improve fuel economy of light-duty vehicles. The USEPA established the first-ever national GHG emissions standards under the CAA, and the NHTSA established Corporate Average Fuel Economy (CAFE) standards under the Energy Policy and Conservation Act. On April 1, 2010, the USEPA and NHTSA announced a joint Final Rulemaking that established standards for 2012 through 2016 model year vehicles. This was followed up on October 15, 2012, when the agencies issued a Final Rulemaking with standards for model years 2017 through 2025.

California GHG Regulations

California Code of Regulations, Title 24, Part 6

CCR Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. Energy-efficient buildings require less electricity, natural gas, and other fuels. Electricity production from fossil fuels and on-site fuel combustion (typically for space or water heating) results in GHG emissions. The Title 24 standards are updated approximately every three years to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2022 Title 24 standards became effective on January 1, 2023. The 2022 update to the Building Energy Efficiency Standards focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings. New for the 2022 Title 24 standards are non-residential on-site photovoltaic (solar panels) electricity generation requirements (California Energy Commission [CEC] 2022).

The standards are divided into three basic sets. First, there is a basic set of mandatory requirements that apply to all buildings. Second, there is a set of performance standards—the energy budgets—that vary by climate zone (of which there are 16 in California) and building type; thus, the standards are tailored to local conditions. Finally, the third set constitutes an alternative to the performance standards, which is a set of prescriptive packages that are basically a recipe or a checklist compliance approach.

California Green Building Standards Code

The California Green Building Standards Code (CALGreen; CCR Title 24, Part 11) is a code with mandatory requirements for all nonresidential buildings (including industrial buildings) and residential buildings for which no other State agency has the authority to adopt green building standards. CALGreen also contains voluntary measures (i.e., Tier 1, Tier 2) which exceed minimum regulatory requirements. The 2022 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings became effective on January 1, 2023 (California Building Standards Commission [CBSC] 2022).

The development of CALGreen is intended to (1) cause a reduction in GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the directives by the Governor. In short, the code is established to reduce construction waste; make buildings more efficient in the use of materials and energy; and reduce environmental impact during and after construction.

CALGreen contains requirements for storm water control during construction; construction waste reduction; indoor water use reduction; material selection; natural resource conservation; site irrigation conservation; and more. The code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The code also requires building commissioning, which is a process for the verification that all building systems, like heating and cooling equipment and lighting systems, are functioning at their maximum efficiency.

Executive Order S-3-05

On June 1, 2005, Executive Order (EO) S-3-05 proclaimed that California is vulnerable to climate change impacts. It declared that increased temperatures could reduce snowpack in the Sierra Nevada, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To avoid or reduce climate change impacts, EO S-3-05 calls for a reduction in GHG emissions to the year 2000 level by 2010, to year 1990 levels by 2020, and to 80 percent below 1990 levels by 2050.

Assembly Bill 32 – Global Warming Solution Act of 2006

The California Global Warming Solutions Act of 2006, widely known as AB 32, requires that CARB develop and enforce regulations for the reporting and verification of Statewide GHG emissions. CARB is directed by AB 32 to set a GHG emission limit, based on 1990 levels, to be achieved by 2020. The bill requires CARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG emission reductions.

Executive Order B-30-15

On April 29, 2015, EO B-30-15 established a California GHG emission reduction target of 40 percent below 1990 levels by 2030. The EO aligns California's GHG emission reduction targets with those of leading international governments, including the 28 nation European Union. California is on track to meet or exceed the target of reducing GHGs emissions to 1990 levels by 2020, as established in AB 32. California's new emission reduction target of 40 percent below 1990 levels by 2030 will make it possible to reach the goal established by EO S-3-05 of reducing emissions 80 percent under 1990 levels by 2050.

Senate Bill 32

Senate Bill (SB) 32 (Amendments to the California Global Warming Solutions Action of 2006) extends California's GHG reduction programs beyond 2020. SB 32 amended the Health and Safety Code to include Section 38566, which contains language to authorize CARB to achieve a Statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030. SB 32 codified the targets established by EO B-30-15 for 2030, which set the next interim step in the State's continuing efforts to pursue the long-term target expressed in EO B-30-15 of 80 percent below 1990 emissions levels by 2050.

Assembly Bill 197

A condition of approval for SB 32 was the passage of AB 197. AB 197 requires that CARB consider the social costs of GHG emissions and prioritize direct reductions in GHG emissions at mobile sources and large stationary sources. AB 197 also gives the California legislature more oversight over CARB through the addition of two legislatively appointed members to the CARB Board and the establishment a legislative committee to make recommendations about CARB programs to the legislature.

Assembly Bill 1493 – Vehicular Emissions of Greenhouse Gases

AB 1493 (Pavley) requires that CARB develop and adopt regulations that achieve "the maximum feasible reduction of GHGs emitted by passenger vehicles and light-duty truck and other vehicles determined by CARB to be vehicles whose primary use is noncommercial personal transportation in the State." On September 24, 2009, CARB adopted amendments to the Pavley regulations that intend to reduce GHG emissions in new passenger vehicles from 2009 through 2016. The amendments bind California's enforcement of AB 1493 (starting in 2009), while providing vehicle

manufacturers with new compliance flexibility. In January 2012, CARB approved a new emissions-control program for model years 2017 through 2025. The program combines the control of smog, soot, and global warming gases and requirements for greater numbers of zero-emission vehicles into a single packet of standards called Advanced Clean Cars (CARB 2024b).

Assembly Bill 341

The State legislature enacted AB 341 (California Public Resource Code Section 42649.2), increasing the diversion target to 75 percent Statewide. AB 341 requires all businesses and public entities that generate 4 cubic yards or more of waste per week to have a recycling program in place. The final regulation was approved by the Office of Administrative Law on May 7, 2012, and went into effect on July 1, 2012.

Executive Order S-01-07

This EO, signed by Governor Schwarzenegger on January 18, 2007, directs that a Statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by the year 2020. It orders that a Low Carbon Fuel Standard (LCFS) for transportation fuels be established for California and directs CARB to determine whether a LCFS can be adopted as a discrete early action measure pursuant to AB 32. CARB approved the LCFS as a discrete early action item with a regulation adopted and implemented in April 2010. Although challenged in 2011, the Ninth Circuit reversed the District Court's opinion and rejected arguments that implementing LCFS violates the interstate commerce clause in September 2013. CARB is therefore continuing to implement the LCFS Statewide.

Senate Bill 350

Approved by Governor Brown on October 7, 2015, SB 350 increases California's renewable electricity procurement goal from 33 percent by 2020 to 50 percent by 2030. This will increase the use of Renewables Portfolio Standard eligible resources, including solar, wind, biomass, and geothermal. In addition, large utilities are required to develop and submit Integrated Resource Plans to detail how each entity will meet their customers resource needs, reduce GHG emissions, and increase the use of clean energy.

Senate Bill 375

SB 375, the Sustainable Communities and Climate Protection Act of 2008, supports the State's climate action goals to reduce GHG emissions through coordinated transportation and land use planning with the goal of more sustainable communities. Under the Sustainable Communities Act, CARB sets regional targets for GHG emissions reductions from passenger vehicle use. In 2010, CARB established these targets for 2020 and 2035 for each region covered by one of the State's metropolitan planning organizations (MPOs). CARB periodically reviews and updates the targets, as needed.

Each of California's MPOs must prepare a Sustainable Communities Strategy (SCS) as an integral part of its regional transportation plan (RTP). The SCS contains land use, housing, and transportation strategies that, if implemented, would allow the region to meet its GHG emission reduction targets. Once adopted by the MPO, the RTP/SCS guides the transportation policies and investments for the region. CARB must review the adopted SCS to confirm and accept the MPO's determination that the SCS, if implemented, would meet the regional GHG targets. If the combination of measures in the SCS would not meet the regional targets, the MPO must prepare a separate alternative planning strategy (APS) to meet the targets. The APS is not a part of the RTP. Qualified projects consistent with an approved SCS or Alternative Planning Strategy categorized as "transit priority projects" would receive incentives to streamline CEQA processing.

Senate Bill 100

Approved by Governor Brown on September 10, 2018, SB 100 extends the renewable electricity procurement goals and requirements of SB 350. SB 100 requires that all retail sales of electricity to California end-use customers be procured from 100 percent eligible renewable energy resources and zero-carbon resources by the end of 2045.

