+U.S. Department of Housing and Urban Development
San Francisco Regional Office
1 Sansome Street, Suite 1200
San Francisco, California 94104

Environmental Assessment

for HUD-Funded Proposals

Recommended format per 24 Code of Federal Regulations (CFR) 58.36, revised July 2023

Project Identification: University Avenue Apartments Project

Preparer: Raney Planning & Management, Inc.
Rod Stinson, Vice President/Air Quality Specialist

Responsible Entity: City of Rocklin Community Development Department
3970 Rocklin Road
Rocklin, CA 95677

Month/Year: November 2025

Environmental Assessment
Determinations and Compliance Findings for HUD-assisted Projects
24 CFR Part 58

Project Information

Project Name:	University Avenue Apartments Project
Responsible Entity:	City of Rocklin Community Development Department 3970 Rocklin Road Rocklin, CA 95677 Phone: (916) 625-5000
Grant Recipient (if different than Responsible Entity)**:**	USA Properties Fund, Inc. 3200 Douglas Blvd. Suite 200 Roseville, CA 95661 Phone: (916) 773-6060
State/Local Identifier:	N/A
Preparer:	Raney Planning & Management, Inc. Rod Stinson, Vice President/Air Quality Specialist rods@raneymangement.com Phone: (916) 372-6100 Fax: (916) 419-6108
Certifying Officer Name and Title:	Aly Zimmermann, City Manager
Consultant (if applicable)**:**	Raney Planning & Management, Inc.
Direct Comments to:	David Mohlenbrok, Director Phone: (916) 625-5162 Email: David.Mohlenbrok@rocklin.ca.us
Project Location:	Northeast of State Route (SR) 65/Sunset Boulevard, Rocklin, CA 95765 Assessor's Parcel Numbers (APNs): 017-276-005 and -006

Description of the Proposed Project [24 CFR 50.12 & 58.32; 40 CFR 1508.25]**:**

The following sections describe the project site location, existing setting, and surrounding uses, as well as the components included as part of the University Avenue Apartments Project (proposed project).

Project Site Location, Existing Setting, and Surrounding Uses

The 12.72-acre project site is located northeast of the intersection of SR 65 and Sunset Boulevard in the City of Rocklin, California and is identified by APNs 017-276-005 and -006 (see Figure 1 and Figure 2). The project site is also located within the Northwest Rocklin General Development Plan area, within the SR 65 Corridor. Historically, the project site was undeveloped with trees along the western boundary, but appears to have been partially graded around 2004, at which time construction of a sewer access road that is utilized as a community walking path along the northern and western site boundary is observed on aerial maps. Currently, the project site remains undeveloped and contains approximately 0.237-acre of wetland resources. Additionally, a paved utility road, sewer, and drainage improvements were developed along the northern and western boundaries of the site, in the location of the aforementioned walking path, as part of a South Placer Municipal Utility District Project. An unimproved road extends east-west across the central portion of the site and a barbed wire fence extends along the western portion of the site. The project site does not currently contain trees.

Surrounding existing uses include undeveloped land, open space, and a pond to the north; William Jessup University to the east, across University Avenue; a light industrial business park to the west, across SR 65; and the pending construction Estia at Rocklin Residential Project and University Square Retail Project to the south. The City of Rocklin General Plan designates the site as Mixed Use (MU) and the site is zoned Planned Development Residential 22 Units Per Acre Minimum (PD-22+) within the Northwest Rocklin General Development Plan area.

Proposed Project

The proposed project would consist of eight, three-story apartment buildings with a total of 324 multi-family residential units (see Figure 3). The units would consist of 77 one-bedroom units, 166 two-bedroom units, and 81 three-bedroom units. The one-bedroom units would range in size from 550 net square feet (sf) to 601 net sf; the two-bedroom units would range in size from 844 net sf to 913 net sf; and the three-bedroom units would range in size from 983 net sf to 1,119 net sf. Three additional two-bedroom units would be reserved for on-site managers. The unit floor plans would include a full kitchen, living area, bedroom(s), bathroom(s), and storage. Centralized laundry facilities would be located in each building. The units would be 100 percent affordable and would provide a total of 324 multi-family units restricted for households 30 to 70 percent of the area median income (AMI) for Placer County.

In addition to the proposed residential units, the project would include various amenities including a clubhouse with an attached awning, swimming pool, playground, dog park, and multiple outdoor cooking and recreational areas.

Figure 1
Regional Vicinity Location

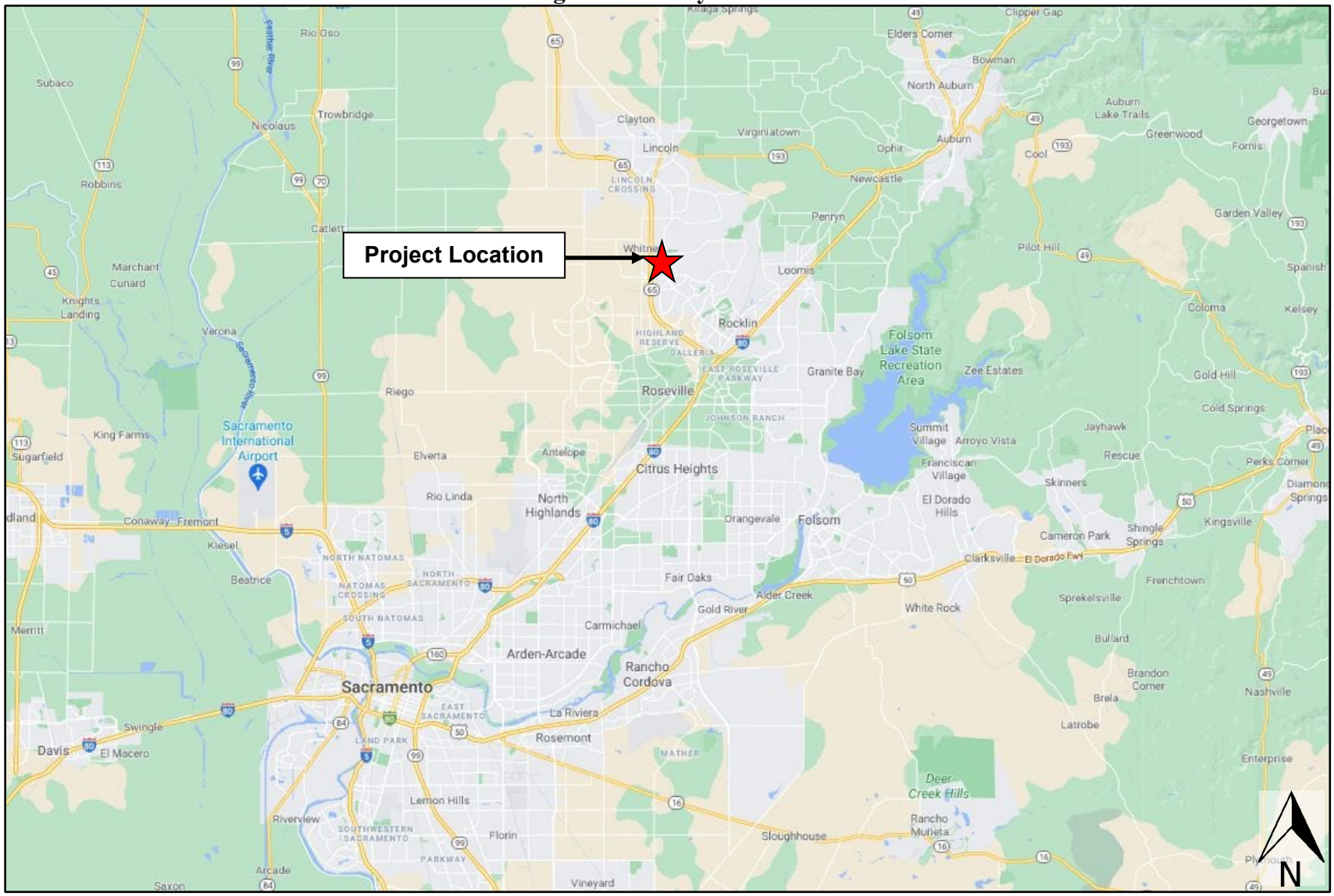
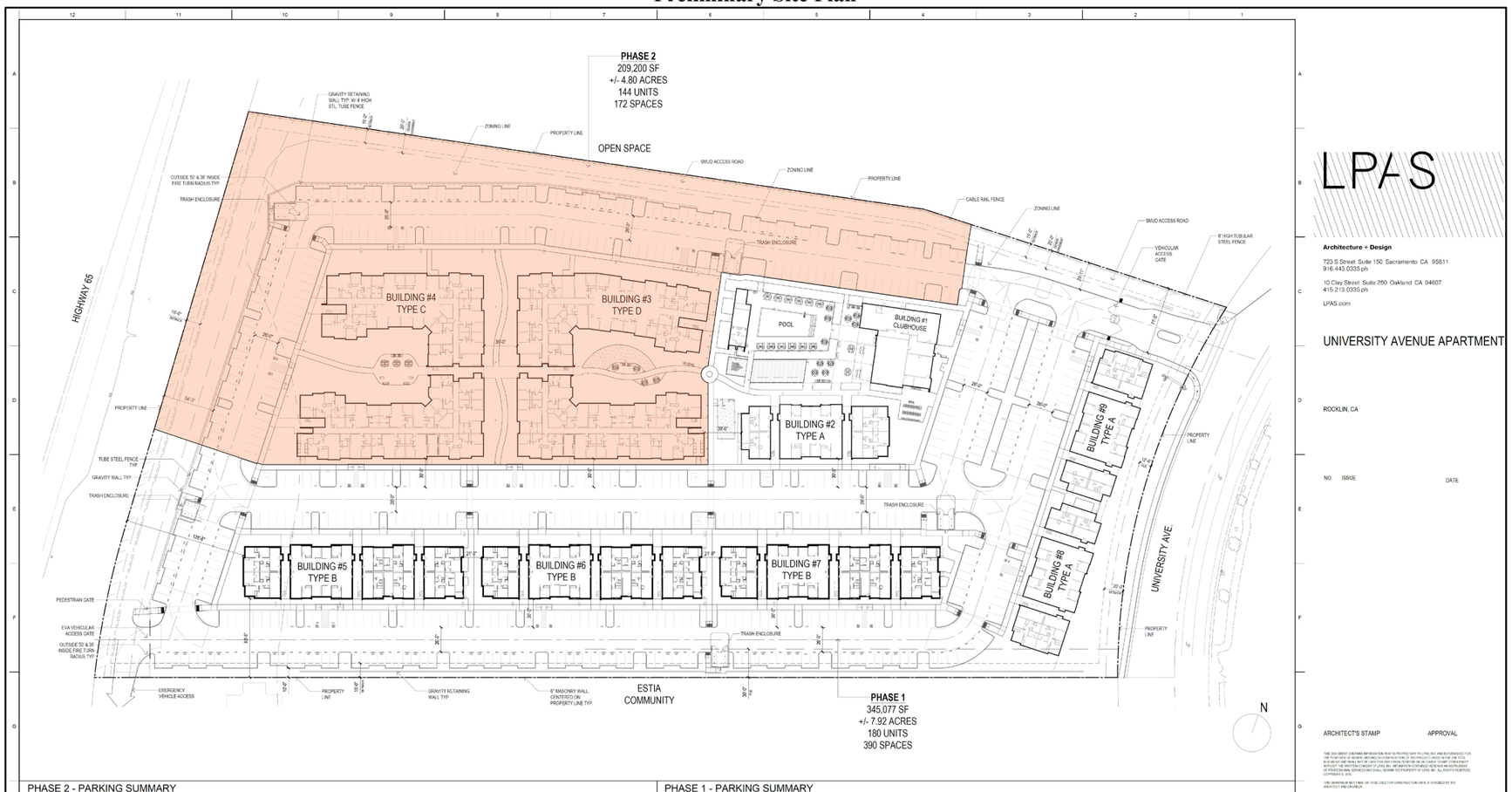


Figure 2
Project Site Boundaries

Figure 3
Preliminary Site Plan



PHASE 2 - PARKING SUMMARY

EV PARKING:

PER **CALGREEN 4.106.4.2.2.2b**:
10% OF THE TOTAL PARKING SPACES PROVIDED SHALL BE EV CHARGING STATIONS (EVCS) SPACES

PER **CALGREEN 4.106.4.2.2.1b**:
40% OF THE TOTAL PARKING SPACES PROVIDED SHALL BE EV READY SPACES

ACCESSIBLE EV PARKING:

PER **CALGREEN 4.106.4.2.2.1.1 - ITEM 3**:
ONE IN EVERY 25 EVCS SPACES SHALL BE ACCESSIBLE

REQUIRED EV PARKING:

EVSE (10%):	16 + 1 ACCESSIBLE (1:25): 18
EV READY (40%):	69

SUB-TOTAL REQUIRED ACCESSIBLE PARKING:

STANDARD ACCESSIBLE STALLS:	7
VAN ACCESSIBLE STALLS (1:6):	1
EVSE ACCESSIBLE STALLS:	1
TOTAL:	9

PHASE 2 PROVIDED PARKING SUMMARY

STANDARD	37
COMPACT	38
STANDARD ACCESSIBLE	4
VAN ACCESSIBLE	1
EVSE	14
EVSE ACCESSIBLE	1
EV READY	77
TOTAL:	172

PHASE 2 SITE PARKING: (STATE DENSITY BONUS)

1BR - 35 UNITS	1 SPACE / UNIT	35
2BR - 73 UNITS	1.5 SPACE / UNIT	110
3BR - 36 UNITS	1.5 SPACE / UNIT	54
TOTAL REQUIRED:	1.38 / SPACE / UNIT	199

ACCESSIBLE PARKING:

1. PER **CBC 11B-208.2.3.1 PARKING FOR RESIDENTS** - WHERE AT LEAST ONE STALL IS PROVIDED FOR EACH RESIDENTIAL DWELLING UNIT, AT LEAST ONE ACCESSIBLE STALL SHALL BE PROVIDED FOR EACH RESIDENTIAL DWELLING UNIT REQUIRED TO PROVIDE MOBILITY FEATURES (5% PER CBC 11B-233.3.1.1)
2. PER **CBC 11B-208.2.3.2 ADDITIONAL PARKING SPACES FOR RESIDENTS** - WHERE THE TOTAL NUMBER OF PARKING SPACES PROVIDED FOR EACH RESIDENTIAL DWELLING UNIT EXCEEDS ONE PARKING SPACE PER RESIDENTIAL DWELLING UNIT, 2% BUT NOT FEWER THAN ONE SPACE, OF ALL THE PARKING SPACES NOT COVERED BY 11B-208.2.3.1 SHALL BE ACCESSIBLE
3. PER **CBC 11B-208.2.4 VAN PARKING SPACES** - FOR EVERY SIX ACCESSIBLE PARKING STALLS ONE SHALL BE A VAN ACCESSIBLE STALL

REQUIRED ACCESSIBLE PARKING (144 UNITS x 5%): 8

ADDITIONAL ACCESSIBLE PARKING:

TOTAL PARKING:	172
REQUIRED PARKING:	199
ADDITIONAL BALANCE:	0
ADDITIONAL ACCESSIBLE (2%):	0

PHASE 1 - PARKING SUMMARY

EV PARKING:

PER **CALGREEN 4.106.4.2.2.2b**:
10% OF THE TOTAL PARKING SPACES PROVIDED SHALL BE EV CHARGING STATIONS (EVCS) SPACES

PER **CALGREEN 4.106.4.2.2.1b**:
40% OF THE TOTAL PARKING SPACES PROVIDED SHALL BE EV READY SPACES

ACCESSIBLE EV PARKING:

PER **CALGREEN 4.106.4.2.2.1.1 - ITEM 3**:
ONE IN EVERY 25 EVCS SPACES SHALL BE ACCESSIBLE

REQUIRED EV PARKING:

EVSE (10%):	37 + 2 ACCESSIBLE (1:25): 39
EV READY (40%):	156

SUB-TOTAL REQUIRED ACCESSIBLE PARKING:

STANDARD ACCESSIBLE STALLS:	10
VAN ACCESSIBLE STALLS (1:6):	2
EVSE ACCESSIBLE STALLS:	2
TOTAL:	14

PHASE 1 PROVIDED PARKING SUMMARY

STANDARD	146
COMPACT	36
STANDARD ACCESSIBLE	13
VAN ACCESSIBLE	2
EVSE	43
EVSE ACCESSIBLE	2
EV READY	148
TOTAL:	390

PHASE 1 SITE PARKING: (STATE DENSITY BONUS)

1BR - 42 UNITS	1 SPACE / UNIT	42
2BR - 93 UNITS	1.5 SPACE / UNIT	140
3BR - 45 UNITS	1.5 SPACE / UNIT	68
TOTAL REQUIRED:	1.38 / SPACE / UNIT	250

ACCESSIBLE PARKING:

1. PER **CBC 11B-208.2.3.1 PARKING FOR RESIDENTS** - WHERE AT LEAST ONE STALL IS PROVIDED FOR EACH RESIDENTIAL DWELLING UNIT, AT LEAST ONE ACCESSIBLE STALL SHALL BE PROVIDED FOR EACH RESIDENTIAL DWELLING UNIT REQUIRED TO PROVIDE MOBILITY FEATURES (5% PER CBC 11B-233.3.1.1)
2. PER **CBC 11B-208.2.3.2 ADDITIONAL PARKING SPACES FOR RESIDENTS** - WHERE THE TOTAL NUMBER OF PARKING SPACES PROVIDED FOR EACH RESIDENTIAL DWELLING UNIT EXCEEDS ONE PARKING SPACE PER RESIDENTIAL DWELLING UNIT, 2% BUT NOT FEWER THAN ONE SPACE, OF ALL THE PARKING SPACES NOT COVERED BY 11B-208.2.3.1 SHALL BE ACCESSIBLE
3. PER **CBC 11B-208.2.4 VAN PARKING SPACES** - FOR EVERY SIX ACCESSIBLE PARKING STALLS ONE SHALL BE A VAN ACCESSIBLE STALL

REQUIRED ACCESSIBLE PARKING (180 UNITS x 5%): 9

ADDITIONAL ACCESSIBLE PARKING:

TOTAL PARKING:	390
REQUIRED PARKING:	250
ADDITIONAL BALANCE:	140
ADDITIONAL ACCESSIBLE (2%):	3

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UNIVERSITY AVENUE APARTMENT

ROCKLIN, CA

NO. ISSUE DATE

ARCHITECT'S STAMP APPROVAL

CONSULTANT

SITE PLAN - PHASE 1

PROJECT NO: 865-0024

DATE: 08.08.2025

SHEET NO:

A1.00.1

100% DESIGN DEVELOPMENT

In regard to interior amenities, a 5,686-sf clubhouse would be centrally located and would be comprised of lounge areas, a meeting space, a fitness room, and a leasing office. With respect to outdoor amenities, the project would include an outdoor awning attached to the clubhouse structure, a swimming pool with seating and tables, playground, outdoor game area and synthetic turf area, and patio with an outdoor kitchen west of the clubhouse area. Two additional outdoor seating and barbeque areas would be located further west within the Building 3 and Building 4 courtyards. The proposed project would also provide an outdoor pet wash station and dog park south of the swimming pool and playground, between Building 2 and Building 3. Mailboxes would be provided south of the clubhouse area. With respect to site security, the project would include a open iron fence along the northern and western site boundary and a six-foot tall masonry wall along the site's southern boundary. Pedestrian access gates would also be located at the northeast corner of the project site, and a gated emergency vehicle access (EVA) would be located at the southwest corner of the site.

Site access would be provided by a two-lane entry and exit driveway off University Avenue in the northeast corner of the project site which would connect to a 26-foot-wide internal roadway system. EVA access would be provided from the existing paved utility roads surrounding the project site which ultimately connect to University Avenue to the north and south of the project site. From the entrance/exit drive aisles, the internal 26-foot-wide drive aisle would loop within the project site to provide vehicle access to surface parking areas and the proposed residential buildings.

