

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
(ENV2025-001)

Sunset Whitney Recreation Area (SWRA) Master Plan

WHEREAS, the City of Rocklin's Environmental Coordinator prepared an Initial Study on the SWRA Master Plan 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 ____ day of _____, 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

Sunset Whitney Recreation Area (SWRA) Master Plan

The former Sunset Whitney Golf Course site (4201 Midas Avenue), generally located to the east of Sunset Boulevard, to the south of Midas Avenue and to the west of 5th Street, in the City of Rocklin

APNs : 010-010-011, 010-010-014, 010-040-007, 010-040-008, 016-010-005, 016-010-006, 016-010-007, 016-020-003, 016-020-004, and 030-140-009.

January 23, 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 and owner are the City of Rocklin.

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 SWRA Master Plan 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:

Sunset Whitney Recreation Area (SWRA) Master Plan

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 former Sunset Whitney Golf Course site (4201 Midas Avenue), generally located to the east of Sunset Boulevard, to the south of Midas Avenue and to the west of 5th Street, in the City of Rocklin.

Assessor's Parcel Numbers (APNs) :

010-010-011, 010-010-014, , 010-040-007, 010-040-008, 016-010-005, 016-010-006, 016-010-007, 016-020-003, 016-020-004, and, 030-140-009.

Project Sponsor's Name:

The applicant is the City of Rocklin.

Current General Plan Designation:

Recreation/Conservation (R-C) and Medium Density Residential (MDR)

Proposed General Plan Designation:

Recreation/Conservation (R-C) and Medium Density Residential (MDR) (no change proposed)

Current Zoning:

Open Area (OA) and Planned Development Residential (PD-R)

Proposed Zoning:

Open Area (OA) and Planned Development Residential (PD-R) (no change proposed)

Description of the Project:

The SWRA Master Plan Project entails the conversion of a defunct golf course into a public recreation area, utilizing to the extent possible the conversion and enhancement of existing improvements such as using former paved cart paths and bridges for paths and trails. The recreation area is anticipated to include numerous improvements and amenities using a phased

approach. 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:

The majority of the project site is the former Sunset Whitney Golf Course which includes mostly vacant land consisting of annual grassland, oak woodland and various golf course improvements that still remain (e.g. cart paths and some buildings), and the project site includes Clover Valley Creek and Antelope Creek. The project site is generally located to the east of Sunset Boulevard, to the south of Midas Avenue and to the west of 5th Street. To the north of the project site are single family residential uses. To the east of the project site is Midas Avenue, single family residential uses, and some open space areas, including Clover Valley Park. To the south of the project site is Argonaut Avenue and other local roadways associated with the single family residences on the south, as well as Johnson-Springview Community Park. To the west of the project site is Sunset Boulevard and single family residences, and to the west of Sunset Boulevard are multifamily uses, office uses and retail commercial uses.

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”:

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture/Forestry Resources	<input type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Energy
<input type="checkbox"/>	Geology/Soils	<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Hazards & Hazardous Materials
<input type="checkbox"/>	Hydrology/Water Quality	<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources
<input type="checkbox"/>	Noise	<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services
<input type="checkbox"/>	Recreation	<input type="checkbox"/>	Transportation	<input type="checkbox"/>	Tribal Cultural Resources
<input type="checkbox"/>	Utilities/Service Systems	<input type="checkbox"/>	Wildfire	<input type="checkbox"/>	Mandatory Findings of Significance
<input type="checkbox"/>	None	<input checked="" type="checkbox"/>	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
Community Development Department Director

1/23/26
Date

SECTION 3. PROJECT DESCRIPTION

A. Project Location

The SWRA Master Plan Project (Project) site is comprised of ten parcels totaling approximately 184± acres, identified as APNs: 010-010-011, 010-010-014, 010-040-007, 010-040-008, 016-010-005, 016-010-006, 016-010-007, 016-020-003, 016-020-004, and 030-140-009. The project site is generally located to the east of Sunset Boulevard, to the south of Midas Avenue and to the west of 5th Street, with a physical address of 4201 Midas Avenue. Please see **Attachment A** for a site and vicinity map and **Attachments B and C** for site plans.

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

The Sunset Whitney Country Club, later known as the Rocklin Golf Club, is a former golf course that has been purchased by the City of Rocklin and transformed into the Sunset Whitney Recreation Area (SWRA). The 184± acre golf course property is now a public space for recreation, featuring walking and biking trails. Since the completion of the City's purchase of the former golf course site in 2018, the City identified necessary upgrades to ensure public safety requirements were met prior to opening the SWRA to residents. A careful process mitigated the threats of dead trees, walking bridges in disrepair, and open sand pits, in addition to maintenance of overgrown vegetation. The dilapidated buildings that served as a club house and pro shop were demolished, and the former cart paths have been restored and opened to the public as recreational trails and paths.

C. Project Description

The proposed project (Sunset Whitney Recreation Area or "SWRA") entails the conversion of a defunct golf course into a public recreation area, utilizing to the extent possible the conversion and enhancement of existing improvements such as using former paved cart paths and bridges for paths and trails. The recreation area is anticipated to include numerous improvements and amenities over the course of time, including the development of the "Hub Area" located off of Midas Avenue where the golf course parking lot, clubhouse, tennis courts and driving range area formerly existed. The Hub Area is anticipated to include improvements and amenities including, but not limited to: turf and picnic areas; walkways and connective paths; a Veteran's Memorial area that would include honor walls, a rose garden, art, flags, and connective paths; an entry/arrival location with a rose garden and pergola, perimeter fencing and maintenance access; an outdoor plaza area that would include a concrete plaza, a recessed turf area, art, a pavilion, a dry creek bed, a bridge and a stone path; an art walk/passive area that would include paths, turf, art and a bridge connection; an adventure park and mountain biking area that would include a

picnic pavilion, bike rack and picnic tables; an amphitheater area that would include natural terrace seating and a shaded picnic area; a recreation center that would include an approximately 18,000 square foot multi-use building; a natural preserves area for wildlife and restoration that would include viewing areas, interpretative panels, an arboretum and oak woodlands; a pond and shade structure area that would include boardwalks, a picnic pavilion area, and pond restoration; an active play area that would include play structures such as swings, a spinner and a treehouse tower; a pickleball court area that would include 14 standard courts, 2 champion courts, lighting, built in bleachers, shaded areas and court viewing and event space; and a maintenance area that would include a shop and yard, office space, trash enclosures, and landscape material bays. In addition to the Hub Area, other improvements and amenities for the SWRA would include, but not be limited to: natural paths and a cross country trail; a 1-mile loop; natural pedestrian/bike trails with simple mountain bike obstacles off the trails; Sunset Boulevard Park which would include multi-age playgrounds, picnic areas and shade structures and trees, and a trail connection to the sidewalk on Sunset Boulevard; an Argonaut Avenue Play area that would include a play area and a picnic area.

Access to the project would be provided via the existing vehicular driveway and parking area off of Midas Avenue. There are numerous other pedestrian/bike points of access to the SWRA, including formal access points along Midas Avenue, Argonaut Avenue, Whitney Boulevard and Sunset Boulevard.

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 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 construction and development of the elements of the SWRA Master Plan, which includes the conversion of a defunct golf course into a public recreation area as further described above, 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 project site through the construction and development of elements of the SWRA Master Plan as 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 the elements of the SWRA Master Plan as 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 the elements of the SWRA Master Plan as 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 the elements of the SWRA Master Plan as 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. Planned facilities and features within the SWRA Master Plan area would be of consistent height and scale with the surrounding development and the former golf club facilities that used to occupy the property. 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 multi-level single family and multifamily residences and office and retail commercial buildings. These buildings are collectively all of similar size and scale to the elements of the SWRA Master Plan 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. 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 and recreational 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 the elements of the SWRA Master Plan as described above at this project site would result in the construction of structures and lighting 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 Other Land and Urban and Built Up Land. These categories are 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 are they 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 (PM₁₀).

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 buildup 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 Raney Planning & Management, Inc., a Sacramento area consulting firm with recognized expertise in air quality, prepared an Air Quality and Greenhouse Gas Impact Analysis report for the Sunset Whitney Recreation Area Master Plan project. The report, dated October 2025, is available for review during normal business hours at the City of Rocklin Community Development Department, 3970 Rocklin Road, Rocklin, CA. City staff have reviewed the documentation and found that ECORP Consulting 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 & Management, Inc. report, which are summarized below. The report is available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA.

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

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

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.

(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.

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. 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.

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/m³ to 9 µg/m³. The new final rule retains the existing 24-hour primary NAAQS for PM_{2.5} of 35 µg/m³ and the existing AAM secondary NAAQS for PM_{2.5} of 15.0 µg/m³. 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 (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 PM_{2.5} 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.

O₃ = ozone; ppm: parts per million; µg/m³ = micrograms per cubic meter; PM₁₀ = 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/m³ = milligrams per cubic meter; NO₂ = nitrogen dioxide; SO₂ = 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, NO₂, SO₂, and lead, in nonattainment for ozone (8 hour), and unclassified for PM₁₀ (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 PM₁₀, 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 (PCAPCD)

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.

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:

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:

- 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; PM₁₀ = 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 PM₁₀, 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	3.20	29.20	21.10
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 PM₁₀. 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, NOx, and PM₁₀ 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	4.02	3.20	5.10
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 does not have a residential component and would not result in population growth in the City or region, nor does it have an employment component and would not result in employment growth in the City or region. The majority of the project site has a land use designation of Recreation/Conservation (R-C), and a small area (3.33± acres) has a land use designation of Medium Density Residential (MDR), and the majority of the project site has a zoning designation of Open Area (OA) and a small area (3.33± acres) has a zoning designation of Planned Development Residential (PD-R).

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 has a general plan designation of R-C and MDR and is zoned OA and

PD-R. The project's proposed recreational uses would be permitted use 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 employment 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 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 continued use of the project site as a recreational facility under the SWRA Master Plan 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 PM₁₀. Accordingly, construction activities associated with development of the proposed project would not substantially contribute to the PCAPCD's nonattainment status for ozone and PM₁₀. 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 PM₁₀. 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, NO_x, and PM₁₀ 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 PM₁₀ 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 PM₁₀ 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 receptors to the project site are the residences that surround the project site.

Construction Activities Impacts

Fugitive Dust

Due to the phased implementation of the SWRA Master Plan elements and their relatively small sizes, construction of the project would not be anticipated to 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)

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 in total. Additionally, DPM is known to be highly dispersive, and only portions of the site would be disturbed at a time throughout the construction period. Because construction activities and subsequent emissions vary depending on the phase of construction (e.g., grading, building construction), the construction-related emissions to which nearby receptors are exposed would also vary throughout the construction period. During some equipment-intensive phases such as grading, construction-related emissions would be higher than other less equipment-intensive phases such as building construction. Concentrations of mobile-source DPM emissions are typically reduced by 70 percent at approximately 500 feet. Operation of construction equipment would occur intermittently throughout the course of a day, rather than continuously at any one location on the project site. In addition, as discussed above, the site is currently developed, containing a defunct golf course, parking lot, paved cart paths, and bridges of paths and trails. The clubhouse and tennis courts that used to exist on site have been demolished since the time that the City acquired the property from the former golf course operator. Thus, significant grading with off-road equipment would not occur on the project site.

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).

In addition, all construction equipment and operation thereof would be regulated per the CARB'S In-Use Off-Road Diesel Vehicle Regulation, which 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 of DPM emissions and exposure of nearby residences 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.

Considering the intermittent nature of construction equipment operating within an influential distance to the nearest sensitive receptors, the limited duration of anticipated construction activities as elements of the SWRA Master Plan are phased in, the highly dispersive nature of DPM, and compliance with regulations, the likelihood that any one nearby sensitive receptor would be exposed to high concentrations of DPM of 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

Vehicle exhaust is the primary source of CO in California. In an urban setting, the highest CO concentrations are generally found near congested intersections. Under typical meteorological conditions, CO concentrations tend to decrease as distance from the emissions source (i.e., congested intersection) increases. Project-generated traffic has the potential of contributing to localized “hot spots” of CO off-site. Because CO is a byproduct of incomplete combustion, exhaust emissions are worse when fossil-fueled vehicles are operated inefficiently, such as in stop-and-go traffic or through heavily congested intersections. However, the volume of traffic required for CO concentrations to exceed the NAAQS and CAAQS is very high. The Bay Area Air Quality Management District (BAAQMD) provides screening guidance in their CEQA Guidelines concerning the volume of traffic which could result in a CO Hotspot: intersections which carry more than 44,000 vehicles per hour; or intersections which carry more than 24,000 vehicles per hour and where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway) (BAAQMD 2023).

According to the 2012 Rocklin General Plan Draft Environmental Impact Report, cumulative (year 2040) traffic daily traffic volumes in the project vicinity were projected to be as follows: Midas Avenue, between Argonaut Avenue and Whitney Boulevard – 4,500; Argonaut Avenue between Whitney Boulevard and Midas Avenue – 10,600; Whitney Boulevard between Argonaut Avenue and Midas Avenue – 12,400; Whitney Boulevard between Midas Avenue and Crest Drive – 14,800, and Sunset Boulevard, between Stanford Ranch Road and Whitney Boulevard, 39,300. These traffic volumes are a significant order of magnitude below the 44,000 vehicles per hour screening level for CO hotspots suggested by the BAAQMD.

In addition, per the PCAPCD’s screening methodology, if the project would result in vehicle operations producing more than 550 lbs/day of CO emissions, the project would result in localized CO emissions that would violate CO standards. According to the modeling performed

for the proposed project, the proposed project would result in maximum unmitigated operational mobile source CO emissions of 25.90 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 level threshold used by the PCAPCD, and, according to the PCAPCD's screening methodology for localized CO 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.

Lastly, the project site previously served as a recreational destination when it was a golf club and it generated automobile trips through its use as such. The continued use of the project site as a recreational facility under the SWRA Master Plan is anticipated to generate similar levels of traffic compared to its prior use as a golf club, and it could potentially generate even lesser levels of traffic as compared to its past use given the nature of the SWRA as a recreational facility focused on walking, biking and hiking trails. Occasional events hosted at SWRA such as track and field events, pickleball tournaments, mountain biking events and community gatherings would generate higher levels of traffic during those events, but those events would not occur for long durations such that excessive amounts of air pollution would be generated.

For the reasons noted above, CO levels at nearby intersections would not be expected to be higher than anticipated for the area. It should be noted that as older, more polluting vehicles are retired and replaced with newer, cleaner vehicles, the overall rate of emissions of CO for vehicle fleet throughout the State has been, and is expected to continue, decreasing. Therefore, emissions of CO would likely decrease from current levels over the lifetime of the project, and the long-term operation of the project would not expose sensitive receptors to substantial localized concentrations of CO.

In addition to the CO emissions discussed above, Toxic Air Contaminants (TACs) are also a category of environmental concern. The California Air Resources Board (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) provides recommendations for siting new sensitive land uses near sources typically associated with significant levels of TAC emissions, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards. CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC. High volume freeways/roadways, stationary diesel engines, and facilities attracting heavy and constant diesel traffic were identified as having the highest associated health risks from DPM. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure, where the higher the concentration and/or the longer the period of time that a sensitive receptor is exposed to pollutant concentrations would correlate to a higher health risk. Health-related risks associated with DPM in particular are primarily associated with long-term exposure and associated risk of contracting cancer.

Operational-related emissions of TACs are typically associated with stationary diesel engines or land uses that involve heavy diesel truck traffic or idling. Due to the civic and recreational nature of the project, relatively few vehicle trips associated with the proposed project would be expected to be composed of heavy-duty diesel-fueled trucks and their associated emissions. The

project does not involve long-term operation of any stationary diesel engine or other on-site stationary source of TACs. Recreational uses, such as the proposed project, do not typically involve long-term operation of any stationary sources of TACs. Therefore, the proposed project would not expose any existing sensitive receptors to any new permanent or substantial TAC emissions during operations.