Executive Order N-79-20

EO N-79-20, signed by Governor Newsom on September 23, 2020, establishes three goals for the implementation of zero emissions vehicles in California: first, 100 percent of in-State sales of new passenger cars and trucks will be zero-emissions by 2035; second, 100 percent of medium- and heavy-duty vehicles in the State will be zero-emissions vehicles by 2045 for all operations where feasible, and by 2035 for drayage trucks; and third, 100 percent of off-road vehicles and equipment will be zero emissions by 2035 where feasible.

Assembly Bill 1279

Approved by Governor Newsom on September 16, 2022, AB 1279, the California Climate Crisis Act, declares the policy of the State to achieve net zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net negative GHG emissions thereafter, and to ensure that by 2045, Statewide anthropogenic GHG emissions are reduced to at least 85 percent below the 1990 levels. AB 1279 anticipates achieving these policies through direct GHG emissions reductions, removal of CO_2 from the atmosphere (carbon capture), and an almost complete transition away from fossil fuels.

Senate Bill 905

Approved by Governor Newsom on September 16, 2022, SB 905, Carbon Sequestration: Carbon Capture, Removal, Utilization, and Storage Program, requires CARB to establish a Carbon Capture, Removal, Utilization, and Storage Program to evaluate the efficacy, safety, and viability of carbon capture, utilization, or storage technologies and CO_2 removal technologies and facilitate the capture and sequestration of CO_2 from those technologies, where appropriate. SB 905 is an integral part of achieving the State policies mandated in AB 1279.

California Air Resources Board: Scoping Plan

The Scoping Plan is a strategy CARB develops and updates at least once every five years, as required by AB 32. It lays out the transformations needed across California's society and economy to reduce emissions and reach climate targets. The current 2022 Scoping Plan is the third update to the original plan that was adopted in 2008. The initial 2008 Scoping Plan laid out a path to achieve the AB 32 mandate of returning to 1990 levels of GHG emissions by 2020, a reduction of approximately 15 percent below business as usual. The 2008 Scoping Plan included a mix of incentives, regulations, and carbon pricing, laying out the portfolio approach to addressing climate change and clearly making the case for using multiple tools to meet California's GHG emission targets. The 2013 Scoping Plan assessed progress toward achieving the 2020 mandate and made the case for addressing short-lived climate pollutants (SLCPs). The 2017 Scoping Plan also assessed the progress toward achieving the 2020 limit and provided a technologically feasible and cost-effective path to achieving the SB 32 mandate of reducing GHGs by at least 40 percent below 1990 levels by 2030.

On December 15, 2022, CARB approved the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan). The 2022 Scoping Plan lays out a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045, as directed by Assembly Bill 1279. The actions and outcomes in the plan will achieve significant reductions in fossil fuel combustion by deploying clean technologies and fuels; further reductions in SLCPs; support for sustainable development; increased action on natural and working lands to reduce emissions and sequester carbon; and the capture and storage of carbon (CARB 2022b).

Regional GHG Regulations

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

The Sacramento Area Council of Governments (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 (SACOG 2019).

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 metric tons (MT) CO2e per year. For non-residential land use development project long-term operational GHG emissions, the PCAPCD has adopted an efficiency threshold of 26.5 metric tons (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 (PCAPCD 2017).

Significance Conclusions:

Construction Emissions

Project construction GHG emissions were estimated using the CalEEMod model. The modeling shows that short-term construction would result in unmitigated annual construction GHG emissions of 230 MT CO_2e, which would be well below the PCAPCD's project-level construction GHG threshold of 10,000 MT CO_2e per year, and construction would not be considered to result in a cumulatively considerable contribution to global climate change.

Operational Emissions

Project operational emissions were estimated using the CALEEMod model. The modeling shows that the estimated unmitigated operational emissions at full buildout of the project would be 191 MT CO_2e. Project operational emissions would not exceed the PCAPCD project-level operational GHG threshold of 1,100 MT CO_2e per year, and project operation would not be considered to result in a cumulatively considerable contribution to global climate change.

b. Conflict with Greenhouse Gas Plan – *Less Than Significant Impact*. There are numerous State plans, policies, and regulations adopted for the purpose of reducing GHG emissions. Statewide plans and regulations such as GHG emissions standards for vehicles (AB 1493), the LCFS, and regulations requiring an increasing fraction of electricity to be generated from renewable sources are being implemented at the Statewide level; as such, compliance at the project level is not addressed. Therefore, the project would not conflict with those plans and regulations.

The CARB Scoping Plan is the primary State plan for achieving the GHG reduction goals mandated by AB 32, SB 32, and AB 1279. The project would be considered local serving. Adding local serving retail/service opportunities tends to shorten vehicle trips and reduce VMT (OPR 2018). A reduction in regional VMT (and VMT-related GHG emissions) is a primary objective of SACOG's 2020 MTP/SCS. Implementation of the MTP/SCS plans in the State's metropolitan areas to reduce VMT is a key component of the mobile source GHG emissions reduction policies and control measures in the CARB 2022 Scoping Plan.

The project would be constructed in accordance with the energy-efficiency standards, water reduction goals, and other requirements contained in the applicable Title 24 Part 6 Building Energy Efficiency Standards and Title 24 Part 11 CALGreen Standards. As discussed in question a) above, project GHG emissions would not exceed the PCPACD's thresholds and would be less than significant. In addition, a key component of growth assumptions in the CARB's 2022 Scoping Plan and the SACOG's 2020 MTP/SCS 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. The project site has a general plan designation of Public/Quasi-Public (PQP) and is zoned Planned Development – Community College (PD-CC). The project would be consistent with the site's land use and zoning designations. Therefore, the project's contribution to growth in the County would be consistent with the growth projections in the City's General Plan and the growth projections used to develop the CARB's 2022 Scoping Plan and the SACOG's 2020 RTP/SCS, and the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

The 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, and the impact would be less than significant.

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

DISCUSSION OF DETERMINATION:

Project Impacts:

The development and operation of a 13,381 ± square foot fire station building and associated training area, as well as associated parking and landscaping at this project site would result in construction and operational activities which would include associated potential hazards and hazardous materials.

As discussed below, the project would comply with the mitigation measures incorporated into the General Plan goals and policies, applicable City Code, and applicable federal, State, and local laws and regulations related to hazards and hazardous materials.

Therefore, as discussed below, impacts from hazards and hazardous materials would be less than significant.

Prior Environmental Analysis:

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

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

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

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

protection of persons and property in the event of fires, floods, storms, epidemic, riot, earthquake, and other disasters.

Significance Conclusion:

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

c. Hazardous Emissions Near Schools – ***Less Than Significant Impact.*** The project is located adjacent to Sierra Community College, but there are no other schools within one-quarter mile (1,320 feet) of the project site. As stated previously, the proposed project would be required to comply with existing rules and regulations, as indicated above, that address hazardous materials management and environmental protection. In addition, although a project of this nature (i.e., a fire station) would not typically emit any significant amounts of hazardous materials, substances, or waste or be involved in the transportation of hazardous materials, substances, or waste, there are existing laws and regulations, as indicated above, that address hazardous materials management and environmental protection. Therefore, the impact would be less than significant.

d. Hazardous Site List – ***Less Than Significant Impact.*** The project site is not on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (known as the Cortese List), although there is a case record of a Leaking Underground Storage Tank (LUST) site on the Sierra Community College campus approximately 0.5 mile away from the proposed fire station site that was opened in 1988 and remediation was completed and the case was closed in 1996. In addition, there is a Department of Toxic Substances Control (DTSC) active voluntary cleanup due to historical agricultural uses and the application of herbicides and pesticides as well as lead from lead-based paint for at the northeast quadrant of the intersection of Sierra College Boulevard and Rocklin Road, approximately 0.3 miles. Neither of these sites extend to, or affect the fire station project site. The Cortese database identifies public drinking water wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites

with known toxic material identified through the abandoned site assessment program, sites with Underground Storage Tanks (USTs) having a reportable release and all solid waste disposal facilities from which there is known migration. The Department of Toxic Substances Control (DTSC) EnviroStor database and State Water Resources Control Board GeoTracker database were searched on April 1, 2026, and no open hazardous sites were identified on the project site. Therefore, the impact would be less than significant.