With respect to parking, a total of 562 surface parking spaces would be provided throughout the project site. While the proposed project would vary from the development standard (Rocklin Municipal Code [RMC] 17.66.020.A) requirement of at least one covered parking space per unit, the variance would be allowed through proposed project's eligibility for a 20 percent Density Bonus consistent with California Government Code (GC) Sections 65915-65918. The 562 on-site parking spaces would include 225 electrical vehicle (EV) parking spaces, 57 EV charging station (EVCS) compatible parking spaces, and 23 Americans with Disabilities Act (ADA) compliant parking spaces. In addition, the proposed project would include bicycle parking.

Statement of Purpose and Need for the Proposal [40 CFR 1508.9(b)]**:**

As established in the City of Rocklin 2021 Housing Element,[1] the California Department of Finance estimated that the population total for the City of Rocklin in 2020 was 70,350. The City's population has risen steadily over the last 10 years, increasing approximately 19 percent from 56,974 in 2010. Rocklin's population growth began in the late 1970s, due mainly to the annexation of the formerly unincorporated Sunset-Whitney area.

During each Housing Element update, each jurisdiction must plan for its share of housing needs for the eight-year planning period. Housing needs are determined for households in four income categories: above-moderate-, moderate-, low-, and very low-income. State law has established a process for assigning the responsibility for planning for housing production in California to individual cities and counties through a process known as the Regional Housing Needs Allocation (RHNA). According to the RHNA for the Sacramento Area Council of Governments (SACOG), the City of Rocklin is expected to need 1,911 very low-income housing units, 1,151 low-income

[1] City of Rocklin. *Housing Element 2021-2029*. Adopted August 2021.

housing units, 771 moderate-income housing units, and 1,828 above moderate-income units during the 2021-2029 planning period.[2] The proposed project would add 324 affordable units to the City's existing housing stock and all proposed units would be low-income units restricted to households earning 30 to 70 percent of the AMI for Placer County. Therefore, the proposed project would contribute to the City meeting its RHNA requirements.

Furthermore, the 2021 City of Rocklin Housing Element includes several goals and policies related to affordable housing. Specifically, Policy 1.6 aims to "continue to pursue available sources of funding for maintaining and expanding the supply of affordable housing for lower and moderate-income households, including extremely low-income households." Policy 2.1 is to "provide quality housing opportunities for current and future residents with a diverse range of income levels". Policies 2.3 and 2.4 encourage the production of affordable housing to extremely low-income households, especially for seniors, large families, female-headed households, the homeless, and persons with disabilities and encourage the provision of such housing when reviewing proposals for new affordable housing developments. By providing affordable housing in a newly developed area, the proposed project would further the aforementioned policies.

The applicant is seeking funding assistance through the U.S. Department of Housing and Urban Development (HUD) Section 8 Project-Based Vouchers (PBV) Program. The National Environmental Policy Act (NEPA) mandates that federal agencies consider the environmental ramifications of a wide variety of proposed actions. Due to funding from federal sources, the proposed project is subject to environmental review under NEPA. Because implementation of the proposed project has the potential to result in environmental impacts on the project site, the preparation of an Environmental Assessment is required.

Existing Conditions and Trends [24 CFR 58.40(a)]**:**

The following sections describe the existing site conditions, as well as the flood hazard, surface water, and groundwater conditions of the project site.

Existing Conditions

The project site, currently undeveloped and vacant since at least 1937, is located at an approximate elevation of 150 feet above mean sea level (amsl) and is relatively flat. Additionally, a paved utility road, sewer, and drainage improvements are developed along the northern and western boundaries of the site, as part of a South Placer Municipal Utility District Project. According to the Phase I Environmental Site Assessment (ESA) completed for the proposed project by Geocon Consultants, Inc. (Geocon) (see Appendix A),[3] the project site was generally undeveloped until 1962 when the Phase I ESA notes the appearance of an unimproved road through the middle of the project site. In 1993, trees appear on the western portion of the project site. In 2006, trees on the western portion of the site are not present and a walking path is located along the western and northern site boundaries in the location of the currently existing utility road. The site has remained relatively unchanged from 2006 to the present. However, trees are not currently observed on the western portion of the project site. On October 25, 2022, a representative of Geocon Consultants, Inc.

[2] Sacramento Area Council of Governments. *SACOG Regional Housing Needs Plan Cycle 6 (2021-2029)*. March 2020.

[3] Geocon Consultants, Inc. *Phase I Environmental Site Assessment Report, William Jessup University Apartments, University Avenue, Rocklin, California*. November 2022.

conducted a site inspection and confirmed that the property currently consists of undeveloped land and drainage ponds; a walking path with several manholes along the western, northern, and eastern perimeter of the site; an unimproved road extending east-west across the central portion of the site; and a barbed wire fence along the western portion of the site.

The 2002 Northwest Rocklin Annexation (Sunset Ranchos) Final Environmental Impact Report (EIR) (SCH 99102012) (2002 EIR) was prepared in accordance with the applicable provisions of the California Environmental Quality Act (CEQA) and subsequently certified on July 9, 2002 (City Council Resolution 2002-230). In August 2024, the University Avenue Apartments Project Addendum (2024 Addendum) to the 2002 EIR was prepared in accordance with the applicable provisions of CEQA and subsequently approved for the proposed project. Upon approval of the 2024 Addendum and the required entitlements for the proposed project in December 2024, the City of Rocklin General Plan designates the project site as MU and the site is zoned as PD-22+.

As required by the City of Rocklin, buildout of the project site is subject to the City's Design Review process. The City of Rocklin Design Review Objectives and Criteria are applicable to specific types of residential and non-residential projects Citywide. Topics covered include, but are not limited to site planning; building design, color, materials, and articulation; signage (building mounted and freestanding); landscaping; pedestrian amenities; loading facilities; walls; mechanical equipment screening; trash enclosures; and small lot residential subdivisions. All applicable development projects, including the proposed project, are required to undergo design review during the project approval process to ensure that the project is consistent with the City's Design Review Objectives and Criteria. In addition, because the project is located within the University Architectural District, the proposed project is required to go through an Architectural Review Committee process.

The nearest public airport to the project site is the Lincoln Regional Airport, located approximately 6.5 miles to the north of the site (see Figure 4). The nearest military airport to the project site, is Mather Air Force Base, located approximately 17.72 miles to the south of the site (93,561.6 feet).

Flood Hazard, Surface Water, and Groundwater Conditions

According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) 06061C0933H, effective November 2, 2018, the entirety of the project site is within Zone X, which is identified as an Area of Minimal Flood Hazard (see Figure 5). Although the project site is not located within a Special Flood Hazard Area (SFHA), the site is in the vicinity of a pond, to the north, which is identified by FEMA as a SFHA.

Figure 4
Nearest Airport Map

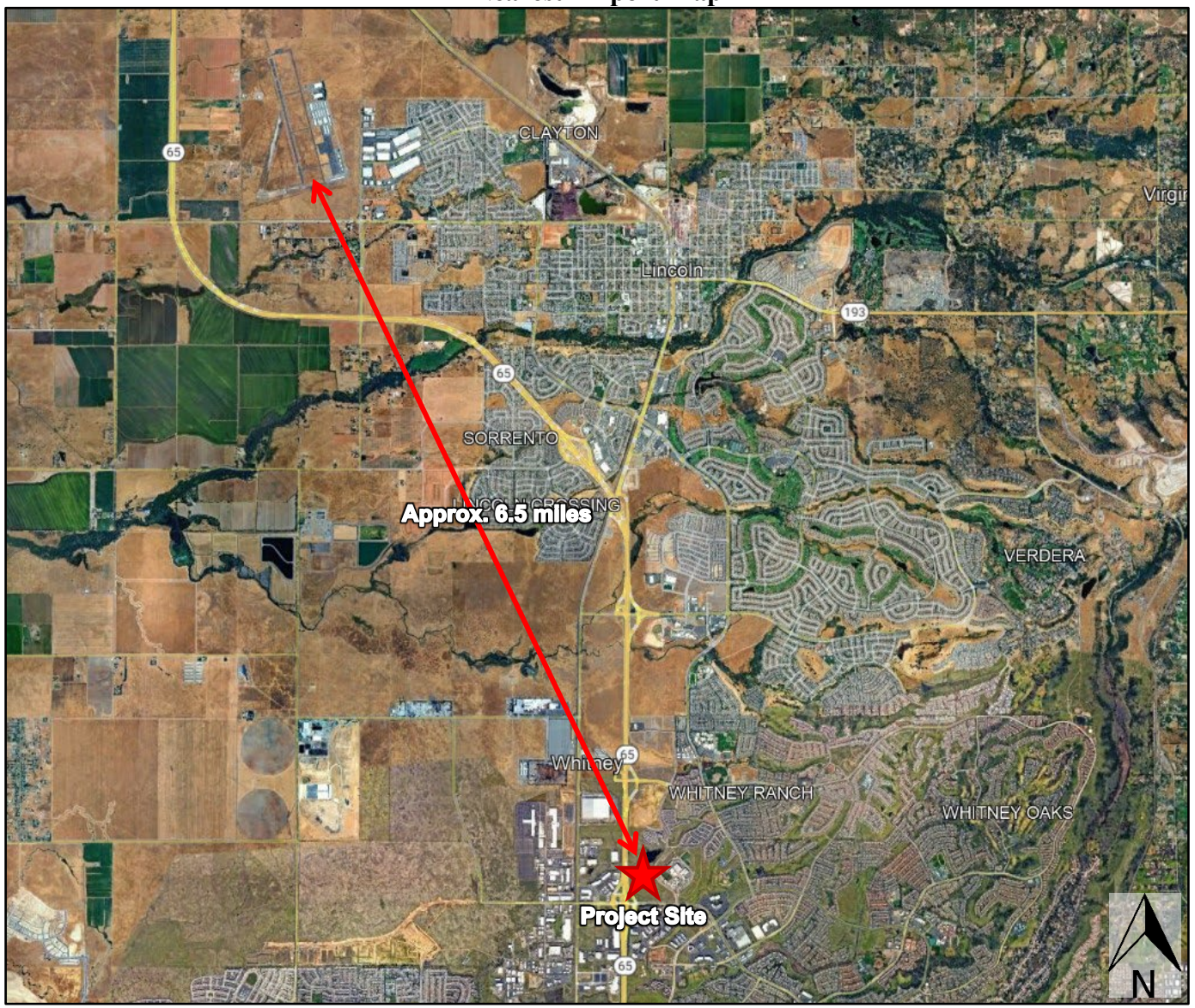
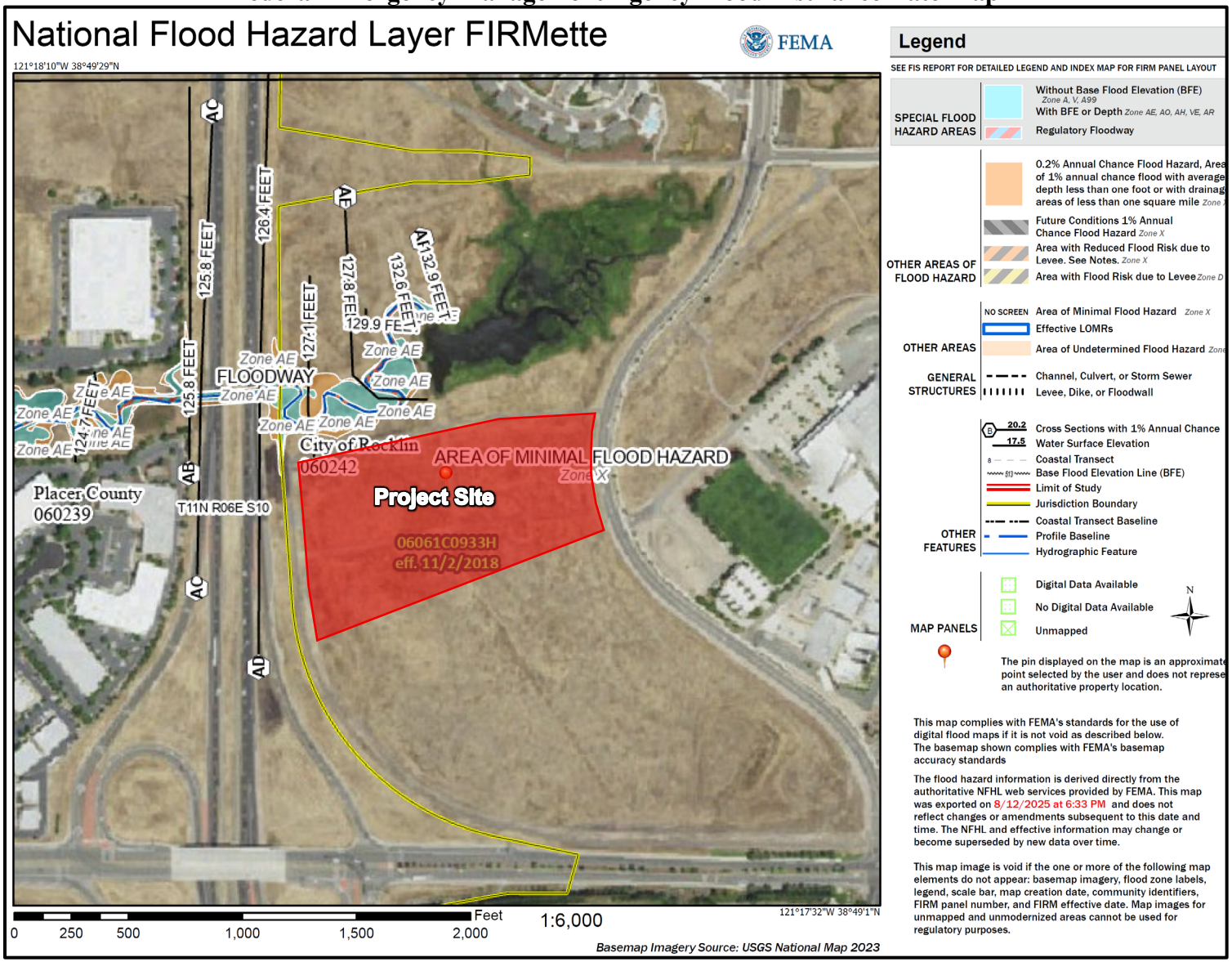


Figure 5
Federal Emergency Management Agency Flood Insurance Rate Map



According to the U.S. Fish and Wildlife Service's (USFWS) National Wetlands Inventory (NWI), the nearest surface water source to the project site is the pond located north of the project site. The pond is a freshwater emergent wetland located approximately 87 feet north of the project site (see Figure 6). The NWI classifies the pond as a palustrine (P), emergent (EM), persistent (1), semi-permanently flooded (F), and diked/impounded (h) waterway. In addition, the NWI identifies a riverine habitat as also being located approximately 100 feet north of the project site.

According to an Aquatic Resources Delineation (ARD) completed for the project site by Madrone Ecological Consulting (Madrone) (Appendix B),[4] the site contains a total of 0.237-acre of wetlands (Figure 7). In a verification letter provided by the United States Army Corps of Engineers (USACE) on June 13, 2023, the USACE concurred that the on-site aquatic resources are potential jurisdictional aquatic resources regulated under Section 404 of the Clean Water Act.

The proposed project would be required to comply with all special conditions set forth by the USACE and Mitigation Measure QMM-3(b) from the 2002 EIR as discussed in the Wetlands Protection section of this Environmental Assessment, to allow the conversion of the on-site wetlands. Furthermore, in accordance with HUD's procedures for complying with Executive Order 11990, the proposed project has completed the 8-Step Process for complying with wetlands protection requirements.

The project site is located approximately 93.2 miles from the Coastal Zone Boundary (see Figure 8) and is located approximately 133.98 miles northeast of the nearest sole source aquifer, the Fresno Streamflow Source Zone (see Figure 9). The nearest officially designated Wild and Scenic River to the project site is the American River, located approximately 16.85 miles to the south of the site (see Figure 10).

Funding Information

Grant Number	HUD Program	Funding Amount
N/A	Section 8 PBVs	$346,240

*$17,312 annually

Estimated Total HUD Funded Amount: $346,240

Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]**:** $153,912,164.00

The total estimated project cost is $153,912,164. The Placer County Housing Authority (PCHA) will be providing assistance to the project in the form of Section 8 PBVs for 324 multi-family residential units as authorized under Section 8 of the Housing Act of 1937 of 1990, as amended. The estimated total funding for rental subsidy is $346,240 ($17,312 annually) for the 20-year term of the Housing Assistance Payment contract and contingent upon the availability of Section 8 funds as allocated by the federal government.

[4] Madrone Ecological Consulting. *Aquatic Resources Delineation Report*. January 2023.