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 recreational 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.

Implementation of the project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Therefore, the impact 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 as a golf club facility and is mostly bordered by urban uses, including major roadways (Sunset Boulevard, Midas Avenue and Argonaut Avenue). The site is largely undeveloped with the exception of some structures, a parking area, and cart paths associated with the former golf club use. The majority of the project site is considered to be disturbed/developed, and other vegetation communities on the project site include annual grassland, blue oak woodland and valley oak woodland. 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 could occur due to their 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 buildup of the Rocklin General Plan will impact sensitive biological communities, will result in the loss of native oak and heritage trees, will result in the loss of oak woodland habitat, and will contribute to cumulative impacts to biological resources. Findings of fact and a statement of overriding considerations were adopted by the Rocklin City Council in regard to these impacts, which were found to be significant and unavoidable.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Project Level Environmental Analysis:

The firm ECORP Consulting Inc., a California consulting firm with recognized expertise in biological resources, prepared a Biological Resources Assessment (BRA) for the Sunset Whitney Recreation Area project site. The BRA, dated July 2025, is available for review during normal business hours at the City of Rocklin Community Development Department, 3970 Rocklin Road, Rocklin, CA. City

staff have reviewed the documentation and found that ECORP Consulting 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 ECORP Consulting, Inc. report, which are summarized below.

Overview

As part of the assessment, a background investigation of the proposed project site (project site) was conducted which included queries of the California Natural Diversity Database (CNDDB), California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants, the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) and the National Marine Fisheries Service (NMFS) resources data. The United States Geological Survey (USGS) topographic quadrangles used in the above database queries include Roseville and Rocklin and the surrounding ten quadrangles. Current and historical aerial imagery, any previous biological studies conducted for the area, topographic mapping, National Wetlands Inventory mapping, USFWS Critical Habitat Mapper, NMFS Essential Fish Habitat Mapper, and other relevant literature were also reviewed. Field surveys were conducted on November 5, 2024 to assess the suitability of habitats on-site to support special-status species. The results of the field surveys are included in the BRA. The analysis presented in this section is based on the BRA.

Project Site Characteristics and Land Use

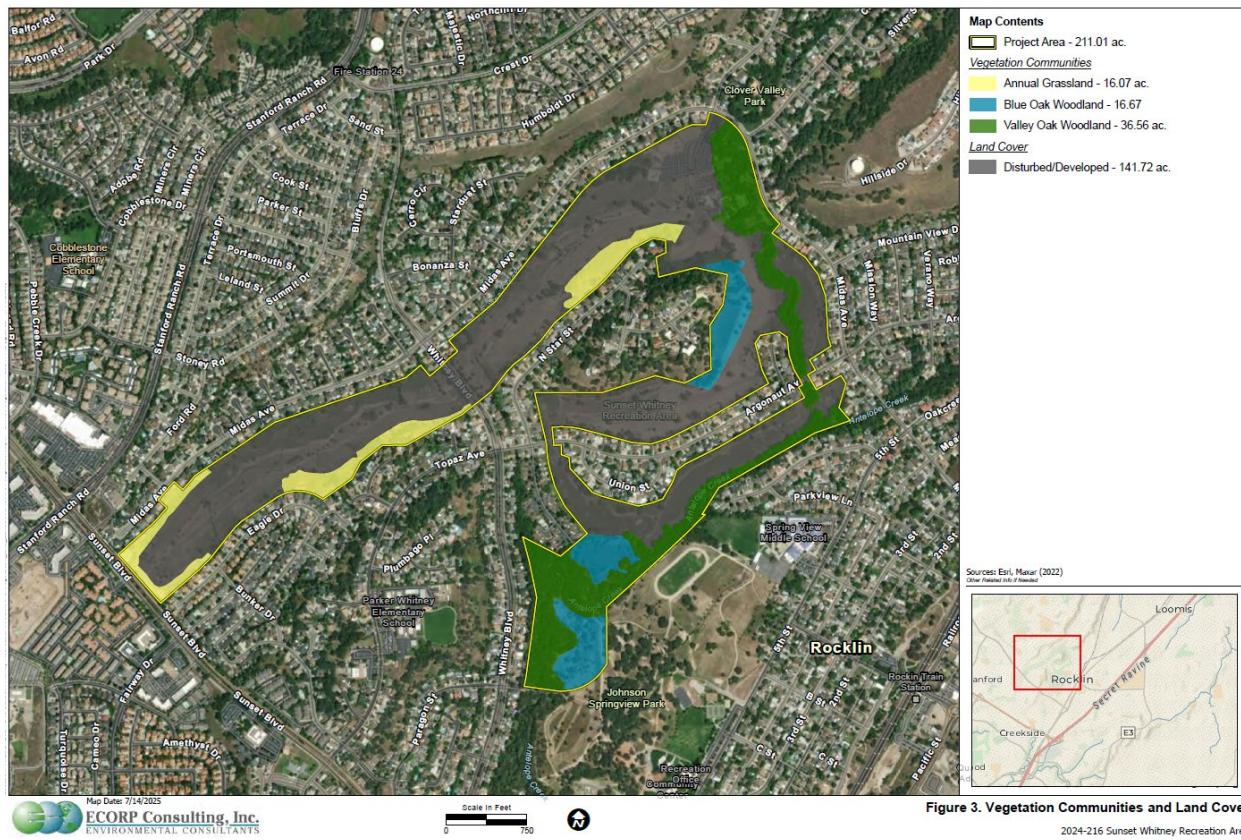
The proposed project is located on gently sloping terrain surrounded by low-density single family residential neighborhoods and is situated at an elevational range of approximately 215 to 300 feet above Mean Sea Level in the Northern Sierra Nevada Foothills District in the Sierra Nevada Region of the California floristic province. The average winter low temperature is 38.2 degrees Fahrenheit and the average summer high temperature is 90.1 degrees Fahrenheit; the annual average precipitation is approximately 36.12 inches at the Auburn station, which is located approximately 11.8 miles northeast of the project site.

The project site consists of a golf course that was decommissioned in 2015 and converted to a recreation area. The facilities within the project site include several bridges, some structures, and a series of paved and unpaved walking trails. The project site supports four vegetation communities/land cover types (annual grassland, disturbed/developed, blue oak woodland and valley oak woodland) and five aquatic resources types (seasonal wetland, seasonal wetland swale, intermittent drainage, pond, stream/creek).

Vegetation Communities and Land Cover Types

Four vegetation communities and land cover types were identified on the overall project site: annual grassland, blue oak woodland, valley oak woodland, and disturbed / developed. Approximately 16 acres of annual grassland is present within the project area. The annual grassland is located within the northwest portion of the project area and it is dominated by non-native annual grasses including Italian ryegrass and wild oat. Approximately 17 acres of blue oak woodland is present within the project area. The blue oak woodland is located in the eastern and southern portions of the project area and it is dominated by blue oak with interior live oak also

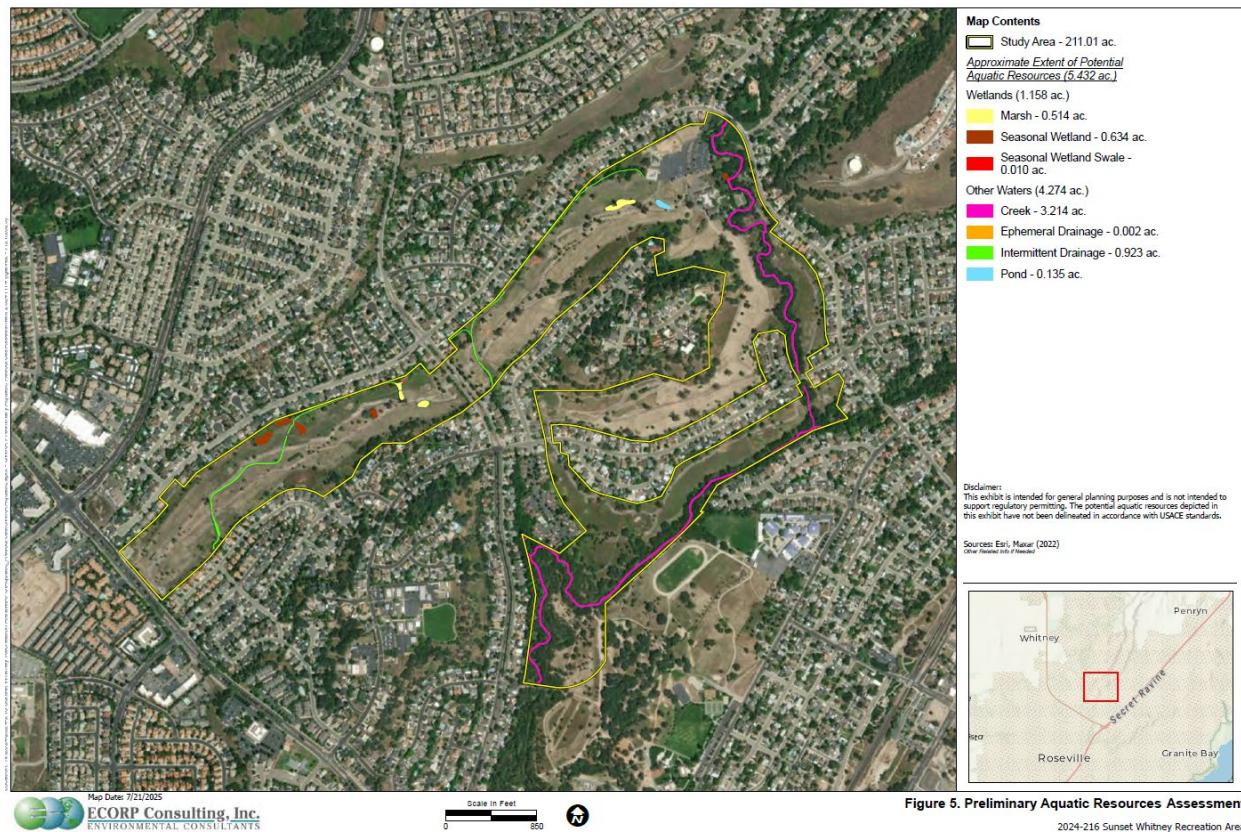
present at lower cover in the canopy. Herbaceous vegetation in the understory consists of Italian ryegrass and wild oat. Approximately 37 acres of valley oak woodland is present within the project area. The valley oak woodland is distributed along the riparian areas of Clover Valley Creek and Antelope Creek within the project area, and this community is dominated by valley oak with Fremont's cottonwood and interior live oak also present as lower cover in the canopy. Understory shrubs include Himalayan blackberry. Approximately 142 acres of disturbed / developed is present within the project area. The disturbed/developed is located throughout the footprint of the relict golf course within the project area, and it is composed primarily of Bermuda grass with other non-native species such as Italian ryegrass and wild oats. See the figure below for a map representing the location of these land cover types.



Aquatic Resources

Concurrent with the reconnaissance-level field assessment, ECORP conducted a preliminary aquatic resources assessment to identify potential Waters of the U.S./State within the project area. The aquatic features identified onsite include marsh, seasonal wetland, seasonal wetland swale, creek, ephemeral drainage, intermittent drainage, and pond. There is one ephemeral drainage in the southwest corner of the project area, and the bottom of this drainage is unvegetated, but the margins of the drainage are dominated by dallis grass. Two intermittent drainages are present in the northern portion of the project area. These intermittent drainages are sparsely vegetated with curly dock, dallis grass, and tall flat sedge. These drainages connect to seasonal wetland swales, a seasonal wetland, and a marsh. The marshes present within the

project area are artificially constructed, are part of the relict golf course, and are dominated by cattails. Similarly, the pond is an artificially excavated feature created for the golf course, and the vegetation present is dominated by cattails. There are five seasonal wetlands in the northern portion of the project area, they appear to be artificially constructed as part of the golf course stormwater drainage, and are dominated by dallis grass. There are two seasonal wetland swales in the northwestern portion of the project area, and predominant species that occur within the seasonal wetland swales include curly dock and wild oat. There are two perennial creeks, Clover Valley Creek and Antelope Creek, within the project area. These creeks are sparsely vegetated, but cattails are present along the banks of Clover Valley Creek and Antelope Creek in areas of sediment accumulation that provide a substrate suitable for plant establishment and growth. See the figure below for a map representing the location of these aquatic resources.



Wildlife

The project area provides for a variety of wildlife species. Common wildlife species observed during the site reconnaissance visit included feral pigeons, northern flicker, lesser goldfinch, and northern mockingbird, among others. Special-status birds that the biologists observed during the site visit included oak titmouse and Nuttall's woodpecker. A California ground squirrel population is present throughout the project area in the annual grassland and blue oak woodland. The annual grassland may not support nesting habitat for birds because it is periodically mowed, but it does support foraging habitat for some raptors, including red-tailed hawk, red-shouldered hawk, American kestrel and great horned owl. The blue oak woodland community supports

nesting habitat for many birds such as mourning dove, acorn woodpecker, white-breasted nuthatch, and western bluebird, among others. Bridges, hollows in trees, and vacant buildings may provide bat roosting habitat.

Special-Status Plant and Animal Species

Special-status species are regulated under the federal and California Endangered Species Acts or other regulations or are species that are considered sufficiently rare by the scientific community to qualify for such listing. These species are classified under the following categories:

1. Species listed or proposed for listing as threatened or endangered under the federal Endangered Species Act (Code of Federal Regulations Title 50, Section 17.12 [listed plants] and Section 17.11 [listed animals], and various notices in the Federal Register [proposed species]).
2. Species that are candidates for possible future listing as threatened or endangered under the federal Endangered Species Act (Federal Register Title 61, Number 40, February 28, 1996).
3. Species listed or proposed for listing by the State of California as threatened or endangered under the California Endangered Species Act (California Code of Regulations Title 14, Section 670.5).
4. Plants listed as rare or endangered under the California Native Plant Protection Act (California Fish and Game Code, Section 1900 et seq.).
5. Animal species of special concern to CDFW.
6. Animals fully protected under the California Fish and Game Code (Sections 3511 [birds], 4700 [mammals], and 5050 [reptiles and amphibians]).
7. Species that meet the definitions of rare and endangered under CEQA. CEQA Section 15380 provides that a plant or animal species may be treated as “rare or endangered” even if not on one of the official lists (State CEQA Guidelines, Section 15380).
8. Plants considered by CNPS and CDFW to be “rare, threatened or endangered in California” (California Rare Plant Rank 1A, 1B, and 2 in CNPS 2022).

Plants

Based on the literature review, ECORP identified 36 special-status plant species as having the potential to occur within the project area. However, upon further analysis and after the site visit, ECORP considers 24 of those species to be absent from the project area due to lack of suitable habitat or because the project area is outside the known geographical or elevational range for the species; therefore, this assessment does not further discuss those species. The following remaining 12 species have the potential to occur within the project area: Big- Scale Balsamroot, Spicate Calycadenia, Brandegee’s Clarkia, Dwarf Downingia, Stinkbells, Butte County Fritillary, Dubious Pea, Legenere, Bristly Leptosiphon, Humboldt Lily, Sanford’s Arrowhead and Oval-Leaved Viburnum.

Invertebrates

Based on the literature review, ECORP identified six special-status invertebrate species as having the potential to occur within the project area. However, upon further analysis and after the site visit, ECORP considers four of those species to be absent from the project area due to lack of suitable habitat or because the project area is outside the known geographic range for the species; therefore, this assessment does not further discuss those species. The following remaining two species have the potential to occur within the project area: Valley Elderberry Longhorn Beetle and Crotch's Bumble Bee.