e. Public Airport Hazards – ***No Impact.*** The project site is not located within an airport land use plan, or within two miles of a public airport or public use airport. Therefore, no impact would occur.

f. Emergency Response Plan – ***Less than Significant Impact.*** The City's existing street system, particularly arterial and collector streets, function as emergency evacuation routes. Access to the project would be provided by entrance and exit driveways onto Sierra College Boulevard. The project site's layout and design would not impair or physically interfere with the street system emergency evacuation route or impede an emergency evacuation plan, and the project's provision of a new fire station for the City of Rocklin would enhance the provision of emergency services. Therefore, the impact would be less than significant.

g. Wildland Fires – ***Less Than Significant Impact***. The project site is located in an urban area, mostly surrounded by residential and educational/institutional uses, as well as one arterial roadway. There are no site or project characteristics such as slope, prevailing winds, and other factors that would exacerbate wildfire risks and thereby expose the project and surrounding area to risk of loss, injury or death from a wildfire or the uncontrolled spread of a wildfire. No impacts from wildland fires are anticipated. Additionally, the proposed project has been reviewed by the Rocklin Fire Department and has been designed with adequate emergency access for use by the Rocklin Fire Department to reduce the risk of loss, injury or death involving wildland fires to a less than significant level. Therefore, the impact would be less than significant.

X. HYDROLOGY AND WATER QUALITY Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?			X		
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X		
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			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 activities that would remove vegetation and expose soil to wind and water erosion and potentially impact water quality. Waterways in the Rocklin area have the potential to flood and expose people or structures to flooding. Additional impervious surfaces would be created with the development of the proposed Project.

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

Prior Environmental Analysis:

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

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

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

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

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

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

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

Significance Conclusions:

a., b., c., and e. Water Quality Standards and Groundwater Management – *Less than Significant Impact.* Storm water runoff from the Project site would be collected in stormwater drainage pipes and then directed through water quality treatment devices/areas as BMP and/or Low Impact Development (LID) features and then into the City's storm drain system. The purposes of the BMP/LID features are to ensure that potential pollutants are filtered out before they enter the storm drain system and to provide opportunities for groundwater recharge. The City's storm drain system maintains the necessary capacity to support the Project site. Therefore, violations of water quality standards or waste discharge requirements are not anticipated.

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

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

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

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

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

d. Release of Pollutants in Flood Hazard, Tsunami or Seiche Zones – *Less Than Significant Impact.* According to Federal Emergency Management Agency (FEMA) flood maps (Map Panel 06061C0962H, effective date November 2, 2018), the project site is located in an area of minimal flood hazard and not located within a 100-year flood hazard area and outside of the 500-year flood hazard area.

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

The project site is not located within the potential inundation area of any dam or levee failure, nor is the project site located sufficiently near any significant bodies of water or steep hillsides to be at risk from inundation by a tsunami or seiche. Therefore, the project would not risk release of pollutants due to project inundation in flood hazard, tsunami or seiche zones and the impact would be less than significant.

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

DISCUSSION OF DETERMINATION:

Project Impacts:

Approval of the project would allow development and operation of a 13,381 ± square foot fire station building and associated training area, as well as associated parking and landscaping.

As discussed below, land use and planning impacts would have no impact or would be less than significant.

Prior Environmental Analysis:

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

impacts would be reduced to a less than significant level through the application of General Plan goals and policies that would assist in minimizing or avoiding land use impacts.

These goals and policies include, but are not limited to, goals and policies in the General Plan Land Use Element requiring buffering of land uses, reviewing development proposals for compatibility issues, establishing, and maintaining development standards and encouraging communication between adjacent jurisdictions.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Significance Conclusions:

a. Division of Community – *No Impact.* The proposed project site is currently vacant, and the entire project is within the City of Rocklin. The proposed project would construct a 13,381 ± square foot fire station building and associated training area, as well as associated parking and landscaping at this location. Therefore, the project would not physically divide an established community and no impact would occur.

b. Plan, Policy or Regulation Conflict – *Less than Significant Impact.* The project site is designated Public/Quasi Public (PQP) on the General Plan land use map and is zoned Planned Development Community College (PD-CC). The project would be consistent with the site's land use and zoning designations and would not conflict with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the impact would be less than significant.

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

DISCUSSION OF DETERMINATION:

Project Impacts:

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

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

DISCUSSION OF DETERMINATION:

Project Impacts:

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 the project 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 City of Rocklin Construction Noise Guidelines.

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

Prior Environmental Analysis:

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

Mitigation measures to address these impacts are incorporated into the General Plan in the Noise Element, which includes policies that require acoustical analyses to determine noise compatibility between land uses, application of stationary and mobile noise source sound limits/design standards, restriction of development of noise-sensitive land uses unless effective

noise mitigations are incorporated into projects, and mitigation of noise levels to ensure that the noise level design standards of the Noise Element are not exceeded.

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

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Environmental Setting

Existing Noise Environment

Existing noise sources in the Project vicinity are dominated by traffic noise from Sierra College Boulevard to the east and Interstate 80 (I-80) to the west. According to the noise level measurements that were taken in association with the City's General Plan Update 2012 Draft EIR, noise levels along Sierra College Boulevard between the I-80 eastbound ramps and Rocklin Road were 65 dB and 60 dB at 99 feet and 209 feet, respectively, from the centerline of the roadway. Noise levels along I-80 between Sierra College Boulevard and Rocklin Road were 70 dB, 65 dB and 60 dB at 353, 753 and 1,618 feet, respectively, from the centerline of the roadway. Additional existing noise sources in the area include building heating, ventilation, and air conditioning (HVAC) systems for the Sierra Community College campus. Potential future noise sources will also include building heating, ventilation and air conditioning (HVAC) systems from the single-family and multi-family residential buildings that are planned to be built in the project vicinity to the east, and suburban residential noise (e.g., landscape maintenance equipment, dogs, multi-family-residential parking lots).

Noise-Sensitive Land Uses

Noise-sensitive land uses (NSLU) 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 a single family residence located approximately 250 feet to the north and educational buildings on the Sierra Community College campus located approximately 800 feet to the southwest. The single family residence is located approximately 160 feet from the centerline of Sierra College Boulevard and approximately 2,100 feet from the centerline of I-80, while the closest educational building to fire station project site is approximately 650 feet from the centerline of Sierra College Boulevard and approximately 2,800 feet from the centerline of I-80. Planned future sensitive receptors are single family and multifamily residences approximately 200 feet to the east across Sierra College Boulevard.

Regulatory Setting

City of Rocklin General Plan Noise Element

The Noise Element of the City of Rocklin General Plan regulates noise emissions from public roadway traffic on new development of residential or other noise sensitive land uses. Policies N-4, N-5, and N-6, and Table 2-1 from the Noise Element provide exterior noise level design standards for new projects affected by or including stationary noise sources. Per Table 2-1 from the Noise Element, the exterior level standard, measured at least five feet inside the property line of the receiving noise sensitive land use, is 55 dBA L_{EQ} during daytime hours (7 a.m. to 10 p.m.) and 45 dBA L_{EQ} during nighttime hours (10 p.m. to 7 a.m.). Policies N-7, N-8, and N-9, and Table 2-2 from the Noise Element provide maximum allowable noise exposure from transportation noise sources. Per Table 2-2 from the Noise Element, for residential land the maximum acceptable noise level from transportation sources is 60 L_{DN} or CNEL for outdoor activity areas and 45 L_{DN} or CNEL for interior spaces.

City of Rocklin General Plan Update Draft EIR

The General Plan Update Draft EIR analyzed the potential impacts of noise resulting from anticipated development associated with implementation of the City's General Plan. Mitigation measures to address potential noise impacts are incorporated into the General Plan Noise Element policies. The General Plan Update Draft EIR concluded that buildout of the Rocklin General Plan would result in significant and unavoidable impacts related to exposure of persons to, or generation of, noise levels exceeding applicable noise standards for transportation and stationary noise.

Background Information on Noise

Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sounds and noise are highly subjective from person to person. The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted

sound levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound and for this reason, the A-weighted sound level has become the standard tool of environmental noise assessment.