Figure 6
National Wetlands Inventory Map

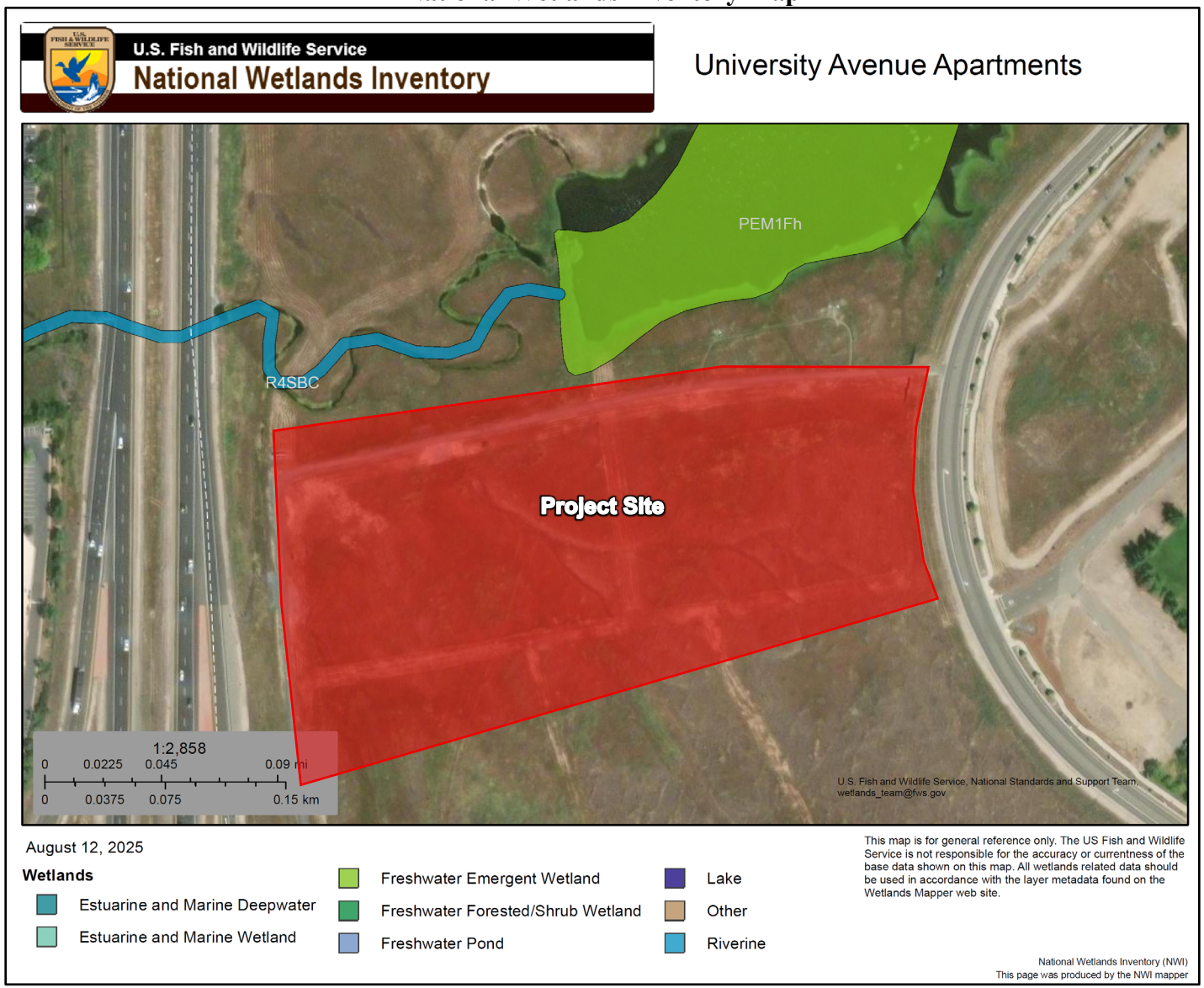
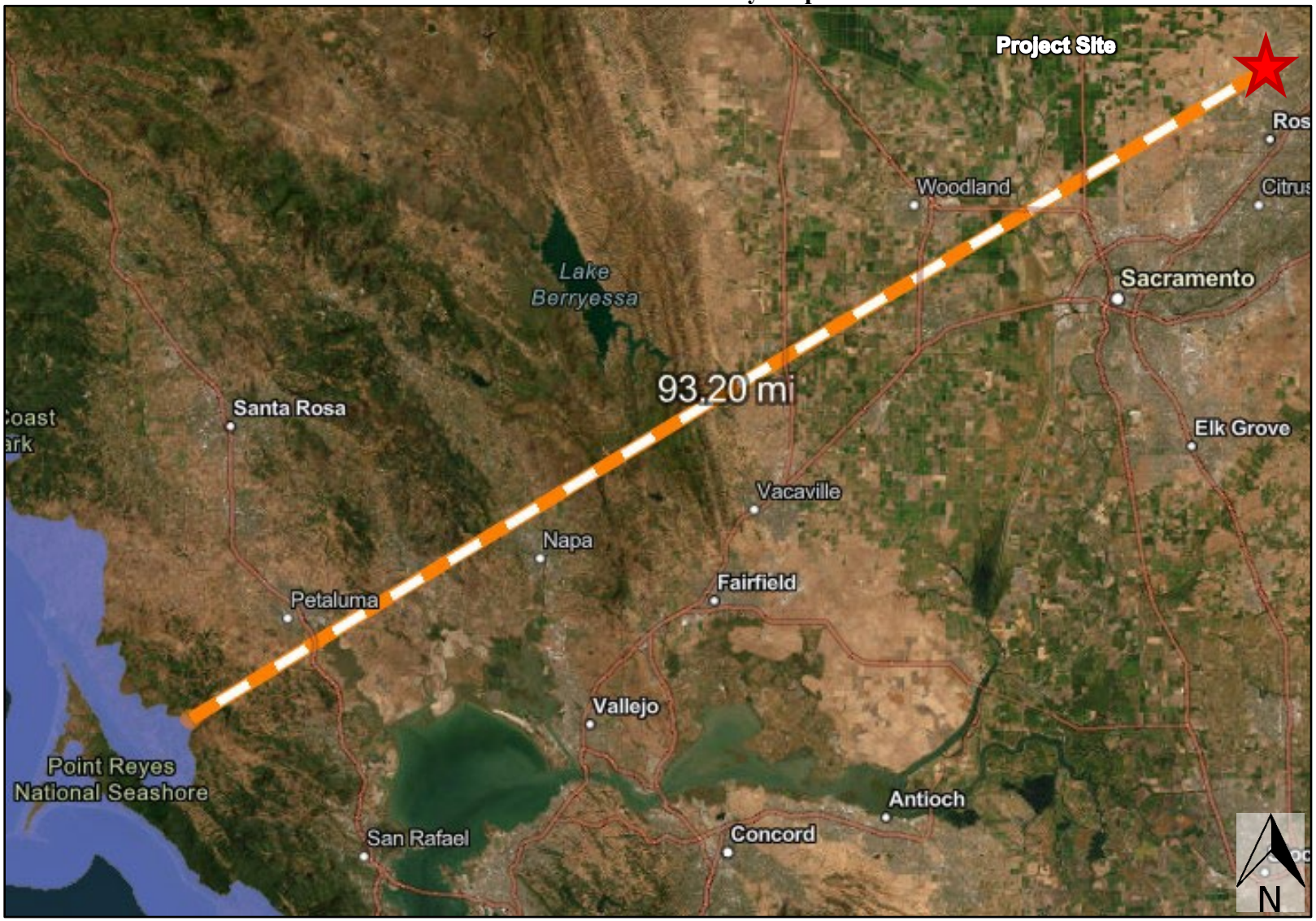


Figure 7
ARD Wetlands Map

Source: Madrone Ecological Consulting, January 2023.

Figure 8
Coastal Zone Boundary Map

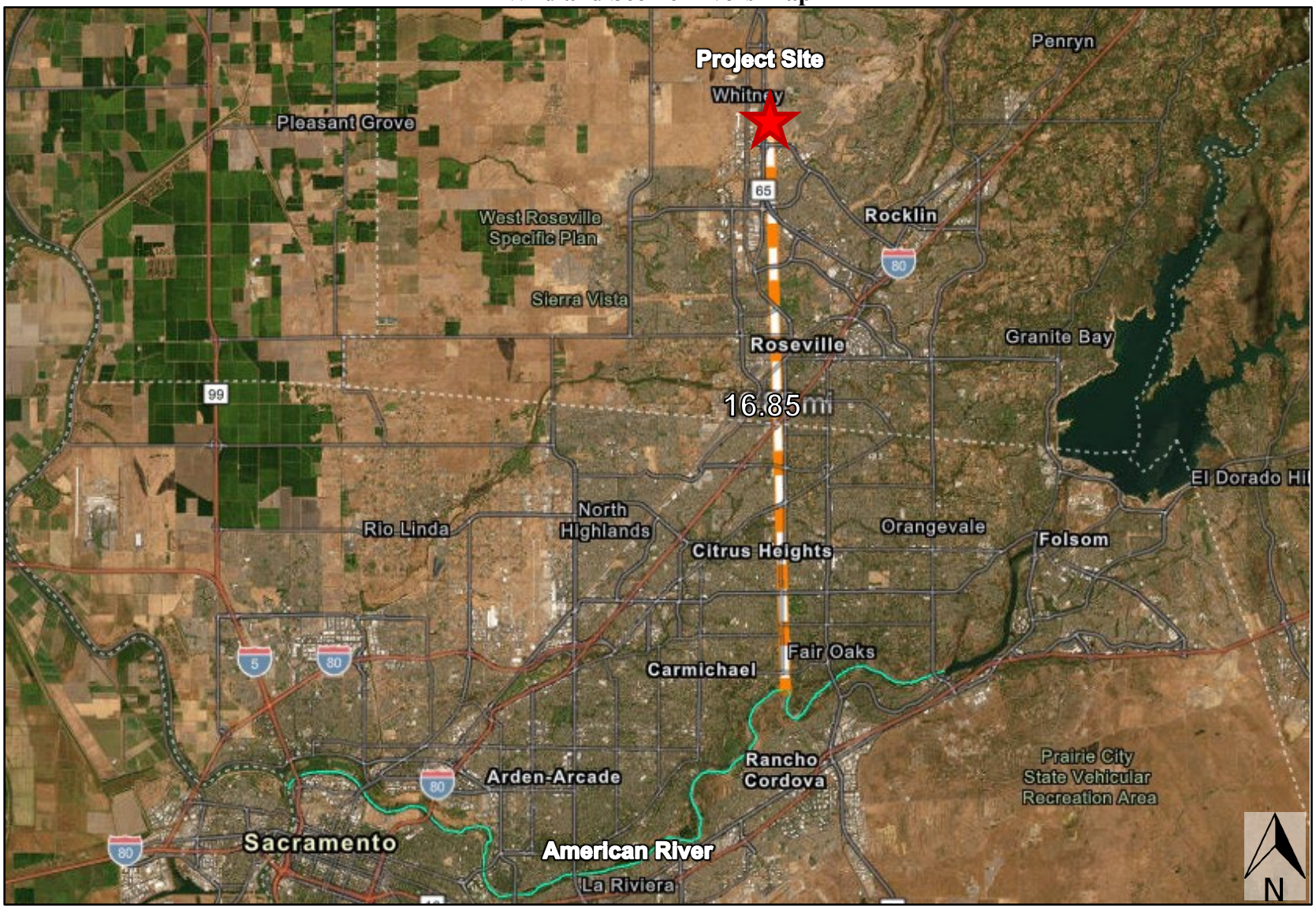


Source: California Department of Fish and Wildlife, BIOS, August 2025.

Figure 9
Sole Source Aquifers Map

Source: U.S. Environmental Protection Agency, NEPAssist, August 2025.

Figure 10
Wild and Scenic Rivers Map



Source: U.S. Environmental Protection Agency, NEPAssist, August 2025.

Compliance with 24 CFR 50.4, 58.5, and 58.6 Laws and Authorities

Record below the compliance or conformance determinations for each statute, executive order, or regulation. Provide credible, traceable, and supportive source documentation for each authority. Where applicable, complete the necessary reviews or consultations and obtain or note applicable permits of approvals. Clearly note citations, dates/names/titles of contacts, and page references. Attach additional documentation as appropriate.

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6		
Airport Hazards 24 CFR Part 51 Subpart D	Yes ☐ No ☒	HUD's policy is to apply standards to prevent incompatible development around civil airports or military airfields, consistent with Title 24 of the CFR AST, Part 51, Subpart D. The nearest airport to the project site is the Lincoln Regional Airport, located approximately 6.5 miles (34,320 feet) to the north of the site. The nearest military airport to the project site, is Mather Air Force Base, located approximately 17.72 miles to the south of the site (93,561.6 feet). Thus, the project site is not located within 2,500 feet of a civilian airport or within 15,000 feet of a military airport, and the project site is not within a Runway Protection Zone/Clear Zone or an Accident Potential Zone, as defined in 24 CFR 51 D. Based on the above, substantial adverse effects regarding Airport Clear Zones and/or Accident Potential Zones would not occur.
Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 United States Code {USC} 3501]	Yes ☐ No ☒	The Coastal Barrier Resources Act (CBRA) of 1982 designated relatively undeveloped coastal barriers along the Atlantic and Gulf coasts as part of the John H. Chafee Coastal Barrier Resources System (CBRS) and made these areas ineligible for most new federal expenditures and financial assistance. The Coastal Barrier Improvement Act (CBIA) of 1990 reauthorized the CBRA; expanded the CBRS to include undeveloped coastal barriers along the Florida Keys, Great Lakes, Puerto Rico, and U.S. Virgin Islands; and added a new category of coastal barriers to the CBRS called "otherwise protected areas" (OPAs). OPAs are undeveloped coastal barriers that are within the boundaries of an area established under federal,

		State, or local law, or held by a qualified organization, primarily for wildlife refuge, sanctuary, recreational, or natural resource conservation purposes. The project site is not located in the vicinity of the Atlantic, Gulf, or Great Lakes coasts or within the areas expanded by the CBIA in 1990. Therefore, the proposed project would not conflict with either the CBRA or the CBIA. Document Citation U.S. Fish and Wildlife Service. *Coastal Barrier Resources Act.* Available at: https://www.fws.gov/program/coastal-barrier-resources-act. Accessed August 2025. (Appendix J)
Flood Insurance Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]	Yes ☐ No ☒	The Flood Disaster Protection Act of 1973 (42 USC 4012a) requires that projects receiving federal assistance and located in an area identified by FEMA as being within an SFHA be covered by flood insurance under the National Flood Insurance Program. According to the FEMA FIRM 06061C0933H, effective November 2, 2018, the entirety of the project site is within Zone X, identified as an Area of Minimal Flood Hazard (see Figure 5). As such, the project site is not within a SFHA. It should be noted that the project site is in proximity to the SFHA associated with a pond north of the project site. However, all components constructed as part of the proposed project would be sited outside of the 100-year floodplain associated with the pond, as the project site would be separated from the creek by an approximately 87-foot buffer. Based on the above, the proposed project would not require coverage under the National Flood Insurance Program, and conflicts with the Flood Disaster Protection Act and the Insurance Reform Act would not occur. Document Citation Federal Emergency Management Agency. *Flood Insurance Rate Map 06061C0933H.*

		Available at: https://msc.fema.gov/portal/home. Accessed August 2025. (Appendix J)
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5		
Clean Air Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93	Yes ☐ No ☒	The City of Rocklin is located within the boundaries of the Sacramento Valley Air Basin (SVAB) and under the jurisdiction of the Placer County Air Pollution Control District (PCAPCD). Pollutants for which air quality standards have been established are called "criteria" air pollutants. Major criteria air pollutants include ozone precursors – reactive organic gases (ROG) and nitrous oxides (NO_X) – carbon monoxide (CO), respirable or suspended particulate matter less than 10 microns in diameter (PM_{10}), and fine particulate matter less than 2.5 microns in diameter ($PM_{2.5}$). The SVAB area is designated as nonattainment for the federal 8-hour ozone standard and the federal 24-hour $PM_{2.5}$ standard, and attainment or unclassified for all other federal criteria pollutant standards. The SVAB area is designated as nonattainment for the State 1-hour ozone, 8-hour ozone, and PM_{10} standards, and attainment or unclassified for all other State standards. The Clean Air Act requires each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The SIPs are modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins, as reported by their jurisdictional agencies. Due to the nonattainment designations, PCAPCD, along with the other air districts in the SVAB region, periodically prepares and updates air quality plans that provide emission-reduction strategies to achieve attainment of the federal ambient air quality standards (AAQS), including control strategies to reduce air pollutant emissions through regulations, incentive programs, public education, and partnerships with other agencies. General conformity requirements of the regional air quality plan include whether a project would cause or contribute to new violations of any AAQS, increase the frequency or severity of an existing violation of any AAQS, or delay timely attainment of any AAQS. In order to evaluate

ozone and other criteria air pollutant emissions and support attainment goals for those pollutants that the area is designated as nonattainment, the PCAPCD has adopted recommended thresholds of significance for emissions of PM_{10} and the ozone precursors ROG and NO_X. On October 13, 2016, the PCAPCD adopted updated thresholds of significance for the aforementioned pollutants. The adopted thresholds of significance for criteria pollutant emissions in pounds per day (lbs/day) are presented in Table 1.

Table 1
PCAPCD Thresholds of Significance (lbs/day)

Pollutant	Construction	Operational
ROG	82	55
NO_X	82	55
PM_{10}	82	82

Source: Placer County Air Pollution Control District, 2016.

In order to compare the proposed project's associated emissions to the thresholds of significance, the proposed project's short-term construction-related and long-term operational emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2022.1.1.22 software – a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions from land use projects. The model applies inherent default values for various land uses, including trip generation rates based on the Institute of Transportation Engineers (ITE) Manual, vehicle mix, trip length, average speed, etc. Where project-specific data was available, such data was input into the model (e.g., construction phases and timing, energy efficient design features, etc.). The following data was used as part of the model for the proposed project:

- Construction was anticipated to begin in January 2025 and occur over approximately two years;[5]

[5] It is noted that when the air quality analysis was conducted, project construction was anticipated to commence in January 2025. While project construction is now anticipated to begin in May 2026, the analysis conducted for this Environmental Assessment is conservative because construction fleets and electricity generation are becoming more efficient over time due to state regulations; thus, modeling construction at an earlier start date provides a more conservative analysis.

- Trip generation rates were updated based on a project-specific traffic analysis prepared by Kimley Horn; and
- Fireplaces would not be included within the proposed development.

All modeling results are included within Appendix C.

Construction Emissions

According to the CalEEMod results, the proposed project would result in maximum unmitigated construction emissions as shown in Table 2.

Table 2
Maximum Unmitigated Construction Emissions (lbs/day)

Pollutant	Project Emissions	Threshold of Significance
ROG	8.09	82
NO_X	31.7	82
PM_{10}	21.2	82

Source: Raney Planning & Management, Inc. Air Quality and Greenhouse Gas Impact Analysis University Avenue Apartments Project. August 2024. (Appendix C)

As presented in the table, emissions of ROG, NO_X and PM_{10} would be below the applicable air quality thresholds established by the PCAPCD, and substantial adverse effects related to criteria air pollutant emissions would not occur during project construction.

Operational Emissions

According to the CalEEMod results, the proposed project would result in maximum unmitigated operational criteria air pollutant emissions as shown in Table 3.

Table 3
Maximum Unmitigated Operational Emissions (lbs/day)

Pollutant	Project Emissions	Threshold of Significance
ROG	19.40	55
NO_X	11.80	55
PM_{10}	19.10	82

Source: Raney Planning & Management, Inc. Air Quality and Greenhouse Gas Impact Analysis University Avenue Apartments Project. August 2024. (Appendix C)

As presented in the table, the proposed project would result in operational emissions below the applicable PCAPCD thresholds of significance, and substantial adverse effects related to criteria air pollutant emissions would not occur during project operation.

Cumulative Emissions

Due to the dispersive nature and regional sourcing of air pollutants, air pollution is largely a cumulative impact. The nonattainment status of regional pollutants, including ozone and PM, is a result of past and present development, and thus, cumulative impacts related to such pollutants could be considered cumulatively significant.

The PCAPCD recommends using the region's existing attainment plans as a basis for analysis of cumulative emissions. If a project would interfere with an adopted attainment plan, the project would inhibit the future attainment of AAQS and, thus, result in a cumulative impact. As discussed above, the PCAPCD's recommended thresholds of significance for ozone precursors and PM_{10} are based on attainment plans for the region. The PCAPCD concluded that if a project's ozone precursor and PM_{10} emissions would be less than PCAPCD project-level thresholds, the project would not be expected to conflict with any relevant attainment plans and would not result in a cumulatively considerable contribution to a significant cumulative impact. Thus, the PCACPD's established operational phase cumulative-level emissions thresholds are identical to the operational thresholds identified above, in Table 1.