Fish

Based on the literature review, ECORP identified eight special-status fish species as having the potential to occur within the project area. However, upon further analysis and after the site visit, ECORP considers one of those species to be absent from the project area due to lack of suitable habitat or because the project area is outside the known geographic range for the species; therefore, this assessment does not further discuss those species. The following remaining seven species have the potential to occur within the project area: Riffle Sculpin, Central California Roach, Pacific Lamprey, Western Brook Lamprey, Hardhead, Steelhead (Central Valley Distinct Population Segment), and Chinook Salmon (Central Valley Fall/Late Fall Run Evolutionarily Significant Unit).

Amphibians

Based on the literature review, ECORP identified four special-status amphibian species as having the potential to occur within the project area. However, upon further analysis and after the site visit, ECORP considers all of those species to be absent from the project area due to lack of suitable habitat; therefore, this assessment does not further discuss special-status amphibians.

Reptiles

Based on the literature review, ECORP identified two special-status reptile species as having the potential to occur within the project area. However, upon further analysis and after the site visit, ECORP considers one of those species to be absent from the project area due to lack of suitable habitat or because the project area is outside the known geographic range for the species; therefore, this assessment does not further discuss that species. The following remaining one species has the potential to occur within the project area: Northwestern Pond Turtle.

Birds

Based on the literature review, ECORP identified 33 special-status bird species as having the potential to occur within the project area. However, upon further analysis and after the site visit, ECORP considers 21 of those species to be absent from the project area due to lack of suitable habitat or because the project area is outside the known geographic range for the species;

therefore, this assessment does not further discuss those species. The following remaining 12 species have the potential to occur within the project area: California Black Rail, White-Tailed Kite, Cooper's Hawk, Swainson's Hawk, Western Screech-Owl, Burrowing Owl, Nuttall's Woodpecker, Yellow-Billed Magpie, Oak Titmouse, White-Breasted Nuthatch, Song Sparrow "Modesto", and Bullock's Oriole.

Mammals

Based on the literature review, ECORP identified three special-status mammal species as having the potential to occur within the project area. However, upon further analysis and after the site visit, ECORP considers one of those species to be absent from the project area due to lack of suitable habitat; therefore, this assessment does not further discuss that species. The following remaining two species have the potential to occur within the project area: Pallid Bat and Townsend's Big-Eared Bat.

Critical Habitat or Essential Fish Habitat

Based on the literature review, ECORP identified anadromous fish critical habitat for California Central Valley Steelhead in Miner's Ravine downstream of Antelope Creek but not within the project area. However, essential fish habitat for Central Valley late/fall-run Chinook salmon is present within the project area. A salmonid barrier and habitat assessment conducted in Antelope Creek and Clover Valley Creek assessed the entire extent of these two creeks within the project area. This assessment identified nine barriers that would likely be impassable at certain times of the year, possibly including the fall, in the reach of Antelope Creek between Atlantic Street and the confluence of Clover Valley Creek near the intersection of Argonaut and Midas Avenues. The assessment identified five additional fish barriers in Clover Valley Creek within the project area, and determined four of these barriers to be partial fish barriers, while the fifth, a concrete dam within the project area of about 4.5 feet in height, was likely a full fish barrier due to poor approach. The presence of fish barriers in Antelope Creek and Clover Valley Creek reduces the likelihood but does not eliminate the possibility of anadromous fish occurring within the project area.

Approach to the Analysis

The impact analysis is based on the resources, references, and data collection methods identified and discussed above. The analysis addresses potential direct and indirect impacts from construction or operation of the proposed Project, defined as follows:

- Direct impacts are those that could occur at the same time and place as project implementation, such as the removal of habitat as a result of grading.
- Indirect impacts are those that could occur either at a later time or at a distance from the project area, but that are reasonably foreseeable such as night work where there is a potential for light spillover to disrupt migratory patterns or roosting behavior.

Direct and indirect impacts on biological resources may vary in duration; they may be temporary or permanent.

- Temporary impacts are those that occur at the same time as the project construction such as construction noise and air pollution.
- Permanent impacts are those that occur such as loss of habitat from vegetation removal, lighting from proposed project.

The analysis considers the potential impacts of the proposed project on suitable habitat, special-status species, sensitive natural communities, wetlands, and wildlife corridors, and conflicts with local policies affecting biological resources. Mitigation measures are identified as necessary, to reduce impacts to less-than-significant levels.

Significance Conclusions:

a. Effect on Protected Species – *Less Than Significant Impact with Mitigation*. The SWRA Master Plan reflects the planned future development of the project site with the majority of planned development occurring in areas that are currently developed or that were developed in the past with the former golf course use. The SWRA Master Plan has been intentionally laid out to utilize already developed areas and avoid areas that were not previously developed, in part due to the biological resources that are part of those areas. While the majority of the future planned development will occur in areas that have already been disturbed, it is still recognized that multiple special-status species have the potential or occur within the project area and may be affected by the project. The following sections describe impacts and provide mitigation for each species or group of species. ECORP recommends the following general measures to minimize impacts to multiple special-status species, as referenced in their respective sections.

To address the project's potential impacts to multiple special-status species, 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 multiple special-status species to a less than significant level.

Mitigation Measure IV.-1: General Measures

- a. The project impacts shall be clearly demarcated prior to construction and all workers shall be made aware of the impact limits and avoided areas. No ground- or vegetation-disturbing activities shall occur outside of the project impact limits. All vehicles and equipment shall be restricted to the project impact limits or existing designated access roads and staging areas.*
- b. Erosion control measures shall be placed between avoided aquatic resources and the outer edge of the impact limits prior to commencement of construction activities and shall be maintained until construction is completed and soils have stabilized. Plastic monofilament netting or similar material shall not be used for erosion control because smaller wildlife*

may become entangled or trapped. This includes products that use photodegradable or biodegradable synthetic netting, which can take several months to decompose. Acceptable materials include natural fibers such as jute, coconut, twine, or other similar fibers or tackified hydroseeding compounds.

- c. A qualified biologist shall conduct mandatory worker environmental awareness training for all contractors, work crews, and any onsite personnel to aid workers in recognizing special-status species and sensitive biological resources that are known to occur or have the potential to occur onsite. The program shall include identification of the special-status species and their habitats, a description of the regulatory status and general ecological characteristics of sensitive resources, and a review of the limits of construction, environmentally sensitive areas, measures required to reduce impacts to biological resources, and possible penalties for non-compliance. The project shall retain a qualified biologist on an as-needed basis to assist with potential biological issues that may arise during construction (i.e., wildlife relocation).*
- 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.*

To address the project's potential impacts to special-status plants, Mitigation Measure IV.-2, agreed to by the applicant, would be implemented under the proposed project. Implementation of Mitigation Measure IV.-2 would reduce potential impacts to special-status plants to a less than significant level.

Mitigation Measure IV.-2: Special-Status Plants

- a. Perform floristic plant surveys according to current United States Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW) and California Native Plant Society (CNPS) protocols prior to construction. Surveys shall be conducted throughout all suitable habitat within the project area and a 50-foot buffer to address potential direct and indirect impacts of the project. Surveys shall be conducted by a qualified biologist and timed according to the appropriate phenological stage for identifying target species. Known reference populations shall be visited and/or local herbaria records shall be reviewed, if available, prior to surveys to confirm the phenological stage of the target species.*
- b. If special-status plants are identified within 50 feet of the project area, implement the following measures:*
- c. If avoidance of special-status plants is feasible, establish and clearly demarcate avoidance zones for special-status plant occurrences prior to construction and maintain until the completion of project construction. Avoidance zones shall include the extent of the special-status plants plus a 25-foot buffer, unless otherwise determined by a qualified biologist.*

No ground- or vegetation-disturbing activities shall occur within avoidance zones. A qualified biologist/biological monitor shall be present if work must occur within the avoidance buffer to ensure special-status plants are not impacted by the work.

- d. If avoidance of special-status plants is not feasible, an impact assessment shall be conducted by a qualified biologist to determine whether project-related impacts would have the potential to eliminate, substantially reduce the number of, or restrict the range of the special-status plant species, and/or conflict with any local policies or ordinances protecting special-status plant species. If impacts are determined to be less than significant, no further measures will be needed. If impacts are determined to be significant, mitigation may be required. Mitigation measures, if needed, shall be developed in consultation with CDFW. Mitigation measures may include restoration or permanent preservation of onsite or offsite habitat for special-status plants and/or translocation of plants or seeds from impacted areas to unaffected habitats.*
- e. 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.*

To address the project's potential impacts to special-status wildlife species, Mitigation Measure IV.-3, agreed to by the applicant, would be implemented under the proposed project. Implementation of Mitigation Measure IV.-3 would reduce potential impacts to special-status wildlife species to a less than significant level.

Mitigation Measure IV.-3: Special-Status Wildlife Species

- a. If the Crotch's bumble bee is no longer a candidate or formally listed species under the California Endangered Species Act (ESA) at the time that ground-disturbing activities occur, no additional protection measures will be required.*
- b. If the Crotch's bumble bee is legally protected under the California ESA as a candidate or listed species, and ground-disturbing activities are scheduled to begin between February 1 and October 31, pre-construction surveys shall be conducted by a qualified biologist. Based on CDFW's Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species (CDFW 2023), it is recommended that three Crotch's bumble bee surveys be conducted at two- to four-week intervals during the colony active period (April-August) if possible.*
- c. If Crotch's bumble bees are detected, any remaining surveys will focus on nest location. If no nests are found, but the species is observed during pre-construction surveys, work crews shall be informed of the possible presence of Crotch's bumble bees or their nests onsite. If a Crotch's bumble bee is encountered during construction, work shall stop until the individual leaves on its own volition. If an active Crotch's bumble bee nest is detected, an appropriate no-disturbance buffer zone (including foraging resources and flight*

corridors essential for supporting the colony) shall be established around the nest to reduce the risk of disturbance or accidental take, and the qualified biologist shall coordinate with CDFW to determine if an Incidental Take Permit under Section 2081 of the California ESA will be required. Nest avoidance buffers may be removed at the completion of the flight season (October 31) and/or once the qualified biologist deems the nesting colony is no longer active.

- d. If initial grading is phased or delayed for any reason and nesting habitat is still present or has re-established during that time, pre-construction surveys shall be repeated prior to ground-disturbing activities.*
- e. 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.*

To address the project's potential impacts to special-status and Migratory Bird Treaty Act-protected birds (including nesting raptors), Mitigation Measure IV.-4, agreed to by the applicant, would be implemented under the proposed project. Implementation of Mitigation Measure IV.-4 would reduce potential impacts to special-status and Migratory Bird Treaty Act-protected birds (including nesting raptors) to a less than significant level.

Mitigation Measure IV.-4: Special-Status and Migratory Bird Treaty Act-Protected Birds (including nesting raptors)

- a. For activities that are to occur within 500 feet of the perimeter of suitable marsh habitat, a minimum of four California black rail surveys, spaced at least 10 days apart, shall be conducted during the year in which ground disturbance activities would commence. The surveys shall be initiated between at least March 15 and May 31, but preferably before May 15, and shall cover the time period from the date of the first survey period through the end of June to early July., Projects must conduct surveys during this time period, regardless of when the project is scheduled to begin, in order to encompass the time period when the highest frequency of calls if likely to occur.*
- b. If project activities are scheduled during the Swainson's hawk nesting season (March 1 to August 31), then prior to beginning work on the project, a qualified biologist shall survey for Swainson's hawk nesting activity. The survey area shall include a 0.5-mile distance surrounding the project. The qualified biologist shall conduct surveys according to the Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley (Swainson's Hawk Technical Advisory Committee, 2000) or, if proposing an alternate survey methodology, shall submit the proposed survey timing and methods to CDFW for review and written approval prior to initiation of surveys. Survey results shall be submitted to CDFW for review. If Swainson's hawk nesting activity is observed during the survey, the survey results shall be submitted to CDFW for review and acceptance prior to starting project activities. If the qualified biologist identifies nesting*

Swainson's hawk individuals, they shall recommend a no-disturbance buffer, and the contractor shall implement the buffer under their supervision. Project activities shall be prohibited within the no-disturbance buffer between March 1 to August 31, unless otherwise approved in writing by CDFW, which may include consultation pursuant to the California ESA and an Incidental Take Permit, or a qualified biologist determining that the nest is no longer active. If there is a lapse in project-related work of 14 days or longer, an additional survey shall be conducted prior to resuming project activities.

- c. *A pre-construction survey for nesting burrowing owl shall be conducted by a qualified biologist within 14 days prior to commencement of project activities within the project area and a 250-foot buffer. Surveys shall be conducted at appropriate times and in appropriate weather conditions to maximize detection. If active burrowing owl burrows are found, an avoidance plan shall be prepared in consultation with CDFW prior to the commencement of any ground-disturbing activities.*
- d. *To the extent feasible, tree and shrub removal or trimming shall be conducted outside of the bird nesting season (typically February 1 – August 31, and as early as January 1 for raptors).*
- e. *During the nesting season (typically February 1 – August 31, and as early as January 1 for raptors), a pre-construction nesting bird survey shall be conducted within 14 days prior to the commencement of project-related activities to identify active nests that could be impacted by construction. The pre-construction nesting bird survey shall include accessible areas within 500 feet of the project area. If there is a break in construction activities of more than 14 days, then subsequent surveys shall be conducted. If active nests are found, a no-disturbance buffer shall be established around the nest. A qualified biologist, in consultation with CDFW, shall establish a buffer distance. The buffer shall be maintained until the nestlings have fledged (i.e., are capable of flight and become independent of the nest), which shall be determined by a qualified biologist. The avoidance buffer can be removed and no further measures will be necessary once the young have fledged or the nest is no longer occupied, as determined by the qualified biologist.*
- f. *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.*

Because northwestern pond turtle's nesting habitat is typically within 450 feet of a watercourse, if a project is occurring within 450 feet of Antelope Creek or Clover Valley Creek, then there is the potential to impact the species. To address the project's potential impacts to northwestern pond turtle, Mitigation Measure IV.-5, agreed to by the applicant, would be implemented under the proposed project. Implementation of Mitigation Measure IV.-5 would reduce potential impacts to northwestern pond turtle to a less than significant level.

Mitigation Measure IV.-5: Northwestern Pond Turtle

- a. *A qualified biologist shall perform a pre-construction northwestern pond turtle clearance survey within 24 hours of the initiation of project activities.*
- b. *If northwestern pond turtles are found within the project area, they shall be allowed to move out of the project area on their own volition.*
- c. *Areas impacted within the project area that represent suitable habitat for northwestern pond turtle shall be restored to pre-project conditions after project completion. If no northwestern pond turtles are found during the pre-construction clearance survey, no further measures will be necessary.*
- 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.*

To address the project's potential impacts to special-status bats, Mitigation Measure IV.-6, agreed to by the applicant, would be implemented under the proposed project. Implementation of Mitigation Measure IV.-6 would reduce potential impacts to special-status bats to a less than significant level.