Measuring sound directly would require a very large and awkward range of numbers, so to avoid this, the decibel (dB) scale was devised. The decibel scale is logarithmic, not linear. In other words, two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic scale is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70 dBA sound is half as loud as an 80 dBA sound, and twice as loud as a 60 dBA sound.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool is the average, or equivalent, sound level (L_{eq}). The L_{eq} is the foundation of the composite noise descriptor, L_{dn}, and shows very good correlation with community response to noise. The day/night average level (L_{dn}) is based upon the average noise level over a 24-hour day, with a +10 dB weighting applied to noise occurring during nighttime (10:00 p.m. – 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

Significance Conclusions:

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

Potential noise impacts can be categorized into short-term construction noise impacts and long-term or permanent noise impacts.

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 a single family residence located approximately 250 feet to the north and educational buildings on the Sierra Community College campus located approximately 800 feet to the southwest. Heavy earthmoving equipment used during grading and excavation for underground utilities would have the potential to be used along the project's periphery, including dozers, backhoes, and graders.

In accordance with the City of Rocklin Noise Standards Ordinance (Rocklin Municipal Code Chapter 9.52), 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. 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, because the distance to the closest existing NSLUs is large enough to allow for construction noise dissipation over distance, and the fact that the existing NSLUs are already exposed to high noise levels due to their adjacency to Sierra College Boulevard and I-80, project construction would not generate a substantial temporary increase in ambient noise levels in the vicinity, and the impact would be less than significant.

Operational Noise

Potential noise sources from the development of a 13,381 ± square foot fire station building and associated training area, as well as associated parking and landscaping include the project's heating, ventilation and air conditioning system (HVAC) and emergency generator, as well as the use of sirens by fire apparatus when leaving the station on an emergency call.

HVAC noise levels are not anticipated to generate significant noise levels that would impact the closest NSLUs because they are already exposed to high noise levels associated with Sierra College Boulevard and I-80, and the immediate noise environment already includes the generation of noise from HVAC equipment associated educational buildings at the Sierra Community College campus.

As noted above, the City of Rocklin General Plan includes criteria for stationary (non-transportation) and transportation noise sources. Sirens associated with the operation of the proposed fire station are not considered to be a stationary noise source because when sirens are utilized, the fire apparatus using the sirens are mobile and moving to a particular location to provide emergency services. Sirens associated with the operation of the proposed fire station are also not considered to be a transportation noise sources, because those are considered to be roadways and railways where mobile sources on those facilities are generating noise levels onto adjoining properties. Because the use of sirens by fire apparatus are moving to a particular location to provide emergency services, the noise generated by sirens does not affect any given location for a significant period of time and is considered to be intermittent and temporary at any one location. In addition, because of the intermittent and temporary nature of siren noise, it does not reach a noise level standard contained within the City of Rocklin General Plan Noise Element because those standards call for averaging noise levels over a 24 hour period (in the case of transportation noise sources) or over a one hour period (in the case of stationary noise sources). Furthermore, sirens of emergency service providers (i.e., fire and police vehicles, ambulances) are deemed a necessary tool to help alert the public when an emergency situation is occurring and to alert motorists to yield to emergency vehicles if necessary.

As such, the operational noise generated by the proposed project is not anticipated to result in a permanent increase in ambient noise levels in the vicinity of the project in excess of standards

established in the Rocklin General Plan or noise ordinance, and the impact is considered less than significant.

b. Generate excessive ground-borne vibration or ground borne noise levels – *Less than Significant Impact.*

Vibration Levels

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

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

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

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

Construction and operation would not be expected to involve the use of any equipment or processes that would result in potentially significant levels of ground vibration. The closest structures to the project site are more than 100 feet from project construction. As shown in the Representative Vibration Source Levels for Construction Equipment table above, the predicted

vibration levels from vibratory rollers, bulldozers, loaded trucks and jackhammers at a distance of 25 feet would not exceed the 0.5 ppv threshold for residential and commercial structures.

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.

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 airport to the project site is the Lincoln Regional Airport, approximately 5.7 miles to the northwest, and Sacramento McClellan Airport, approximately 11.8 miles to the southwest. 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 employees at 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.

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

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed project would result in the construction and operation of a 13,381 ± square foot fire station building and associated training area, as well as associated parking and landscaping, which would not induce substantial population growth or displace substantial numbers of people. Therefore, as discussed below, population and housing impacts would be less than significant.

Prior Environmental Analysis:

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

Significance Conclusions:

a. Population Growth – ***Less than Significant Impact.*** The project site is currently designated on the City's General Plan land use map as Public/Quasi-Public (PQP) and the project does not propose to change this designation. The project site is currently zoned as Planned Development Community College (PD-CC) and the project does not propose to change this designation. The construction and operation of the new fire station and associated training area as further described above are not considered to induce substantial population growth in this area or into a City that is projected to have approximately 29,283 dwelling units at the buildout of the General Plan because the project does not include any housing opportunities that would induce population growth. In addition, the project is located in an area that has already been planned for urban uses and it does not include any extension of roads or other infrastructure other than what is necessary to provide access and services to the project site. Therefore, the proposed Fire Station 22 project would not induce substantial growth in the City, and the impact would be less than significant.

b. Displace Substantial Numbers of Existing People or Housing – ***Less than Significant Impact.*** The project site is currently vacant. Construction of the fire station on a vacant site would not result in the displacement of substantial numbers of existing people or housing necessitating the construction of replacement housing elsewhere. The impact would be less than significant.

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

DISCUSSION OF DETERMINATION:

Project Impacts:

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

Prior Environmental Analysis:

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

These goals, policies and standards include, but are not limited to the California Fire Code, the California Health and Safety Code, Chapters 8.12 and 8.20 of the Rocklin Municipal Code, and goals and policies in the General Plan Community Safety and Public Services and Facilities

Elements requiring studies of infrastructure and public facility needs, proportional share participation in the financial costs of public services and facilities, coordination of private development projects with public facilities and services needed to serve the project, maintaining inter-jurisdictional cooperation and coordination and requiring certain types of development that may generate higher demand or special needs to mitigate the demands/needs.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

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

Significance Conclusions:

a. Fire Protection – *Less than Significant Impact.* The development and operation of a fire station project at this project site would not increase the need for fire protection services and would in fact enhance the City of Rocklin's ability to provide fire protection services. The fire protection services provided by the City of Rocklin's Fire Department have always accounted for the Sierra Community College campus where Fire Station 22 is being built. The City's Fire Department would be able to provide fire protection services to the project site and the project would not result in the need for new or physically altered government facilities, beyond the development and operation of Fire Station 22 itself. Therefore, the impact would be less than significant.

Police Protection – *Less than Significant Impact.* The development of this project site has been reviewed by the Rocklin Police Department in association with their efforts to plan, staff, and equip the police station and provide police services within the City of Rocklin. The development of the proposed project could increase the need for police patrol and police services to the site. Funding for police services is primarily from the general fund and is provided as part of the City's budget process. The police protection services provided by the City of Rocklin's Police Department have always accounted for the Sierra Community College campus where Fire Station 22 is being built. The City's Police Department would be able to provide police protection services to the Fire Station 22 site and the project would not result in the need for new or physically altered government facilities. Therefore, the impact would be less than significant.

Parks – *Less than Significant Impact.* The development of this project site has been anticipated in the planning, staffing, and maintenance of park and recreation facilities within the City of Rocklin. The proposed project is not anticipated to increase the use of, and demand for, recreational facilities because the proposed project does not include construction of a residential development and would not increase the use of park and recreational facilities from an expanded population perspective. Funding for park and recreation facilities development and maintenance is primarily from the development fees, the general fund and financing districts, and is provided for as part of the City's budget process. The project would not result in the need for new or physically altered government park facilities, and the impact would be less than significant.

Schools and Other Public Facilities – *Less than Significant Impact.* The proposed project does not include residential units, and therefore, would not generate demand for school services. The need for new or physically expanded government school or other public facilities would not be created by this project and the impact would be less than significant.