		As shown in Table 3, operational emissions would be below the PCAPCD's project-level thresholds and, thus, would be below the PCAPCD's cumulative-level thresholds as well. Accordingly, a cumulatively considerable impact related to emissions of criteria pollutants would not occur. <u>Toxic Air Contaminants</u> Toxic air contaminants (TACs) are a category of environmental concern as well. Health risks associated with 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 correlates with a higher health risk. The California Air Resources Board's (CARB's) *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. The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC. Thus, high-volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health-related risks associated with DPM in particular are primarily associated with long-term exposure and associated risk of contracting cancer. The proposed project would not involve long-term operation of any stationary diesel engine or other major on-site stationary source of TACs. Emissions of DPM resulting from construction-related equipment and vehicles would be temporary, regulated by CARB's In-Use Off-Road Diesel Vehicle Regulation, and minimal when compared to the designed operational lifespan of the project. In addition, due its residential nature, the proposed project would not generate a substantial number of diesel-fueled vehicles during project operation. For example, the CARB's Handbook includes

		distribution centers with associated diesel truck trips of more than 100 trucks per day as a source of substantial TAC emissions. The proposed project would not generate 100 diesel truck trips per day. Short-term, construction-related activities could result in the generation of TACs, specifically DPM, from on-road haul trucks and off-road equipment exhaust emissions. However, construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. Construction equipment would operate intermittently throughout the course of a day, would be restricted to daytime hours established by the City of Rocklin Construction Noise Guidelines, and would likely only occur over portions of the project site at a time. Furthermore, all construction equipment and operation thereof would be regulated by the CARB In-Use Off-Road Diesel Vehicle Regulation. Project construction would also be required to comply with all applicable PCAPCD rules and regulations, particularly standards associated with permitting of air pollutant sources. Because health risks associated with TACs are a function of both the concentration of emissions and the duration of exposure, the higher the concentration and/or the longer the period of time a sensitive receptor is exposed correlates to a higher health risk. Considering the short-term nature of project construction activities, as well as the regulated and intermittent nature of the operation of construction equipment, the likelihood that any one sensitive receptor would be exposed to high concentrations of DPM for any extended period of time would be low. However, due to the proximity of the project site to State Route 65 (SR-65), which is considered a major source of TACs, the following discussion includes an analysis of the effects of existing sources of TAC emissions in the project vicinity on future residents of the proposed project. In order to evaluate the potential impacts of TAC exposure along SR-65, the City of Rocklin uses the PCAPCD's thresholds of significance

		for the review of cancer risk and hazard impacts. The thresholds are designed to assess the impact of ambient levels of TACs on new sensitive receptors. Based on the PCAPCD thresholds, a substantial adverse effect would result if, due to the exposure of future residents to ambient levels of TACs, future sensitive receptors would experience a cancer risk level greater than 10 in a million, a non-cancer risk (chronic or acute) hazard index greater than 1.0. To provide a more accurate assessment of the health risks associated with vehicles traveling along SR-65, the potential concentrations of TACs within the project vicinity were calculated using the American Meteorological Society/Environmental Protection Agency (AMS/EPA) Regulatory Model (AERMOD) dispersion model as part of a Health Risk Assessment (HRA). The associated cancer risk and non-cancer hazard indexes were calculated using the CARB's Hotspot Analysis Reporting Program Version 2 (HARP 2) Risk Assessment Standalone Tool (RAST), which calculates the cancer and non-cancer health impacts using the risk assessment guidelines of the 2015 Office of Environmental Health Hazard Assessment (OEHHA) Guidance Manual for Preparation of Health Risk Assessments. The modeling was performed in accordance with the USEPA's User's Guide for the AERMOD and the 2015 OEHHA Guidance Manual. All modeling results and side calculations related to the analysis of TAC exposure are presented within Appendix C. The number of vehicles that would travel along SR-65 each day was determined using the 2023 traffic volumes for count locations on SR-65 in the project vicinity, as provided by the California Department of Transportation (Caltrans). Emission rates for the heavy-duty diesel-powered trucks were obtained through CARB's mobile source emissions inventory (EMFAC) database. Based on the DPM emissions generated by traffic traveling along SR-65 in the project vicinity, and the resultant DPM

concentrations at future sensitive receptors, the potential increases in cancer risk and non-cancer hazard indexes were calculated.

The cancer risk and non-cancer hazard indexes associated with the source of TACs (i.e., the segment of SR-65 located west of the site) is presented in Table . It should be noted that the cancer risks and non-cancer hazard indexes represent the risks over a 30-year exposure period.

Table 4
Maximum Unmitigated Aggregate Total Cancer Risk and Hazard Indexes

	Cancer Risk (per million persons)	Chronic Hazard Index	Acute Hazard Index
SR-65	28.38	0.006	0.00
Thresholds of Significance	10.00	1.00	1.00
Exceed Thresholds?	**YES**	**NO**	**NO**

Source: Raney Planning & Management, Inc., EMFAC, AERMOD, and HARP 2 RAST, September 2025. (Appendix D)

As shown in Table 4, the cancer risk from SR-65 would exceed the applicable thresholds of significance. Therefore, mitigation is required to reduce the impact. Thus, Mitigation Measure 1 would require the installation of central heating, ventilation and air conditioning (HVAC) systems which include high efficiency particulate air (HEPA) filters. Additionally, Mitigation Measure 2 would require the use of setbacks, building materials, and systems which would allow all residents to keep windows closed.

Use of HEPA filters can reduce particulate matter concentrations by 99.97 percent. The assumption can be made that a reduction in DPM-related health risks would be approximately equal to the filtration efficiency of the HEPA filters. Therefore, with incorporation of Mitigation Measure 1 and Mitigation Measure 2, the ambient TAC emissions in the proposed project units would not cause an increase in cancer risk levels of

		more than 10.00 persons in one million, a non-cancer hazard index greater than 1.00. <u>Conclusion</u> Based on the above, the proposed project would not result in impacts related to construction, operation or cumulative emissions. However, the project site is within 100 feet of SR-65, which could result in the exposure of sensitive receptors to TACs which exceed the threshold of significance. Thus, the project shall be subject to Mitigation Measure 1 and Mitigation Measure 2, ensuring the installation of HEPA filters and proper ventilation system to ensure windows would be able to remain closed. Within incorporation of Mitigation Measure 1 and Mitigation Measure 2, the proposed project would not conflict with the Clean Air Act. <u>Mitigation Measure 1</u>*: Prior to approval of a building permit, the building design shall include central heating, ventilation and air conditioning (HVAC) system or other air intake system, within the proposed project, that includes high efficiency particulate air (HEPA) filters. The project applicant shall also prepare an operation and maintenance manual for the HVAC system and the filter. The manual shall include the operating instructions and the maintenance and replacement schedule. Proof of compliance with the above requirements shall be submitted to the City of Rocklin Community Development Department.* <u>Mitigation Measure 2</u>*: Prior to approval of a building permit, the building design shall include a mechanical ventilation system that meets the criteria of the International Building Code (Chapter 12, Section 1202 of the California Building Code) and California Mechanical Code to ensure that windows would be able to remain closed while maintaining adequate ventilation and temperature control. Proof of compliance shall be submitted to the City of Rocklin Community Development Department.*

		Document Citation Placer County Air Pollution Control District. *CEQA Air Quality Handbook*. November 21, 2017. (Appendix J) California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective.* April 2005. (Appendix J) Environmental Protection Agency. *What is a HEPA Filter?* August 15, 2025. (Appendix J) Raney Planning & Management, Inc. *Air Quality and Greenhouse Gas Impact Analysis University Avenue Apartments Project.* August 2024. (Appendix C) Raney Planning & Management, Inc. *EMFAC, AERMOD, and HARP 2 RAST: University Avenue Apartments Project.* September 2025. (Appendix D) California Department of Transportation. *Traffic Volumes: Annual Average Daily Traffic (AADT) 2023.* Available at: https://dot.ca.gov/programs/traffic-operations/census. Accessed September 2025. (Appendix J) Office of Environmental Health Hazard Assessment. *Air Toxics Hot Spots Program Risk Assessment Guidelines, Guidance Manual for Preparation of Health Risk Assessments* [pg. 8-18]. February 2015. (Appendix J) U.S. Environmental Protection Agency. *User's Guide for the AMS/EPA Regulatory Model (AERMOD).* December 2016. (Appendix J)
Coastal Zone Management Coastal Zone Management Act, sections 307(c) & (d)	Yes ☐ No ☒	The Coastal Zone Management Act Section 1453, Definitions, defines the term "coastal zone" as "…the coastal waters (including the lands therein and thereunder) and the adjacent shorelands (including the waters therein and thereunder), strongly influenced by each other and in proximity to the shorelines of the several coastal states, and includes islands, transitional and intertidal areas, salt marshes, wetlands, and beaches…" and extending "…inland from the shorelines only to the extent necessary to control shorelands, the uses of which have a

		direct and significant impact on the coastal waters, and to control those geographical areas which are likely to be affected by or vulnerable to sea level rise." As shown in Figure 8, the project site is located 93.2 miles from the Coastal Zone Boundary. The proposed project would not involve any operations that would increase the potential to degrade water quality downstream and have a negative effect on the Coastal Zone. Therefore, the proposed project would not affect a Coastal Zone, and conflicts with the Coastal Zone Management Act would not occur. <u>Document Citation</u> California Department of Fish and Wildlife. *California Department of Fish and Wildlife BIOS*. Available at: https://apps.wildlife.ca.gov/bios6/. Accessed August 2025. (Appendix J)
Contamination and Toxic Substances 24 CFR Part 50.3(i) & 58.5(i)(2)	Yes ☐ No ☒	HUD policy, as described in Section 50.3(i) and Section 58.5(i)(2), states the following: (1). all property proposed for use in HUD programs be free of hazardous materials, contamination, toxic chemicals and gasses, and radioactive substances, where a hazard could affect the health and safety of occupants or conflict with the intended utilization of the property. (2) HUD environmental review of multifamily and non-residential properties shall include evaluation of previous uses of the site and other evidence of contamination on or near the site, to assure that occupants of proposed sites are not adversely affected by the hazards. (3) Particular attention should be given to any proposed site on or in the general proximity of such areas as dumps, landfills, industrial sites, or other locations that contain, or may have contained, hazardous wastes. (4) The responsible entity shall use current techniques by qualified professionals to undertake investigations determined necessary. Sites known or suspected to be contaminated by toxic chemicals or radioactive materials include, but are not limited to, sites: (i) listed on a United States Environmental Protection Agency (USEPA) Superfund National Priorities

		or the Comprehensive Environmental Response, Compassion, and Liability Act (CERCLA) List, or equivalent State list; (ii) located within 3,000 feet of a toxic or solid waste landfill site; or (iii) with an underground storage tank (UST) (which is not a residential fuel tank). A Phase I ESA was prepared for the proposed project by Geocon. The purpose of the Phase I ESA was to identify any potential on-site Recognized Environmental Conditions (RECs) in accordance with the American Society for Testing and Materials (ASTM) E1527-21 standard. An REC is defined by the ASTM as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. The Phase I ESA included a review of historical documentation, aerial photography, regulatory agency files, environmental sites radius reports, and site reconnaissance. According to the review of aerial photography, the project site was generally undeveloped until 1962 when the Phase I ESA notes the appearance of an unimproved road through the middle of the project site. In 1993 trees appear on the western portion of the project site, and in 2006 trees on the eastern portion of the site are not present and a sewer access road that gets utilized as a community walking path is located along the western and northern site boundaries. The site has remained relatively unchanged from 2006 to the present. However, trees are not currently observed on the western portion of the project site. Currently, the project site consists of undeveloped land and drainage ponds; a sewer access road that gets utilized as a community walking path with several manholes along the western, northern, and eastern perimeter of the site; an unimproved road extending east-west across the central portion of the site; and a barbed wire fence along the western portion of the site.

		With respect to the review of applicable federal, State, and local environmental databases, the Phase I ESA did not identify the site or any properties within one quarter of a mile on any release-related databases. The following databases were reviewed: the Superfund Enterprise Management System (SEMS) database, the California State Water Resources Control Board's GeoTracker, the California Department of Toxic Substances Control's (DTSC) EnviroStor database, Placer County Environmental Health (PCEH) Public Records Request website, the California Geologic Energy Management Division's (CalGEM) Well Finder, the National Pipeline Mapping System (NPMS) online pipeline mapping system, and the Hazardous Waste and Substances Sites (Cortese) list. Geocon conducted an on-site reconnaissance on October 25, 2022. The objective of the reconnaissance was to check for visual evidence of past/present use or storage of hazardous materials that could potentially affect the soil, groundwater, or surface soil or water quality at the project site. Evidence of dry drainage ponds, a sewer access road that gets utilized as a community walking path with several manholes extending along the western, northern, and eastern perimeter of the site, unimproved roads extending east to west across the central portion of the site, and a barbed wire fence extending across the western portion of the site were observed. According to the Phase I ESA, features or conditions with the potential to have caused an REC on the site were not observed. Similarly, the adjoining and adjacent properties were surveyed, and conditions or uses of such off-site locations were not determined to likely cause or have caused RECs on the project site. Furthermore, radon gas has been identified throughout California and can occur in any building. Radon is a gaseous byproduct of naturally occurring uranium in soils, rock, and water breaking down over time. Exposure to radon gas is known to contribute to increased rates of lung cancer. USEPA recommends mitigation related to radon when radon levels exceed four picocuries

		per liter (pCi/L). Geocon conducted a review of published radon data from a Geocheck Physical Setting Resource Map Findings Report. The review indicated the project site is located in USEPA Radon Zone 2, an area of moderate propensity with regard to the potential for elevated levels of radon gas. Because the PCi/L for Zone 2 is less than four pCi/L, the proposed project would not potentially expose workers or receptors in the project area to hazardous levels of radon. Based on the above, RECs were not identified on-site, and the proposed project would not conflict with HUD policy, as described in 24 CFR Part 50.3(i) and 24 CFR 58.5(i)(2). <u>Document Citation</u> Geocon Consultants, Inc. *Phase I Environmental Site Assessment Report, William Jessup University Apartments, University Avenue, Rocklin, California*. November 2022. (Appendix A)
Endangered Species Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402	Yes ☒ No ☐	The Endangered Species Act of 1973, as amended, and its implementing regulations were designed to protect and recover species in danger of extinction and the ecosystems that they depend upon. When passed, the Endangered Species Act spoke specifically to the value of conserving species for future generations. In passing the Endangered Species Act, Congress recognized a key fact that subsequent scientific understanding has only confirmed: the best way to protect species is to conserve their habitat. The USFWS offers consultation on threatened and endangered wildlife and plant species, as well as critical habitats, on a project-by-project basis. According to the USFWS Environmental Conservation Online System (ECOS) Information for Planning and Consultation (IPaC), the following species have the potential to occur within the greater project vicinity: (1) northwestern pond turtle; (2) western spadefoot; (3) monarch butterfly; (4) valley elderberry longhorn beetle (VELB); (5) conservancy fairy shrimp; (6) vernal pool fairy shrimp; and (7) vernal pool tadpole shrimp. The IPaC query

		concluded that critical habitat is not available on-site. A Biological Resources Assessment (BRA) was prepared for the proposed project by Madrone. As part of the BRA, a query of the California Natural Diversity Database (CNDDB) was conducted to further ascertain the potential for plant or wildlife species protected under the Endangered Species Act to occur within the project region. The query encompassed the U.S. Geological Survey (USGS) Roseville quadrangle, as well as the eight surrounding quadrangles (Attachment B of the BRA). In addition to the species identified by IPaC, the CNDDB returned records for the following plant and wildlife species that have previously occurred within the nine-quadrangle search area: (8) steelhead; (9) California red-legged frog; and (10) giant garter snake. The project site is located within an urbanized area of the City and is surrounded by SR 65 and industrial uses to the west, as well as University Avenue and William Jessup University to the east. In addition, the project site has been partially rough-graded, trees along the eastern and southern boundaries have been removed, and paths have been constructed along the northern and western boundary as part of a South Placer Municipal Utility District Project. The undeveloped area to the south is currently pending construction for development with a mixed-use area consisting of additional multi-family residences and a retail area. Due to the lack of trees or shrubbery, and the history of disturbance on-site, the project site is limited in its ability to support most of the 10 wildlife species identified by IPaC and CNDDB. For instance, monarch butterflies and VELB require the presence of milkweed and elderberry shrubs, respectively, which do not occur on-site, and monarch butterflies would be capable of flying away during project construction and operation. The project site contains approximately 0.237-acre of wetland resources and is located a minimum of 87 feet south of a pond. According to the BRA, the 0.237-acre of seasonal wetland resources on-site have the potential to provide suitable habitat for vernal pool branchiopods

		such as conservancy fairy shrimp, vernal pool fairy shrimp, and vernal pool tadpole shrimp. However, the vernal pools and seasonal wetland swales throughout the project site are generally not deep enough to support vernal pool tadpole shrimp. As such, in compliance with Mitigation Measure QMM-7(a) of the 2002 EIR, wet-season surveys of the project site were conducted every two weeks during the 2023-2024 wet season, and, as of May 2024, the dry-season survey for the project site is complete. Both the wet- and dry-season surveys produced negative results, as federally listed vernal pool branchiopods were not located within the project site. In addition, wet- and dry-season branchiopod surveys conducted on the Estia at Rocklin Residential Project site, south of the project site, in 2021-2022 were negative for vernal pool fairy shrimp, vernal pool tadpole shrimp, and conservancy fairy shrimp. Based on the above, the project site is unlikely to contain vernal pool branchiopods, and the proposed project would not result in any impact related to such species. With respect to species which could use the pond north of the site as dispersal or breeding habitat, because western spadefoot was not observed using the pond north of the site as breeding habitat, the BRA determined that the project site would not provide dispersal or foraging habitat for the species. Although the proposed project would be constructed in proximity to the pond, which could potentially offer suitable habitat for steelhead, California red-legged frog, and giant garter snake, the proposed structures and surface parking areas would not encroach upon the pond. Thus, the BRA determined that such species do not have the potential to occur on-site and impacts to the foregoing species would not occur. In addition, as discussed further in the Wetlands Protection section of this Environmental Assessment, as part of compliance with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit, the proposed project would be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) and incorporate Best-Management Practices (BMPs) to control

		sedimentation, erosion, and hazardous materials contamination of runoff during project construction. Preparation of a SWPPP would ensure that indirect effects to the nearby pond do not occur. Due to the proposed project's residential nature, project operation would not result in adverse effects to the nearby pond and/or protected species accommodated by the pond, as the residences would not include operational activities resulting in discharges of waste into the pond. With respect to northwestern pond turtle, female turtles move overland up to 325 feet in the spring and summer to find suitable nesting habitat. As such, the northern 165 feet of the project site provides suitable upland nesting habitat. Consequently, if individual pond turtles are present within the project site during construction, they could be injured or killed. As such, the BRA includes recommendations to ensure impacts to western pond turtle do not occur as a result of project construction activities. With implementation of Mitigation Measure BIO-3 of the 2024 Addendum, the proposed project would not result in impacts related to western pond turtle. It should be noted that various migratory birds and nesting raptors could potentially nest in the existing trees immediately adjacent to the project site. Such species are protected under the Migratory Bird Treaty Act of 1918 (MBTA). As discussed further in the Vegetation and Wildlife section of this Environmental Assessment, a preconstruction survey for migratory birds and raptors would be required, which would ensure potential impacts to avian species protected under the MBTA do not occur. Based on the above, through compliance with Mitigation Measure QMM-7(a) of the 2022 EIR and BIO-3 of the 2024 Addendum, the proposed project would not conflict with the Endangered Species Act. <u>Document Citation</u> U.S. Fish and Wildlife Service. *IPaC: Information for Planning and Consultation*.

		Available at: https://ecos.fws.gov/ipac/. Accessed September 2025. (Appendix J) Madrone Ecological Consulting. *Biological Resources Assessment, University Avenue Apartments, Rocklin, Placer County, California.* February 2024. (Appendix E) U.S. Fish and Wildlife Service. *Critical Habitat for Threatened & Endangered Species.* Available at: https://fws.maps.arcgis.com/home/webmap/viewer.html?webmap=9d8de5e265ad4fe09893cf75b8dbfb77. Accessed September 2025. (Appendix J)
Explosive and Flammable Hazards 24 CFR Part 51 Subpart C	Yes ☐ No ☒	Regulations set forth in 24 CFR Part 51 Subpart C require HUD-assisted projects to be separated from hazardous facilities that store, handle, or process hazardous substances by a distance based on the contents and volume of the facilities' aboveground storage tank (AST), or to implement mitigation measures. Project sites that are too close to facilities handling, storing, or processing conventional fuels, hazardous gases, or chemicals of an explosive or flammable nature may expose residents or end-users of a developed project to the risk of injury in the event of a fire or an explosion. According to the California Environmental Protection Agency (CalEPA) Regulated Site Portal, a total of 65 AST and/or chemical storage sites subject to regulations established by 24 CFR are located within one mile of the project site. The storage tanks located within one mile of the project site range from a maximum daily volume of 11 gallons to 119,999 gallons. The closest 119,999-gallon AST to the project site is located at 135 Cyber Court, which is a Verizon Wireless Rocklin II industrial center, located approximately 2,349 feet northwest of the project site, across SR 65. Based on HUD's Acceptable Separation Distance (ASD) Electronic Assessment Tool, the ASD associated with a 119,999-gallon AST is 2,032 feet to prevent adverse effects to people and 459 feet to prevent adverse effects to buildings. Thus, all chemical storage and AST sites further than 2,032 feet from the

project site were concluded to be in excess of the applicable ASDs. The ASDs for the five chemical storage and AST facilities within 2,032 feet of the project site were calculated with HUD's ASD Electronic Assessment Tool and are summarized in Table 4 below.

Table 4
Chemical Storage and Aboveground Storage Tank Acceptable Separation Distances

Site Name	Maximum Tank Size (gallons)	Approx. Distance from Project Site (feet)	ASD from People /Buildings (feet)
Ansel Park	1,199	1,692	298.29/ 54.68
Diesel Performance Specialist and Eurotech	999	1,201	276.45/ 50.26
Greencheck Fan Corporation	1,199	907	298.29/ 54.68
Salerno Motorsports, Inc.	599	1,404	223.4/ 39.67
William-Sonoma, Inc.	2,999	1,969	437.03/ 83.54

As shown in Table 4, none of the chemical storage and AST facilities are located at a distance from the project site that exceeds the applicable ASD for people and buildings.

Based on the above, the proposed project would not result in adverse effects associated with siting HUD-assisted projects near explosive and flammable hazards, as regulated by 24 CFR Part 51 Subpart C.

Document Citation

California Environmental Protection Agency. *CalEPA Regulated Site Portal.* Available at: https://siteportal.calepa.ca.gov/nsite/map/results. Accessed September 2025. (Appendix J)

		U.S. Department of Housing and Urban Development. *Acceptable Separation Distance (ASD) Electronic Assessment Tool.* Available at: https://www.hudexchange.info/programs/environmental-review/asd-calculator/. Accessed September 2025. (Appendix J)
Farmlands Protection Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658	Yes ☐ No ☒	The importance of farmlands to the national and local economy requires the consideration of the impact of activities on land adjacent to prime or unique farmlands. The purpose of the Farmland Protection Policy Act (7 USC Section 4201 et seq, implementing regulations 7 CFR Part 658, of the Agriculture and Food Act of 1981, as amended) is to minimize the effect of federal programs on the unnecessary and irreversible conversion of farmland to non-agricultural uses. Pursuant to the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey, the project site is designated as "Not Prime farmland." Furthermore, the City has previously planned for development of the project site with urban uses similar to the proposed project as part of buildout of the Northwest Rocklin General Development Plan. Therefore, development of the project site with the proposed uses would not result in a substantial adverse effect to farmland. Based on the above, the proposed project would not convert existing farmland to nonagricultural uses and, thus would not conflict with the Farmland Protection Policy Act. <u>Document Citation</u> U.S. Department of Agriculture, Natural Resources Conservation Service. *Web Soil Survey.* Available at: https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx. Accessed September 2025. (Appendix J)
Floodplain Management Executive Order 11988, particularly section 2(a); 24 CFR Part 55	Yes ☐ No ☒	The provisions of Executive Order 11988, Floodplain Management, require federal activities to avoid impacts to floodplains and to avoid direct and indirect support of floodplain

		development to the extent practicable. For projects located within the 100-year floodplain, HUD policy provides that projects involving critical actions are subject to an eight-step process set forth in 24 CFR Part 55.20. As previously discussed in the Flood Insurance section of this Environmental Assessment, according to FEMA FIRM 06061C0933H, effective November 2, 2018, the entirety of the project site is within Zone X, identified as an Area of Minimal Flood Hazard (see Figure 5). As such, the project site is not within a SFHA. While the proposed project is not located in a floodplain, it should be noted that the eight-step process was completed for the on-site wetlands, as discussed in further detail in the Wetlands Protection section of this Environmental Assessment. Based on the above, the proposed project would not conflict with Executive Order 11988. <u>Document Citation</u> Federal Emergency Management Agency. *Flood Insurance Rate Map 06061C0936H.* Available at: https://msc.fema.gov/portal/home. Accessed August 2025. (Appendix J)
Historic Preservation National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800	Yes ☐ No ☒	The National Historic Preservation Act (NHPA) (16 USC 470 et seq.) directs each federal agency, and those tribal, State, and local governments that assume federal agency responsibilities, to protect historic properties and to avoid, minimize, or mitigate possible harm that may result from agency actions. The review process, known as Section 106 review, is detailed in 36 CFR Part 800. Early consideration of historic places in project planning and full consultation with interested parties are key to effective compliance with Section 106. The State Historic Preservation Officer (SHPO) and/or Tribal Historic Preservation Officer (THPO) are primary consulting parties in the process. A Cultural Resources Inventory Report was prepared for the proposed project by ECORP Consulting, Inc. (ECORP) to assess potential impacts to historic resources that could occur as a result of project construction. The Cultural Resources Inventory Report included a records

		search of the California Historical Resources Information System (CHRIS) at the North Central Information Center (NCIC) at California State University, Sacramento on September 27, 2023 (NCIC Search #PLA-23-71). According to the CHRIS search results, the project site and an approximate 0.5-mile radius around the site contains five previously recorded pre-contact and historic-era cultural resources. Two of the resources are believed to be associated with Native American occupation of the vicinity and three are historic-era sites associated with early European-American ranching and mining activities. However, according to the Cultural Resources Inventory Report, such resources are not located adjacent to or within the project site. In addition, the State Office of Historic Preservation Built Environment Resources Directory, which includes listings of the California Register of Historical Resources, California State Historical Landmarks, California State Points of Historical Interest, and the National Register of Historic Places, does not list recorded buildings or structures within or adjacent to the project site. A pedestrian survey of the project site completed on September 29, 2023 by ECORP did not identify pre-contact or historic-era cultural material on-site. In addition, a record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the project site and returned negative results. Thus, the discovery of resources of cultural and religious significance is not anticipated to occur during development of the proposed project. In accordance with Section 106 of the NHPA, a request for consultation was distributed on August 15, 2025 to representatives of the following tribes, which were identified by the NAHC as potentially having knowledge of cultural resources in the project area: United Auburn Indian Community (UAIC) of the Auburn Rancheria, Tsi-Akim Maidu of the Taylorsville Rancheria, Nevada City Rancheria Nisenan Tribe, Colfax-Todds Valley Consolidated Tribe, and Wilton Rancheria. On August 26, 2025 the UAIC replied to notify the City that the UAIC determined the project site

		is potentially culturally sensitive and to request to consult under Section 106. UAIC requested the opportunity to conduct a tribal survey for additional identification efforts for resources of cultural and religious significance on the project site and requested an escort for such efforts. On September 30, 2025, the City arranged for a UAIC representative to conduct a site visit. In addition, on October 21, 2025, UAIC requested a paid tribal monitor be present for the initial ground disturbing activities on the proposed project site due to the proximity of known cultural resources to the project site and the potential for unknown subsurface tribal cultural resources to be encountered. UAIC recommended that a tribal monitor would be needed to identify and ensure the respectful treatment of such resources, if identified. UAIC has not provided any further recommendations. Responses from all other tribes contacted through the project notification letters were not received. A letter requesting review of the findings regarding the proposed project was submitted to the SHPO on September 18, 2025. On September 30, 2025, the SHPO responded to the request for review of the proposed project. Pursuant to 36 CFR Part 800.4(d), SHPO did not provide further comment on the project and does not object to the City of Rocklin's finding of No Historic Properties Affected for the proposed project. Due to the findings described above, the discovery of historic, cultural, or tribal cultural resources is not anticipated to occur on-site. Nonetheless, the potential exists for construction of the proposed project to result in the discovery of previously unrecorded, subsurface resources at the project site. Therefore, Mitigation Measures NMM-1(a), NMM-1(b), and NMM-3 from the 2022 EIR shall be required as part of the proposed project, which would ensure that the project includes protective measures in the event that unknown cultural resources are discovered on-site during project construction activities. Based on the above, with implementation of Mitigation Measures NMM-1(a), NMM-1(b)

		and NMM-3 from the 2022 EIR, the proposed project would not conflict with the requirements of the NHPA. Thus, impacts related to historic preservation would not occur. Document Citation ECORP Consulting, Inc. *Cultural Resources Inventory Report for the University Avenue Apartments Project*. November 2023. Raney Planning & Management, Inc. *Section 106 Consultation Package.* September 2025. (Appendix F)
Noise Abatement and Control Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B	Yes ☒ No ☐	According to HUD's noise standards set forth in 24 CFR Part 51, Subpart B, all sites where environmental or community noise exposure exceeds the day night average sound level (DNL) of 65 decibels (dB) are considered noise-impacted areas. HUD guidance includes screening criteria to assist in evaluating a project's consistency with the foregoing standard. Pursuant to HUD guidance, potentially significant noise generators within the vicinity of a project include major roadways, if within 1,000 feet of a project site, railroads, if within 3,000 feet, and military or Federal Aviation Administration-regulated (FAA) airfields, if within 15 miles. Documentation that a project is not within the applicable distances to the foregoing noise generators demonstrates compliance with HUD's noise standard. If within the aforementioned distance, a project may show the noise level is at or below 65 dB to demonstrate consistency with the Noise Control Act of 1972. Consideration of noise also applies to the acquisition of undeveloped land and existing development. In addition, 24 CFR Part 51 establishes an interior noise standard of 45 dB. Regarding potential noise effects associated with roadway operations in the project vicinity, the existing ambient noise environment at the project site is defined by noise from traffic on SR 65 to the west of the site and University Avenue to the east of the site. To assess the proposed project's consistency with HUD's noise standards, an Environmental Noise Assessment was prepared for the proposed project by Illingworth & Rodkin, Inc. (I&K). As

		part of the Environmental Noise Assessment, long-term noise measurements were captured across a 24-hour period from locations approximately 30 feet from the centerlines of University Avenue and 210 feet from the SR 65 centerline. In addition, short-term noise measurements were captured for a period of 10 minutes from two on-site locations approximately 100 feet from the University Avenue centerline and approximately 320 feet away from the SR 65 centerline to evaluate the existing noise environment at the project facades closest to University Avenue and SR 65. Hourly equivalent noise data (L_{eq}), maximum noise levels (L_{max}), and minimum noise levels (L_{min}), from the long-term and short-term measurements were subsequently used to calculate the day/night average noise levels (L_{dn}). Based on the results of the noise survey, the existing noise level along the project site's University Avenue frontage is approximately 66 dBA L_{dn} and the existing noise level north of the site in the Vicinity of SR 65 is 67 dBA L_{dn}. The predominant noise source affecting the project site is expected to continue to be traffic on SR 65 and University Avenue. In the future the California Department of Transportation (Caltrans), in cooperation with the Placer County Transportation Planning Agency (PCTPA), Placer County, and the City of Rocklin, propose to widen SR 65 adjacent to the project site. Based on the results of the noise study completed for the SR 65 roadway widening project, future noise levels to the SR 65 project frontage will increase by 5 dBA under future conditions with the highway widening project completed. Regarding traffic volume increase for University Avenue, the Environmental Noise Assessment assumed an annual traffic growth rate of between one and two percent per year. As such, traffic noise levels along University Avenue would be expected to increase by about one dBA under future conditions. Based on the results of the noise measurement survey and analysis discussed above, the residential units closest to SR 65 would be exposed to future exterior noise levels of up to 66 dBA L_{dn} at the first level and 70 dBA L_{dn} at

		the second and third levels, while residential units closest to University Avenue would be exposed to future exterior noise levels of up to 56 dBA L_{dn} at the first level and 62 dBA L_{dn} at the second and third levels. Additionally, the pool, BBQ area, and playground in the project's common outdoor use area and the common courtyards of Buildings C and D would be exposed to future exterior noise levels of 60 dBA L_{dn} or less. As such, Mitigation Measure HMM-2(a) from the 2002 EIR, which requires setbacks, barriers, or other measures to ensure that exterior noise levels do not exceed 65 dB at first-floor outdoor activity areas, would be required as a part of the proposed project. Similarly, the exterior noise threshold at the façades of new structures may be exceeded where interior noise levels would not exceed the 45 dB interior noise level standard through the requirement of noise level reduction (NLR) measures as a condition of approval to the proposed project. Such NLR measures could include Sound Transmission Class (STC) windows, exterior wall assembly, wood- or metal-framed roof/ceiling design, and supplemental interior ventilation. Based on information from the project architect, the Environmental Noise Assessment determined that interior noise levels would be reduced by 27 to 29 dBA with the installation of standard thermal insulating windows and/or weather sealed doors, maintained closed. With windows partially open, interior noise levels would be reduced by 12 to 17 dBA lower than exterior noise levels. As such, the requirement of closed standard thermal insulating windows and/or weather sealed doors as a condition of approval to the proposed project would be sufficient to meet the City and State interior noise standards of 45 dBA L_{dn} in all proposed residential units. Additionally, first-level units within Buildings B, C, and D which have a view of SR 65, and all upper level apartments with a view of either SR 65 or University Avenue traffic, will require the inclusion of a mechanical ventilation system to supply fresh air to the units, satisfactory to the local building official, to allow occupants to keep windows closed and doors to control noise. To ensure that the proposed project would comply with the above noise-reducing

		measures, Mitigation Measure HMM-2(b) of the 2002 EIR, which requires the use of setbacks, building materials, and systems which allow residents to keep windows closed and/or other construction techniques necessary to ensure interior noise levels do not exceed 45 dB, would be required as part of the proposed project. With respect to noise generated by railroad operations, a railroad line associated with the Southern Pacific Railroad (SPRR) and Amtrak operations is located approximately 2,343 feet to the west of the project site, across SR 65. Based on information from the City's General Plan EIR, operations along the foregoing railroad line would conservatively result in noise levels of up to 60 dBA at 1,480 feet from the track centerline, and 65 dBA at 750 from the track centerline. As the project site is located greater than 1,480 feet from the railroad centerline, railroad noise at the project site would not exceed the HUD's 65 dB DNL noise threshold. With respect to airport noise, the closest civilian airport is the Lincoln Regional Airport, located approximately 6.5 miles from the project site. Pursuant to the Lincoln Regional Airport Land Use Compatibility Plan (ALUCP), the 65 dB noise contour does not extend past Aviation Boulevard to the east of SR 65, approximately 5.8 miles northwest of the project site. Given the project site's distance from the 65 dB noise contour, noise generated as part of Lincoln Regional Airport operations would not exceed the 65 dB standard at the project site. Based on the above, conflicts with the Noise Control Act of 1972 would not occur. <u>Document Citation</u> Illingworth & Rodkin, Inc. *Environmental Noise Assessment, University Avenue Apartments, Rocklin, CA*. September 25, 2023. (Appendix G) City of Rocklin. *Community Map.* Available at: https://cityofrocklin.maps.arcgis.com/apps/web

		appviewer/index.html?id=58cc59c5e4f444ab89609ac0d662b635. Accessed September 2025. (Appendix J) City of Rocklin. *City of Rocklin General Plan Update, Final Environmental Impact Report, SCH # 2008072115* [pg. 4.5-15]. Adopted August 2012. (Appendix J) Placer County. *Airport Land Use Compatibility Plans*. Adopted September 2021. (Appendix J)
Sole Source Aquifers Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149	Yes ☐ No ☒	Aquifers and surface water are drinking water systems that may be impacted by development. The Safe Drinking Water Act of 1974 requires protection of drinking water systems that are the sole or principal drinking water source for an area and which, if contaminated, would create a significant hazard to public health. As shown in Figure 9, the project site is not located within an area designated by the USEPA as being supported by a sole source aquifer. The project site is located approximately 133.98 miles from the nearest boundary of a designated sole source aquifer region (Fresno Streamflow Source Zone). Because the project site is not within the vicinity of a region that depends solely on an aquifer for access to water, or located within a sole source aquifer recharge area, the proposed project would not have the potential to impact a sole source aquifer. Based on the above, the proposed project would not conflict with the Safe Drinking Water Act of 1974, as amended. <u>Document Citation</u> U.S. Environmental Protection Agency. *NEPAssist.* Available at: https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b. Accessed August 2025. (Appendix J)
Wetlands Protection Executive Order 11990, particularly sections 2 and 5	Yes ☒ No ☐	The provisions of Executive Order 11990 – Protection of Wetlands require federal activities to avoid adverse impacts to wetlands, where practicable. As preliminary screening, HUD or grantees must verify whether the project is

		located within wetlands identified on the USFWS NWI or else consult directly with USFWS. An ARD was conducted for the proposed project by Madrone on December 8, 2022. As described therein, a total of approximately 0.243-acre of vernal pools, seasonal wetlands, and seasonal wetland swales are located throughout the project site (see Figure 7). An additional 0.044-acre of intermittent drainage, a 0.122-acre intermittent stream, and a 1.342-acre pond are located directly west and north of the project site. However, such off-site aquatic resources would not be disturbed by the proposed project. Based on a verification letter provided by the USACE on June 13, 2023, the USACE concurred that the on-site aquatic resources are potential jurisdictional aquatic resources regulated under Section 404 of the Clean Water Act. Thus, consistent with Mitigation Measure QMM-3(b) of the 2002 EIR, the proposed project would be required to comply with all special conditions set forth by the USACE. Specifically, the USACE requires the project applicant to: participate in a selected mitigation bank/in-lieu fee program; comply with a previously granted Section 401 Water Quality Certification; provide notification of the start and completion of construction activities; implement BMPs to prevent degradation to on-site and off-site waters of the U.S.; and submit documentation of the proposed construction after completion. Furthermore, in accordance with HUD's procedures for complying with Executive Order 11990, the proposed project has completed the 8-Step Process for complying with wetlands protection requirements. Consistent with Step 2 of the 8-Step Process, an Early Notice and Public Review of a Proposed Activity within an Area Containing Wetlands was published on August 22, 2025. Additionally, as required by Step 3 (see Appendix H) and Step 4, the proposed project has evaluated alternatives to being developed in an area containing wetlands and identified the impacts of the proposed action and alternatives. Finally, consistent with Steps 7 and 8, the proposed project will publish findings and the Final Public Notice in

		combination with the Finding of No Significant Impact and Notice of Intent to Request Release of Funds, providing the public with an explanation of the project. Based on the above, the proposed project would be in compliance with minimization plans and wetland protection requirements as set forth by Executive Order 11990. Based on the above, through compliance with Mitigation Measure QMM-3(b) of the 2002 EIR, the proposed project would not conflict with Executive Order 11990. <u>Document Citation</u> U.S. Fish and Wildlife Service. *National Wetlands Inventory*. Available at: https://www.fws.gov/wetlands/data/Mapper.html. Accessed August 2025. (Appendix J) Raney Planning & Management. *Floodplain Management Determination, Step 3: Alternative Site Analysis.* October 2025. (Appendix H)
Wild and Scenic Rivers Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)	Yes ☐ No ☒	The Wild and Scenic Rivers Act (16 USC 1271-1287) provides federal protection for certain free-flowing, wild, scenic, and recreational rivers designated as components or potential components of the National Wild and Scenic Rivers System (NWSRS). The NWSRS was created by Congress in 1968 to preserve certain rivers with outstanding natural, cultural, and recreational values in a free-flowing condition for the enjoyment of present and future generations. According to the USEPA's NEPAssist, designated Wild and Scenic Rivers do not occur within or in the vicinity of the project site. The nearest wild and scenic river to the project site is the American River, which is located approximately 16.85 miles south of the project site (see Figure 10). Based on the above, the proposed project would not conflict with the Wild and Scenic Rivers Act 1968.

		Document Citation U.S. Environmental Protection Agency. *NEPAssist.* Available at: https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b. Accessed August 2025. (Appendix J)

Environmental Assessment Factors [24 CFR 58.40; Ref. 40 CFR 1508.8 &1508.27] Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

Impact Codes: Use an impact code from the following list to make the determination of impact for each factor.
(1) Minor beneficial impact
(2) No impact anticipated
(3) Minor Adverse Impact – May require mitigation
(4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	2	The City of Rocklin General Plan designates the project site as MU, which allows for a mix of non-residential uses in areas where residential development, including apartments, townhomes, and condominiums, are allowed at a density of 10 to 40 dwelling units per acre (du/ac). The proposed project would consist of 324 multi-family residential units at a density of 25.47 du/ac. Thus, the proposed project would be consistent with the site's MU designation. With respect to zoning, the project site is zoned PD-22+ within the Northwest Rocklin General Development Plan area. As established by Rocklin Municipal Code Section 17.60.010, the purpose of the PD zoning district is to provide for greater creativity and flexibility in design than is provided under the strict application of the zoning and subdivision ordinances, while at the same time protecting the public health, safety and welfare, and property values. Approval of such PD zones is subject to approval by City Council. As part of the 2024 Addendum, the City approved a General Development Plan and Rezone to designate the project site as PD-22+. The PD-22+ zone allows for

		development with a minimum residential density of 22 du/ac. As stated above, the proposed project would consist of 324 multi-family residential units at a density of 25.47 du/ac. Thus, the proposed project is consistent with the site's PD-22+ zoning. As previously discussed, as required by Rocklin Municipal Code Section 17.72.020, buildout of the project site with the proposed project is subject to the City's Design Review and Architectural Review Committee processes, which allows the City to ensure the project is consistent with applicable regulations and standards related to various criteria, including, but not limited to, neighborhood compatibility, safety, architectural style, and parking and access. In addition, the proposed project has obtained various City approvals, including the certification of the 2002 EIR and 2024 Addendum, further ensuring the project satisfies City standards related to community character and neighborhood compatibility. Based on the above, the proposed project would be consistent with the Rocklin General Plan, the Northwest Rocklin Development Plan Area, and the RMC. Thus, adverse effects related to conformance with plans, compatibility with land use and zoning, and scale and urban design would not occur.
Soil Suitability / Slope / Erosion / Drainage / Storm Water Runoff	2	The following discussions assess the potential impacts associated with development of the proposed project related to soil suitability, slope, and erosion, drainage, and stormwater runoff. <u>Soil Suitability</u> A Geotechnical Investigation was prepared for the proposed project by Geocon to ascertain the project site's soil suitability with respect to construction and operation of the proposed project. As part of the Geotechnical Investigation, subsurface soil conditions were explored through the excavation of 12 test pits and three shallow excavations. According to the findings of the investigation, soil or geologic conditions which would preclude development on the project site were not encountered. The primary geotechnical constraint identified by the Geotechnical Investigation was the presence of cemented soil and strong formational material beginning at six inches below ground surface. According to the Geotechnical Investigation, the presence of cemented soil or strong bedrock material has the potential to increase excavation difficulty during construction and could impede water infiltration and create zones of perched groundwater. Based on the soils encountered, the Geotechnical Investigation included recommendations related to site preparation, excavation of existing fill, placement of new engineered fill, utility trench backfill, foundations, and other areas. With incorporation of all recommendations contained therein, the Geotechnical

		Investigation concluded that development of the project site with the proposed uses would be suitable. Thus, to ensure potential adverse effects do not occur related to the on-site soils, the proposed project shall be subject to Mitigation Measure OMM-2(a) of the 2002 EIR, which would ensure recommendations pertaining to site preparation, construction, and building and roadway design are identified in the geotechnical report and are incorporated into each project design through the plan check and inspection process. With implementation of Mitigation Measure OMM-2(a) of the 2002 EIR, substantial adverse effects related to soil suitability would not occur. <u>Slope</u> According to the Geotechnical Investigation prepared for the proposed project, the project site's topography consists of gentle hilly slopes separated by natural drainages with ground surface elevations ranging from approximately 140 to 155 feet amsl. Pursuant to HUD policy, the optimum slope suitability for residential development is zero to six percent. As such, the proposed project would be consistent with HUD policy, and impacts related to slope would not occur. <u>Erosion, Drainage, and Stormwater Runoff</u> New development within the City that disturbs one or more acres of land is required to comply with the NPDES General Construction Permit and prepare a SWPPP incorporating BMPs to control sedimentation, erosion, and hazardous materials contamination of runoff during construction. The proposed project would disturb approximately 12.72 acres and, thus, would be subject to the foregoing requirements. In addition, pursuant to Rocklin Municipal Code Sections 8.30.060 and 8.30.080, the project applicant must provide proof of compliance with the NPDES General Construction Permit in a form acceptable to the enforcing official or as a condition of a site plan, building permit, or improvement plan. BMPs included in the SWPPP would include features such as sand and organic filters or vegetated filter strips. Thus, compliance with the Construction General Permit, preparation of a SWPPP, and incorporation of BMPs would prevent potential adverse effects from occurring during project construction. With respect to project operation, impervious surfaces on the project site could contribute incrementally to the degradation of downstream water quality during storm events. During the dry season, vehicles and other urban activities may release contaminants onto the impervious surfaces, where they would accumulate until the first storm event. During the initial storm event, or first flush, the concentrated pollutants would be transported via stormwater runoff from the site to the stormwater

		drainage system and eventually a downstream waterway. Typical urban pollutants that would likely be associated with the proposed project include sediment, pesticides, oil and grease, nutrients, metals, bacteria, and trash. In addition, stormwater runoff could cause soil erosion if not properly addressed, which would provide a more lucrative means of transport for pollutants to enter the waterways through the surface or groundwater. Post-construction runoff in the City of Rocklin is regulated under the NPDES Phase II MS4 General Permit. In accordance with the Phase II MS4 General Permit, stormwater management at the project site would include site design and runoff features to limit the amount of runoff from the project site as well as on-site water quality treatment to reduce pollutant loads in the stormwater runoff using a Low Impact Development (LID) design that emphasizes the use of on-site natural features in coordination with small-scale hydrologic controls to more closely reflect pre-development conditions. The design, construction, operation, and maintenance of the proposed stormwater system would be planned in accordance with the stormwater management requirements set forth in Chapter 8.30 of the City's Municipal Code. Prior to the issuance of building permits, the stormwater controls would be verified by the City of Rocklin to confirm design of the controls in accordance with the standards set forth by the City of Rocklin Post-Construction Manual, and the controls would be subject to later operation and maintenance inspections. Therefore, water quality standards or waste discharge requirements would not be violated, and water quality would not be substantially degraded as a result of operations of the proposed project. <u>Conclusion</u> Based on the above, with implementation of 2002 EIR Mitigation Measure OMM-2(a), the proposed project would not result in a potential adverse effect related to soil suitability, slope, erosion, drainage, or stormwater runoff. <u>Document Citation</u> Geocon Consultants, Inc. *Geotechnical Investigation: William Jessup University Proposed Multi-Family Development, University Avenue, Rocklin, California*. March 2023. (Appendix I)
Hazards and Nuisances including Site Safety and Noise	2	The following discussions assess the potential impacts associated with development of the proposed project related to hazards and site safety, including natural hazards, air pollution generators, man-made site hazards, and nuisances such as noise.

		Natural Hazards Natural hazards to which the proposed project could potentially be subject include earthquake-related hazards (e.g., faults, fracture, etc.), landslides, floods, and wildfire. With respect to earthquake-related hazards, according to the Geotechnical Engineering Report, the project site is not within a currently established Alquist-Priolo Earthquake Fault Zone. The project site also does not contain any mapped faults on-site. As such, the potential for surface rupture due to faulting occurring beneath the site during the design life of the proposed development is considered low. In addition, the proposed project would be designed in compliance with the applicable standards established by the California Building Code, which includes engineering standards to prevent potential impacts associated with the seismic area in which the project site is located. Therefore, compliance with applicable standards set forth in the California Building Code would ensure potential impacts related to seismic activity are addressed. Based on the above, the proposed project would not be subject to earthquake-related hazards. With respect to landslides, the topography of the project site is generally flat. In addition, the project site is not adjacent to areas that contain slopes with unconsolidated loose soil. Therefore, the proposed project would not be at risk of landslides. With respect to flooding, as discussed in the Floodplain Management section of this Environmental Analysis, the project site is not located within a SFHA. Therefore, the proposed project would not be subject to flood-related hazards. Finally, with respect to wildfire, according to the California Department of Forestry and Fire Protection (CAL FIRE) Fire and Resource Assessment Program, the City of Rocklin is not located in or adjacent to a State Responsibility Area (SRA) Very High or High Fire Hazard Severity Zone (FHSZ). The City is designated as a Local Responsibility Area (LRA) and portions of the City are located within LRA Moderate and High FHSZs. While the project site is located within a Moderate FHSZ, the proposed project would be subject to all applicable provisions of the California Fire Code (CFC), including Section 903.2.8, which establishes automatic sprinkler system requirements pertaining to multi-family residential developments, such as the proposed project. Such features would help to address fire situations within the site and would reduce the demand for fire protection services. Compliance with the aforementioned statewide standards would ensure the proposed structures are sufficiently designed to forestall fire risks. In the event that emergency vehicles need to access the project site, access would be provided from University Avenue by the newly constructed driveway along the eastern site

		boundary. A gated EVA would also be located at the southwest corner of the site and would provide additional emergency vehicle access from the existing paved utility roads surrounding the project site which ultimately connect to University Avenue to the north and south of the project site. Furthermore, the proposed project is located in an urbanized area with existing or approved development to the west, east, and south, which would act as a fire break if a wildfire were to occur in the project site vicinity. Based on the above, the proposed project would not be subject to wildfire-related hazards. <u>Air Pollution Generators</u> HUD policy necessitates the consideration of the proximity of a proposed development project to various air pollution generators, such as heavy industry, incinerators, power plants, rendering plants, cement plants, and heavily traveled highways, defined as having six or more lanes. The potential health risks associated with DPM and TAC emissions from such generators are addressed in the Clean Air section of this Environmental Assessment. As detailed therein, risks associated with on-site exposure to DPM from vehicle traffic could occur due to the project site's proximity to SR 65. However, through the implementation of Mitigation Measures 1 and 2, potential impacts related to the exposure of sensitive receptors to TACs generated from SR 65 would not occur. <u>Man-made Site Hazards</u> According to HUD policy, man-made hazards are hazards caused by human action or inaction. Such types of hazards can have an adverse impact on humans, other organisms, biomes, and ecosystems. The frequency and severity of man-made hazards are key elements in some risk analysis methodologies. With respect to hazards associated with transport and storage of hazardous chemicals, the use, storage, and transport of hazardous materials by developers, contractors, business owners, industrial businesses, and others are required to comply with local, State, and federal regulations during project construction and operation. Pursuant to California Health and Safety Code Section 25510(a), the handler or an employee, authorized representative, agent, or designee of a handler, must, upon discovery, immediately report any release or threatened release of a hazardous material to the unified program agency (in the case of the proposed project, the Placer County Environmental Health Division [PCEHD]) in accordance with the regulations adopted pursuant to Section 25510(a). The handler or an employee, authorized representative, agent, or designee of the handler must provide all State, city, or county fire or public health or safety personnel and emergency response personnel with access to the handler's facilities. In the

		case of the proposed project, the project contractor would be required to notify the PCEHD in the event of an accidental release of a hazardous material, who would then monitor the conditions and recommend appropriate remediation measures. Compliance with the foregoing provisions of the California Health and Safety Code would ensure impacts associated with transport and storage of hazardous materials during project construction would not occur. Due to its residential nature, the proposed project would not involve the transport or storage of hazardous materials during project operation. Additionally, through compliance with all applicable standards set forth in the RMC and Rocklin Design Standards, the proposed project would not be subject to man-made hazards such as inadequate separation of pedestrian/vehicle traffic, inadequate street lighting, or overhead transmission lines. The project site does not include bodies of water or access to lakes. While a pond is located approximately 87 feet north of the project site, the proposed project would include a open iron fence along the northern and western site boundary. Such barriers would ensure access between potentially hazardous areas are separated from future occupants of the project such as children and the elderly. Finally, Government Code Section 65962.5 requires the CalEPA to develop at least annually an updated Cortese list. The DTSC is responsible for a portion of the information contained in the Cortese list. According to the Phase I ESA, the project site is not located on a site identified by the DTSC's portion of Cortese list, nor is the site identified on the State Water Resources Control Board's (SWRCB) GeoTracker database, another portion of the Cortese list, for leaking USTs. Based on the above, the proposed project would be consistent with HUD policy and would not be subject to man-made site hazards. <u>Nuisances - Noise</u> Some land uses are considered more sensitive to noise than others and, thus, are typically referred to as sensitive noise receptors. Land uses often associated with sensitive noise receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Noise-sensitive land uses are typically given special attention in order to achieve protection from excessive noise. The nearest sensitive receptors to the project site are the Creekside Church, located approximately 484 feet to the west of the project site, across SR 65, and multi-family residences, located approximately 1,297 feet to the north. Construction of the proposed project would result in temporarily increased noise levels, which could cause loud or unusual noise.

		However, the City's Construction Noise Guidelines establish the following times in which construction is allowed: 7:00 AM to 7:00 PM during weekdays and 8:00 AM to 7:00 PM on weekends. The proposed project would be required to comply with the foregoing construction times. Furthermore, construction activities would be temporary and would occur in different areas of the project footprint, at different times. As such, noise levels experienced at the nearest sensitive receptor would be attenuated during times construction activities occur further away from the receptor. Given the requirement of the 2022 EIR Mitigation Measure REQ MM, which requires construction to occur within the allowable hours, and Mitigation Measures HMM-1(a) and HMM-1(b) and REQ-MM, which require construction noise sources to use manufacturer installed mufflers, as well as the temporary nature of construction, noise associated with project construction would not be considered significant. Based on the above, the proposed project is not anticipated to result in substantial adverse effects during construction. With regard to operational noise increases within the project area, the proposed project would include typical residential noise such as landscape maintenance, HVAC systems, etc., which would be compatible with the adjacent uses. As such, the proposed project is not anticipated to contribute a measurable operational noise level increase to the existing ambient noise environment at any sensitive receptor locations. Therefore, additional significant impacts related to operational noise would not occur as a result of the proposed project. In addition, as previously discussed, the Environmental Noise Assessment prepared for the proposed project by Illingworth & Rodkin (see Appendix G) considered future traffic noise-level increases on University Avenue due to growth projections in the project area, including the proposed project. Based on the results of the noise measurement survey and analysis discussed above, the residential units closest to SR 65 would be exposed to future interior and exterior noise levels exceeding the required noise thresholds. As such, Mitigation Measures HMM-2(a) and HMM-2(b) of the 2022 EIR, which set forth requirements for residential developments to ensure that exterior noise levels do not exceed 65 dB at first floor outdoor activity areas, and that interior noise levels do not exceed 45 dB would be required as part of the proposed project. <u>Nuisances – Vibration</u> Vibration involves a source, a transmission path, and a receiver, with vibration typically consisting of the excitation of a structure or surface. A person's perception of the vibration depends on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is

vibrating. Vibration is measured in terms of acceleration, velocity, or displacement.

A common practice is to monitor vibration in terms of peak particle velocities (PPV) in inches per second (in/sec). Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of PPV. Pursuant to standards developed by the Caltrans, the vibration level that would normally be required to result in architectural damage to structures is 0.2 in/sec PPV. Table 5 shows the typical vibration levels produced by construction equipment at various distances.

Table 5
Vibration Levels for Various Construction Equipment

Type of Equipment	PPV at 25 feet (in/sec)	PPV at 50 feet (in/sec)
Loaded Trucks	0.076	0.025
Small Bulldozer	0.003	0.000
Auger/drill Rigs	0.089	0.029

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006.

As shown in Table 5, at 25 feet, the maximum vibration levels generated by common construction equipment would be 0.089 in/sec. Given the minimum 484-foot distance between sensitive receptors in the project vicinity and the proposed area of disturbance, vibration levels generated from on-site project construction activities at sensitive receptors would not exceed Caltrans' 0.20 in/sec PPV threshold for damage to residential structures. Therefore, nuisances related to groundborne vibration associated with project construction would not occur.

Nuisances - Odors

Finally, with respect to odors, as discussed in the Clean Air section of this Environmental Assessment, the project site is located within the jurisdictional boundaries of the PCAPCD. As such, the project would be required to comply with all adopted rules and regulations. PCAPCD Rule 205 prohibits non-vehicular-source discharges of quantities of air contaminants or other material that causes injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public or that endanger the comfort, repose, health, or safety of any such persons or the public or that cause or have a natural tendency to cause injury or damage to business or property. Compliance with Rule 205 would ensure the proposed project does not result in impacts related to odor. In addition, residential land uses are not known to be odor-generating uses. Therefore, project operation would not result in odor-related impacts.

		Conclusion Based on the above, the proposed project would not result in impacts related to site hazards and nuisances, including noise and vibration. Document Citation Geocon Consultants, Inc. *Geotechnical Investigation: William Jessup University Proposed Multi-Family Development, University Avenue, Rocklin, California*. March 2023. (Appendix I) California Department of Forestry and Fire Protection. *FHSZ Viewer*. Available at: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones. Accessed September 2025. (Appendix J) City of Rocklin. *Construction Noise Guidelines*. Available at: https://www.rocklin.ca.us/construction-noise-guidelines#:~:text=The%20City%20of%20Rocklin%20has,a.m.%20or%20after%207%20p.m. Accessed September 2025. (Appendix J)

Environmental Assessment Factor	Impact Code	Impact Evaluation
SOCIOECONOMIC		
Employment and Income Patterns	1	The proposed project would include the construction of 324 housing units restricted for individuals and families earning, between 30 and 70 percent of the AMI of Placer County, which would help fulfill the City's affordable housing goals, as set forth in the City of Rocklin Housing Element. In addition, the proposed project would provide temporary employment for construction workers. Once operational, the proposed project would provide ongoing employment for a property manager, maintenance workers, and landscape workers necessary for the operation of the building. Because the proposed project would provide employment opportunities and 324 new residences, the project would have a potentially beneficial impact to employment and income patterns.
Demographic Character Changes, Displacement	2	The proposed project would include the construction of eight three-story apartment buildings containing a total of 324 residential units, as well as various indoor and outdoor recreational amenities. According to current population estimates provided by the U.S. Census Bureau, the City of Rocklin has a population of 71,601, and an average household size of 2.71 persons per household. Based on such data, the proposed project could accommodate approximately 879 future residents (2.71 persons x 324 units = 878.04), and the proposed

		project would represent a 1.2 percent population increase for the City, assuming all residents of the proposed project are new residents of the City. Therefore, the proposed project would not substantially increase the City's population. According to the U.S. Census estimates, 6.2 percent of the City's population is below the poverty line. The proposed project would provide new residences specifically for those in need of affordable housing. Additionally, developing the project site with affordable residential units is consistent with Policy 2.1 of the City's Housing Element, which provides that the City must provide quality housing opportunities for current and future residents with a diverse range of income levels. The project site is currently vacant. Thus, development of the project would not require the relocation of any tenants, farms, businesses, etc. or necessitate the construction of replacement housing elsewhere. While the surrounding uses in the project vicinity currently include open space, William Jessup University, and a light industrial business park, the Estia at Rocklin Residential Project and University Square Retail Project are currently pending construction to the south. Therefore, the proposed project would not create a concentration of low-income or disadvantaged people in violation of HUD site and neighborhood standards. Finally, the proposed project would be consistent with the project site's MU designation and PD-22+ zoning. Thus, buildout of the site with the proposed uses has been generally anticipated by the City and the proposed project would not result in substantial adverse effects related to character changes. Based on the above, the proposed project would not alter the character of the community in which it would be located, and relocation of existing residents would not be required. The proposed project would serve the existing community by providing needed housing to residents who currently inhabit the City, and thus, would not result in the displacement of people nor any adverse changes related to demographic character. <u>Document Citation</u> U.S. Census Bureau. *Tables.* Available at: https://data.census.gov/all?q=rocklin+persons+per+household. Accessed September 2025. (Appendix J)

Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
Educational and Cultural Facilities	2	Public school services in the City of Rocklin are provided by the Rocklin Unified School District (RUSD), Loomis Union School District (LUSD), and the Placer Union High School District (PUHSD). The RUSD operates 12 elementary schools, two middle schools, three high schools, and one charter school serving more than 12,000 students within and in the vicinity of Rocklin. The LUSD consists of six elementary schools and one charter school. Finally, the PUHSD consists of Placer, Del Oro, Colfax, Chana, Foresthill, and Maidu high schools as well as the Placer School for Adults. It should also be noted that the City of Rocklin is served by the Sierra Community College District (SCCD), which provides higher education degrees, training, and certificates in over 70 career fields, as well as William Jessup University which offers undergraduate degrees and professional studies programs. The schools, as well as other schools within the City, would meet the educational needs of future residents. The proposed project would be subject to the RUSD Developer Fees, which would serve as the project's fair-share contribution for funding expanded educational services that could be needed as a result of a student population increase generated by the project's future residents. Revenues generated through payment of the fees would ensure the project applicant provides funds to pay for new equipment or facilities deemed necessary by the RUSD. Local cultural facilities include, but are not limited to, the Lincoln Public Library and several public parks. While residents of the proposed project could increase demand for such services, the 1.2 percent population increase would be considered relatively minor. In addition, the proposed project would be consistent with the project site's MU designation and PD-22+ zoning. Thus, buildout of the site with the proposed uses has been generally anticipated by the City and increases to demand for library and park services as a result of the proposed project have been previously anticipated and accounted for by the City. Based on the above, the proposed project would not result in a substantial adverse effect related to educational and cultural facilities. <u>Document Citation</u> City of Rocklin. *City of Rocklin General Plan Update, Final Environmental Impact Report, SCH # 2008072115* [pg. 4.12-18 through 4.12-29]. Adopted August 2012. (Appendix J)
Commercial Facilities	2	A commercial shopping center that includes a grocery store, various fast-food restaurants, multiple dentists, and a movie

		theater is located approximately one mile south of the project site, west of Lone Tree Boulevard. Additional community-serving uses, including multiple grocery stores, a gym, and banks, are located approximately 1.7 miles south of the site along Sunset Boulevard. In addition, the University Square Retail Project is being constructed immediately south of the project site. The project site is also located approximately 0.5 miles from Placer County Transit Agency (PCTA) Route 20 bus stop, located on the north side of Sunset Boulevard. The PCTA offers bus service between the City of Rocklin and Sacramento. Future residents of the project site would have access to free ADA compliant Dial-A-Ride Service and the Health Express, which provide free and low-cost transportation to and from medical appointments in the Placer County area. As such, residents of the proposed project would have convenient access to the nearby commercial uses. Additionally, the proposed project would include the development of 324 residential units, which could represent an approximately 1.2 percent increase to the City's existing population. Thus, the project would not cause a significant increase in demand for commercial facilities within the City of Rocklin. <u>Document Citation</u> City of Rocklin. *Public Transit*. Available at: https://www.rocklin.ca.us/post/public-transit. Accessed September 2025. (Appendix J) Placer County Transit. *Bus Routes.* Available at: https://placercountytransit.com/maps-schedules/. Accessed September 2025. (Appendix J)
Health Care and Social Services	2	The City of Rocklin contains multiple health care facilities, including the Placer Health and Wellness Center, located approximately 1.13 miles south of the project site, and the Rocklin Placer Center for Health, located approximately 1.23 miles north of the project site. The aforementioned facilities would provide health care services to the residents of the proposed project. Rocklin is served by the PCTA, which offers bus service to and from Sacramento. The closest transit bus stop to the project site is located approximately 0.5-mile south of the project site, along Sunset Boulevard. Additionally, future residents of the project site would have access to free ADA compliant Dial-A-Ride Service and the Health Express, for people who have a disability or a disabling condition that prevents them from using buses. The project would also include ADA-compliant pedestrian connections throughout the project site and along the new two-lane driveway in the northeast corner of the site. Sidewalks currently exist along the eastern side of University Avenue which would provide access between pedestrian infrastructure on the project site and the surrounding vicinity. Thus, public transit and pedestrian facilities are located

		within the immediate project vicinity and are accessible by foot, which would allow future project residents to access healthcare facilities in Rocklin without the use of a personal vehicle. Social services would be available to future residents of the proposed project through the Placer County Health and Human Services Department (PCHHS). Services include providing assistance with gaining access to CalFresh, Medi-Cal, CalWORKs, and other social service programs. The nearest PCHHS office to the project site is located at 1000 Sunset Boulevard, approximately 0.5-mile to the southeast of the project site. As such, social services are accessible by car or public transit within proximity to the project site and the proposed project would not cause a significant increase in the demand for social services that could not be met by existing and proposed facilities. Based on the above, substantial adverse effects related to health care and social services would not occur as a result of the proposed project. <u>Document Citation</u> Placer County. *Human Services*. Available at: https://www.placer.ca.gov/1679/Health-Human-Services. Accessed September 2025. (Appendix J) City of Rocklin. *Public Transit*. Available at: http://rocklin.ca.us/post/public-transit. Accessed September 2025. (Appendix J)
Solid Waste Disposal /Recycling	2	Solid waste, recyclable material, and compostable material collection within the project area is provided by the Recology Auburn Placer (RAP) and hauled to the Western Regional Sanitary Landfill, located at 3195 Athens Avenue in Lincoln. The Western Placer Waste Management Authority (WPWMA), which was established through a joint exercise of powers agreement between Placer County and the cities of Lincoln, Rocklin, and Roseville, manages the landfill. According to the California Department of Resources Recycling and Recovery (CalRecycle), the Western Regional Sanitary Landfill has a projected closure date of January 1, 2058, a maximum permitted capacity of 36,350,000 cubic yards, and a remaining capacity of 29,093,819 cubic yards. As such, sufficient capacity exists at the landfill to accommodate the solid waste generated during project operation. With respect to waste that could be generated during construction activities, project construction would be temporary. In addition, pursuant to the California Green Building Standards Code (Title 24 California Code of Regulations [CCR] Part 11), otherwise known as the CALGreen Code, at least 65 percent diversion of construction waste is required for projects permitted after

		January 1, 2017. Thus, adverse effects related to solid waste generation would not occur through construction of the proposed project. Based on the above, the project would comply with applicable regulations related to solid waste during project construction and sufficient capacity would be available to accommodate the disposal of waste and recyclables generated by the future project residents. Therefore, substantial adverse effects related to solid waste disposal and recycling would not occur through development of the proposed project. <u>Document Citation</u> California Department of Resources Recycling and Recovery. *SWIS Facility/Site Activity Details.* Available at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2542?siteID=2273. Accessed September 2025. (Appendix J) Western Placer Waste Management Authority. *About WPWMA*. Available at: https://wpwma.ca.gov/about-us/. Accessed September 2025. (Appendix J)
Waste Water / Sanitary Sewers	2	The South Placer Municipal Utility District (SPMUD) provides sewer collection and maintenance service to an approximately 29-square-mile service area that consists of the entire City of Rocklin, the Town of Loomis, and certain unincorporated areas in southern Placer County that include the communities of Penryn and Rodgersdale. According to the SPMUD System Evaluation and Capacity Assurance Plan Update, SPMUD owns, operates, and maintains a sewage collection system that includes approximately 280 miles of mainline pipe (ranging from four-inch to 54-inches in diameter), over 6,000 manholes, thirteen lift stations, and ten permanent flow monitoring stations. According to Table 2 of the SPMUD System Evaluation and Capacity Assurance Plan Update, SPMUD accommodates an average dry-weather flow (ADWF) of approximately 4.62 million gallons per day (mgd). The majority of wastewater collected in Rocklin is pumped to the City of Roseville's two regional wastewater treatment plants, Pleasant Grove Wastewater Treatment Plant (WWTP) and Dry Creek WWTP, which have an ADWF capacity of 12 mgd and 18 mgd, respectively. As previously discussed, the proposed project would represent only an incremental increase to the City's population, as the project would result in a 1.2 percent population increase to the City's existing population. Thus, the incremental increase in demand for wastewater services generated by the proposed project could be accommodated by the Pleasant Grove WWTP's and Dry Creek WWTP's existing capacity.

		Additionally, new development is subject to the SPMUD capacity fees to ensure project developers pay a fair share for future increases in demand for SPMUD services. The proposed project would be subject to the SPMUD's capacity fees, the revenues from which would help fund expansions and upgrades deemed necessary by SPMUD for the wastewater collection and treatment services. Based on the above, sufficient capacity exists to convey and treat wastewater generated by the proposed project. Therefore, the project would be consistent with HUD policy and impacts related to wastewater and sanitary sewers would not occur. <u>Document Citation</u> South Placer Municipal Utility District. *System Evaluation and Capacity Assurance Plan* [pg. 8]. Updated January 2022. City of Rocklin. *City of Rocklin General Plan Update, Final Environmental Impact Report, SCH # 2008072115* [pg. 4.13-5]. Adopted August 2012. (Appendix J) South Placer Municipal Utility District. *Capacity charge FAQs.* Available at: https://spmud.ca.gov/capacity-charge-faqs. Accessed September 2025. (Appendix J)
Water Supply	2	Water service would be provided to the proposed project by the Placer County Water Agency (PCWA). The City of Rocklin General Plan Update Planning Area is located in Zone 1 of the PCWA service area, which relies on surface water resources. PCWA's surface water supply sources consist of water purchased from Pacific Gas & Electric (PG&E) from the Yuba and Bear rivers, Middle Fork Project (MFP) water from the American River, and Central Valley Project water from the American River. According to Table 7-5 of the PCWA 2020 Urban Water Management Plan (UWMP), which evaluates the average year water supply reliability in Placer County, the PCWA anticipates having sufficient supplies to meet projected future water demands through full PCWA buildout under normal year, single dry year, and multiple dry year conditions. In the event insufficient supply is available to meet demand, PCWA would implement a Water Shortage Contingency Plan, which includes shortage response actions, including supply augmentation, demand reduction, operational changes, and additional mandatory restrictions. As discussed above, the proposed project would be consistent with the site's MU General Plan land use designation. Therefore, increased water demand associated with buildout of the project

		site has generally been accounted for in regional planning efforts. Although an increase in demand for water service beyond what was anticipated for the site in the 2002 EIR could occur as a result of the increase in population associated with development of the proposed project, given the excess water supply available to the PCWA service area, the increased demand is not anticipated to be substantial such that PCWA would not have sufficient water supplies available to serve the proposed project in combination with reasonably foreseeable future development within the project area during normal, dry and multiple dry years. Furthermore, the proposed project would be required to comply with all applicable required measures included in the 2002 EIR, including Mitigation Measure JMM-1, JMM-2, and JMM-7, which would ensure adequate utilities and service systems exist within the City to serve the proposed project. Finally, new development is subject to the PCWA Water Connection Charge (WCC) for residential services to ensure project developers pay a fair share for future increases in demand for PCWA services. The proposed project would be subject to the PCWA's development fees, the revenues from which would help fund expansions and upgrades deemed necessary by PCWA for the water services. Based on the above, impacts related to water supply would not occur as a result of the proposed project. <u>Document Citation</u> Placer County Water Agency. *2020 Urban Water Management Plan* [pgs. 7-4 to 7-6]. Adopted June 3, 2021. (Appendix J) City of Rocklin. *City of Rocklin General Plan Update, Final Environmental Impact Report, SCH # 2008072115* [pg. 4.12-3 and 4.14-16]. Adopted August 2012. (Appendix J) Placer County Water Agency. *New Development Process*. Available at: https://www.pcwa.net/business/new-development. Accessed September 2025. (Appendix J)
Public Safety-Police, Fire and Emergency Medical	2	The proposed project would be provided fire protection services by the Rocklin Fire Department (RFD) In addition, all Placer County fire agencies are signatory agencies to a mutual aid agreement with the Western Placer County Fire Chief's Association. As such, the City of Rocklin receives fire protection services from cities throughout Placer County, including the City of Roseville, and provides such services in return, as required. Within the City, the RFD operates out of three stations, with a fourth station under consideration pending adequate funding. The nearest fire station to the project site is Fire Station 25, located at 2001 Wildcat Boulevard, approximately 1.27 miles

		east of the site. The City of Rocklin has not formally adopted a performance standard for response time, but the RFD's average response time for all incidents is seven minutes and 53 seconds. For 90 percent of the fire incidents within the City of Rocklin, the response time was 10 minutes and 38 seconds or less. Given the project site's proximity to the nearest fire station, the average response time of seven minutes and 53 seconds could reasonably be met by fire personnel responding to fire incidents at the project site. In addition, the proposed structures would be equipped with fire sprinklers and fire alarm systems as required by the California Fire Code (CFC) Section 903.2.8, which applies to all multi-family residential developments. Such features would help to address fire situations within the site, which would reduce the demand for fire protection services from the project site. Furthermore, the proposed project would be required to implement Mitigation Measure KMM-3(b) of the 2022 EIR, which requires the applicant to analyze the cost of fire protection and emergency medical response associated with the project and develop a funding mechanism to offset any shortfall. The proposed project would provided law enforcement services by the Rocklin Police Department (RPD). The RPD is located at 4080 Rocklin Road, approximately 4.1 miles southeast of the project site. The RPD employs more than 94 personnel, including approximately 61 sworn officers, and 33 professional personnel. The RPD has a number of units and specialties including uniformed patrol, traffic enforcement, neighborhood officers, investigations, canines, school resource officers, crime prevention, dispatch, records, evidence, and animal control neighborhood associations. Rocklin participates in a statewide agreement to provide mutual aid. The 2022 EIR evaluated the potential for buildout of the City's General Plan planning area to result in substantially increased demand for fire protection and police protection services. As discussed therein, while some increase in demand for fire and law enforcement services beyond what was anticipated for the site in the 2002 EIR could occur as a result of the increase in population associated with development of the proposed project, the increase in demand associated with the proposed project would not be considered substantial and could be met by current service providers, without the need for expanding existing facilities or constructing new facilities. In addition, while the project site was previously anticipated for light industrial uses within the 2002 EIR, pursuant to the City's General Plan, the majority of the project site is designated as MU, which allows for a range of residential and non-residential uses. Specifically, the MU designation allows for residential uses at a density of 10 to 40 dwelling units per acre, and a FAR of 0.25 to 1.6. The proposed project would have a density of 25.5 dwelling units per acre with a FAR of 0.67. Therefore, the proposed project would be

		consistent with the site's MU General Plan land use designation, and impacts related to increased demand on public services associated with development of the project site have already been generally anticipated by the City. Furthermore, while the proposed project would result in an increase in population, which could result in increased demand for school services and parks, the proposed project would be required to comply with all applicable required measures included in the 2002 EIR, which would require the payment of all applicable fees to ensure that the City can adequately provide public services to serve the proposed project. Furthermore, the proposed project would be subject to the City's Public Facilities Impact Fee, in accordance with Article VII of Rocklin Municipal Code Chapter 3.16. The revenues generated through payment of the fee are used by the City to pay for needed upgrades and/or expansions to City facilities, including police and fire facilities. Therefore, payment of the City's Public Facilities Impact Fee would further serve to reduce the proposed project's potential impacts on emergency response facilities. Based on the above, impacts relating to the provision of police, fire, and emergency medical services would not occur as a result of the proposed project. <u>Document Citation</u> City of Rocklin. *Rocklin Fire Department*. Available at: https://www.rocklin.ca.us/fire. Accessed September 2025. (Appendix J) City of Rocklin. *City of Rocklin General Plan Update, Final Environmental Impact Report, SCH # 2008072115* [pg. 4.12-3 and 4.12-13]. Adopted August 2012. (Appendix J) City of Rocklin. *Police Department*. Available at: https://www.rocklin.ca.us/police. Accessed September 2025. (Appendix J)
Parks, Open Space and Recreation	2	The City of Rocklin Parks and Recreation Department maintains several parks and recreational facilities that would be available to future residents of the proposed project. Available recreational facilities within less than a mile of the project site include, but are not limited to, Margaret Azevedo Park, Wickman Park, and Kathy Lund Community Park. The proposed project would include several outdoor amenities, including an outdoor awning attached to the clubhouse structure, a swimming pool with seating and tables, playground, outdoor game area and synthetic turf area, and patio with an outdoor kitchen west of the clubhouse area.. Two additional outdoor seating and barbeque areas would be located further west within

		the Building 3 and Building 4 courtyards. The proposed project would also provide an outdoor pet wash station and dog park south of the swimming pool and playground, between Building 2 and Building 3. Thus, additional demand for parks and recreation generated by future project residents could be accommodated by the project, itself. In addition, the proposed project would be subject to the City's Park Improvement Impact Fee, in accordance with Rocklin Municipal Code Chapter 3.16. The revenues generated through payment of the fee are used by the City to pay for needed upgrades and/or expansions to park facilities. Therefore, payment of the City's Park Improvement Impact Fee would further serve to reduce the proposed project's potential impacts on park facilities. <u>Document Citation</u> City of Rocklin. *City of Rocklin Park Finder*. Available at: https://cityofrocklin.maps.arcgis.com/apps/Shortlist/index.html ?appid=6214e37268b44e089971ef511c465296. Accessed September 2025. (Appendix J) City of Rocklin. *Parks and Recreation*. Available at: https://www.rocklin.ca.us/parks-and-recreation. Accessed September 2025. (Appendix J)
Transportation and Accessibility	2	Access to the project site would be provided by way of University Avenue along the western site boundary through a new two-lane entry and exit driveway which would connect to a 26-foot-wide internal roadway system. Additionally, the project would include ADA-compliant pedestrian connections throughout the project site and along such driveways. Pedestrian access gates would also be located at the northeast and southwest corners of the project site, and a gated EVA would be located at the southwest corner of the site. The proposed project would provide 562 vehicle parking spaces, 23 of which would be ADA-compliant spaces, and 225 of which would support EVs. In addition, the proposed project would include bicycle parking. Overall, the project site would be accessible to motor vehicles, pedestrians, bicyclists, and public transit riders. Traditionally, jurisdictions have used Level of Service (LOS) to assess the significance of transportation-related impacts generated by proposed development projects. LOS represents a qualitative description of the traffic operations experienced by the driver along a roadway segment or at an intersection and ranges from LOS A, which represents the absence of congestion and little delay, to LOS F, which signifies excessive congestion and delays. The City aims to maintain a LOS C standard at intersections and roadway segments, and has adopted General

		Plan policies to prevent impacts to transportation and accessibility. The City's General Plan EIR evaluated potential effects of General Plan buildout on LOS of various intersections and concluded that that the City would be required to monitor traffic and get updates through preparation of traffic studies for individual projects, update the Capital Improvement Program (CIP), and design roadway facilities to meet traffic demands to maintain adequate LOS. Regarding intersections in the surrounding project vicinity, the General Plan EIR determined that the University Avenue and Whitney Ranch Parkway intersection, located approximately 0.8-mile to the north of the project site, would maintain a LOS A standard under Existing with Buildout of Proposed General Plan Update conditions. To address the deficient LOS at all other intersections analyzed under General Plan buildout, the General Plan EIR required Mitigation Measure 4.4.1, which necessitates modification of 15 intersections in the General Plan area. Thus, while effects on LOS from General Plan buildout, including development of the project site with the proposed uses, would result in diminished LOS at select intersections in the City, the City has adequately addressed the affected intersections and development facilitated by the General Plan. Furthermore, intersections in the vicinity if the proposed project are not anticipated to experience impacts related to LOS as a result of General Plan Buildout. Thus, buildout of the proposed project would not result in an unanticipated substantial adverse effect related to LOS. Based on the above information, the proposed project would not result in a substantial adverse effect related to transportation and accessibility. <u>Document Citation</u> City of Rocklin. *City of Rocklin General Plan* [page 4C-19]. Adopted October 2012. (Appendix J) City of Rocklin. *City of Rocklin General Plan Update, Final Environmental Impact Report, SCH # 2008072115* [pages 4.4-44 through 4.4-79]. Adopted August 2012. (Appendix J)

Environmental Assessment Factor	Impact Code	Impact Evaluation
NATURAL FEATURES		
Unique Natural Features, Water Resources	2	Examples of unique natural features include sand dunes, waterfalls, unique rock outcroppings, caves, canyons, endemic and/or disjunct plant/animal communities, coral reefs, unique stands of trees, and unique colonies of animals. The project site is located within a developed area of the City and consists of

		vacant land that has been partially graded and developed with a paved utility road; sewer and drainage improvements are located along the northern and western boundaries of the site. Trees do not exist on the project site. However, the project site contains approximately 0.237-acre of wetland resources. Potential impacts to such wetland resources are discussed in further detail below. As discussed in the Wetlands Protection and Wild and Scenic Rivers sections of this Environmental Assessment, the project site is not located within the vicinity of an officially designated Wild and Scenic River. However, The proposed project would result in the loss of 0.237-acre of wetlands. Based on a verification letter provided by the USACE on June 13, 2023, the USACE concurred that the on-site aquatic resources are jurisdictional aquatic resources regulated under Section 404 of the Clean Water Act. Thus, the proposed project would be required to comply with all special conditions set forth by the USACE and QMM-3(b) of the 2002 EIR, as discussed in the Wetlands Protection section of this Environmental Assessment. Furthermore, in accordance with HUD's procedures for complying with Executive Order 11990, the proposed project has completed the 8-Step Process for complying with wetlands protection requirements. Finally, as detailed in the Soil Suitability, Slope, Erosion, Drainage, and Storm Water Runoff section of this Environmental Assessment, the proposed project shall be subject to Mitigation Measure OMM-2(a) of the 2022 EIR to ensure potential adverse effects do not occur related to the on-site soils, erosion and drainage impacts during project construction. Similarly, the proposed project is required to comply with the Construction General Permit, preparation of a SWPPP, and incorporation of BMPs. Compliance with the Construction General Permit and the provisions contained therein would ensure that runoff entering receiving waters does not contain sufficient quantities of sediment or pollutants generated by construction activities and that impacts to water resources do not occur. Therefore, the project would not result in impacts to water quality in the project area. Based on the above, substantial adverse effects related to unique natural features and water resources would not occur through development of the proposed project. <u>Document Citation</u> U.S. Fish and Wildlife Service. *National Wetlands Inventory*. Available at: https://www.fws.gov/wetlands/data/Mapper.html Accessed August 2025. (Appendix J)
Vegetation, Wildlife	3	As discussed in the Endangered Species section of this Environmental Assessment, with the implementation of Mitigation Measure QMM-7(a) of the 2002 EIR, the proposed

		project would not result in potential adverse effects to the majority of protected species identified as part of the IPaC and CNDDB queries, including nesting northwestern pond turtles. However, as previously discussed, the proposed project could potentially impact nesting raptors and migratory birds if such species are nesting in the trees adjacent to the project site. The MBTA prohibits the killing, possessing, or trading of migratory birds except in accordance with regulations prescribed by the Secretary of Interior. During project construction, various migratory birds and raptors could potentially nest in the existing adjacent trees and other vegetation. Without proper mitigation, the proposed project could result in impacts to species protected by the MBTA. Therefore, Mitigation Measures QMM-6(b) and QMM-6(C) of the 2002 EIR and Mitigation Measures BIO-5 and BIO-6 of the 2024 Addendum shall be required, which would include measures to avoid or minimize impacts to migratory bird and/or raptor species protected by the MBTA. Implementation of the above mitigation measures would ensure impacts associated with protected wildlife species do not occur. <u>Document Citation</u> U.S. Fish and Wildlife Service. *IPaC: Information for Planning and Consultation*. Available at: https://ecos.fws.gov/ipac/. Accessed September 2025. (Appendix J) Madrone Ecological Consulting. *Biological Resources Assessment, University Avenue Apartments, Rocklin, Placer County, California.* February 2024. (Appendix E)
Other Factors	2	N/A

Environmental Assessment Factor	Impact Code	Impact Evaluation
ENERGY		
Energy Efficiency	2	The proposed project would be subject to all applicable provisions of the California Building Standards Commission (CBSC), such as Title 24 of the CCR, the 2022 Building Energy Efficiency Standards (Title 24 CCR Part 6), and the CALGreen Code. Adherence to the current Building Energy Efficiency Standards and CALGreen Code would ensure that the proposed structures consume energy efficiently. The Building Energy Efficiency Standards are required by law to be updated every three years with standards that are cost effective for homeowners over the 30-year lifespan of a building. The standards are updated to consider and incorporate new energy efficient technologies and construction methods in order to save energy, increase electricity supply reliability, increase indoor comfort, avoid the need to construct new power plants, and help preserve the

		environment. The proposed project would be subject to the 2022 Building Energy Efficiency Standards, which became effective on January 1, 2023. The 2022 Building Energy Efficiency Standards expand upon energy efficiency measures from the 2019 Building Energy Efficiency Standards, resulting in a further reduction in energy consumption from the 2019 standards for residential and commercial structures. The 2022 Building Energy Efficiency Standards can include requirements that encourage efficient electric heat pumps, establish electric-ready requirements for new homes, expand solar photovoltaic and battery storage standards, and strengthen ventilation standards. During project construction, the proposed project would involve on-site energy demand and consumption related to use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. However, all construction equipment and operation thereof would be regulated pursuant to CARB's In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles in fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. The temporary increase in energy use occurring during construction of the proposed project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. In addition, project construction would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand. Based on the above, substantial adverse effects related to energy consumption would not occur as a result of the proposed project. <u>Document Citation</u> California Energy Commission. *2022 Building Energy Efficiency Standards Summary*. August 2021. (Appendix J)

Additional Studies Performed:

- Geocon Consultants, Inc. *Phase I Environmental Site Assessment Report, William Jessup University Apartments, University Avenue, Rocklin, California*. November 2022. (Appendix A)
- Madrone Ecological Consulting. *Aquatic Resources Delineation Report*. January 2023. (Appendix B)
- Raney Planning & Management, Inc. *Air Quality and Greenhouse Gas Impact Analysis University Avenue Apartments Project.* August 2024. (Appendix C)

- Raney Planning & Management, Inc. *EMFAC, AERMOD, and HARP 2 RAST: University Avenue Apartments Project.* September 2025. (Appendix D)
- Madrone Ecological Consulting. *Biological Resources Assessment, University Avenue Apartments, Rocklin, Placer County, California.* February 2024. (Appendix E)
- ECORP Consulting, Inc. *Cultural Resources Inventory Report for the University Avenue Apartments Project*. November 2023.
- Raney Planning & Management, Inc. *Section 106 Consultation Package.* September 2025. (Appendix F)
- Illingworth & Rodkin, Inc. *Environmental Noise Assessment, University Avenue Apartments, Rocklin, CA*. September 25, 2023. (Appendix G)
- Raney Planning & Management. *Floodplain Management Determination, Step 3: Alternative Site Analysis.* October 2025. (Appendix H)
- Geocon Consultants, Inc. *Geotechnical Investigation: William Jessup University Proposed Multi-Family Development, University Avenue, Rocklin, California*. March 2023. (Appendix I)

Field Inspection (Date and completed by):

- October 24 and 25, 2022, Geocon consultants, Inc. for the Geotechnical Investigation.
- October 25, 2022, Geocon Consultants, Inc. for the Phase I Environmental Site Assessment.
- December 8, 2022, Madrone Ecological Consulting for the Aquatic Resources Delineation.
- April 10 and 13, 2023, Madrone Ecological Consulting for the Biological Resources Assessment.
- April 12, 2023, Madrone Ecological Consulting for the Biological Resources Assessment.
- June 6, 2023, Illingworth & Rodkin, Inc., for the Environmental Noise Assessment.
- September 29, 2023, ECORP Consulting, Inc. for the Cultural Resources Inventory Report.
- Late fall/early winter of 2021/2022 and 2023/2024, Madrone Ecological Consulting for the Biological Resources Assessment.

List of Sources, Agencies and Persons Consulted [40 CFR 1508.9(b)]**:**

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- California Department of Forestry and Fire Protection. *FHSZ Viewer*. Available at: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones. Accessed September 2025.
- California Department of Resources Recycling and Recovery. *SWIS Facility/Site Activity Details.* Available at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2542?siteID=2273. Accessed September 2025.
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- City of Rocklin. *City of Rocklin Park Finder*. Available at: https://cityofrocklin.maps.arcgis.com/apps/Shortlist/index.html?appid=6214e37268b44e089971ef511c465296. Accessed September 2025.

- City of Rocklin. *Construction Noise Guidelines*. Available at: https://www.rocklin.ca.us/construction-noise-guidelines#:~:text=The%20City%20of%20Rocklin%20has,a.m.%20or%20after%207%20p.m. Accessed September 2025.
- City of Rocklin. *Community Map.* Available at: https://cityofrocklin.maps.arcgis.com/apps/webappviewer/index.html?id=58cc59c5e4f444ab89609ac0d662b635.
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- Office of Environmental Health Hazard Assessment. *Air Toxics Hot Spots Program Risk Assessment Guidelines, Guidance Manual for Preparation of Health Risk Assessments.* February 2015.
- Placer County. *Airport Land Use Compatibility Plans*. Adopted September 2021.
- Placer County. *Human Services*. Available at: https://www.placer.ca.gov/1679/Health-Human-Services. Accessed September 2025.
- Placer County Air Pollution Control District. *CEQA Air Quality Handbook*. November 21, 2017.
- Placer County Transit. *Bus Routes.* Available at: https://placercountytransit.com/maps-schedules/. Accessed September 2025.
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- U.S. Census Bureau. *Tables.* Available at: https://data.census.gov/all?q=rocklin+persons+per+household. Accessed September 2025.
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Public Outreach [24 CFR 50.23 & 58.43]**:**

As part of the previous environmental review that was completed for the Northwest Rocklin Annexation Project, the Rocklin Planning Commission and Rocklin City Council conducted public hearings on the Northwest Rocklin Annexation Project in April 2002. In December 2024, the 2024 Addendum was recommended for approval by the Planning Commission in an additional public hearing, and the 2024 Addendum was approved by the City Council on January 14, 2025 in an additional public hearing. In addition, the proposed project published an Early Notice on August 29, 2025, as part of the 8-Step Process for an area containing wetlands. The public hearing and the Early Notice provided separate opportunities for public comments on the proposed project.

Public outreach for the proposed project was conducted as required by HUD, including public review of the Environmental Assessment as part of the Notice of Finding of No Significant Impact and Notice of Intent to Request Release of Funds (FONSI/NOIRROF).

Cumulative Impact Analysis [24 CFR 58.32]**:**

Cumulative impacts can result from incremental minor impacts that can be seen as collectively significant over time. Air quality, noise, and traffic are often the environmental issues which present cumulative impacts. Cumulative impacts associated with air quality would be a result of construction and operation of the proposed project. However, construction-related equipment would be regulated by CARB, and construction would occur over a relatively short duration compared to the operational lifetime of the proposed project. In addition, during project construction and operation, emissions would not exceed the applicable PCACPD thresholds of significance (see Table 1, Table 2, and Table 3). Cumulative impacts related to noise would be a result of future development projects within the City, including the proposed project, incrementally affecting the future cumulative ambient noise environment. Under the cumulative conditions, the proposed project would not significantly contribute to the ambient noise environment during project operation, given that residential developments do not typically involve activities that exceed the

City's noise standards. During project construction, the project would comply with the allowed construction times established by the City's Construction Noise Guidelines. Finally, as cumulative development occurs within the City, traffic volumes along local roadways would increase relative to existing conditions. However, the proposed project is consistent with the MU land use and the PD-22+ zoning designations. As such, development of the project site with the proposed uses was generally planned as part of buildout of the General Plan, and evaluated as part of the General Plan EIR, which serves as a cumulative analysis. As discussed in the Transportation and Accessibility section of this Environmental Assessment, buildout of the project site with the proposed uses would not deteriorate LOS beyond what was anticipated in the General Plan EIR. Thus, given that the proposed project is consistent with the General Plan and would comply with all applicable policies and programs, the project would not result in any new substantial adverse effects for which the City has not already anticipated and accounted.

Alternatives [24 CFR 58.40(e); 40 CFR 1508.9]**:**

Off-Site Alternative

The Off-Site Alternative would include development of the proposed project at a different location. If an Off-Site Alternative were located outside the City of Rocklin, the objectives and goals of the proposed project, which are primarily concerned with providing affordable housing for residents in the City, may not be met. Furthermore, the proposed project is a development project that would be consistent with the existing surrounding uses. The project site is currently in close proximity to schools, grocery stores, and other community resources. Any alternative location for the proposed project would be unlikely to improve the range and proximity of the amenities available to the future residents of the development beyond what is currently available at the project site.

Development of the proposed project at an alternative site would also likely result in similar impacts than those analyzed herein for the proposed project. However, depending upon the characteristics of the alternative site, physical environmental impacts could potentially be greater. Alternative sites may be located in areas with greater biological resources, which would increase the severity of impacts, or in closer proximity to noise-generating uses. As discussed in Step 3 of the 8-Step Process (see Appendix H), two additional off-site alternatives, which would locate the proposed project on alternative sites in a wetland area or outside of a FEMA identified flood plane, were analyzed. While alternative off-site locations would be located within the City of Rocklin, such locations would still be subject to potential impacts related to environmental justice, flooding, and excessive noise that would be equal to or potentially greater than those associated with the proposed project. Location of the proposed project on an alternative off-site area, as analyzed during the 8-Step Process, could result in adverse effects to endangered species, wetlands protection, erosion, drainage, and stormwater runoff equal to or potentially greater than those associated with the proposed project. Such potential impacts would require mitigation measures similar to those set forth in this Environmental Assessment. Furthermore, neither off-site alternative is owned by the project applicant and, thus, purchase of such sites could render the proposed multi-family housing improvements economically infeasible due to the lack of available funding. Overall, such alternatives would not diminish the number of substantial environmental adverse effects that would occur, relative to those associated with the proposed project, such that the merits of the alternatives would override the economic infeasibility and lack of community benefits of the alternatives.

As discussed above, the proposed project would not result in any substantial and adverse impacts to the environment that could not be mitigated to a level of insignificance.

Reduced Intensity Alternative

An apartment complex for very low-income and low-income households could be developed on-site at a reduced density under a Reduced Intensity Alternative; however, a substantial reduction in the number of units and associated development density could result in conflicts with the existing land use and zoning designations for the project site. In addition, the proposed project would not be as economically feasible at a lower density due to the increased cost per unit.

Furthermore, according to the City's Housing Element, the current RHNA has identified the need for additional very low-income and low-income housing units within the City. As such, the City has established goals to encourage and facilitate the development of affordable housing units needed for very low-income and low-income households. While the Reduced Intensity Alternative would help meet the need, the alternative would be constructed at a reduced capacity as compared to the proposed project, and may ultimately hinder the City's ability to achieve the affordable housing goals identified in the City's Housing Element.

No Action Alternative [24 CFR 58.40(e)]**:**

Under the No Action Alternative, the proposed project would not be developed, and therefore, the project site would remain unchanged. Future development of the project site in accordance with the PD-22+ zoning district would still occur and would be anticipated to consist of permitted uses in the PD-22+ zone. As such, development of the site through future proposals could result in multi-family housing uses, potentially of a greater intensity than the proposed project. Therefore, the No Action Alternative would likely result in similar potential adverse effects and require similar mitigation measures as those identified in this Environmental Assessment. For example, because the site contains wetlands, any redevelopment proposed for the site would be required to comply with the regulations set forth by Title 8, Health and Safety as well as Title 15, Building and Construction, of the RMC regarding wetlands. For example, Section 8.30 of the Rocklin Municipal Code requires specific stormwater runoff and pollution control measures to prevent potential impacts to aquatic resources; Section 8.04.020 requires that fencing or walls adjacent to wetlands be maintained in good condition; and Section 15.28.120 requires an application for grading approval provided by the City engineer prior to project implementation, including descriptions of on-site features such as wetlands. Similarly, future structures built at the project site in accordance with the existing land use and zoning designations could require measures to prevent potential adverse effects related to noise or other CEQA topics at the site.

However, because such uses would not necessarily include restrictions based on maximum-income earning, such as that of the proposed project, the No Action Alternative could hinder the City's ability to achieve its affordable housing goals identified in the City's General Plan.

Summary of Findings and Conclusions:

The following areas of concern were evaluated and assigned an impact code 1, meaning potentially beneficial impacts are anticipated:

- Employment and Income Patterns.

The following areas of concern were evaluated and assigned an impact code 2, meaning no impact is anticipated:

- Conformance with Plans, Compatible Land Use and Zoning, Scale and Urban Design;

- Soil Suitability, Slope, Erosion, Drainage, Storm Water Runoff;
- Hazards and Nuisances including Site Safety and Noise;
- Demographic Character Changes, Displacement;
- Educational and Cultural Facilities;
- Commercial Facilities;
- Health Care and Social Services;
- Solid Waste Disposal, Recycling;
- Waste Water, Sanitary Sewers;
- Water Supply;
- Public Safety - Police, Fire and Emergency Medical;
- Parks, Open Space and Recreation;
- Transportation and Accessibility;
- Unique Natural Features, Water Resources;
- Vegetation, Wildlife; and
- Energy Efficiency.

Mitigation Measures and Conditions [40 CFR 1505.2(c)]**:**

Summarize below all mitigation measures adopted by the Responsible Entity to reduce, avoid, or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. These measures/conditions must be incorporated into project contracts, development agreements, and other relevant documents. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.

Law, Authority, or Factor	Mitigation Measure
City of Rocklin Community Development Department	Mitigation Measure 1, Mitigation Measure 2

Mitigation Measure 1: Prior to approval of a building permit, the building design shall include central heating, ventilation and air conditioning (HVAC) system or other air intake system, within the proposed project, that includes high efficiency particulate air (HEPA) filters. The project applicant shall also prepare an operation and maintenance manual for the HVAC system and the filter. The manual shall include the operating instructions and the maintenance and replacement schedule. Proof of compliance with the above requirements shall be submitted to the City of Rocklin Community Development Department.

Mitigation Measure 2: Prior to approval of a building permit, the building design shall include a mechanical ventilation system that meets the criteria of the International Building Code (Chapter 12, Section 1202 of the California Building Code) and California Mechanical Code to ensure that windows would be able to remain closed while maintaining adequate ventilation and temperature control. Proof of compliance shall be submitted to the City of Rocklin Community Development Department.

As previously discussed, the 2002 EIR and the 2024 Addendum to the 2002 EIR were prepared in accordance with the applicable provisions of CEQA and subsequently approved for the proposed project. Pursuant to 40 CFR 1501.11, where a prior environmental document has been prepared and certified for a proposed project, the analysis and mitigation measures therein may be relied upon during the preparation of subsequent environmental documents. Therefore, to eliminate repetitive discussions of the same environmental issues, this Environmental Assessment relies on the mitigation measures provided in the previously approved 2002 EIR and 2024 Addendum, in addition to the above required mitigation measures.

Determination:

☒ **Finding of No Significant Impact** [24 CFR 58.40(g)(1); 40 CFR 1508.27]
The project will not result in a significant impact on the quality of the human environment.

☐ **Finding of Significant Impact** [24 CFR 58.40(g)(2), 40 CFR 1508.27]
The project may significantly affect the quality of the human environment.

Preparer Signature: _____ Date: 11/12/25

Name/Title/Organization: Rod Stinson, Vice President/Air Quality Specialist, Raney Planning & Management, Inc.

Certifying Officer Signature: _____ Date: 11/12/2025

Name/Title: Aly Zimmermann, City Manager, City of Rocklin

Responsible Entity in an Environmental Review Record (ERR) for the activity/project (ref: 24 CFR Part 58.38) and in accordance with recordkeeping requirements for the HUD program(s).