Mitigation Measure IV.-6: Special-Status Bats

- a. *At least 30 days prior to initiation of project activities, a bat habitat assessment shall be conducted by a qualified bat biologist to examine trees and structures for suitable bat roosting habitat. High-quality habitat features (e.g., large tree cavities, basal hollows, loose or peeling bark, and abandoned structures) shall be identified and the area around these features searched for bats and bat sign (i.e., guano, staining, culled insect parts).*
- b. *If suitable bat roosting habitat is identified, the feature shall be avoided and protected in place to the extent feasible. A buffer area shall be established around the roost site to minimize disturbance of roosting bats. The size of the buffer areas shall be determined in consultation with CDFW.*

- c. *If suitable trees or structures cannot be avoided, removal shall be timed to occur outside of the maternity roosting season (generally April 1 to August 31) and only when nighttime low temperatures are above 45 degrees F and rainfall is less than 0.5 inch in 24 hours.*
- d. *Trees with identified bat roosting habitat shall be removed using a two-phase removal process conducted over two consecutive days. On the first day, tree limbs and branches shall be removed, using chainsaws only. On the second day, the remainder of the tree shall be removed.*
- e. *Standing trees or snags with habitat features shall be removed over a single day by gently lowering the tree or snag to the ground. The tree or snag shall be left undisturbed onsite for the next 48 hours.*
- f. *Removal and trimming of trees with potential roosting habitat shall be conducted in the presence of a qualified biologist.*
- g. *If removal/modification of a suitable tree or structure must occur during the maternity season, a qualified bat biologist shall conduct a focused survey(s) within 48 hours of the scheduled work. If a maternity roost is located, whether solitary or colonial, that roost shall remain undisturbed until after the maternity season or until a qualified biologist has determined the roost is no longer active.*
- h. *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.*

While the SWRA Master Plan exhibit does indicate a planned bridge crossing over Antelope Creek to connect SWRA and Johnson Springview Park, that project is occurring as a separate project with its own CEQA analysis, and is not considered to be a part of this project. The SWRA Master Plan does not propose any development or placement of new bridges (some bridges from the prior golf course use still exist) over Antelope Creek or Clover Valley Creek. If a project would include work within or over Antelope Creek or Clover Valley Creek, then there is the potential to impact special-status fish species. To address the project's potential impacts to special-status fish species, Mitigation Measure IV.-7, agreed to by the applicant, would be implemented under the proposed project. Implementation of Mitigation Measure IV.-7 would reduce potential impacts to special-status fish species to a less than significant level.

Mitigation Measure IV.-7: Special-Status Fish Species

- a. *Implement in-water operations during a limited work window (likely June 15 through October 15) to avoid the most sensitive life stages of ESA-listed anadromous fish species.*
- b. *Employ a qualified biologist to be present onsite as needed to monitor in-water work activities.*

- c. Request the United States Army Corps of Engineers (USACE) to initiate Section 7 and Magnuson-Stevens Act consultation with National Marine Fisheries Service (NMFS) on the project effects to ESA-listed anadromous fish species and Essential Fish Habitat (EFH) through either the Clean Water Act Section 404 Nationwide Permit 14 or the Rivers and Harbors Act Section 10 Minor Impact Letter of Permission.
- 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.

ECORP did not observe elderberry shrubs during the site reconnaissance visit, but suitable habitat for the Valley Elderberry Longhorn Beetle (VELB) may be present within the project area. To address the project's potential impacts to Valley Elderberry Longhorn Beetle, Mitigation Measure IV.-8, agreed to by the applicant, would be implemented under the proposed project. Implementation of Mitigation Measure IV.-8 would reduce potential impacts to Valley Elderberry Longhorn Beetle to a less than significant level.

Mitigation Measure IV.-8: Valley Elderberry Longhorn Beetle

- a. A qualified biologist shall conduct a VELB survey according to USFWS protocols (USFWS 1999). The survey shall be conducted within the entire project area and a 165-foot buffer. All elderberry shrubs with at least one stem measuring 1.0 inch or greater in diameter at ground level shall be identified, mapped, and thoroughly researched for evidence of VELB (i.e., exit holes).
- b. If no elderberry shrubs with at least one stem measuring 1.0 inch or greater in diameter at ground are found, no additional minimization or avoidance measures will be necessary.
- c. If elderberry shrubs with at least one stem measuring 1.0 inch or greater in diameter at ground level are found, through the Clean Water Act Section 404, request the USASCE to initiate federal ESA Section 7 Consultation with USFWS on the project effects to VELB. Mitigation would be determined during the Section 7 consultation process and would be outlined in a USFWS Biological Opinion. Mitigation may include a combination of preservation of elderberry shrubs within onsite or offsite preserves, compensatory planting of elderberries and associated native plants, and/or purchase of VELB mitigation credits from a USFWS-approved mitigation bank.
- d. If avoidance of elderberries is feasible, establish and clearly demarcate (e.g., with high visibility fencing or flagging) avoidance zones for avoided elderberries prior to construction and maintain such zones until completion of work activities within 165-feet of the avoided elderberry shrub. Avoidance zones shall include the elderberry shrub plus a 30-foot buffer from the shrub's drip line (i.e., the area of soils and roots located directly under the outer circumference of the shrub's branches). The avoidance zone markers shall

be installed as close to construction limits as feasible. No ground- or vegetation-disturbing work may occur within the avoidance zone unless a qualified biologist with stop-work order authority is present to ensure that work does not impact VELB or damage the shrub (including its root zone).

- e. *As much as feasible, all activities that could occur within 165-feet of an elderberry shrub shall be conducted outside of the flight season of VELB (March through July).*
- f. *Dust generation shall be minimized by applying water during construction activities or by presoaking work areas for all work within 100 feet of elderberry shrubs.*
- g. *Trimming of avoided elderberry shrubs, if necessary, shall take place between November and February and shall avoid removal of branches greater or equal to 1 inch in diameter. Measures to address regular and/or large-scale maintenance (trimming, application of herbicides or insecticides) shall be established in consultation with the USFWS.*
- h. *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 – *Less Than Significant Impact With Mitigation.* The SWRA Master Plan reflects the planned future development of the project site with the majority of planned development occurring in areas that are currently developed or that were developed in the past with the former golf course use. The SWRA Master Plan has been intentionally laid out to utilize already developed areas and avoid areas that were not previously developed, in part due to the biological resources that are part of those areas. While the majority of the future planned development will occur in areas that have already been disturbed, it is still recognized that riparian habitats along Clover Valley Creek and Antelope Creek are present within the project area, and in addition, seasonal wetlands, seasonal wetland swales, ephemeral drainages, intermittent drainages, marshes, a pond, and streams/creeks are also present within the study area. Therefore, because these features could potentially be impacted by the project, ECORP recommends the following measures to avoid or minimize impacts to riparian habitat and aquatic resources.

If a project includes work adjacent to or within Clover Valley Creek, Antelope Creek, seasonal wetlands, seasonal wetland swales, ephemeral drainages, intermittent drainages, marshes, or a pond, then the project has the potential to impact riparian habitat. To address the project's potential impacts to riparian habitat, Mitigation Measure IV.-9, agreed to by the applicant, would be implemented under the proposed project. Implementation of Mitigation Measure IV.-9 would reduce potential impacts to riparian habitat to a less than significant level.

Mitigation Measure IV.-9: Riparian Habitat

- a. *Prior to conducting work that may impact riparian habitat or CDFW jurisdictional aquatic features, obtain a Lake and Streambed Alteration Agreement (LSAA) from CDFW pursuant to Section 1600 of the California Fish and Game Code.*
- b. *To avoid introduction and spread of non-native invasive plant species, clothing, vehicles, and equipment (including shoes, equipment undercarriage, and tires/tracks) not previously used by City staff within the City shall be cleaned prior to entering the project area and, if invasive plant species are known to occur within the project area, prior to entering an area of the project area that is free of invasive plants. Materials used for the project, such as fill dirt or erosion control materials, shall be from weed-free locations or certified weed free.*

If a project includes work within 50 feet of Clover Valley Creek, Antelope Creek, seasonal wetlands, seasonal wetland swales, ephemeral drainages, intermittent drainages, marshes, or a pond, then the project has the potential to impact aquatic resources. To address the project's potential impacts to aquatic resources, Mitigation Measure IV.-10, agreed to by the applicant, would be implemented under the proposed project. Implementation of Mitigation Measure IV.-10 would reduce potential impacts to aquatic resources to a less than significant level.

Mitigation Measure IV.-10: Aquatic Resources

- a. *Prior to conducting work within 50 feet of an aquatic feature, conduct an Aquatic Resources Delineation (ARD) in accordance with the Corps of Engineers Wetlands Delineation Manual (Environmental Laboratory 1987) and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (USACE 200*). Submit the ARD to USACE and obtain a verification, Approved Jurisdictional Determination, or Preliminary Jurisdictional Delineation.*
- b. *If aquatic resources onsite are considered Waters of the U.S., request authorization to fill wetlands and other Waters of the U.S. under Sections 303 and 401 of the federal Clean Water Act (Section 404 Permit and Section 401 Water Quality Certification) prior to discharging any dredged or fill materials into any Waters of the U.S. Because the Waters of the U.S. are also Waters of the State, the 401 Water Quality Certification will authorize fill to Waters of the State. Specific impact avoidance, minimization and/or compensation measures shall be developed and implemented as part of the Section 404 Permit to ensure no net loss of wetland function and values. To facilitate such authorization, an application for a Section 404 Permit and an application for a Section 401 Water Quality Certification for the project shall be prepared and submitted to the USACE and the Regional Water Quality Control Board (RWQCB) and shall include direct, avoided, and preserved acreages to Waters of the U.S. Mitigation requirements may include purchase of mitigation credits at an agency-approved mitigation bank and/or Permittee-responsible mitigation (e.g., preservation and creation) in an onsite preserve or offsite mitigation property.*

- c. If aquatic resources are verified by the USACE as not meeting the definition of Waters of the U.S., they would be considered Waters of the State. Request authorization to fill Waters of the State via the Waste Discharge Requirement (WDR) Program. Specific impact avoidance, minimization, and/or compensation measures shall be developed and implemented as part of the WDRA.
- d. If necessary, prepare and submit a Lake or Streambed Alteration Notification to CDFW under California Fish and Game Code Section 1602 to request authorization to affect CDFW-regulated aquatic features or habitat. Mitigation for impacts to Waters of the State typically consists of a minimum 1:1 replacement ratio for direct impacts; however, final mitigation requirements shall be developed in consultation with CDFW. Mitigation may include purchase of mitigation credits at an agency-approved mitigation bank and/or Permittee-responsible mitigation (e.g., preservation and creation) in an onsite preserve or offsite mitigation property.
- e. 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.

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.

CDFW’s Essential Habitat Connectivity Areas map identifies larger, relatively natural habitat blocks that support native biodiversity and areas essential for connectivity between them. According to ECORP’s review, the project area does not fall within an Essential Habitat Connectivity Area or a natural habitat block, but it does contain a small natural area that could support ecological value. No nursery sites have been documented within the project area and none were observed during the site reconnaissance.

The project site consists mostly of disturbed habitat. The surrounding land uses include primarily developed residential uses and some developed commercial uses surrounding the project site. In addition, the project site is located in a developed area that includes larger roadways such as Sunset Boulevard, Midas Avenue, Argonaut Avenue and Whitney Boulevard, as well as numerous

other residential streets. Project implementation may temporarily disturb and displace wildlife habitat from the project area. Some wildlife, such as birds or nocturnal species, are likely to continue to use the habitats opportunistically for the duration of any construction activities. Once construction is complete, wildlife movements are expected to resume in a similar capacity. No known migratory wildlife corridors or nursery sites are located within the project area. 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, and 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 SWRA Master Plan project site contains numerous oak trees throughout the property, the majority of which are located in areas not planned for development of the various master plan elements because the SWRA Master Plan contemplates the majority of its development on the former golf course green and fairway areas that are mostly devoid of oak trees. While detailed plans for each of the master plan elements have not yet been developed, it is possible that some oak tree removal would need to occur in the future. 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. Given that the SWRA Master Plan area is considered a developed lot, but it is not designated for residential, commercial or industrial uses, an oak tree removal permit 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. As noted above, it is unknown at this time how many oak trees, and their collective number of inches, would be required to be removed with the implementation of the SWRA Master Plan, although it is anticipated to be minimal. In addition, it is anticipated that as elements of the SWRA Master Plan are developed there will be new landscaping provided with those elements, and some of that landscaping will include the planting of oak tree species.

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 construction and development of the elements of the SWRA Master Plan, which includes the conversion of a defunct golf course into a public recreation area as further described above, 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 buildup 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 ECORP Consulting Inc., a California consulting firm with recognized expertise in cultural resources, prepared a Cultural Resources Inventory and Evaluation Report for the Sunset Whitney Recreation Area project site. The report, dated July 2025, is not available for public review due to confidentiality reasons. City staff have reviewed the documentation and found that ECORP Consulting 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 ECORP Consulting, Inc. report, which are summarized below.

ECORP's 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 two previous cultural resources studies have been conducted within the project area; no resources were recorded within the project area as a result of either study. The records search results also indicate that the Sunset Whitney Golf Course has not been previously evaluated for historical significance, nor has it been recorded as a Historical Resource under the California Environmental Quality Act (CEQA) or a Historic Property under Section 106 of the National Historic Preservation Act (NHPA). Because the golf course is more than 50 years old and has not been previously evaluated for historical significance, a built environment evaluation is warranted.

As a result of the field survey, ECORP recorded two new cultural resources within the project area: a bedrock mortar and the Sunset Whitney Golf Course. The bedrock mortar is located within an area where no ground disturbance is proposed; therefore, ECORP recommends that the resource be presumed eligible for the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR) under criterion D/4 and avoided and preserved in place. Assumption of eligibility and avoidance will ensure there is be a No Adverse Effect/No Significant Impact to the resource.

ECORP evaluated the Sunset Whitney Golf Course and found that it does not meet any of the criteria for listing in the NRHP and CRHR, either individually or as part of an existing historic district. Therefore, the Sunset Whitney Golf Course is not a Historic Property under Section 106 of the NHPA or a Historical Resource under CEQA.

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 mostly 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 construction and development of the elements of the SWRA Master Plan, which includes the conversion of a defunct golf course into a public recreation area as further described above, 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 buildup 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 construction and development of the elements of the SWRA Master Plan, which includes the conversion of a defunct golf course into a public recreation area 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 I8-1-B of the Uniform Building Code (I994), 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 buildup 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 any element of the SWRA Master Plan project that would require 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.

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 buildup 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 Raney Planning & Management, Inc., a Sacramento area consulting firm with recognized expertise in air quality, prepared an Air Quality and Greenhouse Gas Impact Analysis report for the Sunset Whitney Recreation Area Master Plan project. The report, dated October 2025, is available for review during normal business hours at the City of Rocklin Community Development Department, 3970 Rocklin Road, Rocklin, CA. City staff have reviewed the documentation and found that ECORP Consulting 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 & Management, Inc. report, which are summarized below. The report is available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA.

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 (CO₂e) by the year 2100 (IPCC 2014).

Types of Greenhouse Gases

The GHGs defined under California’s Assembly Bill (AB) 32 include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF₆).

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 CO₂ 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 CO₂, CH₄, N₂O, HFC, PFC, and SF₆) 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 CO₂ 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 CO₂ removal technologies and facilitate the capture and sequestration of CO₂ 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.

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) CO₂e per 1,000 square feet of building space per year for projects in urban areas, or a de minimis level of 1,100 MT CO₂e per year.