XVI. RECREATION **Would the project:**	**Potentially Significant Impact**	**Less Than Significant With Mitigation**	**Less Than Significant Impact**	**No Impact**	**Impact for which General Plan EIR is Sufficient**
a) 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, the development and operation of a 13,381 ± square foot fire station building and associated training area, as well as associated parking and landscaping, would not increase the use of, and demand for, recreational facilities. The project location footprint will impact a portion of the existing walking/cross country trail on the north side of the project site, so the trail will be removed and replaced at a location determined in conjunction with Sierra Community College, which is expected to be outside and to the north of the project site footprint, and may involve moving the current starting line location to a different location at the paved parking lot, but this aspect of the project also would not increase the use of, and demand for, recreational facilities.

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

Prior Environmental Analysis:

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

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Significance Conclusions:

a. and b. Increase Park Usage and Construction or Expansion of Recreational Facilities – *Less than Significant Impact.* The proposed project is not anticipated to increase the use of, and demand for, recreational facilities. The proposed project does not include construction of a residential development and would not increase the use of park and recreational facilities from an expanded population perspective. The construction and operation of Fire Station 22 would not result in an increase of the use existing neighborhood and regional parks such that substantial physical deterioration of those facilities would occur or be accelerated, nor does it include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Therefore, the impact would be less than significant for questions a) and b).

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

DISCUSSION OF DETERMINATION:

Project Impacts:

The development and operation of a 13,381 ± square foot fire station building and associated training area, as well as associated parking and landscaping at this project site could result in transportation impacts because an undeveloped site would become developed, but not to a degree that would result in a substantial increase in vehicle miles traveled (VMT). Therefore, as discussed below, transportation impacts would be less than significant.

Prior Environmental Review:

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

Mitigation measures to address these impacts are incorporated into the General Plan in the Circulation Element, and include policies that require the monitoring of traffic on City streets to determine improvements needed to maintain an acceptable level of service, updating the City's Capital Improvement Program (CIP) and traffic impact fees, providing for inflationary adjustments to the City's traffic impact fees, maintaining a minimum level of service (LOS) of "C" for all signalized intersections during the PM peak period on an average weekday, maintaining

street design standards, and interconnecting traffic signals and consideration of the use of roundabouts where financially feasible and warranted to provide flexibility in controlling traffic movements at intersections.

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

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Trip Generation

Trip generation rates for a fire and rescue station are provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition, 2021 under Land Use Code (LUC) 575. According to that LUC, a fire and rescue station generates approximately 0.48 trips per 1,000 square feet during the PM peak hour (the ITE Manual does not contain a daily rate). At 13,381± square feet, that would equate to approximately 6.42 PM peak hour trips.

Significance Conclusions:

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

Evaluation of Transit Impacts

The City of Rocklin seeks to promote the use of public transit through development conditions requiring park-and-ride lots, and bus turnouts. Transit service in the project vicinity is provided by Placer County Transit (PCT). Policy C-50 of the City of Rocklin General Plan (2012) calls for the City to work with transit providers to plan, fund and implement additional transit services that are cost effective and responsive to existing and future resident needs. The closest bus stops are located on Rocklin Road, adjacent to the intersection of El Don Drive/Campus Drive, a short distance from the project site. The project would not disrupt or interfere with existing or planned transit facilities or services. Therefore, the impact would be less than significant.

Evaluation of Bicycle Impacts

Bike lanes are typically required along arterial and collector streets. Sierra College Boulevard has a Class II bike lane on the western side of the roadway. The project does not conflict with this bike lane location or with other policies or programs promoting alternative transportation. The project would not disrupt of interfere with an existing bicycle facility and would not preclude construction of any planned bicycle facilities identified in the *City of Rocklin Parks and Trails Master Plan* (2017). Therefore, the impact would be less than significant.

Evaluation of Pedestrian Impacts

Sierra College Boulevard does not have sidewalks on either side of the roadway in the vicinity of the proposed fire station project. At the intersection of Stadium Way and Sierra College Boulevard (approximately 300 feet south of the proposed fire station project site), there are ADA sidewalks ramps and a crosswalk on the western leg of the intersection. In the near future, the College Park project will be installing a sidewalk on the eastern side of Sierra College Boulevard in the vicinity of the proposed fire station project. The fire station project will be installing a sidewalk along its frontage with Sierra College Boulevard. The project would not disrupt or interfere with an existing pedestrian facility and would not preclude the construction of any planned pedestrian facilities identified in the *City of Rocklin Parks and Trails Master Plan* (2017). Therefore, the impact would be less than significant.

The proposed project was evaluated by City staff to assess potential conflicts with adopted policies, plans or programs regarding public transit, bicycle, and pedestrian facilities and whether the proposed project would decrease the performance or safety of such facilities. Through these reviews and any required changes, it was determined that the project would not conflict with programs, plans, ordinances, or policies related to transit, bicycle or pedestrian facilities and the impact would be less than significant.

b. Conflict or Inconsistency with CEQA Guidelines section 15064.3, subdivision (b) – *Less Than Significant Impact*. Senate Bill 743 (SB 743), which was signed by Governor Brown on September 27, 2013, created a process to change the way transportation impacts are analyzed under CEQA by moving away from the more traditional traffic flow and delay metric of LOS to an alternative metric known as VMT. VMT is a transportation performance metric that is used as an input to air quality and noise analyses. VMT not only addresses the number of trips generated by a given land use, but also the length of those trips. By doing so, the placement of a given land use in proximity to complementary land uses, and available transit, walking and bicycling facilities are all considered. VMT can also be used to quantify the effects of proposed changes to a roadway network, transportation demand strategies, and investments in non-auto travel modes. VMT may be expressed in absolute numbers of as "per capita" rations, such as VMT per person, household, dwelling unit, employee, or service population (persons plus employees). The requirement to incorporate VMT as a metric in CEQA documents became effective on December 28, 2018, with the addition of section 15064.3 to the CEQA Guidelines. Per section 15064.3 (c), the provisions of section 15064.3 shall apply Statewide, beginning on July 1, 2020.

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

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

The project would construct a fire station within an area designated as an Established Community in the 2020 MTP/SCS. The MTP/SCS is aimed at reducing greenhouse gas emissions through VMT reduction, and these efforts are primarily focused on urban areas, where investments in the roadway system and transit, bike and pedestrian infrastructure are built into the MTP/SCS to achieve identified air quality targets.

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

Figures 3-10 and 3-11 of the 2020 MTP/SCS show the 2016 and the projected 2040 vehicle miles traveled per capita for the six-County SACOG region. The sub-region in which the project is located and a portion of the project site is shown as having in 2016 <= 85-100% of the regional average VMT per capita, and in the future (2040) the sub-region in which the project is located and a portion of the project site is shown as having <= 85-100% of the regional average VMT per capita. The MTP/SCS anticipates some increased activity/growth within Established

Communities. Additionally, these areas are recognized as typically having high VMT per capita both now and in the future (2040 MTP/SCS Planning Period).

The introduction of a fire station at this location is not anticipated to generate any new vehicle miles traveled in the City of Rocklin, and should result in a reduction in vehicle miles traveled by City of Rocklin Fire Department response vehicles. A new fire station will not result in increased calls for emergency response or an increase in emergency incidents, the quantity of those is not dependent upon the number of fire stations. The total number of calls for emergency response or emergency incidents are currently responded to by three City of Rocklin fire stations, and adding a fourth fire station will allow for a greater distribution of where emergency responses come from throughout the City as a result of new fire apparatus and staff. A fourth fire station will provide a new location that emergency responses can come from, and in some instances, the trip lengths and total vehicle miles traveled generated by the three existing fire stations will be reduced because the fourth station will provide an opportunity for emergency responses to come from a closer location and potentially eliminate what were previously longer trips/higher vehicle miles traveled from the three existing fire station locations. Therefore, for the reasons noted above, impacts to VMT are not anticipated to be significant.

c. Substantially Increase Hazards due to a Geometric Design Feature or Incompatible Uses – *Less than Significant Impact*. The project site would only be accessible from Sierra College Boulevard, which connects to Interstate 80 to the north via an interchange, and to Rocklin Road to the south at a signalized intersection. The project site would provide two driveways, one on the southern portion of the project site that would allow for both ingress and egress to the project site and a public parking area on the southeast corner of the project site. The second driveway, located on the northern portion of the project site, would be the driveway that is used by fire apparatus to exit the fire station, and it includes a "Keep Clear" area as well as emergency warning signals on Sierra College Boulevard in front of the driveway. Fire apparatus returning to the fire station would use both driveways. The construction and operation of a fire station at this location has been reviewed by representatives of the City's Fire Department and the City's Engineering Division to assess items such as hazards or incompatible uses. Through these reviews and any required changes, it has been determined that the project does not introduce or significantly increase a hazard due to a geometric design feature or incompatible use, and the impact would be less than significant.

d. **Result in Inadequate Emergency Access – *Less than Significant Impact.*** The construction and operation of a new fire station at this location is anticipated to enhance emergency access by enabling faster response times in this area of the City. In addition to the "Keep Clear" area and emergency warning signals on Sierra College Boulevard to be installed by the project, emergency pre-emption devices are present at traffic signals along Sierra College Boulevard. Additionally, the proposed project is evaluated by the City's Engineering Division and the City's Fire and Police Departments to ensure that adequate emergency access is provided. Through these reviews and any required changes, the impact would be less than significant.

XVIII. TRIBAL CULTURAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Cause a substantial adverse change in the significance of a 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 does not contain any resources that are listed with the California Register of Historical Resources, but tribal cultural resources (TCRs) could be encountered during construction activities. Therefore, as discussed below, impacts to tribal cultural resources (TCR) would be less than significant with mitigation.

Prior Environmental Analysis:

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

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

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

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

Significance Conclusions:

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

> Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal

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

The City of Rocklin consulted with the Native American Heritage Commission (NAHC) to obtain a list of tribes with whom to consult with for AB-52. The NAHC provided a list of tribal contacts to the City 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), and the Wilton Rancheria (WR). Consistent with Public Resources Code (PRC) Section 21080.3.1 (d) and per AB 52, the City of Rocklin 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 to those organizations on April 29, 2025.

The formal notification letters were received by the CTVCT, NCRNT, TAMTR, UAIC, and WR on May 7, 2025, May 3, 2025, May 3, 2025/May 5, 2025/May 12, 2025, May 2, 2025 and May 2, 2025, respectively. All tribes had 30 days to request consultation on the Project pursuant to AB 52. Only one tribe, the UAIC responded within the 30-day consultation period requesting consultation, and therefore, consultation with the CTVCT, NCRT, TAMTR and WR was formally closed.

On June 4, 2025, the UIAC requested the opportunity to formally consult on the project and requested a tribal survey of the property. The UAIC used the following Tribal Cultural Resources Identification Methodology, and the results are also discussed below:

The UAIC conducted background search for the identification of Tribal Cultural Resources for this project, which included a review of pertinent literature, historic maps, and a records search using UAIC's Tribal Historic Information System (THRIS). UAIC's THRIS database is composed of UAIC's areas of oral history, ethnographic history, and places of cultural and religious significance, including UAIC Sacred Lands that are submitted to the Native American Heritage Commission (NAHC). The THRIS resources shown in this region also include previously recorded indigenous resources identified through the California Historic Resources Information System Center (CHRIS) as well as historic resources and survey data. According to THRIS data, there are 28 known TCRs, including bedrock milling features and habitation sites, within a 1/2-mile radius of the project area. The nearest TCR is 0.13 mile. No known TCRs are recorded in the project area.

On June 27, 2025, UAIC Representative René Guerrero and Drake Linton, and UAIC Preservation Committee President Kris Serrano, conducted a tribal survey for the identification of TCRs. Ground visibility was poor due to tall, dry understory of grasses and weeds. Many immature oak trees are present throughout the parcel. The southern portion of the parcel is elevated, and a significant amount of stone spoils pile are on site. Construction will remove up to 8 ft of ground surface and fill the northern portion with the spoils. Soils on site consist of coarse sandy loam-

grayish-brown to dark brown, with granitic rocks. The survey did not identify any TCRs in the project area.

In an email to the City, the UAIC indicated they would like to close AB52 consultation with the following mitigation measures, which would reduce potential impacts to Tribal Cultural Resources to less than significant:

1. MM TCR -1: Cultural Awareness and Sensitivity Training
2. MM TCR-2: Paid Tribal Monitoring for Initial Ground Disturbance (clearing, grubbing, striping, grading)
3. MM TCR-3: Unanticipated Discoveries of TCRs

The UAIC also indicated that if the City of Rocklin agrees with the mitigation measures, AB52 consultation can be closed, pursuant to § 21080.3.2. (b)(1).

In response to the UAIC's requests and to address the project's potential impacts to tribal cultural resources, Mitigation Measures XVIII.-1, XVIII.-2 and XVIII.-3, agreed to by the applicant, would be implemented under the proposed project. Implementation of Mitigation Measures XVIII.-1, XVIII.-2 and XVIII.-3 would reduce potential impacts to tribal cultural resources to a less than significant level.

Mitigation Measure XVIII.-1: Cultural Awareness and Sensitivity Training

a. The City of Rocklin shall require the applicant/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 and shall include distribution of the United Auburn Indian Community Tribal Cultural Resources brochure.

b. 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.

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

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

Mitigation Measure XVIII.-2: Tribal Monitoring

a. *The project proponent 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.*

b. *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.*

c. *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 is 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.*

d. *Appropriate treatment of TCRs may include, but is not limited to:*

1. *Recordation of the resource(s)*
2. *Avoidance and preservation of the resource(s)*
3. *Recovery and reburial of the resource(s) onsite or in a feasible off-site location in a designated area subject to no further disturbance. The location of the reburial shall be acceptable to the UAIC.*

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

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

g. *The Tribal Monitor, in consultation with the UAIC THPA and the project proponent 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.*

h. 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.

i. The City of Rocklin shall assist with the resolution of disagreements between the project proponent/contractor and the Tribe is such occurs on the project.

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

Mitigation Measure XVIII.-3: Discovery of Tribal Cultural Resources

a. If any suspected TCRs or resources of cultural significance to the UAIC, including, but not limited to features, anthropogenic/cultural soils, cultural belonging or objects (artifacts), shell, bone, shaped stones or bone, or ash/charcoal deposits are discovered by any person during construction activities including ground disturbing construction 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.

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

c. The culturally affiliated Tribe shall consult with the City of Rocklin to (1) identify the boundaries of the new TCR and (2) if feasible, identify appropriate preservation in place and avoidance measures, including redesign and 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 further disturbance is anticipated. Permanent curation of the TCRs will not take place unless approved in writing by the culturally affiliated Tribe.

d. The construction contractor(s) shall provide secure, on-site storage of 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.

e. The construction contractor and the City of Rocklin 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 reburial, upon request.

f. 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 Information Center (CHRIS) in a timely manner.

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

h. If articulated or disarticulated 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 project proponent to define appropriate treatment and disposition of the burials.

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

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

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed development and operation of a 13,381 ± square foot fire station building and associated training area, as well as associated parking and landscaping would increase the need for utility and service systems, but not to an extent that would impact the ability of the utility and service providers to adequately provide such services. Therefore, as discussed below, impacts to utilities and service systems would be less than significant.

Prior Environmental Review:

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

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

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

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Significance Conclusions:

a. and c. Relocation, New or Expanded Utilities – *Less than Significant Impact.* The proposed project site is located within the South Placer Municipal Utility District (SPMUD) service area for sewers. SPMUD has a System Evaluation and Capacity Assurance Plan, which is periodically updated, to provide sewer to projects located within their service boundary. The plan includes future expansion as necessary. SPMUD collects participation fees to finance the maintenance and expansion of its facilities. The proposed project is responsible for complying with all requirements of SPMUD, including compliance with wastewater treatment standards established by the Central Valley Water Quality Control Board.

The South Placer Wastewater Authority (SPWA) was created by the City of Roseville, Placer County and SPMUD to provide regional wastewater and recycled water facilities in southwestern Placer County. The regional facilities overseen by the SPWA include the Dry Creek and Pleasant Grove Wastewater Treatment Plants, both of which receive flows from SPMUD (and likewise from Rocklin). To project future regional wastewater needs, the SPWA prepared the South Placer Regional Wastewater and Recycled Water Systems Evaluation (Evaluation) in June 2007. The Evaluation indicates that as of June 2004, flows to both the wastewater treatment plants were below design flows. Both wastewater treatment plants are permitted discharges under the National Pollutant Discharge Elimination System (NPDES). Specifically, the Dry Creek Wastewater Treatment Plant (WWTP) is permitted to discharge an average dry weather flow not to exceed 18 mgd, while the Pleasant Grove Wastewater Treatment Plant is permitted to discharge an average dry weather flow not to exceed 12 mgd. According to SPMUD, in 2016 the Dry Creek WWTP had an average dry weather inflow of 8.2 mgd, with SPMUD's portion being 1.8 mgd, and

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

The proposed project site is located within an area of the City of Rocklin that has been contemplated for urban development in the Rocklin General Plan, and as such the provision of storm water drainage, electric power, natural gas, and telecommunications facilities to the project site has been planned for, with much of the necessary distribution infrastructure already in place within existing public utility rights-of-way. The City of Rocklin coordinates with utility and service providers as new development or re-development is being proposed.

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

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

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

Therefore, the project is not anticipated to require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas or telecommunications facilities and the impact would be less than significant for questions a) and c).

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

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

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

d. and e. Solid Waste – *Less than Significant Impact.* According to the Western Placer Waste Management Agency's Waste Action Plan, the Western Regional landfill, which serves the Rocklin area, has a proposed permitted total capacity of 86.5 million cubic yards, and the estimated closure year for the landfill is approximately 2110. Development of the project site with urban land uses was included in the lifespan and capacity calculations of the landfill, and a less than significant landfill capacity impact would be anticipated. Federal and State regulations regarding solid waste consist of the Federal Environmental Protection Agency regulations and the California Integrated Waste Management Act regulating waste reduction. These regulations primarily affect local agencies and other agencies such as the Landfill Authority. The project would comply with all Federal, State, and local regulations regarding trash and waste and other nuisance-related issues as may be applicable. Recology would provide garbage collection services to the project site, provided their access requirements are met.

The project is not expected to include any unusual elements that would generate solid waste in excess of State and local standards, or in excess of the capacity of local infrastructure or otherwise impair the attainment of solid waste reduction goals, and the project would comply with solid waste regulations. Therefore, the impact would be less than significant for questions d) and e).

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

DISCUSSION OF DETERMINATION:

Project Impacts:

The development and operation of a 13,381 ± square foot fire station building and associated training area, as well as associated parking and landscaping at this project site could increase the need for fire and emergency responses to the project site, but not to an extent that would impact the ability of the fire and emergency responders to adequately provide such services. The project site is not located in or near a State Responsibility Area (SRA). There are no locations in Rocklin that are classified as very high fire hazard severity zones. Therefore, as discussed below, impacts from wildfires would be less than significant.

Prior Environmental Review:

As a "program EIR" under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts of wildland fires that would occur as a result of the future urban development that was contemplated by the General Plan. These impacts included exposure of people or structures to significant risk of loss, injury or death involving wildland fires, impairment,

or interference with implementation of emergency response and evacuation plans and cumulative hazard impacts (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.7-20 through 4.7-28; City 2011). The analysis found that while development and buildout of the General Plan can result in wildland fire and emergency response impacts, these impacts would be reduced to a less than significant level through the application of General Plan goals and policies that would assist in minimizing or avoiding impacts to utilities and service systems.

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

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Significance Conclusions:

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

b. and c. Exacerbation of Fire Risk – *Less than Significant Impact.* The project occurs on a site that is contemplated in the Rocklin General Plan for urban development, and the development of the project site does not occur in an area where an exacerbation of fire risk would occur due to slope, prevailing winds, and other factors. In addition, construction of roadway improvements and other impervious surface areas, as well as upgrades to existing infrastructure, such as the installation of fire hydrants and the introduction of a new fire station to the City, would help reduce fire risk. Therefore, the project would not exacerbate wildfire risk and the impact would be less than significant for questions b) and c).

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

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

DISCUSSION OF DETERMINATION:

Project Impacts:

The preceding analysis demonstrates that these effects would not occur as a consequence of the Project.

Significance Conclusions:

a. Degradation of Environment Quality – *Less than Significant Impact with Mitigation.* The proposed project site is mostly surrounded by disturbed and developed land. Based on the project location and the application of mitigation measures for potential biological resources and cultural resources impacts, including Mitigation Measure IV.-1 and Mitigation Measure V.-1, the proposed project does not have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species, or eliminate important examples of the major periods of California history or prehistory. The proposed project design, the application of the recommended mitigation measures, and the City's uniformly applied development policies and standards would reduce potential impacts to a less than significant level. Therefore, the project would have less than significant impact with implementation of Mitigation Measure IV.-1, and Mitigation Measure V.-1.

b. Cumulatively Considerable Impacts – *Less than Significant Impact with Mitigation.* Development in the South Placer region as a whole would contribute to regional air pollutant emissions, thereby delaying attainment of Federal and State air quality standards, regardless of development activity in the City of Rocklin and application of mitigation measures. As a result of this potential degradation of the quality of the environment, the General Plan EIR, which assumed the development of the proposed project site, determined that there would be significant and unavoidable cumulative air quality impacts. The project-specific air quality and greenhouse gas emissions analysis in this Initial Study demonstrated that the proposed project would have a less than significant cumulative air quality and greenhouse gas emissions impact.

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

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

Therefore, the Project would have a less than significant impact with implementation of Mitigation Measure IV.-1.

Development in the City and the South Placer region as a whole will result in significant noise impacts as a result of the introduction of new noise sources and additional traffic and people. As a result, the General Plan EIR, which assumed the development of the proposed project site, determined that there would be significant and unavoidable cumulative noise impacts.

Development in the City and the South Placer region as a whole would result in significant transportation/traffic impacts as a result of the creation of additional housing, employment and purchasing opportunities which generate vehicle trips. As a result, the General Plan EIR, which assumed the development of the proposed project site, determined that there would be significant and unavoidable cumulative transportation/traffic impacts. The project-specific transportation/traffic analysis in this Initial Study demonstrated that the proposed project would have a less than significant cumulative traffic impact.

The approval of the proposed project would not result in any new impacts that are limited, but cumulatively considerable, that are not already disclosed in the previously prepared environmental documents cited in this report. Therefore, with the mitigation measures described in this Initial Study, the project would have a less than significant impact.

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

SECTION 5. REFERENCES

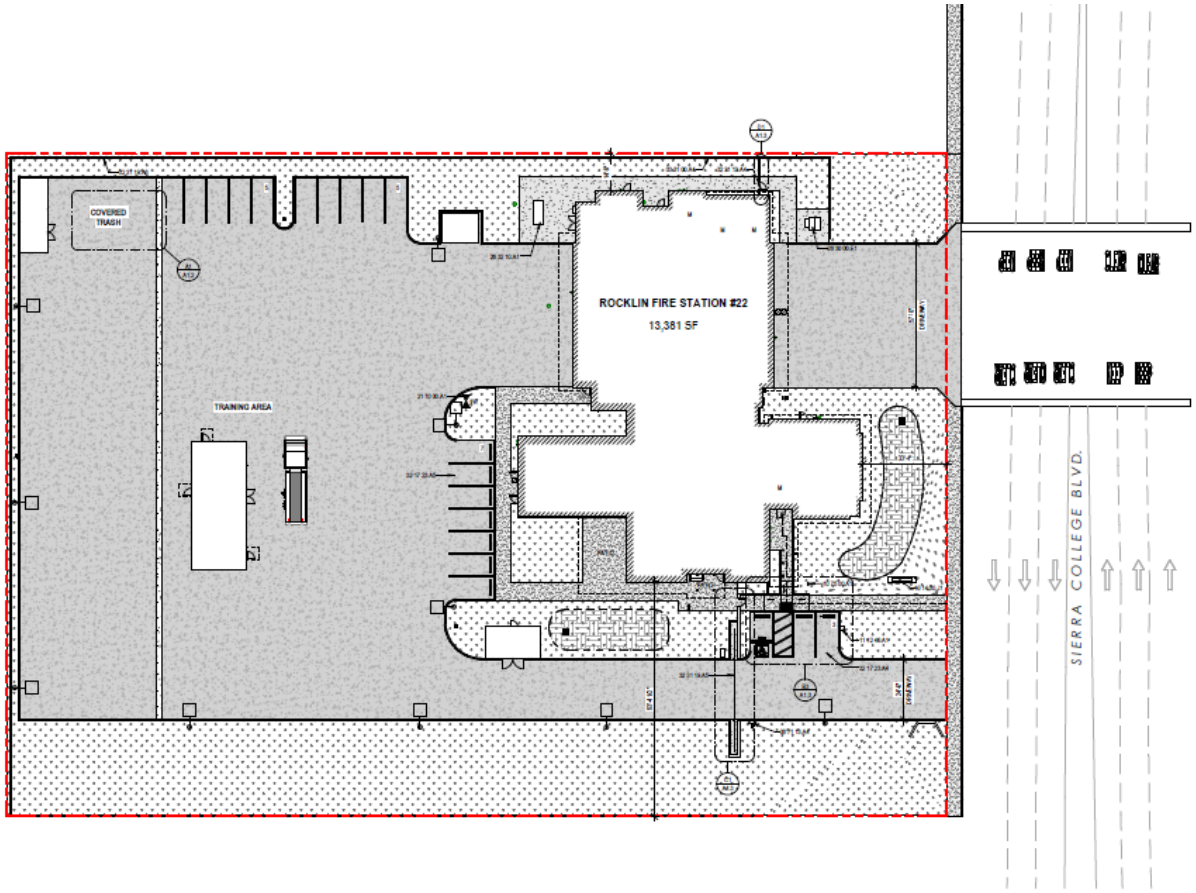
City of Rocklin General Plan, October 2012
City of Rocklin General Plan, Final Environmental Impact Report, August 2012
City of Rocklin General Plan, Draft Environmental Impact Report, August 2011
City of Rocklin Zoning Ordinance, Title 17 of the Rocklin Municipal Code
City of Rocklin Design Review Guidelines
Eileen Barrow & Associates, Cultural Resources Study for the Rocklin Fire Station Project, 4190 Sierra College Boulevard, Rocklin, Placer County, California, October 21, 2025
Raney Planning & Management, Inc., Air Quality and Greenhouse Gas Impact Analysis, Rocklin Fire Station Project, October 2025

Attachments

Attachment A – Project Vicinity Map
Attachment B – Fire Station 22 Site Plan

ATTACHMENT A – PROJECT VICINITY MAP

ATTACHMENT B – PROJECT SITE PLAN



MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT

FIRE STATION 22

Project Name and Description:
The Fire Station 22 Project is proposing construction of a new fire station for the City of Rocklin on a 2.27 ± acre site, consisting of a 13,381 ± square foot building and associated training area, as well as associated parking and landscaping. For more details on the proposed Project, please refer to the Project Description set forth in Section 3 of this Initial Study.

Project Location:
The project site is located on a 2.27± portion of Assessor's Parcel Number (APN) 045-150-050, on the western side of Sierra College Boulevard, north of Stadium Way and the improved parking lot area on the Sierra Community College campus, in the City of Rocklin.

Project Sponsor's Name:
City of Rocklin.

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

Date Circulated for Review:_____

Date Adopted:_____

Signature:_____
David Mohlenbrok, Community Development Department Director

MITIGATION MONITORING PROGRAM

FIRE STATION 22

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

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

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

The following pages present the Mitigation Monitoring Plan with the mitigation measures, 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 and/or agreed to by the applicant 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:

BIOLOGICAL RESOURCES:

Mitigation Measure IV.-1: Nesting Raptors and Migratory Birds

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

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

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

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

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

Implementation:

Prior to the start of grading or construction activities, the applicant shall submit documentation of a survey for nesting birds to the City's Community Development Department, as detailed above. If the survey results are negative, no further mitigation is required. If the survey results are positive, the biologist shall consult with the California Department of Fish and Wildlife and the City and take additional measures as detailed above.

Responsibility:

Applicant/Developer
Community Development Department
California Department of Fish and Wildlife

CULTURAL RESOURCES:

Mitigation Measure V.-1: Inadvertent Discovery of Cultural Resources

If an inadvertent discovery of cultural materials (e.g., unusual amounts of shell, charcoal, animal bone, bottle glass, ceramics, burned soil, structure/building remains) or tribal cultural resources is made during project-related construction activities, ground disturbances in the area of the find shall be halted and a qualified professional archaeologist, the Environmental Services Manager and the Native American Heritage Commission shall be notified regarding the discovery. The archaeologist shall determine whether the resource is potentially significant as per CEQA (i.e., whether it is a historical resource, a unique archaeological resource, a unique paleontological resource, or a tribal cultural resource) and shall develop specific measures to ensure preservation of the resource or to mitigate impacts to the resource if it cannot feasibly be preserved in light of costs, logistics, technological considerations, the location of the find, and the extent to which avoidance and/or preservation of the find is consistent or inconsistent with the design and objectives of the project. Specific measures for significant or potentially significant resources would include, but are not necessarily limited to, preservation in place, in-field documentation, archival research, subsurface testing, and excavation. The specific type of measure necessary would be determined according to evidence indicating degrees of resource integrity, spatial and temporal extent, and cultural associations, and would be developed in a manner consistent with CEQA guidelines for preserving or otherwise mitigating impacts to archaeological and cultural artifacts and tribal cultural resources.

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

Implementation:

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

Responsibility:

Applicant/Developer
Community Development Department
Native American Heritage Commission

TRIBAL CULTURAL RESOURCES:

Mitigation Measure XVIII.-1: Cultural Awareness and Sensitivity Training

a. *The City of Rocklin shall require the applicant/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 and shall include distribution of the United Auburn Indian Community Tribal Cultural Resources brochure.*

b. *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.*

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

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

Implementation:

Prior to any project-related construction activities, the City of Rocklin shall require cultural awareness and sensitivity training as specifically noted in the mitigation measure above.

Responsibility:

Applicant/Developer
Community Development Department

TRIBAL CULTURAL RESOURCES:

Mitigation Measure XVIII.-2: Tribal Monitoring

a. *The project proponent 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.*

b. *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.*

c. *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 is 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.*

d. *Appropriate treatment of TCRs may include, but is not limited to:*

   1. *Recordation of the resource(s)*
   2. *Avoidance and preservation of the resource(s)*
   3. *Recovery and reburial of the resource(s) onsite or in a feasible off-site location in a designated area subject to no further disturbance. The location of the reburial shall be acceptable to the UAIC.*

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

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

g. *The Tribal Monitor, in consultation with the UAIC THPA and the project proponent 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.*

h. *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.*

i. The City of Rocklin shall assist with the resolution of disagreements between the project proponent/contractor and the Tribe is such occurs on the project.

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

Implementation:

At least 2 months, if feasible, prior to project ground-disturbing activities, the project proponent shall contact the UAIC THPO to retain the services of a UAIC Certified Tribal Monitor(s), and the duration of the construction schedule and Tribal Monitoring shall be determined at this time. The City of Rocklin shall require implementation of the tribal monitoring procedures as specifically noted in the mitigation measure above.

Responsibility:

Applicant/Developer
Community Development Department

TRIBAL CULTURAL RESOURCES:

Mitigation Measure XVIII.-3: Discovery of Tribal Cultural Resources

a. *If any suspected TCRs or resources of cultural significance to the UAIC, including, but not limited to features, anthropogenic/cultural soils, cultural belonging or objects (artifacts), shell, bone, shaped stones or bone, or ash/charcoal deposits are discovered by any person during construction activities including ground disturbing construction 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.*

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

c. *The culturally affiliated Tribe shall consult with the City of Rocklin to (1) identify the boundaries of the new TCR and (2) if feasible, identify appropriate preservation in place and avoidance measures, including redesign and 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 further disturbance is anticipated. Permanent curation of the TCRs will not take place unless approved in writing by the culturally affiliated Tribe.*

d. *The construction contractor(s) shall provide secure, on-site storage of 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.*

e. *The construction contractor and the City of Rocklin 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 reburial, upon request.*

f. *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 Information Center (CHRIS) in a timely manner.*

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

h. *If articulated or disarticulated 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 project proponent to define appropriate treatment and disposition of the burials.*

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

Implementation:

If evidence of TCRs is discovered during grading or construction operations, 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. Other procedures as specifically noted in the mitigation measure shall also be followed and complied with.

Responsibility:

Applicant/Developer
Community Development Department

MITIGATION MONITORING REPORT FORMS

Project Title:

Mitigation Measures:

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

Responsible Person:

_____
(*Insert name and title*)

Monitoring/Reporting:

_____
Community Development Director

Effectiveness Comments:

_____
_____
_____
_____