Significance Conclusions:

a. Generate Greenhouse Gas – *Less Than Significant Impact.*

Construction Emissions

Project construction GHG emissions were estimated using the CalEEMod model. The modeling shows that the estimated unmitigated maximum construction-related emissions from the proposed project would result in a 343 MT CO₂e. Project construction emissions would not exceed the PCAPCD project-level construction GHG threshold of 10,000 MT CO₂e per year, and project 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 992 MT CO₂e. Project operational emissions would not exceed the PCAPCD project-level operational GHG threshold of 1,100 MT CO₂e 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 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 is designated Recreation/Conservation (R-C) and a small area of Medium Density Residential (MDR) on the General Plan land use map and is zoned Open Area (OA) and a small area of Planned Development Residential (PD-R). The small area of MDR/PD-R land within the SWRA boundary does not include any specific development element as part of the SWRA Master Plan. The project would be consistent with the site's land use and zoning designations. 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 CARB's 2022 Scoping Plan and the SACOG's 2020 RTP/SCS. Therefore, 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 construction and development of the elements of the SWRA Master Plan, which includes the conversion of a defunct golf course into a public recreation area as further described above, 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 fire 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 site is located adjacent to Spring View Middle School, 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 recreational area) 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 on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (known as the Cortese List), with a case record of a Leaking Underground Storage Tank (LUST) site as part of the former Sunset Whitney County Club. The case involves the removal of two underground storage tanks that started in 1990 and then a Soil and Groundwater Assessment Work Plan was developed to address some inaccuracies and incomplete testing associated with the tank removals and that Work Plan was reviewed by the Placer County Department of Health and Human Services, Environmental Health Services Division and the Central Valley Regional Water Quality Control Board. The Work Plan was implemented and chemical analysis of auger boring soil and groundwater samples did not detect any of the hydrocarbon constituents for which they were tested. On November 14, 2000, the Central Valley Regional Water Quality Control Board issued a

No Further Action Required Letter, confirming the completion of the site investigation and corrective action for the underground storage tanks formerly located at the Sunset Whitney Country Club. The agency found that the site investigation and corrective actions were carried out in compliance with application sections and corrective action regulations of the Health and Safety Code, and that no further action related to the petroleum release(s) at the site is required. The Cortese database identifies public drinking water wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with Underground Storage Tanks (USTs) having a reportable release and all solid waste disposal facilities from which there is known migration. The Department of Toxic Substances Control (DTSC) EnviroStor database and State Water Resources Control Board GeoTracker database were searched on December 10, 2025, 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. Vehicular access to the project would be provided by a driveway on Midas Avenue, and there are numerous other pedestrian/bike points of access to the SWRA, including formal access points along Midas Avenue, Argonaut Avenue, Whitney Boulevard and Sunset 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. 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 uses, as well as multiple roadways. 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 buildup 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 Best Management Practice/Best Available Technology (BMP/BAT) and/or Low Impact Development (LID) features and then into the City's storm drain system. The purposes of the BMP/BAT and/or 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 Panels 06061C0961H, and 06061C0942H effective dates November 2, 2018), the project site is mostly 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. There are portions of the project site along Clover

Valley Creek and Antelope Creek that are located within the regulatory floodplain, but no new structures are proposed for those areas as part of the SWRA Master Plan.

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 the construction and development of the elements of the SWRA Master Plan, which includes the conversion of a defunct golf course into a public recreation area as further described above.

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 does not include any homes or businesses, and the entire project is within the City of Rocklin. The proposed project would include the construction and development of the elements of the SWRA Master Plan, which includes the conversion of a defunct golf course into a public recreation area as further described above 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 Recreation/Conservation (R-C) and a small area of Medium Density Residential (MDR) on the General Plan land use map and is zoned Open Area (OA) and a small area of Planned Development Residential (PD-R). The small area of MDR/PD-R land within the SWRA boundary does not include any specific development element as part of the SWRA Master Plan. 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 buildup of the Rocklin General Plan will result in exposure of persons to, or generation of, noise levels in excess of applicable noise standards, will result in exposure to surface transportation noise sources and stationary noise sources in excess of applicable noise standards and will contribute to cumulative transportation noise impacts within the Planning Area. Findings of fact and a statement of overriding consideration were adopted by the Rocklin City Council in regard to these impacts, which were found to be significant and unavoidable.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Project-Level Environmental Analysis:

The firm of Saxelby Acoustics, a Sacramento area consulting firm with recognized expertise in acoustics, prepared an Environmental Noise Assessment for the proposed project on October 14, 2024. 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 Saelby Acoustics 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 Saelby Acoustics report, which are summarized below. The report is available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA.

Environmental Setting

Existing Noise Receptors

Some land uses are considered more sensitive to noise than others. Land uses often associated with sensitive receptors generally include residences, schools, libraries, hospitals and passive recreation areas. In the vicinity of the project site, noise sensitive land uses (NSLU) include existing single-family and multifamily residential uses bordering the site.

Existing Noise Environment

The existing noise environment in the project area is primarily defined by traffic on the local roadway network. To quantify the existing ambient noise environment in the project vicinity, Sasselby Acoustics conducted continuous (24-hr.) noise level measurements at five locations on the project site. A summary of the noise level measurement survey results is provided in the table below.

SUMMARY OF EXISTING BACKGROUND NOISE MEASUREMENT DATA								
Location	Date	Ldn	Daytime Leq	Daytime L50	Daytime Lmax	Nighttime Leq	Nighttime L50	Nighttime Lmax
LT-1: 175 ft. to CL of Midas Avenue	7/26/24	58	46	42	59	52	51	60
	7/27/24	56	45	42	62	50	49	58
	7/28/24	60	44	40	58	54	48	60
	Average	58	45	41	60	52	49	59
LT-2: 1,000 ft. to CL of Midas Avenue	7/26/24	47	42	39	59	41	38	56
	7/27/24	46	42	38	60	40	36	57
	7/28/24	46	41	37	57	39	35	55
	Average	46	41	38	59	40	36	56
LT-3: 60 ft. to CL of Midas Avenue	7/19/24	56	54	48	73	48	44	65
	7/20/24	56	53	44	63	41	41	55
	7/21/24	56	53	47	72	49	44	66
	Average	56	54	48	72	49	44	66
LT-4: 550 ft. to CL of Whitney Boulevard	7/19/24	52	53	44	63	41	41	55
	7/20/24	48	42	41	59	42	41	59
	7/21/24	49	43	43	60	42	42	58
	Average	50	46	43	61	42	41	57
LT-5: 1,050 ft. to CL of Sunset Boulevard	7/19/24	54	49	48	65	48	46	70
	7/20/24	54	49	47	67	47	46	68
	7/21/24	53	48	47	66	46	46	65
	Average	54	49	47	66	47	46	68
Notes: All values shown in dBA; Daytime hours: 7:00 a.m. to 10:00 p.m.; Nighttime hours 10:00 p.m. to 7:00 a.m.								

Traffic circulation and recreational noise are considered to be the primary noise sources for this project. The following is a list of assumptions used for the noise modeling. The data used is based upon a combination of manufacturer's provided data and Sasselby Acoustics data from similar projects. All sources are assumed to operate during daytime (7:00 a.m. to 10:00 p.m.) hours only. All sources were modeled as operating concurrently at peak capacity.

On-Site Circulation: Sasselby Acoustics estimated that the project could generate up to 260 trips in the peak hour. Sasselby Acoustics assumed that 1-2 of these trips could be heavy trucks to

account for garbage collection. Parking lot movements are predicted to generate a sound exposure level (SEL) of 72 dBA SEL at 50 feet for cars and 85 dBA SEL at fifty feet for trucks.

Pickleball Courts: Saxelby Acoustics predicted noise levels associated with the operation of the pickleball courts at the nearby sensitive receptors. The proposed project includes sixteen pickleball courts. Saxelby Acoustics used pickleball noise level data collected at the 2024 Veolia Sacramento Open pickleball tournament hosted at Lifetime Roseville to predict project noise levels. Noise levels up to 57 dBA Leq were measured at 250 feet from the center of the courts. A 12-foot tall absorptive barrier with a 6-inch gap at the base was in place at the time of measurement. Saxelby Acoustics modeled the proposed pickleball court location as well as an alternative location with greater setback to nearby residential uses. The City has determined that it will locate the pickleball courts in the alternative location, see **Attachment C** for a site plan showing that alternative location.

Play Areas at Sunset Boulevard and Argonaut Avenue: Recreational activity in center of playground area at 55 dBA Leq at 50 feet.

Mountain Bike Course: Noise emanating from the mountain bike course primarily originates from riders conversing. Saxelby Acoustics assumed 50 people on the mountain bike course speaking at a “very loud” speaking voice. Each person was assumed to speak for 15 minutes in a given hour.

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 Leq during daytime hours (7 a.m. to 10 p.m.) and 45 dBA Leq 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 Ldn or CNEL for outdoor activity areas and 45 Ldn 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 buildup 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 With Mitigation.*** 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 from project operations.

Construction Noise

During the construction phases of the project, noise from construction activities would add to the noise environment in the immediate vicinity. Activities involved in construction would generate maximum noise levels ranging from 76 to 90 dBA Lmax at a distance of 50 feet. Construction activities would also be temporary in nature and are anticipated to occur during normal daytime working hours. Noise would also be generated during the construction phase by increased truck traffic on area roadways. A project-generated noise source would be truck traffic associated with transport of heavy materials and equipment to and from the construction site. This noise increase would be of short duration and would occur during daytime hours.

Caltrans defines a significant noise increase due to noise as an increase of 12 dBA over existing ambient conditions. Saxeby Acoustics used this criterion to evaluate increased in noise due to construction noise associated with the project. Construction equipment is predicted to generate noise levels of up to 90 dBA Lmax at 50 feet. Construction noise is evaluated as occurring at the center of the site to represent average noise levels generated over the duration of construction across the project site. The table below shows the construction noise level increase assessment by each component of the project at the nearest sensitive receiver.

CONSTRUCTION NOISE ASSESSMENT						
Amenity	Distance to Sensitive Receptors	Representative Noise Receptor	Existing Max Range	Construction Max	Increase Over Ambient	Exceeds 12 dB?
Pickleball	550	LT-2	52-71	69	0	No
The Hub Park	280	LT-1	50-71	75	4	No
Mountain Bike Course	200	LT-2	52-71	78	7	No
Sunset Blvd. Park	150	LT-5	50-89	80	0	No
Argonaut Ave. Park	110	LT-4	51-76	83	7	No

Notes: All noise levels listed are in LmaxdB; Existing maximum noise levels represent the range of maximum noise levels recorded during approved hours of construction over three days of measurement.

In accordance with the City of Rocklin Construction Noise Guidelines, project construction activity would be prohibited before 7:00 a.m. or after 7:00 p.m. on weekdays, or before 8:00 a.m. or after 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. As shown in the table above, the proposed construction maximum noise levels would not cause an increase greater than 12 dBA over existing maximum noise levels. Although construction activities are temporary in nature and would occur during normal daytime working hours, construction-related noise could result in sleep interference at existing noise sensitive land uses in the vicinity of the construction if the construction activities were to occur outside normal daytime hours.

To address the project's potential impacts of a temporary increase in ambient noise levels from construction noise, Mitigation Measure XIII.-1, agreed to by the applicant, would be implemented under the proposed project. Implementation of Mitigation Measure XIII.-1 would reduce potential impacts of a temporary increase in ambient noise levels from construction noise to a less than significant level.

Mitigation Measure XIII.-1: Construction Noise

- a. The City shall establish the following as conditions of approval for any permit that results in the use of construction equipment:*
 - 1) Construction hours shall be limited to weekdays 7:00 a.m. to 7:00 p.m. and weekends 8:00 a.m. to 7:00 p.m.*
 - 2) All construction equipment powered by internal combustion engines shall be properly muffled and maintained.*
 - 3) Quiet construction equipment, particularly air compressors, are to be selected whenever possible.*
 - 4) All stationary noise-generating construction equipment such as generators or air compressors are to be located as far as is practical from existing residences. In addition, the project contractor shall place such stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.*
 - 5) Unnecessary idling of internal combustion engines is prohibited.*
 - 6) The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas to maximize the distance between construction-related noise sources and noise sensitive receptors nearest the project site during all project construction.*
- b. This mitigation measure shall be incorporated as notes on the project's Improvement Plans and/or Grading Plans and shall be implemented prior to any grading or ground/vegetation-disturbing activities.*

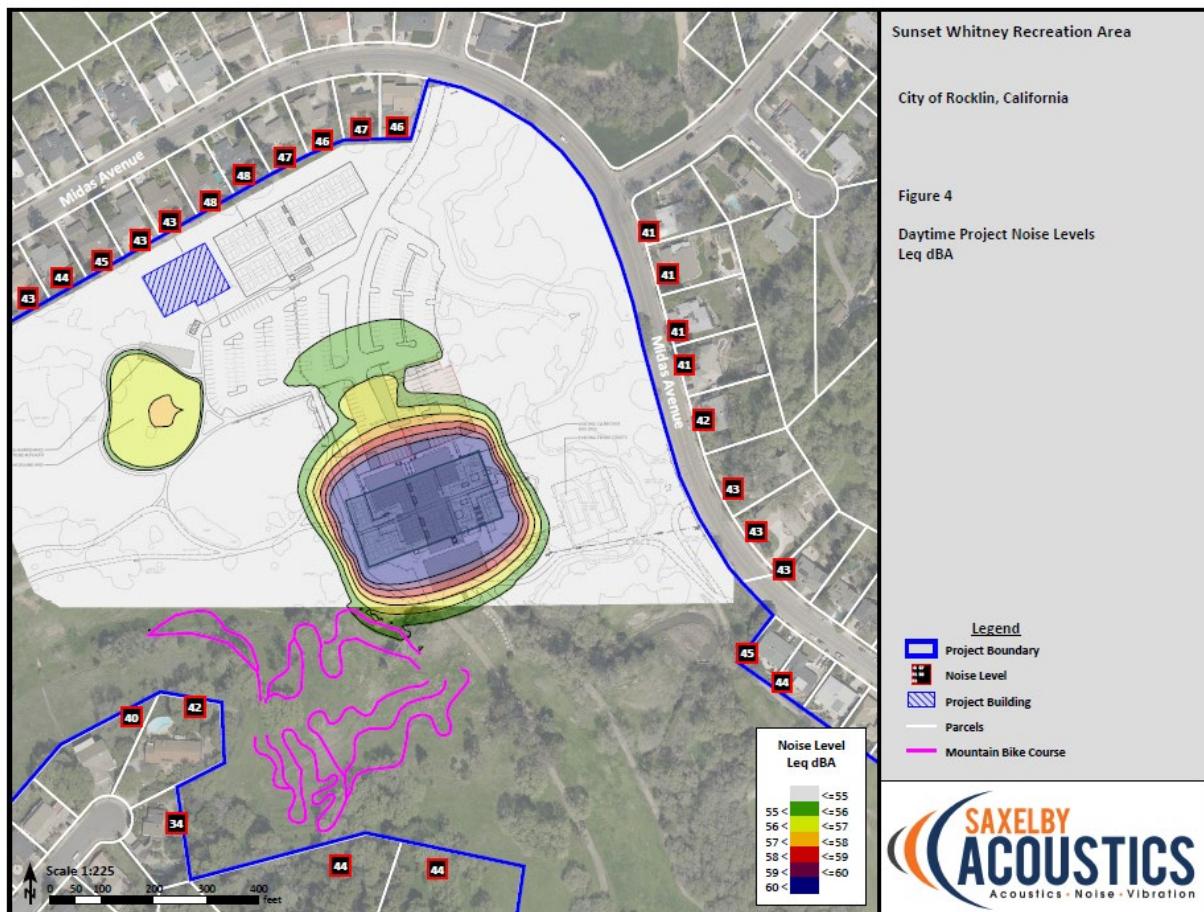
Operational Noise

As described above, potential noise sources of concern from the development of the elements of the SWRA Master Plan, which includes the conversion of a defunct golf course into a public recreation area as further described above, include on-site circulation, pickleball courts, the play areas at Sunset Boulevard and Argonaut Avenue, and the mountain bike course; these are all considered to be stationary noise sources.

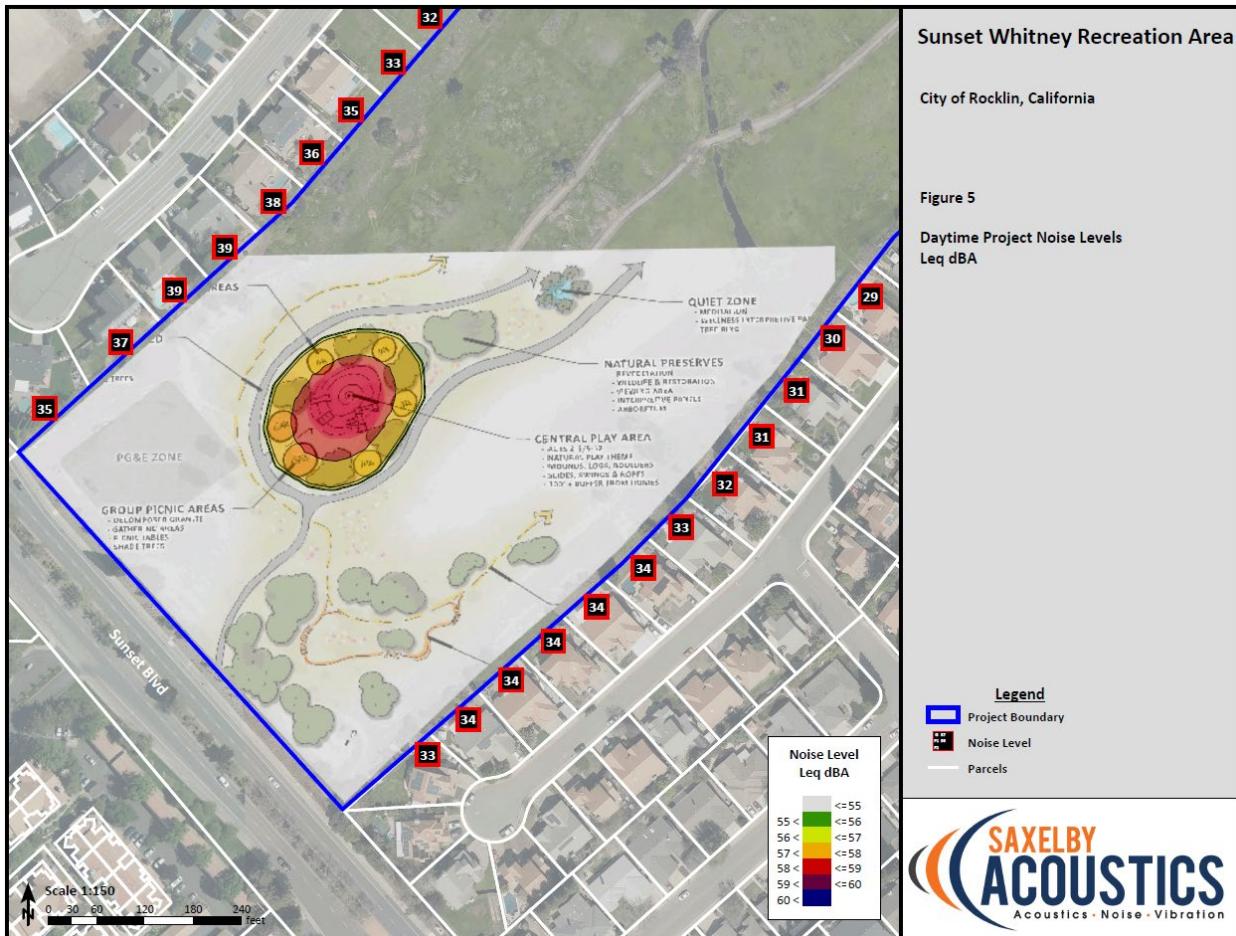
As noted above, the City of Rocklin General Plan includes criteria for stationary (non-transportation) noise sources. The established stationary noise source noise level criteria is 55 dBA Leq during daytime (7:00 a.m. to 10:00 p.m.) hours and 45 dBA Leq during nighttime hours (10:00 p.m. to 7:00 a.m.) hours. Therefore, the applicable standard is 55 dBA Leq.

Saxelby Acoustics used the SoundPLAN noise prediction model. Inputs to the model included sound power levels for the proposed amenities, existing and proposed buildings, terrain type, and locations of sensitive receptors. These predictions are made in accordance with International Organization for Standardization (ISO) standard 9613-2:1996 (Acoustics – Attenuation of sound during propagation outdoors). ISO 9613 is the most commonly used method for calculating exterior noise propagation.

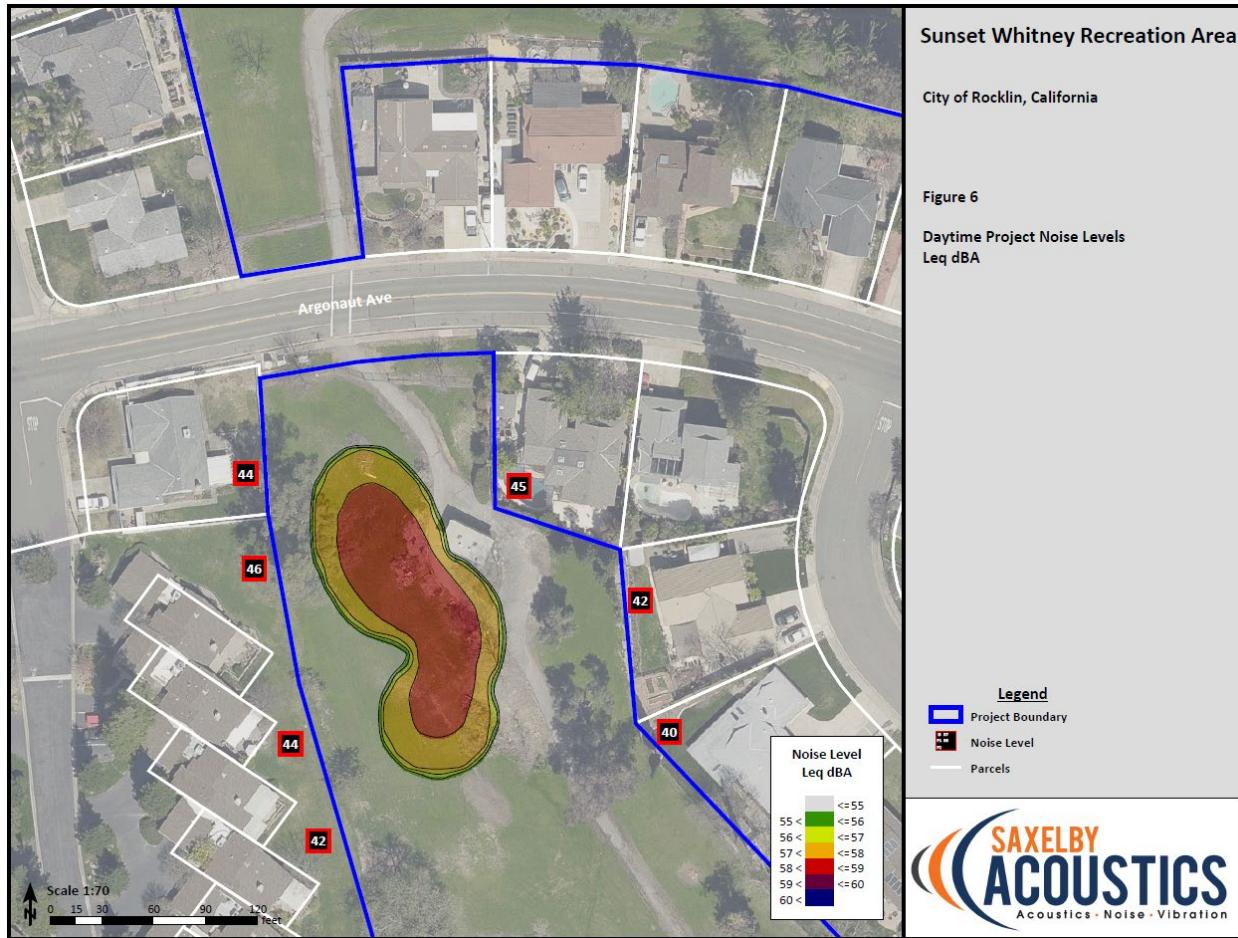
As shown in the figure below, the pickleball courts, the mountain bike course, the playground and other noise sources in the “Hub” area are predicted to generate noise levels up to 48 dBA Leq at the nearest sensitive receptors. This would comply with the City of Rocklin noise level standards and no mitigation measures would be required.



As shown in the figure below, the Sunset Boulevard park is predicted to generate noise levels up to 39 dBA Leq at the nearest sensitive receptors. This would comply with the City of Rocklin noise level standards and no mitigation measures would be required.



As shown in the figure below, the Argonaut Avenue park is predicted to generate noise levels up to 39 dBA Leq at the nearest sensitive receptors. This would comply with the City of Rocklin noise level standards and no mitigation measures would be required.



The City of Rocklin General Plan does not establish a significance threshold for increases in stationary noise sources. In the absence of a specific threshold, Saxelby Acoustics utilizes the Federal Interagency Committee on Noise (FICON) criteria to assess increases in ambient noise environment. An increase of +5.0 dBA or greater would constitute a significant increase where existing noise levels are less than 60 dBA Leq on average. The table below shows the long-term project related noise level increases at sensitive receptors in the project vicinity.

LONG-TERM NOISE LEVEL INCREASES OVER AMBIENT ASSESSMENT							
Situation	Representative Noise Receptor	Existing Ambient Noise Level	Significance Criterion	Project Noise Levels	Sum	Increase	Significant?
The Hub (pickleball court, mountain bike course and playground) – Northern Receptors	LT-1	44.9	> 5.0 dBA	48.0	49.7	4.8	No
The Hub (pickleball court, mountain bike course and playground) – Southern Receptors	LT-2	41.3	> 5.0 dBA	44.3	46.1	4.8	No
Sunset Boulevard Park	LT-5	48.9	> 5.0 dBA	38.6	49.3	0.4	No
Argonaut Avenue Park	LT-4	46.0	> 5.0 dBA	45.8	48.9	2.9	No

As shown in the table above, the noise sources at the Hub (pickleball court, mountain bike course and playground), the Sunset Boulevard Park and the Argonaut Avenue Park are predicted to cause increases of less than 5.0 dBA above ambient noise levels. 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 25 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 greater than 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 development of the elements of the SWRA Master Plan, which includes the conversion of a defunct golf course into a public recreation area as further described above, 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 buildup 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 Recreation/Conservation (R-C) and a small area of Medium Density Residential (MDR) on the General Plan land use map, and the project does not propose to change these designations. The project site is currently zoned as Open Area (OA) and

a small area of Planned Development Residential (PD-R), and the project does not propose to change this designation. The construction and development of elements of the SWRA Master Plan 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 buildup 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 SWRA Master Plan 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 mostly vacant and does not include any existing housing. The development and construction of the SWRA Master Plan as further described above on a mostly 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. 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 construction and development of elements of the SWRA Master Plan as further described above are not anticipated to significantly increase the need for fire protection services since the project area was previously developed as a recreational use and the SWRA Master Plan will continue the project area's use as a recreational use. The City collects construction taxes for use in acquiring capital facilities such as fire suppression equipment. Operation and maintenance funding for fire suppression is provided through financing districts and from general fund sources. The fire protection services provided by the City of Rocklin's Fire Department have always accounted for the SWRA Master Plan project site and the previously privately developed golf course paid construction taxes, participated in any applicable financing districts, and contributed to the general fund through property and sales taxes. As with all other City park facilities, the City's Fire Department would be able to provide fire protection services to the SWRA Master Plan area and the project would not result in the need for new or physically altered government fire facilities. Therefore, the impact would be less than significant.

Police Protection – *Less than Significant Impact*. The construction and development of elements of the SWRA Master Plan as further described above are not anticipated to significantly increase the need for police protection services since the project area was previously developed as a recreational use and the SWRA Master Plan will continue the project area's use as a recreational use. 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 SWRA Master Plan project site and the previously privately developed golf course paid construction taxes, participated in any applicable financing districts, and contributed to the general fund through property and sales taxes. As with all other City park facilities, the City's Police Department would be able to provide police protection services to the SWRA Master Plan area and the project would not result in the need for new or physically altered government police facilities. Therefore, the impact would be less than significant.

Parks – *Less than Significant Impact*. The construction and development of elements of the SWRA Master Plan as further described above will result in an increase in the use of recreational facilities since the SWRA Master Plan would become a new recreational facility for the City; however, 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 previously developed private golf course paid construction taxes, participated in any applicable financing districts, and contributed to the general fund through property and sales taxes. As with all other City park facilities, the City's Parks and

Recreation Department would oversee the funding and maintenance of the SWRA Master Plan area and the project would not result in the need for new or physically altered government park facilities beyond implementation of the SWRA Master Plan itself. Therefore, 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 construction and development of the elements of the SWRA Master Plan, which includes the conversion of a defunct golf course into a public recreation area as further described above, would increase the use of, and demand for, recreational facilities, as a part of the SWRA Master Plan itself, but not in such a way that substantial physical deterioration of park facilities would occur or be accelerated. 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 buildup 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 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 SWRA Master Plan project itself would result in an increase of the use of the SWRA Master Plan project site, but other existing neighborhood and regional parks are not anticipated to see an increase in use such that substantial physical deterioration of those facilities would occur or be accelerated.

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 previously developed private golf course paid construction taxes, participated in any applicable financing districts, and contributed to the general fund through property and sales taxes. As with all other City park facilities, the City's Parks and Recreation Department would oversee the funding and maintenance of the SWRA Master Plan area and the project would not result in increased park usage and the need for the construction or expansion of recreational facilities beyond implementation of the SWRA Master Plan itself. The potential adverse physical effects on the environment from the SWRA Master Plan's inclusion of recreational facilities and the construction and expansion of recreational facilities are documented, discussed, and where necessary, mitigated within this environmental document. 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 construction and development of the elements of the SWRA Master Plan, which includes the conversion of a defunct golf course into a public recreation area as further described above, 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 public park are provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition, 2021 under Land Use Code (LUC) 411. According to that LUC, a public park generates approximately 0.78 daily trips per acre on a weekday, and approximately 0.11 trips per acre during the weekday PM peak hour. At 184 +/- acres, this would equate to 143.52 daily trips on a weekday, and 20.24 trips during the weekday PM peak hour.

It is recognized that the trip generation discussion above represents an average weekday condition and that special events, such as cross-country meets, community running events, pickleball tournaments, and events at the mountain bike course and recreation center will generate larger numbers of vehicle trips when those events occur. However, for purposes of this analysis, the average weekday is considered to be the more prevalent condition.

For comparison purposes given the SWRA project site was formerly an 18-hole golf course, trip generation rates for a golf course are provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition, 2021 under Land Use Code (LUC) 430. According to that LUC, a golf course generates approximately 30.38 daily trips per hole on a weekday, and approximately 3.68 trips per hole during the weekday PM peak hour. As an 18-hole golf course, this would equate to 546.84 daily trips on a weekday, and 66.24 trips during the weekday PM peak hour. It is important to note that these trip generation numbers are considered to be conservative, because they do not take into account that in addition to the golf course element,

the former operation of the site also included tennis courts, a club house that also served as a wedding facility, and a swimming pool.

Significance Conclusions:

a. Conflict with Program, Ordinance or Policy Addressing the Circulation System – Less than Significant Impact. The project would be conditioned to contribute its fair share to the cost of circulation improvements via the existing Citywide traffic impact mitigation (TIM) fee program that would be applied as a uniformly applied development policy and standard. The traffic impact mitigation fee program is one of the various methods that the City of Rocklin uses for financing improvements identified in the Capital Improvement Program (CIP). The CIP, which is overseen by the City's Engineering Division, is updated periodically to respond to changing conditions and to assure that growth in the City and surrounding jurisdictions does not degrade the level of service on the City's roadways. The roadway improvements that are identified in the CIP in response to anticipated growth in population and development in the City are consistent with the City's Circulation Element. The traffic impact fee program collects funds from new developments in the City to finance a portion of the roadway improvements that result from traffic generated by the new development. Fees are calculated on a Citywide basis, differentiated by type of development in relationship to their relative traffic impacts. The intent of the fee is to provide an equitable means of ensuring that future development contributes their fair share of roadway improvements, so that the City's General Plan Circulation policies and quality of life can be maintained.

South Placer Regional Transportation Authority

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

Highway 65 Interchange Improvement Fee

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

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. Bus turnouts have already been constructed in each direction of Whitney Ranch Parkway a short distance from the Project site, though it is noted that a shelter or bench is not provided, and buses currently do not stop at either stop. 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. In the vicinity of the SWRA Master Plan, Midas Avenue includes a Class II bike lane on both sides of the roadway from its terminus near Sunset Boulevard to Whitney Boulevard; Argonaut Avenue includes a Class II bike lane on both sides of the roadway from Piedra Court to Lemon Hill Drive; Whitney Boulevard includes a Class II bike lane on both sides of the roadway from Sunset Boulevard to Crest Drive, and Sunset Boulevard includes a Class II bike lane on both sides of the roadway from Topaz Avenue/Coronado Way to Park Drive. In addition, the SWRA Master Plan area includes numerous Class I bike paths throughout the project area as a result of converting the former golf cart paths into pedestrian and bike trails. The project does not conflict with these bike lane or path locations or with other policies or programs promoting alternative transportation. The project would not disrupt or 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

Streets in the SWRA Master Plan project vicinity such as Sunset Boulevard, Midas Avenue, Argonaut Avenue and Whitney Boulevard include sidewalks on both sides of the street. 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 or as “per capita” ratios, 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 include construction and development of the elements of the SWRA Master Plan, 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 construction and development of the elements of the SWRA Master Plan are not anticipated to generate significant new vehicle miles traveled in the City of Rocklin, in particular when compared to the amount of vehicle miles traveled that used to take place at the project site when the former golf course was operational. In addition to the golf course element, the former operation of the site also included tennis courts, a club house that also served as a wedding facility, and a swimming pool. The SWRA Master Plan includes many elements that can be frequented and used by pedestrians and bicyclists and not necessarily require a trip to be made in an automobile. As acknowledged above, it is anticipated that the SWRA Master Plan area will hold special events, such as cross-country meets, community running events, pickleball tournaments, and events at the mountain bike course and recreation center which will generate larger numbers of vehicle trips when those events occur. However, the frequency and duration of those events are considered to be minimal when compared to the average weekday which is considered to be the more prevalent condition. 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 by automobiles from Midas Avenue. The project site's current vehicular access and parking configuration, which is not proposed to be altered, includes a singular project driveway off of Midas Avenue that leads to a parking area. The construction and development of the elements of the SWRA Master Plan at this location would not change the design of adjacent local roadways and would not introduce incompatible uses to the project site or project area. The project 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*. Vehicular access to the project site would be provided by the driveway located off of Midas Avenue, which would provide emergency vehicle access to the project site. In addition to the vehicular access off of Midas Avenue, the project also includes a number of pedestrian and bike path connections to local roadways, which can also be used by emergency vehicles to access the project site. The project would not result in changes to the roadway or transportation facilities that would block access of emergency vehicles. 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 or that have been determined by the lead agency to have significance to a California Native American Tribe.

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 buildup 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 July 1, 2025.

The formal notification letters were received by the CTVCT, NCRNT, TAMTR, UAIC, and WR on July 29, 2025, July 10, 2025, July 7, 2025/July 21, 2025, July 7, 2025 and July 7, 2025, respectively. All tribes had 30 days to request consultation on the Project pursuant to AB 52. Only one tribe, the WR, responded within the 30-day consultation period and they indicated they did not wish to consult. Therefore, consultation with the CTVCT, NCRT, TAMTR, UAIC and WR was formally closed.

Although the UAIC did not respond within the 30-day consultation period, because of past requests from the UAIC to consult on other City of Rocklin projects and in an effort to support their past consultation requests, 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 if sites, cultural soils, or objects of potential significance are identified. The temporary pause/diversion shall be of an adequate duration for the Tribal Representative to examine the resource.*
- 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 construction and development of elements of the SWRA Master Plan as further described above 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 buildup 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 construction and development of elements of the SWRA Master Plan as further described above 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 buildup 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 mostly 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 other impervious surface areas 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 impacts, cultural resources impacts, noise impacts and tribal cultural resources impacts, including Mitigation Measure IV.-1 through IV.10, Mitigation Measure V.-1, Mitigation Measure X-III.-1 and Mitigation Measures XVIII.-1 through XVIII.-3, 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 through IV.10, Mitigation Measure V.-1, Mitigation Measure X-III.-1 and Mitigation Measures XVIII.-1 through XVIII.-3.

b. Cumulatively Considerable Impacts – *Less than Significant Impact.* 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 recreational use 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 impacts.

Development in the City and the South Placer region as a whole would alter viewsheds as mixed urban development occurs on mostly 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 use of the mostly vacant recreational 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 use of the same mostly vacant recreational land area that was analyzed in the General Plan EIR. Therefore, the Project would have a less than significant impact with implementation of Mitigation Measures IV.-1 through IV.-10.

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 use of the proposed project site as a recreational area, 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 recreational use 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 use of the same recreational 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
ECORP Consulting, Inc., Biological Resources Assessment, July 2025
ECORP Consulting, Inc., Cultural Resources Inventory and Evaluation Report, July 2025
Raney Planning and Management, Inc., Air Quality and Greenhouse Gas Impact Analysis, October 2025
Saxelby Acoustics, Environmental Noise Assessment, October 14, 2024

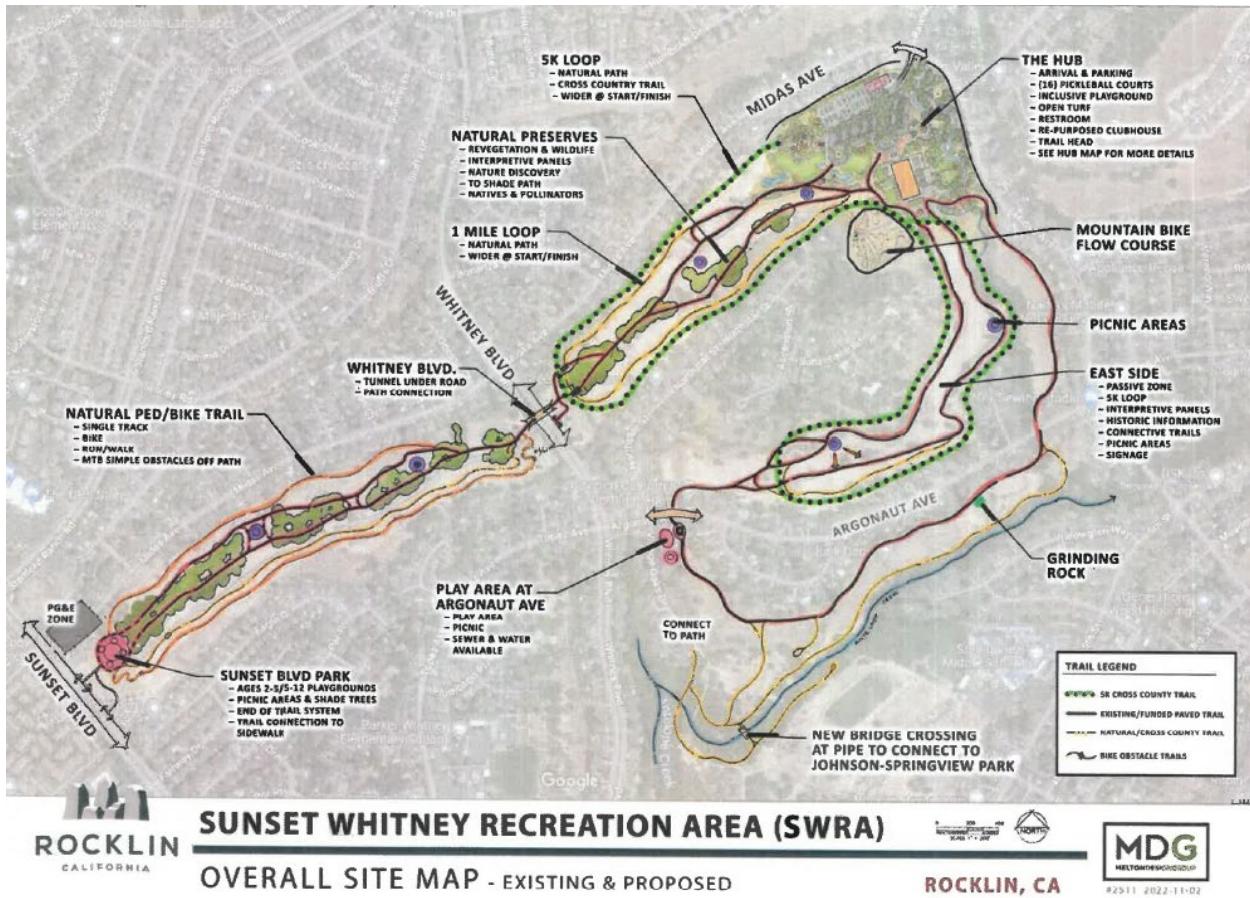
Attachments

- Attachment A – Project Vicinity Map
- Attachment B – SWRA Master Plan Site Plan
- Attachment C – SWRA Hub Option 2 Site Plan

Attachment A – Project Vicinity Map



Attachment B – SWRA Master Plan Site Plan



Attachment C – SWRA Hub Option 2 Site Plan



MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT

Sunset Whitney Recreation Area (SWRA) MASTER PLAN

Project Name and Description:

The SWRA Master Plan Project entails the conversion of a defunct golf course into a public recreation area, utilizing to the extent possible the conversion and enhancement of existing improvements such as using former paved cart paths and bridges for paths and trails. The recreation area is anticipated to include numerous improvements and amenities using a phased approach. 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 former Sunset Whitney Golf Course site, generally located to the east of Sunset Boulevard, to the south of Midas Avenue and to the west of 5th Street, in the City of Rocklin.

Assessor's Parcel Numbers (APNs) : 010-010-011, 010-010-014, 010-040-007, 010-040-008, 016-010-005, 016-010-006, 016-010-007, 016-020-003, 016-020-004, and 030-140-009.

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

Sunset Whitney Recreation Area (SWRA) MASTER PLAN

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: General Measures

- a. The project impacts shall be clearly demarcated prior to construction and all workers shall be made aware of the impact limits and avoided areas. No ground- or vegetation-disturbing activities shall occur outside of the project impact limits. All vehicles and equipment shall be restricted to the project impact limits or existing designated access roads and staging areas.*
- b. Erosion control measures shall be placed between avoided aquatic resources and the outer edge of the impact limits prior to commencement of construction activities and shall be maintained until construction is completed and soils have stabilized. Plastic monofilament netting or similar material shall not be used for erosion control because smaller wildlife may become entangled or trapped. This includes products that use photodegradable or biodegradable synthetic netting, which can take several months to decompose. Acceptable materials include natural fibers such as jute, coconut, twine, or other similar fibers or tackified hydroseeding compounds.*
- c. A qualified biologist shall conduct mandatory worker environmental awareness training for all contractors, work crews, and any onsite personnel to aid workers in recognizing special-status species and sensitive biological resources that are known to occur or have the potential to occur onsite. The program shall include identification of the special-status species and their habitats, a description of the regulatory status and general ecological characteristics of sensitive resources, and a review of the limits of construction, environmentally sensitive areas, measures required to reduce impacts to biological resources, and possible penalties for non-compliance. The project shall retain a qualified biologist on an as-needed basis to assist with potential biological issues that may arise during construction (i.e., wildlife relocation).*
- 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 the start of grading or construction activities, the applicant shall clearly demarcate the limits of the construction area, implement erosion control measures, and conduct worker environmental awareness education, as detailed above.

Responsibility:

Applicant/Developer
Community Development Department

BIOLOGICAL RESOURCES:

Mitigation Measure IV.-2: Special-Status Plants

- a. Perform floristic plant surveys according to current United States Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW) and California Native Plant Society (CNPS) protocols prior to construction. Surveys shall be conducted throughout all suitable habitat within the project area and a 50-foot buffer to address potential direct and indirect impacts of the project. Surveys shall be conducted by a qualified biologist and timed according to the appropriate phenological stage for identifying target species. Known reference populations shall be visited and/or local herbaria records shall be reviewed, if available, prior to surveys to confirm the phenological stage of the target species.*
- b. If special-status plants are identified within 50 feet of the project area, implement the following measures:*
- c. If avoidance of special-status plants is feasible, establish and clearly demarcate avoidance zones for special-status plant occurrences prior to construction and maintain until the completion of project construction. Avoidance zones shall include the extent of the special-status plants plus a 25-foot buffer, unless otherwise determined by a qualified biologist. No ground- or vegetation-disturbing activities shall occur within avoidance zones. A qualified biologist/biological monitor shall be present if work must occur within the avoidance buffer to ensure special-status plants are not impacted by the work.*
- d. If avoidance of special-status plants is not feasible, an impact assessment shall be conducted by a qualified biologist to determine whether project-related impacts would have the potential to eliminate, substantially reduce the number of, or restrict the range of the special-status plant species, and/or conflict with any local policies or ordinances protecting special-status plant species. If impacts are determined to be less than significant, no further measures will be needed. If impacts are determined to be significant, mitigation may be required. Mitigation measures, if needed, shall be developed in consultation with CDFW. Mitigation measures may include restoration or permanent preservation of onsite or offsite habitat for special-status plants and/or translocation of plants or seeds from impacted areas to unaffected habitats.*
- e. 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 conduct special-status plant species surveys, and if special-status plant species are found to be present, the additional measures shall be implemented, as detailed above.

Responsibility:

Applicant/Developer

Community Development Department

BIOLOGICAL RESOURCES:

Mitigation Measure IV.-3: Special-Status Wildlife Species

- a. *If the Crotch's bumble bee is no longer a candidate or formally listed species under the California Endangered Species Act (ESA) at the time that ground-disturbing activities occur, no additional protection measures will be required.*
- b. *If the Crotch's bumble bee is legally protected under the California ESA as a candidate or listed species, and ground-disturbing activities are scheduled to begin between February 1 and October 31, pre-construction surveys shall be conducted by a qualified biologist. Based on CDFW's Survey Considerations for California Endangered Species Act (CESA) Candidate Bumble Bee Species (CDFW 2023), it is recommended that three Crotch's bumble bee surveys be conducted at two to four week intervals during the colony active period (April-August) if possible.*
- c. *If Crotch's bumble bees are detected, any remaining surveys will focus on nest location. If no nests are found, but the species is observed during pre-construction surveys, work crews shall be informed of the possible presence of Crotch's bumble bees or their nests onsite. If a Crotch's bumble bee is encountered during construction, work shall stop until the individual leaves on its own volition. If an active Crotch's bumble bee nest is detected, an appropriate no-disturbance buffer zone (including foraging resources and flight corridors essential for supporting the colony) shall be established around the nest to reduce the risk of disturbance or accidental take, and the qualified biologist shall coordinate with CDFW to determine if an Incidental Take Permit under Section 2081 of the California ESA will be required. Nest avoidance buffers may be removed at the completion of the flight season (October 31) and/or once the qualified biologist deems the nesting colony is no longer active.*
- d. *If initial grading is phased or delayed for any reason and nesting habitat is still present or has re-established during that time, pre-construction surveys shall be repeated prior to ground-disturbing activities.*
- e. *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 conduct special-status wildlife species surveys for the Crotch's bumble bees, and if it is found to be present, the additional measures shall be implemented, as detailed above.

Responsibility:

Applicant/Developer

Community Development Department

BIOLOGICAL RESOURCES:

Mitigation Measure IV.-4: Special-Status and Migratory Bird Treaty Act-Protected Birds (including nesting raptors)

- a. *For activities that are to occur within 500 feet of the perimeter of suitable marsh habitat, a minimum of four California black rail surveys, spaced at least 10 days apart, shall be conducted during the year in which ground disturbance activities would commence. The surveys shall be initiated between at least March 15 and May 31, but preferably before May 15, and shall cover the time period from the date of the first survey period through the end of June to early July. Projects must conduct surveys during this time period, regardless of when the project is scheduled to begin, in order to encompass the time period when the highest frequency of calls is likely to occur.*
- b. *If project activities are scheduled during the Swainson's hawk nesting season (March 1 to August 31), then prior to beginning work on the project, a qualified biologist shall survey for Swainson's hawk nesting activity. The survey area shall include a 0.5-mile distance surrounding the project. The qualified biologist shall conduct surveys according to the Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley (Swainson's Hawk Technical Advisory Committee, 2000) or, if proposing an alternate survey methodology, shall submit the proposed survey timing and methods to CDFW for review and written approval prior to initiation of surveys. Survey results shall be submitted to CDFW for review. If Swainson's hawk nesting activity is observed during the survey, the survey results shall be submitted to CDFW for review and acceptance prior to starting project activities. If the qualified biologist identifies nesting Swainson's hawk individuals, they shall recommend a no-disturbance buffer, and the contractor shall implement the buffer under their supervision. Project activities shall be prohibited within the no-disturbance buffer between March 1 to August 31, unless otherwise approved in writing by CDFW, which may include consultation pursuant to the California ESA and an Incidental Take Permit, or a qualified biologist determining that the nest is no longer active. If there is a lapse in project-related work of 14 days or longer, an additional survey shall be conducted prior to resuming project activities.*
- c. *A pre-construction survey for nesting burrowing owl shall be conducted by a qualified biologist within 14 days prior to commencement of project activities within the project area and a 250-foot buffer. Surveys shall be conducted at appropriate times and in appropriate weather conditions to maximize detection. If active burrowing owl burrows are found, an avoidance plan shall be prepared in consultation with CDFW prior to the commencement of any ground-disturbing activities.*
- d. *To the extent feasible, tree and shrub removal or trimming shall be conducted outside of the bird nesting season (typically February 1 – August 31, and as early as January 1 for raptors).*

- e. *During the nesting season (typically February 1 – August 31, and as early as January 1 for raptors), a pre-construction nesting bird survey shall be conducted within 14 days prior to the commencement of project-related activities to identify active nests that could be impacted by construction. The pre-construction nesting bird survey shall include accessible areas within 500 feet of the project area. If there is a break in construction activities of more than 14 days, then subsequent surveys shall be conducted. If active nests are found, a no-disturbance buffer shall be established around the nest. A qualified biologist, in consultation with CDFW, shall establish a buffer distance. The buffer shall be maintained until the nestlings have fledged (i.e., are capable of flight and become independent of the nest), which shall be determined by a qualified biologist. The avoidance buffer can be removed and no further measures will be necessary once the young have fledged or the nest is no longer occupied, as determined by the qualified biologist.*
- f. *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 conduct special-status nesting bird species surveys, and if they are found to be present, the additional measures shall be implemented, as detailed above.

Responsibility:

Applicant/Developer
Community Development Department

BIOLOGICAL RESOURCES:

Because northwestern pond turtle's nesting habitat is typically within 450 feet of a watercourse, if a project is occurring within 450 feet of Antelope Creek or Clover Valley Creek, then there is the potential to impact the species.

Mitigation Measure IV.-5: Northwestern Pond Turtle

- a. A qualified biologist shall perform a pre-construction northwestern pond turtle clearance survey within 24 hours of the initiation of project activities.*
- b. If northwestern pond turtles are found within the project area, they shall be allowed to move out of the project area on their own volition.*
- c. Areas impacted within the project area that represent suitable habitat for northwestern pond turtle shall be restored to pre-project conditions after project completion. If no northwestern pond turtles are found during the pre-construction clearance survey, no further measures will be necessary.*
- 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 the start of grading or construction activities, the applicant shall conduct northwestern pond turtle surveys, and if they are found to be present, the additional measures shall be implemented, as detailed above.

Responsibility:

Applicant/Developer

Community Development Department

BIOLOGICAL RESOURCES:

Mitigation Measure IV.-6: Special-Status Bats

- a. *At least 30 days prior to initiation of project activities, a bat habitat assessment shall be conducted by a qualified bat biologist to examine trees and structures for suitable bat roosting habitat. High-quality habitat features (e.g., large tree cavities, basal hollows, loose or peeling bark, and abandoned structures) shall be identified and the area around these features searched for bats and bat sign (i.e., guano, staining, culled insect parts).*
- b. *If suitable bat roosting habitat is identified, the feature shall be avoided and protected in place to the extent feasible. A buffer area shall be established around the roost site to minimize disturbance of roosting bats. The size of the buffer areas shall be determined in consultation with CDFW.*
- c. *If suitable trees or structures cannot be avoided, removal shall be timed to occur outside of the maternity roosting season (generally April 1 to August 31) and only when nighttime low temperatures are above 45 degrees F and rainfall is less than 0.5 inch in 24 hours.*
- d. *Trees with identified bat roosting habitat shall be removed using a two-phase removal process conducted over two consecutive days. On the first day, tree limbs and branches shall be removed, using chainsaws only. On the second day, the remainder of the tree shall be removed.*
- e. *Standing trees or snags with habitat features shall be removed over a single day by gently lowering the tree or snag to the ground. The tree or snag shall be left undisturbed onsite for the next 48 hours.*
- f. *Removal and trimming of trees with potential roosting habitat shall be conducted in the presence of a qualified biologist.*
- g. *If removal/modification of a suitable tree or structure must occur during the maternity season, a qualified bat biologist shall conduct a focused survey(s) within 48 hours of the scheduled work. If a maternity roost is located, whether solitary or colonial, that roost shall remain undisturbed until after the maternity season or until a qualified biologist has determined the roost is no longer active.*
- h. *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 conduct special status bat species surveys, and if they are found to be present, the additional measures shall be implemented, as detailed above.

Responsibility:

Applicant/Developer

Community Development Department

BIOLOGICAL RESOURCES:

If a project would include work within or over Antelope Creek or Clover Valley Creek, then there is the potential to impact special-status fish species.

Mitigation Measure IV.-7: Special-Status Fish Species

- a. *Implement in-water operations during a limited work window (likely June 15 through October 15) to avoid the most sensitive life stages of ESA-listed anadromous fish species.*
- b. *Employ a qualified biologist to be present onsite as needed to monitor in-water work activities.*
- c. *Request the United States Army Corps of Engineers (USACE) to initiate Section 7 and Magnuson-Stevens Act consultation with National Marine Fisheries Service (NMFS) on the project effects to ESA-listed anadromous fish species and Essential Fish Habitat (EFH) through either the Clean Water Act Section 404 Nationwide Permit 14 or the Rivers and Harbors Act Section 10 Minor Impact Letter of Permission.*
- 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 the start of grading or construction activities, if the project includes in-water work, the applicant shall implement the special-status fish species mitigation measures, as detailed above.

Responsibility:

Applicant/Developer

Community Development Department

BIOLOGICAL RESOURCES:

Mitigation Measure IV.-8: Valley Elderberry Longhorn Beetle

- a. *A qualified biologist shall conduct a VELB survey according to USFWS protocols (USFWS 1999). The survey shall be conducted within the entire project area and a 165-foot buffer. All elderberry shrubs with at least one stem measuring 1.0 inch or greater in diameter at ground level shall be identified, mapped, and thoroughly researched for evidence of VELB (i.e., exit holes).*
- b. *If no elderberry shrubs with at least one stem measuring 1.0 inch or greater in diameter at ground are found, no additional minimization or avoidance measures will be necessary.*
- c. *If elderberry shrubs with at least one stem measuring 1.0 inch or greater in diameter at ground level are found, through the Clean Water Act Section 404, request the USASCE to initiate federal ESA Section 7 Consultation with USFWS on the project effects to VELB. Mitigation would be determined during the Section 7 consultation process and would be outlined in a USFWS Biological Opinion. Mitigation may include a combination of preservation of elderberry shrubs within onsite or offsite preserves, compensatory planting of elderberries and associated native plants, and/or purchase of VELB mitigation credits from a USFWS-approved mitigation bank.*
- d. *If avoidance of elderberries is feasible, establish and clearly demarcate (e.g., with high visibility fencing or flagging) avoidance zones for avoided elderberries prior to construction and maintain such zones until completion of work activities within 165-feet of the avoided elderberry shrub. Avoidance zones shall include the elderberry shrub plus a 30-foot buffer from the shrub's drip line (i.e., the area of soils and roots located directly under the outer circumference of the shrub's branches). The avoidance zone markers shall be installed as close to construction limits as feasible. No ground- or vegetation-disturbing work may occur within the avoidance zone unless a qualified biologist with stop-work order authority is present to ensure that work does not impact VELB or damage the shrub (including its root zone).*
- e. *As much as feasible, all activities that could occur within 165-feet of an elderberry shrub shall be conducted outside of the flight season of VELB (March through July).*
- f. *Dust generation shall be minimized by applying water during construction activities or by presoaking work areas for all work within 100 feet of elderberry shrubs.*
- g. *Trimming of avoided elderberry shrubs, if necessary, shall take place between November and February and shall avoid removal of branches greater or equal to 1 inch in diameter. Measures to address regular and/or large-scale maintenance (trimming, application of herbicides or insecticides) shall be established in consultation with the USFWS.*

h. 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 implement the Valley Elderberry Longhorn Beetle mitigation measures, as detailed above.

Responsibility:

Applicant/Developer

Community Development Department

BIOLOGICAL RESOURCES:

If a project includes work adjacent to or within Clover Valley Creek, Antelope Creek, seasonal wetlands, seasonal wetland swales, ephemeral drainages, intermittent drainages, marshes, or a pond, then the project has the potential to impact riparian habitat.

Mitigation Measure IV.-9: Riparian Habitat

- a. Prior to conducting work that may impact riparian habitat or CDFW jurisdictional aquatic features, obtain a Lake and Streambed Alteration Agreement (LSAA) from CDFW pursuant to Section 1600 of the California Fish and Game Code.*
- b. To avoid introduction and spread of non-native invasive plant species, clothing, vehicles, and equipment (including shoes, equipment undercarriage, and tires/tracks) not previously used by City staff within the City shall be cleaned prior to entering the project area and, if invasive plant species are known to occur within the project area, prior to entering an area of the project area that is free of invasive plants. Materials used for the project, such as fill dirt or erosion control materials, shall be from weed-free locations or certified weed free.*

Implementation: Prior to the start of grading or construction activities, if the project includes work that may impact riparian habitat or CDFW jurisdictional aquatic features, the applicant shall implement the riparian habitat mitigation measures, as detailed above.

Responsibility:

Applicant/Developer
Community Development Department

BIOLOGICAL RESOURCES:

If a project includes work adjacent to or within Clover Valley Creek, Antelope Creek, seasonal wetlands, seasonal wetland swales, ephemeral drainages, intermittent drainages, marshes, or a pond, then the project has the potential to impact aquatic resources.

Mitigation Measure IV.-10: Aquatic Resources

- a. *Prior to conducting work within 50 feet of an aquatic feature, conduct an Aquatic Resources Delineation (ARD) in accordance with the Corps of Engineers Wetlands Delineation Manual (Environmental Laboratory 1987) and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (USACE 200*). Submit the ARD to USACE and obtain a verification, Approved Jurisdictional Determination, or Preliminary Jurisdictional Delineation.*
- b. *If aquatic resources onsite are considered Waters of the U.S., request authorization to fill wetlands and other Waters of the U.S. under Sections 303 and 401 of the federal Clean Water Act (Section 404 Permit and Section 401 Water Quality Certification) prior to discharging any dredged or fill materials into any Waters of the U.S. Because the Waters of the U.S. are also Waters of the State, the 401 Water Quality Certification will authorize fill to Waters of the State. Specific impact avoidance, minimization and/or compensation measures shall be developed and implemented as part of the Section 404 Permit to ensure no net loss of wetland function and values. To facilitate such authorization, an application for a Section 404 Permit and an application for a Section 401 Water Quality Certification for the project shall be prepared and submitted to the USACE and the Regional Water Quality Control Board (RWQCB) and shall include direct, avoided, and preserved acreages to Waters of the U.S. Mitigation requirements may include purchase of mitigation credits at an agency-approved mitigation bank and/or Permittee-responsible mitigation (e.g., preservation and creation) in an onsite preserve or offsite mitigation property.*
- c. *If aquatic resources are verified by the USACE as not meeting the definition of Waters of the U.S., they would be considered Waters of the State. Request authorization to fill Waters of the State via the Waste Discharge Requirement (WDR) Program. Specific impact avoidance, minimization, and/or compensation measures shall be developed and implemented as part of the WDRA.*
- d. *If necessary, prepare and submit a Lake or Streambed Alteration Notification to CDFW under California Fish and Game Code Section 1602 to request authorization to affect CDFW-regulated aquatic features or habitat. Mitigation for impacts to Waters of the State typically consists of a minimum 1:1 replacement ratio for direct impacts; however, final mitigation requirements shall be developed in consultation with CDFW. Mitigation may include purchase of mitigation credits at an agency-approved mitigation bank and/or*

Permittee-responsible mitigation (e.g., preservation and creation) in an onsite preserve or offsite mitigation property.

- e. *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, if the project includes work that is within 50 feet of an aquatic feature, the applicant shall implement the aquatic feature mitigation measures, as detailed above.

Responsibility:

Applicant/Developer

Community Development Department

CULTURAL RESOURCES:

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.*

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

NOISE:

Mitigation Measure XIII.-1: Construction Noise

- a. *The City shall establish the following as conditions of approval for any permit that results in the use of construction equipment:*
 - 1) *Construction hours shall be limited to weekdays 7:00 a.m. to 7:00 p.m. and weekends 8:00 a.m. to 7:00 p.m.*
 - 2) *All construction equipment powered by internal combustion engines shall be properly muffled and maintained.*
 - 3) *Quiet construction equipment, particularly air compressors, are to be selected whenever possible.*
 - 4) *All stationary noise-generating construction equipment such as generators or air compressors are to be located as far as is practical from existing residences. In addition, the project contractor shall place such stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.*
 - 5) *Unnecessary idling of internal combustion engines is prohibited.*
 - 6) *The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas to maximize the distance between construction-related noise sources and noise sensitive receptors nearest the project site during all project construction.*
- b. *This mitigation measure shall be incorporated as notes on the project's Improvement Plans and/or Grading Plans and shall be implemented prior to any grading or ground/vegetation-disturbing activities.*

Implementation: Prior to any construction activities, the City shall ensure that the above noted requirements are implemented by all contractors as part of their construction activities.

Responsibility:

Applicant/Developer

Community Development Department

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 if sites, cultural soils, or objects of potential significance are identified. The temporary pause/diversion shall be of an adequate duration for the Tribal Representative to examine the resource.*
- 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.*

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:
