DRAFT

Initial Study and Mitigated Negative Declaration

Sunset Boulevard Widening Project

Rocklin, California

Lead Agency:

ROCKLIN
CALIFORNIA

City of Rocklin
5880 5th Street
Rocklin, CA 95677

Prepared By:

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS
2525 Warren Drive
Rocklin, California 95677

March 2025

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DRAFT MITIGATED NEGATIVE DECLARATION

Lead Agency: City of Rocklin

Project Location: The Sunset Boulevard Widening Project (Project) consists of an approximately 0.3-mile segment of Sunset Boulevard located approximately 800-feet east of State Route 65 in Placer County, California. Additionally, the Project Area extends approximately 170 feet north along University Avenue and approximately 290 feet south along Atherton Road. The Project Area totals 5.82 acres in Section 10 of Township 11 North, Range 6 East, Mount Diablo Base and Meridian, as depicted on the 1992 Roseville, California U.S. Geological Survey 7.5-minute topographic quadrangle map.

Project Description:

The Proposed Project would widen the eastbound direction of Sunset Boulevard within the City of Rocklin (City) from two to three travel lanes, from the existing three-lane section west of Atherton Road to the existing three-lane section east of Atherton Road. Road widening would primarily occur on the south side of Sunset Boulevard and a portion of the existing median. All road widening will occur within the existing right-of-way.

At the Atherton Boulevard intersection, the free right-turn lane islands at the southwest and southeast corners of the intersection would be removed. In their place, a dedicated right-turn lane from eastbound Sunset Boulevard to southbound Atherton Road and a dedicated right-turn lane from northbound Atherton Road to eastbound Sunset Boulevard would be constructed. The widening of the northbound side of Atherton Road would be achieved by reducing the width of the existing median and expanding the east side, creating approximately twelve feet of space for an additional northbound turn lane. Striping on Atherton Road would be modified to provide an additional left-turn lane at the Sunset Boulevard intersection.

The Project work includes curb ramps, curb medians, sidewalk removal and new sidewalk, new traffic signals, utility relocations, tree removal, landscaping and widening Atherton Road to include turn lanes.

Public Review Period: March 21, 2025 and ending April 21, 2025

Mitigation Measures Incorporated into the Project to Avoid Significant Effects:

Biological Resources

BIO-1: **Nesting Bird Surveys.** To avoid or minimize the potential impacts to nesting birds, Project construction, including vegetation removal, activities shall commence during the nonbreeding season (typically October 1 through January 31 but must be determined by a qualified biologist) to the extent feasible.

If work is unavoidable during the nesting season, a preconstruction nesting bird survey shall be conducted within 14 days prior to the commencement of Project-related ground disturbance.

The preconstruction nesting bird survey shall include accessible areas within 0.25 miles for Swainson's hawk, 500 feet of the Project boundaries for other raptors, and 100 feet for other birds protected under the Migratory Bird Treaty Act.

If active nests are found, a no-disturbance buffer shall be established around the nest. A qualified biologist, in consultation with the California Department of Fish and Wildlife, shall establish a buffer distance. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest tree, to be determined by a qualified biologist. No further measures are necessary once the young are independent of the nest or the nest is otherwise no longer occupied.

BIO-2: **General Mitigation Measures.** The Project impact limits shall be clearly demarcated prior to construction and all workers shall be made aware of the impact limits and avoided areas. No ground- or vegetation-disturbing activities shall occur outside of the Project impact limits. All vehicles and equipment shall be restricted to the Project impact limits or existing designated access roads and staging areas.

Erosion control measures shall be placed between avoided aquatic resources and the outer edge of the impact limits prior to commencement of construction activities and shall be maintained until construction is completed and soils have stabilized. Plastic monofilament netting or similar material shall not be used for erosion control, because smaller wildlife may become entangled or trapped in it. This includes products that use photodegradable or biodegradable synthetic netting, which can take several months to decompose. Acceptable materials include natural fibers such as jute, coconut, twine, or other similar fibers or tackified hydroseeding compounds.

A qualified biologist shall conduct mandatory worker environmental awareness training for all contractors, work crews, and any onsite personnel to aid workers in recognizing special-status species and sensitive biological resources that are known.

Cultural Resources

CUL-1 **Implement Measures to Protect Unanticipated Cultural, Archaeological, and/or Tribal Cultural Resources Discoveries.** If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately and no agency notifications are required.
- If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, the archaeologist shall immediately notify the lead agencies. The agencies shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined by CEQA or a historic property under Section 106 NHPA, if applicable. Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not a Historical Resource under CEQA or a Historic Property under Section 106; or 2) that the treatment measures have been completed to their satisfaction.
- If the find includes human remains, or remains that are potentially human, they shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the Placer County Coroner (per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the coroner determines the remains are Native American and not the result of a crime scene, the coroner will notify the Native American Heritage Commission (NAHC), which then will designate a Native American Most Likely Descendant (MLD) for the Project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agencies, through

consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

Geology and Soils

GEO-1: **Unanticipated Paleontological Discoveries.** If paleontological or other geologically sensitive resources are identified during any phase of Project development, the construction manager shall cease operation at the site of the discovery and immediately notify the City of Rocklin. The City shall retain a qualified paleontologist to provide an evaluation of the find and to prescribe mitigation measures to reduce impacts to a less-than-significant level. In considering any suggested mitigation proposed by the consulting paleontologist, the City shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, Project design, costs, land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the Project Area while mitigation for paleontological resources is carried out.

Transportation

TRANS-1: **Prepare and Implement a Construction Traffic Management Plan.** The City of Rocklin will require the contractor to prepare a Construction Traffic Management Plan in accordance with Rocklin City requirements and professional engineering standards prior to construction. The Traffic Management Plan shall specifically address the following: adequate provisions for protection of the traveling public; emergency service access; the need for temporary traffic controls (signage/flaggers); and maintenance of private property driveway access. All traffic controls, including equipment and personnel requirements, shall be consistent with the current State of California Manual of Traffic Controls for Construction and Maintenance Work Areas.

Tribal Cultural Resources

TCR-1: **Implement Measures to Protect Unanticipated Cultural, Archaeological, and/or Tribal Cultural Resources Discoveries.** If any suspected TCRs or resources of cultural significance to UAIC, including but not limited to features, anthropogenic/cultural soils, cultural belongings or objects (artifacts), shell, bone, shaped stones or bone, or ash/charcoal deposits are discovered by any person during construction activities including ground disturbing activities, all work shall pause immediately within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. Work shall cease in and within the immediate vicinity of the find regardless of whether the construction is being actively monitored by a Tribal Monitor, cultural resources specialist, or professional archaeologist.

- A Tribal Representative and the Lead Agency shall be immediately notified, and the Tribal Representative in coordination with the Lead Agency shall determine if the

find is a TCR (PRC §21074) and the Tribal Representative shall make recommendations for further evaluation and treatment as necessary.

- Treatment and Documentation:
- The culturally affiliated Tribe shall consult with the City to (1) identify the boundaries of the new TCR and (2) if feasible, identify appropriate preservation in place and avoidance measures, including redesign or adjustments to the existing construction process, and long-term management, or 3) if avoidance is infeasible, a reburial location in proximity of the find where no future disturbance is anticipated. Permanent curation of TCRs will not take place unless approved in writing by the culturally affiliated Tribe.
- The construction contractor(s) shall provide secure, on-site storage for culturally sensitive soils or objects that are components of TCRs that are found or recovered during construction. Only Tribal Representatives shall have access to the storage. Storage size shall be determined by the nature of the TCR and can range from a small lock box to a Conex box (shipping container). A secure (locked), fenced area can also provide adequate on-site storage if larger amounts of material must be stored.
- The construction contractor(s) and City shall facilitate the respectful reburial of the culturally sensitive soils or objects. This includes providing a reburial location that is consistent with the Tribe's preferences, excavation of the reburial location, and assisting with the reburial, upon request.
- Any discoveries shall be documented on a Department of Parks and Recreation (DPR) 523 form within 2 weeks of the discovery and submitted to the appropriate CHRIS center in a timely manner.
- Work at the TCR discovery location shall not resume until authorization is granted by the City in coordination with the culturally affiliated Tribe.
- If articulated or disarticulated human remains, or human remains in any state of decomposition or skeletal completeness are discovered during construction activities, the City Coroner and the culturally affiliated Tribe shall be contacted immediately. Upon determination by the Coroner that the find is Native American in origin, the Native American Heritage Commission will assign the Most Likely Descendent who will work with the project proponent to define appropriate treatment and disposition of the burials.

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ACRONYMS AND ABBREVIATIONS

Term	Definition
˚F	degrees Fahrenheit
AB	Assembly Bill
ADA	Americans with Disabilities Act
AFY	acre-feet per year
ANSI	American National Standards Institute
BGS	Below Ground Surface
BLM	Bureau of Land Management
BMP	Best Management Practice
BP	Business Park
BRA	Biological Resource Assessment
BSA	Biological Study Area
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Energy Estimator Model
CAL FIRE	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CGS	California Geological Survey
CH_4	methane
CHP	California Highway Patrol
City	City of Rocklin
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalence Levels
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CUPA	Certified Unified Program Agency
dB	decibels
dBA	A-weighted decibels
DHS	California Department of Health Services
DOC	California Department of Conservation
DOF	California Department of Finance
DPM	diesel particulate matter
DTSC	California Department of Toxic Substances Control
ECHO	Enforcement and Compliance History Online
ECORP	ECORP Consulting, Inc.

Term	Definition
EIR	Environmental Impact Report
FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GHG	greenhouse gas
GIS	Geographic Information Systems
GLO	General Land Office
IS/MND	Initial Study/Mitigated Negative Declaration
L_{dn}	Average Daily Noise Level
L_{eq}	Equivalent Noise Level
LI	Light Industrial
MBTA	Migratory Bird Treaty Act
MDBM	Mount Diablo Base and Meridian
MLD	Most Likely Descendant
mph	miles per hour
MRZ	Mineral Resource Zone
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCIC	North Central Information Center
NHPA	National Historic Preservation Act
NIOSH	National Institute for Occupational Safety and Health
NOA	Naturally Occurring Asbestos
NO_x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
O_3	ozone
OHP	California Office of Historic Preservation
PCAPCD	Placer County Air Pollution Control District
PCWA	Placer County Water Agency
PD-C	Planned Development Commercial
PD-LI	Planned Development Light Industrial
PG&E	Pacific Gas and Electric Company
PM	Particulate Matter
PM_{10}	Coarse Particulate Matter
$PM_{2.5}$	Fine Particulate Matter
ppm	parts per million
PPV	Peak Particle Velocity
PRC	Public Resources Code
Project	Sunset Boulevard Widening Project
R-C	Recreation/Conservation

Term	Definition
ROG	Reactive Organic Gases
RPD	Rocklin Police Department
RUSD	Rocklin Unified School District
SCAQMD	South Coast Air Quality Management District
SIP	State Implementation Plan
SMARA	Surface Mining and Reclamation Act
SO_2	sulfur dioxide
SPMUD	South Placer Municipal Utility District
SR	State Route
SRA	State Responsibility Area
SVAB	Sacramento Valley Air Basin
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TIS	Traffic Impact Study
TMP	Traffic Management Plan
UCMP	University of California Museum of Paleontology
USC	U.S. Code
USDA	U.S. Department of Agriculture
USEPA	U.S. Environmental Protection Agency
USGS	U.S. Geological Survey
VHFHSZ	Very High Fire Hazard Severity Zones
VMT	Vehicle Miles Traveled
WPWMA	Western Placer Waste Management Authority

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1.0 BACKGROUND

1.1 Summary

Project Title:	Sunset Boulevard Widening Project
Lead Agency Name and Address:	City of Rocklin 5880 5th Street Rocklin, CA 95677
Contact Person and Phone Number:	David Mohlenbrok 916-625-5162 Community Development Department
Project Location:	The Project Area consists of an approximately 0.3-mile segment of Sunset Boulevard located approximately 800-feet east of State Route (SR) 65 in Placer County, California. The Project Area extends approximately 170 feet north along University Avenue and approximately 290 feet south along Atherton Road.
General Plan Designation:	Public Right of Way
Zoning:	Public Right of Way

1.2 Introduction

The City of Rocklin (City) is the Lead Agency for this California Environmental Quality Act (CEQA) Initial Study. This Initial Study has been prepared to identify and assess the anticipated environmental impacts of the Sunset Boulevard Widening Project (Project) to satisfy CEQA (Public Resources Code [PRC], Section 21000 et seq.) and state CEQA Guidelines (Title 14, California Code of Regulations [CCR] 15000 et seq.). CEQA requires that all state and local government agencies consider the environmental consequences before approving those projects. The City will use this CEQA Initial Study to determine which CEQA document is appropriate for the Project: Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report (EIR).

In accordance with CEQA, this Draft Initial Study/Mitigated Negative Declaration (IS/MND) will be circulated for a 30-day public review and comment period. Written comments on the Draft IS/MND should be submitted to:

David Mohlenbrok
City of Rocklin
Community Development Department
5880 5th Street
Rocklin, CA 95677

1.3 Surrounding Land Uses/Environmental Setting

The Project Area consists of an approximately 0.3-mile segment of Sunset Boulevard located approximately 800-feet east of SR-65 in Placer County, California. Additionally, the Project Area extends approximately 170 feet north along University Avenue and approximately 290 feet south along Atherton Road. Figure 1-1 showing the Project boundaries.

The Project Area totals 5.82 acres in Section 10 of Township 11 North, Range 6 East, Mount Diablo Base and Meridian (MDBM), as depicted on the 1992 Roseville, California U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle map.

The Rocklin Community Geographic Information Systems (GIS) service (City of Rocklin 2024a) identifies the following land uses within the Project vicinity (Figure 1-2):

- North of the Project Area, on the west side of University Avenue, the zoning is Planned Development Commercial (PD-C) and the General Plan designation is Business Park (BP).
- North of the Project Area, on the east side of University Avenue is zoned Planned Development Light Industrial (PD-LI) and the General Plan designation is Light Industrial (LI).
- East of the Project Area is zoned as Wetlands (W) and the General Plan designation is Recreation/Conservation (R-C).
- South of the Project Area, on the east side of Atherton Road is zoned PD-LI and the General Plan designation is LI.
- South of the Project Area, on the west side of Atherton Road is zoned PD-LI and the General Plan designation is LI.
- West of the Project Area is Highway 65 and is outside of the City of Rocklin's jurisdiction.

The Project is primarily within the public right-of-way administered by the City.

Location: N:\2024\2024-117 Sunset Widening\MAPS\Aerial_Maps\SBW Aerials.aprx - SBW Project Overview 20241014 (lgalvez - 10/14/2024)

Map Date: 10/14/2024

Sources: Esri, Maxar (2022)

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Figure 1-1. Project Vicinity and Location

2024-117 Sunset Boulevard Widening

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Project Area

Sunset Blvd

Industrial Ave

Cincinnati Ave

S Loop Rd

Roseville Byp

Tinker Rd

Veterans Dr

Commerce Center 65

Parkside Industrial Center

University Ave

Wildcat Blvd

Spotted Pony Ln

Sunset Ranch Elementary School

Bridlewood Dr

Larkspur Dr

Syracuse Dr

Redmond Dr

Pleasant Grove Creek

Piute St

Iroquois Rd

Maria Montessori Charter Academy

William Jessup University

W Stanford Ranch Rd

Atherton Rd

Menlo Dr

Western Sierra Collegiate Academy

Lonetree Blvd

W Oaks Blvd

Meridian Way

Sunset Blvd

Kathy Lund Park

Vine Cir

Cassia Way

Ruhkala Park

Map Contents

- Project Area - 5.82 acres

Land Use Description

- BP - Professional Office
- BP/COMM - Business Professional/ Commercial
- BP/COMM/LI - Business Professional/ Commercial/Light Industrial
- HDR - High Density Residential
- LDR - Low Density Residential
- LI - Light Industrial
- MDR - Medium Density Residential
- MHDR - Medium-High Density Residential
- MU - Mixed Use
- PQP - Public-Quasi Public
- RC - Retail Commercial
- Recreation-Conservation

Sources: Esri, Vivid Advanced, City of Rocklin

Location: N:\2024\2024-117 Sunset Widening\MAPS\Aerial_Maps\SBW Aerials Landuse aprx - SBW LandUse 20241206\2 (jcorbridge - 12/9/2024)

Map Date: 12/9/2024

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Scale in Feet
0 1,000 2,000

Figure 1-2. Land Use Map

2024-117 Sunset Boulevard Widening

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2.0 PROJECT DESCRIPTION

2.1 Project Background

Sunset Boulevard is an existing four- and six-lane arterial road that runs east to west through the west portion of the City of Rocklin. It begins west of SR-65 at the City's western boundary and extends east to Woodside Drive. Sunset Boulevard serves as a critical east-west travel corridor, connecting residential neighborhoods and commercial areas in Rocklin.

As a key route for residents, commuters, and visitors, Sunset Boulevard provides access to William Jessup University and major regional thoroughfares, including State Route 65, Stanford Ranch Road and Blue Oaks Boulevard. The future development along University Avenue is expected to significantly increase traffic volumes on Sunset Boulevard, prompting the proposal to widen Sunset Boulevard to aid traffic congestion.

2.2 Existing Conditions

Within the Project limits, Sunset Boulevard is primarily a four-lane roadway, with two lanes in each direction. Immediately east and west of the Project limits, Sunset Boulevard is a six-lane roadway with three lanes in each direction. The roadway includes Class II bike lanes, sidewalks and associated landscaping, a variable width landscaped median, and a posted speed limit of 45 miles per hour (mph). At the intersection of Sunset Boulevard and Atherton Road, eastbound traffic utilizes one left-turn lane, two through lanes, and a single right-turn lane. Immediately west and east of the Project limits, Sunset Boulevard widens to a six-lane roadway, with three lanes in each direction. No on-street parking exists within the Project limits.

Portions of the existing median accommodate landscaping consisting of shrubs and landscaping trees. There is also additional landscaping adjacent to the roadway.

All existing arterial road intersections within the Project limits are signal-controlled with pedestrian-activated crosswalks and include single or double turn lanes. Where needed, existing curb ramps within the Project Limits and that are the responsibility of the City that do not meet current Americans with Disabilities Act (ADA) standards would be upgraded as part of the Project.

Full turning movements are currently allowed at the left-turn lanes on Sunset Boulevard in both the eastbound and westbound directions. Full turning movements are restricted on Atherton Road and University Avenue.

2.3 Proposed Project

The Proposed Project is intended to close the gap in 3-lane roadway in the eastbound direction by widening eastbound Sunset Boulevard from two to three lanes approximately 575 feet west of Atherton Road to 400 feet east of Atherton Road (Project Limits). The Project work includes curb ramps, curb medians, sidewalk removal and new sidewalk, new traffic signals, utility relocations, tree removal, landscaping and widening Atherton Road to include turn lanes.

2.3.1 Project Components and Characteristics

The location and limits of proposed road widening, lane striping and related Project improvements are shown in Figure 1-3 (Site Plan). As shown, the Project would widen the eastbound direction of Sunset Boulevard from two to three travel lanes, from the existing three-lane section west of Atherton Road to the existing three-lane section east of Atherton Road. Road widening would primarily occur on the south side of Sunset Boulevard and a portion of the existing median. All road widening will occur within the existing right-of-way.

At the Atherton Boulevard intersection, the free right-turn lane islands at the southwest and southeast corners of the intersection would be removed. In their place, a dedicated right-turn lane from eastbound Sunset Boulevard to southbound Atherton Road and a dedicated right-turn lane from northbound Atherton Road to eastbound Sunset Boulevard would be constructed. The widening of the northbound side of Atherton Road would be achieved by reducing the width of the existing median and expanding the east side, creating approximately twelve feet of space for an additional northbound turn lane. Striping on Atherton Road would be modified to provide an additional left-turn lane at the Sunset Boulevard intersection.

2.3.1.1 Landscape Tree Removal

The existing median west of the intersection was designed to accommodate future widening, which will add a third through-lane in the eastbound direction. Currently, the center median features planted ornamental landscape trees. The proposed road widening will require the removal of ten of these trees.

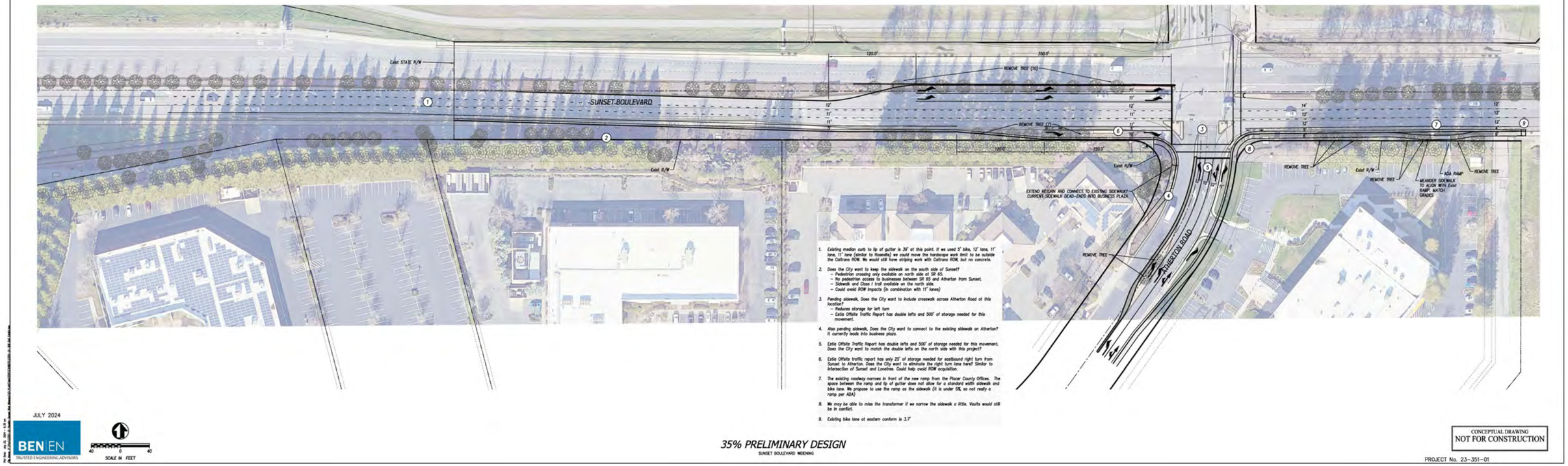
Additionally, 13 trees within the landscaped area adjacent to the sidewalk on the south side of eastbound Sunset Boulevard will need to be removed. Of these, 7 trees are on the west side of the intersection, and 6 are on the east side. Furthermore, the median on Atherton Road will require the removal of 2 trees to accommodate the planned improvements.

2.3.1.2 Signal Modifications and Pedestrian Curb Ramp ADA Improvements

New traffic signal poles will be placed to accommodate the proposed widening. Signal light timing would also be adjusted to optimize intersection LOS operations throughout the Project limits. In addition, any non-conforming City owned pedestrian crosswalk curb ramps would be reconstructed consistent with ADA requirements.

2.3.1.3 Grading and Excavation

Grading would be allowed only as necessary to construct the Project within designated work areas. Most grading/excavation would not exceed two feet Below Ground Surface (BGS). Exceptions include trenching and drilling for utility relocations/extensions and to reset traffic signal poles following road widening. Utility relocations are described below and would require trenching up to 9 feet BGS and signal poles would require drilling up to 15 feet BGS.



Source: Bennett Engineering 2025

Figure 1-3. Site Plan

Construction of the Project would require the excavation of existing asphalt concrete, base material, concrete pavement, and miscellaneous concrete and in-situ soils. Excess material is anticipated and would become the property of the Contractor. Excavated material would be reused within the Project Area to the extent feasible and would be kept out of private property, and out of the City storm drain system and surface waters by implementing construction Best Management Practices (BMPs).

2.3.1.4 Water Quality Treatment

To address post-construction stormwater treatment, the Project will include design elements that are consistent with and implement requirements of the West Placer Storm Water Quality Design Manual (Placer County 2016, Revised August 2022, or the most current version).

2.3.1.5 Utility Relocations, Extensions, and Adjustments

The Project includes relocation of existing utilities that conflict with proposed road widening. This includes adjusting lids to grade throughout the Project as necessary to conform with grading and newly paved areas, and the following:

Relocation of electrical, communications, and new storm drain to accommodate widening.

2.3.1.6 Right-of-Way Acquisition

No right-of-way is anticipated to be acquired for the Project.

2.3.2 Construction Schedule and Approach

Project construction is scheduled for spring 2027 and is expected to take 7months to complete. Construction activities would take place mostly between 7:00 a.m. and 7:00 p.m. Monday through Friday and between 8:00 a.m. and 7:00 p.m. Saturday and Sunday, in compliance with the City construction noise guidelines. The general construction phases, duration, and associated activities are identified in Table 2-1**.** It is anticipated that portions of Phases 2 and 3 would overlap and include concurrent construction activity. Prior to construction, mobilization of equipment and supplies, as discussed below under Construction BMPs, the first order of work would include establishment of construction limits and installation of protections (i.e., temporary construction fencing) for any identified onsite Environmentally Sensitive Areas.

Table 2-1. Construction Phasing		
Phase	**Duration (Months)**	**Activity**
Phase 1 – Pre-construction activities, mobilization and site layout	1	Establish control points, survey, and field stake construction limits. Install environmentally sensitive fencing and employ pre-construction best management practices. Clear and establish staging areas and temporary construction access roads. Mobilize heavy equipment, receive, and stockpile construction equipment and supplies.
Phase 2 – Grading, Underground Construction, and Tree Removal	2	Clear, grub, and remove vegetation and trees pre-approved for removal from work area. Conduct initial road grading activities, construct below-ground utility extensions and drainage facilities. Establish final road grades and fill slope limits.
Phase 3 – Construct road and landscape improvements	4	Reconstruct median curb to conform with road widening, install drainage facilities; lay aggregate base and concrete and grind and overlay pavement. Construct traffic signal modifications, pavement delineation and signage. Reconstruct irrigation to conform to new center median, plant trees and install landscaping.
Phase 4 – Construction closure activities	1	Clean up, restore temporarily disturbed areas, demobilize, open roadway.

2.3.3 Equipment and Materials Staging Area

Following establishment of environmental site controls, construction equipment and supplies would mobilize to the site. The contractor may also establish a temporary construction trailer for onsite contractor administrative functions. During construction, any contractor trailer and all equipment and materials would be stored within the designated Construction Staging Area to be established and environmentally cleared by the Contractor and approved by the City.

The Contractor would be responsible for obtaining all permits and rights for any staging area established as part of the Project. Depending on the construction phase, expected onsite equipment could include but is not limited to some combination of equipment listed in Table 2-2 plus hand operated equipment.

Table 2-2. Construction Equipment List	
Equipment	**Potential Uses**
Excavator	General earthwork, roadway excavation and drainage
Grader	General earthwork and roadway sub-grade preparation and structural section construction
Water trucks	Dust control and moisture conditioning of subgrade and base
Roller/compactor	General earthwork, backfill and structural section construction
Backhoe/trenching machine	Excavations

Table 2-2. Construction Equipment List	
Equipment	**Potential Uses**
Concrete trucks/concrete pumps	Concrete flatwork, drainage elements, foundations, and piles
Dump trucks	Hauling materials on and off site
Flatbed trucks	Delivering construction materials and equipment
Pickup trucks	Personnel access
Cranes/forklifts	Moving construction equipment and materials
Paving Machine	Paving

2.4 Regulatory Requirements, Permits, and Approvals

The following approvals and regulatory permits would be required for implementation of the Proposed Project:

Regional Water Quality Control Board, Central Valley Region

National Pollutant Discharge Elimination System (NPDES) Permit

Storm Water Pollution Prevention Plan

2.5 Consultation With California Native American Tribe(s)

Assembly Bill (AB) 52 requires that prior to the release of a CEQA document for a project, an agency begin consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of a project if:

1. the California Native American tribe requested to the lead agency, in writing, to be informed by the Lead Agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe; and,
2. the California Native American tribe responds in writing, within 30 days of receipt of the formal notification, and requests the consultation.

Further information on potential tribal cultural resources in the Project Area is provided in Section 4.18 *Tribal Cultural Resources* of this Draft IS/MND.

3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

3.1 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Hazards/Hazardous Materials	☐ Recreation
☐ Agriculture and Forestry Resources	☐ Hydrology/Water Quality	☒ Transportation
☐ Air Quality	☐ Land Use and Planning	☒ Tribal Cultural Resources
☒ Biological Resources	☐ Mineral Resources	☐ Utilities and Service Systems
☒ Cultural Resources	☐ Noise	☐ Wildfire
☐ Energy	☒ Paleontological Resources	☒ Mandatory Findings of Significance
☐ Geology and Soils	☐ Population and Housing	
☐ Greenhouse Gas Emissions	☐ Public Services	

Determination

On the basis of this initial evaluation:

I find that the Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	☐
I find that although the Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	☒
I find that the Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	☐
I find that the Project JUNE have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	☐
I find that although the Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Project, nothing further is required.	☐

David Mohlenbrok
Director, Community Development
Department, City of Rocklin

Date March 17, 2025

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4.0 ENVIRONMENTAL CHECKLIST AND DISCUSSION

4.1 Aesthetics

4.1.1 Environmental Setting

4.1.1.1 Visual Character of the Project Area

The Project Area is located along the Sunset Boulevard corridor within the City of Rocklin. An existing business park is located directly south, with a new University Square development directly north of the Project Area. SR-65 is west of the Project Area, and to the east are more office parks.

Within the Project limits, Sunset Boulevard is primarily a four-lane roadway, with two lanes in each direction. Immediately east and west of the Project limits, Sunset Boulevard is a six-lane roadway with three lanes in each direction. The roadway includes Class II bike lanes, sidewalks and associated landscaping, a variable width landscaped median, and a posted speed limit of 45 mph. At the intersection of Sunset Boulevard and Atherton Road, eastbound traffic utilizes one left-turn lane, two through lanes, and a single right-turn lane. Immediately west and east of the Project limits, Sunset Boulevard widens to a six-lane roadway, with three lanes in each direction. No on-street parking exists within the Project limits.

Portions of the existing median accommodate landscaping consisting of shrubs and trees. There is also additional landscaping adjacent to the roadway.

The primary viewer groups that have views of the Project Area include office and commercial center employees, shoppers, and nearby residents, including commuters accessing Highway 65.

4.1.2 Regional Setting

Rocklin is located in the Loomis Basin, which is situated in the western foothills of the Sierra Nevada range. The topography of the Project Area varies from 130 to 140 feet above sea level.

In general, the dominant visual characteristics within the City of Rocklin are residential and non-residential urban development with some preserved open space consisting primarily of hillsides, and riparian areas associated with creeks, wetlands, and other waterways. Some areas that are yet to be developed also contain grasslands and native oaks.

The Project Area is within the existing Sunset Boulevard corridor in the City of Rocklin. An existing business park is located directly south, with a new University Square development directly north of the Project Area. SR-65 is west of the Project Area, and to the east are more office parks.

State Scenic Highways

In 1963, the California legislature created the Scenic Highway Program to preserve and protect scenic highway corridors from changes that would diminish the aesthetic value of lands adjacent to state highways. The state regulations and guidance governing the Scenic Highway Program are found in the Streets and Highways Code, Section 260 et seq. A highway may be designated scenic depending on how

much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. A scenic corridor is the land generally adjacent to and visible from the highway and is identified using a motorist's line of vision. A reasonable boundary is selected when the view extends to the distant horizon.

The City of Rocklin does not contain any official or eligible designated state scenic highways. The status of a scenic highway changes from "eligible" to "officially designated" when the local jurisdiction adopts a scenic corridor protection program, applies to the California Department of Transportation (Caltrans) for scenic highway approval, and receives notification from Caltrans that the highway has been designated as a scenic highway (Caltrans 2024).

4.1.3 Aesthetics (I) Environmental Checklist and Discussion

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒

No Impact.

Based on review of the Caltrans State Scenic Highway List and the City of Rocklin General Plan, no officially designated scenic vistas or scenic land units were identified within the Project Area or vicinity (City of Rocklin 2012a; Caltrans 2024). Therefore, the Project would have no impact on scenic vistas and no mitigation is required.

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒

No Impact.

As stated above, according to Caltrans' list of designated Scenic Highways and the City of Rocklin General Plan, the Proposed Project is not located near or within a state scenic highway and therefore would not damage designated scenic resources, including but not limited to trees, outcroppings, and historic buildings within a state scenic highway. Therefore, no impacts are anticipated, and no mitigation measures are required.

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐

Less Than Significant Impact.

The Project is located in an urbanized area, along existing roadways, and would be subject to all City zoning and other regulations governing scenic quality. For example, the Project is required to comply with the following which are intended to provide high-quality design: Construction Specifications and Improvement Standards, the City of Rocklin Municipal Code. Implementation of related zoning and policy measures would ensure continuation of high-quality design and the preservation of visual character and quality. Thus, although the Project requires landscape median tree removal, the reconfigured median would be replanted with appropriately sized trees and shrubs consistent with existing adopted City policy and regulation.

Project construction activities would introduce heavy equipment, including backhoes, bulldozers, excavators, and/or similar machinery into the viewshed of all viewer groups, creating temporary effects on views of and from the Project Area during construction. These activities would be visible from ground-level and elevated vantages. However, the visual effects of construction activities would not conflict with zoning or other regulations governing scenic quality because of their temporary character and the transience of viewers passing by the Project Area.

Therefore, any impacts would be less than significant and no mitigation is required.

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Would the Project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Less Than Significant Impact.

Proposed road widening would primarily occur into the center median of Sunset Boulevard, an arterial roadway with existing vehicle traffic/headlights and streetlights similar to other arterial roads in the City. Project improvements would be visually compatible with existing streetlights east and west of the Project segment, and would not create additional, substantial unnecessary light or glare, nor would the Project

create a new source of substantial light or glare in an area not already experiencing these conditions. Therefore, any impacts would be less than significant and no mitigation is required.

4.1.4 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.2 Agriculture and Forestry Resources

4.2.1 Environmental Setting

According to the California Department of Conservation (DOC) online Important Farmland Finder Map, the Project Area does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, nor is the Site zoned for agriculture or forestry use or is under Williamson Act contract. The California Important Farmland Finder Map identifies the Site as "Urban and Built Up Land." The adjacent parcels directly North are not zoned as either Farmland of Statewide Importance, or Unique Farmland but are considered "Grazing Land" (DOC 2024a).

4.2.2 Agriculture and Forestry Resources (II) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒

No Impact.

As discussed above, the California Important Farmland Finder Map identifies the Project Area as "Urban and Built Up." Thus, the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program, to non-agricultural use. There would be no impact and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

No Impact.

The Proposed Project is not located in an agricultural use zone. The Project Area is City of Rocklin Public Right of Way and is not under a Williamson Act contract (DOC 2024b). Therefore, the Project would not result in a conflict with an agricultural zoning designation or a Williamson Act contract. No impact would occur. No mitigation necessary.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒

No Impact.

The City Zoning Ordinance does not identify the Project Area as forest land (as defined in Public Resources Code Section 12220[g]), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g]). Thus, Project implementation would not conflict with or cause the rezoning of any of the above zoning designations and there would be no impact and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

No Impact.

See discussion under item c). No impact would occur, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

No Impact.

See discussion under item a) and c), the Proposed Project would not result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest. No impact would occur, and no mitigation measures are required.

4.2.3 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.3 Air Quality

4.3.1 Environmental Setting

The Project Area is located in the City of Rocklin in Placer County. The California Air Resources Board (CARB) divides the State into air basins that share similar meteorological and topographical features. The Project Area is located in the Sacramento Valley Air Basin (SVAB) portion of Placer County. The SVAB comprises all of Butte, Colusa, Sacramento, Shasta, Sutter, Tehama, Yolo, and Yuba counties and parts of Solano and Placer County. The air basin is relatively flat, bordered by mountains to the east, west, and north and by the San Joaquin Valley to the south. Air flows into the SVAB through the Carquinez Strait, moving across the Sacramento Delta, and bringing pollutants from the heavily populated San Francisco Bay Area. The climate is characterized by hot, dry summers and cool, rainy winters. Characteristic of SVAB winter weather are periods of dense and persistent low-level fog, which are most prevalent between storm systems. From May to October, the region's intense heat and sunlight lead to high ozone pollutant concentrations. Summer inversions are strong and frequent but are less troublesome than those that occur in the fall. Autumn inversions, formed by warm air subsiding in a region of high pressure, have accompanying light winds that do not provide adequate dispersion of air pollutants.

Regional flow patterns affect air quality patterns by directing pollutants downwind of sources. Localized meteorological conditions, such as moderate winds, disperse pollutants and reduce pollutant concentrations. However, the mountains surrounding the SVAB can create a barrier to airflow, which can trap air pollutants in the valley when meteorological conditions are right and a temperature inversion exists. The highest frequency of air stagnation occurs in the autumn and early winter when large high-pressure cells lie over the valley. The lack of surface wind during these periods and the reduced vertical air flow caused by less surface heating reduces the influx of outside air and allows air pollutants to become concentrated in a stable volume of air. The surface concentrations of pollutants are highest when these conditions are combined with smoke from agricultural burning or when temperature inversions trap cool air, fog, and pollutants near the ground.

The ozone season (May through October) is characterized by stagnant morning air or light winds, with the delta sea breeze arriving in the afternoon out of the southwest. Usually, the evening breeze transports the airborne pollutants to the north. During about half of the days from July to September, however, a phenomenon called the Schultz Eddy prevents this from occurring. Instead of allowing the prevailing wind patterns to move north and carry the pollutants out of the SVAB, the Schultz Eddy causes the wind

pattern to circle back south. This phenomenon exacerbates the pollution levels in the area and increases the likelihood of exceeding federal or state standards.

Both the U.S. Environmental Protection Agency (USEPA) and CARB have established ambient air quality standards for common pollutants. These ambient air quality standards establish safe levels of contaminants that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called criteria pollutants because the health and other effects of each pollutant are described in criteria documents. The six criteria pollutants are ozone (O_3), carbon monoxide (CO), Particulate Matter (PM), nitrogen oxides (NO_x), sulfur dioxide, and lead. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas.

The air quality regulating authority in Placer County is the Placer County Air Pollution Control District (PCAPCD). The agency's primary responsibility is ensuring that the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) are attained and maintained in Placer County. Placer County is designated as nonattainment for the federal standards of O_3 and Fine Particulate Matter ($PM_{2.5}$) and is also designated as nonattainment for the state standards of O_3 and Coarse Particulate Matter (PM_{10}; CARB 2022). The PCAPCD is responsible for adopting or creating a comprehensive plan to reduce the emissions of these criteria pollutants. They also enforce rules and regulations, inspect and issue permits for stationary sources of air pollutants, respond to citizen complaints, monitor ambient air quality and meteorological conditions, award grants to reduce motor vehicle emissions, and conduct public education campaigns. The PCAPCD coordinates work from government agencies, businesses, and private citizens to achieve and maintain healthy air quality.

4.3.2 Air Quality (III) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒

No Impact.

As part of its enforcement responsibilities, the USEPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the California Clean Air Act requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to the federal and state ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

As previously described, the PCAPCD is the agency responsible for enforcing many federal and state air quality requirements and for establishing air quality rules and regulations. The PCAPCD attains and

maintains air quality conditions in Placer County. They achieve this through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. As part of this effort, the PCAPCD has developed input to the SIP. The 2017 Sacramento Regional 2008 8-Hour Ozone Attainment and Reasonable Further Progress Plan (including 2018 updates), the PM_{10} Implementation/Maintenance Plan and Re-Designation Request (2010), and $PM_{2.5}$ Implementation/Maintenance Plan and Re-designation Request for Sacramento $PM_{2.5}$ Nonattainment Area (2013) constitute the current SIP for the Placer County portion of the SVAB and include the PCAPCD's plans and control measures for attaining air quality standards. These air quality attainment plans are a compilation of new and previously submitted plans, programs (e.g., monitoring, modeling, permitting), district rules, state regulations, and federal controls describing how the state will attain ambient air quality standards.

The SIP plans and control measures are based on information derived from projected growth in Placer County, including the growth that would occur in the incorporated City of Rocklin, in order to project future emissions and then determine strategies and regulatory controls for the reduction of emissions. Growth projections are based on the general plans developed by the incorporated cities in the County and the County of Placer. As such, projects that propose development consistent with the growth anticipated by the respective general plan of the jurisdiction in which the proposed development is located would be consistent with the SIP. In the event that a project proposes a development that is less dense than that associated with the general plan, that project would likewise be consistent with the SIP. If a project, however, proposes a development that is denser than that assumed in the general plan, that project may be in conflict with the SIP and could therefore result in a significant impact on air quality.

Growth projections for the City of Rocklin are based on the City General Plan. The Project does not include development of new housing or employment centers and would not induce population or employment growth. Rather, the Project proposes to widen Sunset Boulevard to address existing and projected traffic congestion. Therefore, the Project would not affect local plans for population growth and the Proposed Project would be considered consistent with the population, housing, and employment growth projections utilized in the preparation of PCAPCD air quality planning efforts. Furthermore, a project is consistent with regional air quality planning efforts if it generates emissions below the PCAPCD's thresholds of significance for criteria pollutants. As shown below, the Project would not exceed the PCAPCD's short-term construction or long-term operational thresholds and in turn would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment, and thus would not violate any air quality standards.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐

Less Than Significant Impact.

Emissions associated with Project construction would be temporary and short-term but have the potential to represent a significant air quality impact. Two basic sources of short-term emissions will be generated through Project construction: operation of the heavy-duty equipment (i.e., excavators, loaders, haul trucks) and the creation of fugitive dust during excavation. Construction activities such as excavation and grading operations, construction vehicle traffic, and wind blowing over exposed soils would generate exhaust emissions and fugitive PM emissions that affect local air quality at various times during construction. Effects would be variable depending on the weather, soil conditions, the amount of activity taking place, and the nature of dust control efforts. The dry climate of the area during the summer months creates a high potential for dust generation.

Construction-generated emissions associated with the Proposed Project were calculated using the California Emissions Estimator Model (CalEEMod), version 2022.1. CalEEMod is a statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. Project construction-generated air pollutant emissions were calculated using CalEEMod model defaults for Placer County coupled with information identified in Section 2.0, Project Description, such as the construction phasing and equipment. Appendix A provides more information regarding assumptions about constructions used in this analysis.

4.3.2.1 Construction Impacts

Predicted daily maximum emissions attributable to Project construction are summarized in Table 4.3-1. Such emissions are short-term and of temporary duration, lasting only as long as Project construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the PCAPCD's thresholds of significance.

Table 4.3-1. Construction-Related Emissions

Activity	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Daily (pounds per day)						
Pre-Construction, Mobilization and Site Layout	0.55	2.93	3.90	0.01	0.20	0.12
Grading, Underground Construction, Tree Removal, Road Construction and Landscape Improvements	5.27	41.30	53.38	0.12	3.88	1.80
Construction Closure	1.38	10.44	13.32	0.03	0.62	0.43
PCAPCD Daily Significance Threshold	*82*	*82*	–	–	*82*	–
Exceed PCAPCD Daily Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: CO = carbon monoxide; NO_x = nitrogen oxides; ROG = Reactive Organic Gases; SO_2 = sulfur dioxide; PCAPCD = Placer County Air Pollution Control District; PM_{10} = Coarse Particulate Matter; $PM_{2.5}$ = Fine Particulate Matter.
Construction emissions taken from the season, summer or winter, with the highest outputs.

Source: California Emissions Estimator Model Version 2022.1. Refer to Appendix A for Model Data Outputs.

As shown in Table 4.3-1, construction related emissions would not exceed thresholds established by the PCAPCD or result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard. The impact is less than significant.

4.3.2.2 Long-Term Operational Impacts

The Project proposes to widen eastbound Sunset Boulevard from two lanes to three lanes from 575 feet west of Atherton Road to 400 feet east of Atherton Road in order to accommodate existing and projected traffic volumes. The Proposed Project itself would not generate automobile trips, a source of air pollutant emissions, but would instead accommodate more efficient vehicular travel within the City of Rocklin. The Project would not include the provision of any new permanent stationary source of criteria air pollutant emissions. Thus, the Project, by its nature, would not generate quantifiable criteria emissions from Project operations.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐

Less Than Significant Impact.

Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The nearest sensitive receptor to the Project Area is a university located 600 feet from the northern boundary of the Project Area.

4.3.2.3 Construction-Generated Air Contaminants

Construction of the Project would result in temporary emissions of diesel particulate matter (DPM), Reactive Organic Gases (ROG), NO_x, CO, PM_{10}, and $PM_{2.5}$ from the exhaust of off-road, heavy-duty diesel equipment for Project construction; site grading; trenching; and other miscellaneous activities. The Placer County region, where the Project Area is located, is designated nonattainment for the federal standards of O_3 and $PM_{2.5}$ and is also nonattainment for the state standards of O_3 and PM_{10} (CARB 2022). Thus, existing levels of these criteria pollutants in portions of Placer County are at unhealthy levels during certain periods. However, as shown in Table 4.3-1, construction-related emissions would not result in an exceedance of the PCAPCD thresholds and therefore no regional health effects from Project criteria pollutants would occur.

The health effects associated with O_3 are generally associated with reduced lung function. O_3 is not emitted directly into the air but is formed through complex chemical reactions between precursor emissions of ROG and NO_x in the presence of sunlight. The reactivity of O_3 causes health problems because it damages lung tissue, reduces lung function and sensitizes the lungs to other irritants. Scientific evidence indicates that ambient levels of O_3 not only affect people with impaired respiratory systems, such as asthmatics, but healthy adults and children as well. Exposure to O_3 for several hours at relatively low concentrations has been found to significantly reduce lung function and induce respiratory inflammation in normal, healthy people during exercise. This decrease in lung function generally is accompanied by symptoms including chest pain, coughing, sneezing and pulmonary congestion.

Studies show associations between short-term O_3 exposure and non-accidental mortality, including deaths from respiratory issues. Studies also suggest long-term exposure to O_3 may increase the risk of respiratory-related deaths. The concentration of O_3 at which health effects are observed depends on an individual's sensitivity, level of exertion (i.e., breathing rate), and duration of exposure. Studies show large individual differences in the intensity of symptomatic responses, with one study finding no symptoms to the least responsive individual after a 2-hour exposure to 400 parts per billion of O_3 and a 50 percent decrement in forced airway volume in the most responsive individual. Although the results vary, evidence suggests that sensitive populations (e.g., asthmatics) may be affected on days when the 8-hour maximum O_3 concentration reaches 80 parts per billion. Because the Project would not involve construction activities that would result in O_3 precursor emissions (ROG or NO_x) in excess of the PCAPCD thresholds, which are set to be protective of human health and account for cumulative emissions in Placer County, the Project is not anticipated to substantially contribute to regional O_3 concentrations and the associated health impacts.

CO tends to be a localized impact associated with congested intersections. In terms of adverse health effects, CO competes with oxygen, often replacing it in the blood, reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can include dizziness, fatigue, and impairment of central nervous system functions. The Project would not involve construction activities that would result in substantial CO emissions. Thus, the Project's CO emissions would not contribute to the health effects associated with this pollutant.

Particulate matter (PM_{10} and $PM_{2.5}$) contains microscopic solids or liquid droplets that are so small that they can get deep into the lungs and cause serious health problems. Particulate matter exposure has been linked to a variety of problems, including premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms such as irritation of the airways, coughing, or difficulty breathing. For construction activity, DPM is the primary toxic air contaminant of concern. PM_{10} exhaust is considered a surrogate for DPM as it contains $PM_{2.5}$ exhaust as a subset and all diesel exhaust is considered to be DPM. As with O_3 and NO_x, the Project would not generate emissions of PM_{10} or $PM_{2.5}$ that would exceed the PCAPCD's thresholds. The increases of these pollutants generated by the Proposed Project would not on their own generate an increase in the number of days exceeding the NAAQS or CAAQS standards. Therefore, PM_{10} and $PM_{2.5}$ emissions, when combined with the existing PM emitted regionally, would have minimal health effect on

people located in the immediate vicinity of the Project Area. Additionally, the Project's PM_{10} and $PM_{2.5}$ emissions are not expected to cause any increase in related regional health effects from these pollutants.

In summary, Project construction would not result in a potentially significant contribution to regional concentrations of nonattainment pollutants and would not result in a significant contribution to the adverse health impacts associated with those pollutants.

4.3.2.4 Operational Air Contaminants

The health risk public-notification thresholds adopted by the PCAPCD Board is 10 excess cancer cases in a million for cancer risk and a hazard index of more than one (1.0) for non-cancer risk. Examples of projects that emit toxic pollutants over long-term operations include oil and gas processing, gasoline dispensing, dry cleaning, electronic and parts manufacturing, medical equipment sterilization, freeways, and rail yards. The Project proposes to widen eastbound Sunset Boulevard from two lanes to three lanes from 575 feet west of Atherton Road to 400 feet east of Atherton Road in order to accommodate existing and projected traffic volumes. Operation of the Proposed Project would not result in the development of any substantial sources of air toxics. There would be no stationary sources associated with Project operations; nor would the Project attract additional mobile sources that spend long periods queuing and idling at the site. Onsite Project emissions would not result in significant concentrations of pollutants at any sensitive receptors. Therefore, the Project would not be a substantial source of toxic air contaminants. The Project will not result in a high carcinogenic or non-carcinogenic risk during operation.

This impact would be less than significant.

4.3.2.5 Carbon Monoxide Hot Spots

It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when idling at intersections. Concentrations of CO are a direct function of the number of vehicles, length of delay, and traffic flow conditions. Under certain meteorological conditions, CO concentrations close to congested intersections that experience high levels of traffic and elevated background concentrations may reach unhealthy levels, affecting nearby sensitive receptors. Given the high traffic volume potential, areas of high CO concentrations, or "hot spots," are typically associated with intersections that are projected to operate at unacceptable levels of service during the peak commute hours. It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. However, transport of this criteria pollutant is extremely limited, and CO disperses rapidly with distance from the source under normal meteorological conditions. Furthermore, vehicle emissions standards have become increasingly more stringent in the last 20 years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the Sacramento Valley Air Basin is designated as in attainment. Detailed modeling of Project-specific CO "hot spots" is not necessary and thus this potential impact is addressed qualitatively.

A CO "hot spot" would occur if an exceedance of the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur. The analysis prepared for CO attainment in the South Coast Air Quality Management District's (SCAQMD's) *1992 Federal Attainment Plan for Carbon Monoxide* in Los Angeles County and a Modeling and Attainment Demonstration prepared by the SCAQMD as part of the 2003 Air Quality Management Plan can be used to demonstrate the potential for CO exceedances of these standards. The SCAQMD is the air pollution control officer for much of southern California. The SCAQMD conducted a CO hot spot analysis as part of the 1992 CO Federal Attainment Plan at four busy intersections in Los Angeles County during the peak morning and afternoon time periods. The intersections evaluated included Long Beach Boulevard and Imperial Highway (Lynwood), Wilshire Boulevard and Veteran Avenue (Westwood), Sunset Boulevard and Highland Avenue (Hollywood), and La Cienega Boulevard and Century Boulevard (Inglewood). The busiest intersection evaluated was at Wilshire Boulevard and Veteran Avenue, which has a traffic volume of approximately 100,000 vehicles per day. Despite this level of traffic, the CO analysis concluded that there was no violation of CO standards (SCAQMD 1992). In order to establish a more accurate record of baseline CO concentrations affecting the Los Angeles, a CO "hot spot" analysis was conducted in 2003 (SCAQMD 2003) at the same four busy intersections in Los Angeles at the peak morning and afternoon time periods. This "hot spot" analysis did not predict any violation of CO standards. The highest one-hour concentration was measured at 4.6 ppm at Wilshire Boulevard and Veteran Avenue and the highest eight-hour concentration was measured at 8.4 ppm at Long Beach Boulevard and Imperial Highway. Thus, there was no violation of CO standards.

Similar considerations are also employed by other Air Districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District, the air pollution control officer for the San Francisco Bay Area, concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact.

The Project proposes to widen eastbound Sunset Boulevard from two lanes to three lanes from 575 feet west of Atherton Road to 400 feet east of Atherton Road in order to accommodate existing and projected traffic volumes. The Proposed Project itself would not generate automobile trips but would instead accommodate more efficient vehicular travel within Sunset Boulevard. Thus, the Proposed Project would not generate traffic volumes at any intersection of more than 100,000 vehicles per day (or 44,000 vehicles per day) and there is no likelihood of the Project traffic exceeding CO values.

This impact is less than significant, and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Less Than Significant Impact.

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; in fact, an odor that is offensive to one person (e.g., from a fast-food restaurant) may be perfectly acceptable to another. It is also important to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word "strong" to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air. When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

During construction, the Proposed Project presents the potential for generation of objectionable odors in the form of diesel exhaust in the immediate vicinity of the site. However, these emissions are short-term in nature and will rapidly dissipate and be diluted by the atmosphere downwind of the emission sources. Additionally, odors would be localized and generally confined to the construction area. Therefore, construction odors would not adversely affect a substantial number of people to odor emissions.

Land uses commonly considered to be potential sources of obnoxious odorous emissions include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Proposed Project does not include any uses identified as being associated with odors. Instead, the Project proposes to widen eastbound Sunset Boulevard from two lanes to three lanes from 575 feet west of Atherton Road to 400 feet east of Atherton Road in order to accommodate existing and projected traffic volumes. The Project would not generate odors at any potency beyond existing conditions.

4.3.3 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.4 Biological Resources

At the request of City of Rocklin, ECORP Consulting, Inc. (ECORP) conducted a Biological Resources Assessment (BRA) for the Proposed Project. The purpose of the BRA was to collect information on the biological resources present or with the potential to occur in the Biological Study Area (BSA), assess potential biological impacts related to Project activities, and identify potential mitigation measures to inform and support the Project's CEQA documentation for biological resources. The BRA is included as Appendix B of this Draft IS/MND (ECORP 2024; Appendix B).

The 5.83-acre BSA (project area) corresponds to a portion of Section 10, Township T. 11N North, and Range R. 06E (Placer County, California, MDBM, California" and Roseville, California" 7.5-minute quadrangles (USGS 1992, NAD 83) (Figure 1-1). The approximate center of the BSA is located at 38.817046° North and -121.293809° West within the Upper Coon-Upper Auburn watershed.

4.4.1 Environmental Setting

4.4.1.1 Site Characteristics and Land Use

The BSA consists of approximately 5.82-acre level terrain consisting of developed roads and managed landscaping along medians and sidewalks, ruderal vegetation, and constructed stormwater conveyances adjacent to driveways and roads. There are numerous offices and parking lots to the north and south as well as open space to the east and northeast. The open space/undeveloped areas lie outside of the BSA including annual grasslands to the north and small tributaries of Pleasant Grove Creek to the northeast and east/southeast.

The BSA is situated at an elevational range of approximately 130 to 140 feet above mean sea level in the Northern Sierra Nevada Foothills District in the Sierra Nevada Region of the California floristic province. The average winter low temperature is 38.3 degrees Fahrenheit (˚F) and the average summer high temperature is 90.1˚F; the average annual precipitation is approximately 36.12 inches at the Auburn, CA station, which is approximately 12 miles from the BSA.

Land uses within the BSA is categorized as urban. Vegetation communities and plant species composition are described in further detail below. Adjacent to the BSA are William Jessup University and annual grassland to the north/northeast, commercial and government buildings to the south and two tributaries of Pleasant Grove Creek to the northeast and east/southeast.

Pleasant Grove Creek is located offsite within approximately 40 feet of the eastern portion of the BSA with a second tributary flowing approximately 300 feet at its closest to the east. This section of the creek provides wetland habitat and connectivity to other parts of the creek up and downstream.

Representative photographs of the BSA are provided in Appendix B.

4.4.1.2 Vegetation Communities and Land Cover Types

Disturbed/Developed

Sunset Boulevard, which comprises the majority of the project area, is a paved road that is devoid of vegetation. The median of the road and southern boundary of the Study Area consists of maintained irrigated landscaping with a variety of horticultural tree and shrub species including coast redwood (*Sequoia sempervirens*), London plane tree (*Platanus × hispanica*), crape myrtle (*Lagerstroemia indica*), creeping manzanita (*Arctostaphylos* sp.), Japanese cheesewood (*Pittosporum tobira*), and bottlebrush (*Callistemon* sp.). The vegetation communities can be found on Figure 4.4-1.

4.4.1.3 Aquatic Resources

An aquatic resources delineation was conducted on October 24, 2024 and November 4, 2024 within the BSA. A constructed stormwater conveyance ditch was assessed, and it was determined to lack field indicators of an ordinary high-water mark and did not support the three parameters necessary for a wetland determination. No aquatic resources were delineated within the BSA.

4.4.1.4 Wildlife

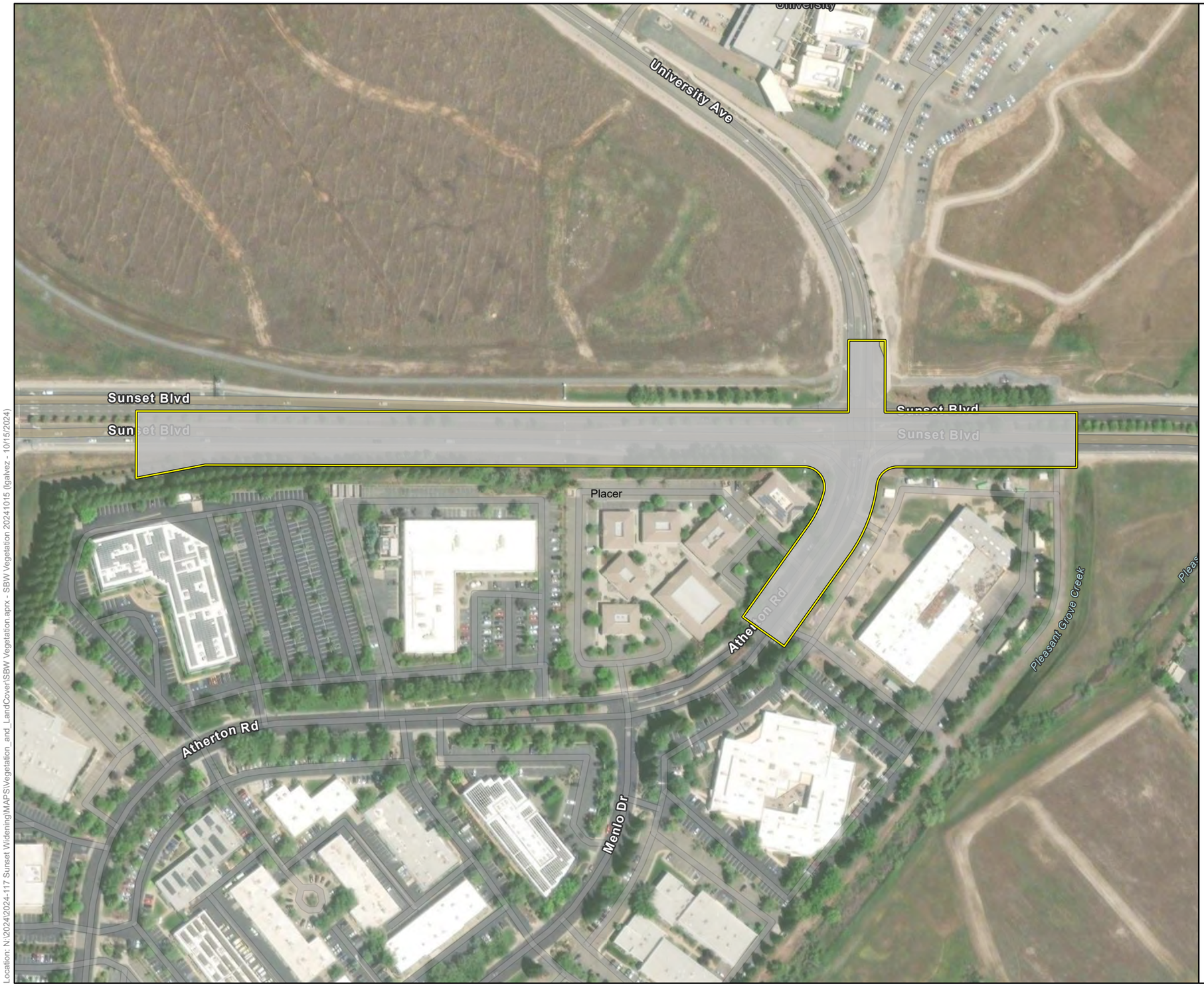
The Study Area provides limited habitat for wildlife species in the form of tall redwood trees and smaller landscaping trees and shrubs. The site visit was conducted outside the breeding season of most birds. Wildlife species observed on October 24,2024 within the Study Area include: Cooper's hawk (*Astur cooperii*) hunting in the redwood trees, red-shouldered-hawk (*Buteo lineatus*) and red-tailed hawk (*Buteo jamaicensis*) flying and soaring in the vicinity of the BSA, northern flicker (*Colaptes auratus*), Anna's hummingbird (*Calypte anna*) as well as several passerine species (sparrows, finches, yellow-rumped warbler (*Setophaga coronata*)) foraging in and around the vicinity of the BSA.

No invertebrates, amphibians, reptiles or mammals were observed or detected via sign (e.g., burrows, tracks, pellets, and fecal deposits/scat/guano). A full list of wildlife species observed in the BSA is provided in Appendix B).

4.4.1.5 Special-Status Species

Table 1 within the BRA (Appendix B) presents the full list of special-status plant and animal species identified through the literature review. For each species, the table provides the listing status, a brief description of habitat requirements and/or species ecology, a determination of the potential to occur within the BSA, and the rationale for that determination.

Based on the results within the California Natural Diversity Database (CNDDB), there are CNDDB occurrence(s) of Swainson's hawk, Cooper's hawk, and white-tailed kite within 5 miles of the BSA. The BSA provides marginally suitable nesting habitat for these species.



Map Contents

Project Area - 5.82 acres

Vegetation Community

CAI - California Introduced Annual and Perennial Herbaceous

URB - Urban

Sources: Esri, Maxar (2022), CDFW Great Valley Ecoregion Dataset

Other Related Info if Needed

Location: N:\2024\2024-117 Sunset Widening\MAPS\Vegetation_and_LandCover\SBW Vegetation.aprx - SBW Vegetation 20241015 (lgalvez - 10/15/2024)

Map Date: 10/15/2024

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Scale in Feet
0 200

Figure 4.4-1. Vegetation Community

2024-117 Sunset Boulevard Widening

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4.4.1.6 Critical Habitat and Essential Fish Habitat

There are no designated critical habitats mapped within the BSA.

Based on the literature review, anadromous fish critical habitat for steelhead (California Central Valley Distinct Population Segment) and Essential Fish Habitat for chinook salmon may be present within the *Rocklin, California* 7.5-minute quadrangle. However, because no suitable aquatic habitat occurs within the BSA, no anadromous fish critical habitat or Essential Fish Habitat are within the BSA.

4.4.1.7 Wildlife Movement/Corridors and Nursery Sites

The Essential Connectivity Areas map identifies larger, relatively natural habitat blocks that support native biodiversity and areas essential for connectivity between them. The BSA does not fall within an Essential Habitat Connectivity area, a small natural area that could support ecological value, or a natural habitat block.

For the purposes of this analysis, nursery sites include but are not limited to concentrations of nest or den sites such as heron rookeries or bat maternity roosts. This data is available through CDFW's Biogeographic Information and Observation System database or as occurrence records in the CNDDB and is supplemented with the results of the site reconnaissance. No nursery sites have been documented within the BSA and none were observed during the site reconnaissance. However, trees within the BSA may provide suitable habitat for nesting birds and bat maternity roosts.

4.4.1.8 Protected Trees/Oak Woodlands

Based on results of the reconnaissance site visit there were no protected trees or oak woodlands within the BSA or the adjacent vicinity. An arborist survey was not conducted for the BSA because vegetation is composed of landscaping plants.

4.4.2 Biological Resources (IV) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐

Less Than Significant Impact with Mitigation Incorporated.

During the site reconnaissance, ECORP biologists observed two special-status species, oak titmouse, and Cooper's hawk, within the BSA. There are no other CNDDB records for special-status species within the

BSA. However, the BSA supports potentially suitable habitat for multiple special-status species, including state or federally listed species.

The BSA supports potential nesting habitat for special-status birds, including raptors, and birds protected under the Migratory Bird Treaty Act (MBTA). Potential impacts to protected birds and nests from Project impacts include nest abandonment, reduction in adult food provisioning or incubation, or direct take of nestlings and/or eggs. Therefore, Mitigation Measure BIO-1 is required to ensure impacts remain at a less than significant level.

There is no suitable habitat for special-status plants within the BSA. Therefore, the Proposed Project will not adversely affect special-status plants.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒

No Impact.

No riparian habitat or sensitive natural communities are located within the Proposed Project Area. Therefore, the Project would not impact those resources.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒

No Impact.

Based on the aquatic resources delineation and the current Project limits, the Project would have no impact on aquatic resources. There are aquatic resources which may be considered Waters of the U.S. and/or State adjacent to the Project Area. The Project is not proposing impacts to aquatic resources. There would be no impact.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐

Less than Significant with Mitigation Incorporated.

There are no known migratory wildlife corridors or nursery sites within the Project Area. However, portions of the Proposed Project Area includes potential breeding and foraging habitat for multiple wildlife species. Project implementation may temporarily disturb and displace wildlife from the Project Area. Some wildlife such as diurnal birds and nocturnal bat and bird species are likely to continue using the habitats within and adjacent to the Project Area opportunistically during construction. Once construction is complete, wildlife movements of birds and bats that may have been disturbed or displaced would be expected to resume.

With implementation of Mitigation Measure BIO-2, impacts to wildlife movement corridors and potential nursery sites would be avoided or minimized. Therefore, the Project would not substantially interfere with wildlife movement or impede use of nursery sites.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐

Less than Significant Impact with Mitigation Incorporated.

The Project is expanding the existing Sunset Boulevard within the City of Rocklin. With implementation of Mitigation Measures BIO-1 and BIO-2, the Proposed Project is not anticipated to conflict with any local policies or ordinances. Therefore, any impacts would be less than significant with mitigation incorporated.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

Less Than Significant Impact.

The Proposed Project is within the Placer County Conservation Plan area; however, the Project is within the City of Rocklin, which is a non-participating entity. Therefore, the BSA is not covered by any local, regional, or state conservation plans and would not conflict with such plans. Any impact would be less than significant.

4.4.3 Mitigation Measures

BIO-1: **Nesting Bird Surveys.** To avoid or minimize the potential impacts to nesting birds, Project construction, including vegetation removal, activities shall commence during the nonbreeding season (typically October 1 through January 31 but must be determined by a qualified biologist) to the extent feasible.

If work is unavoidable during the nesting season, a preconstruction nesting bird survey shall be conducted within 14 days prior to the commencement of Project-related ground disturbance.

The preconstruction nesting bird survey shall include accessible areas within 0.25 miles for Swainson's hawk, 500 feet of the Project boundaries for other raptors, and 100 feet for other birds protected under the MBTA.

If active nests are found, a no-disturbance buffer shall be established around the nest. A qualified biologist, in consultation with the CDFW, shall establish a buffer distance. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest tree, to be determined by a qualified biologist. No further measures are necessary once the young are independent of the nest or the nest is otherwise no longer occupied.

BIO-2: **General Mitigation Measures.** The Project impact limits shall be clearly demarcated prior to construction and all workers shall be made aware of the impact limits and avoided areas. No ground- or vegetation-disturbing activities shall occur outside of the Project impact limits. All vehicles and equipment shall be restricted to the Project impact limits or existing designated access roads and staging areas.

Erosion control measures shall be placed between avoided aquatic resources and the outer edge of the impact limits prior to commencement of construction activities and shall be maintained until construction is completed and soils have stabilized. Plastic monofilament netting or similar material shall not be used for erosion control, because smaller wildlife may become entangled or trapped in it. This includes products that use photodegradable or biodegradable synthetic netting, which can take several months to decompose. Acceptable materials include natural fibers such as jute, coconut, twine, or other similar fibers or tackified hydroseeding compounds.

A qualified biologist shall conduct mandatory worker environmental awareness training for all contractors, work crews, and any onsite personnel to aid workers in recognizing special-status species and sensitive biological resources that are known.

4.5 Cultural Resources

City of Rocklin retained ECORP in 2024 to conduct a cultural resources records search for the Sunset Boulevard Widening Project in Rocklin (Appendix C), California. Sections 6253, 6254, and 6254.10 of the California Code authorize state agencies to exclude archaeological site information from public disclosure under the Public Records Act. In addition, the California Public Records Act (Government Code Section 6250 et seq.) and California's open meeting laws (The Brown Act, Government Code Section 54950 et seq.) protect the confidentiality of Native American cultural place information. Because the disclosure of information about the location of cultural resources is prohibited by the Archaeological Resources Protection Act of 1979 (16 U.S. Code 552 [USC] 470HH) and Section 307103 of the National Historic Preservation Act (NHPA), it is exempted from disclosure under Exemption 3 of the federal Freedom of Information Act (5 USC 552)] Likewise, the Information Centers of the California Historical Resources Information System maintained by the California Office of Historic Preservation (OHP) prohibit public dissemination of records search information. In compliance with these requirements, the results of this cultural resource investigation were prepared as a confidential document, which is not intended for public distribution in either paper or electronic format. As such, the Cultural Resources Inventory Report is not included in this Draft IS/MND.

4.5.1 Environmental Setting

The Project Area consists of an approximately 0.3-mile segment of Sunset Boulevard located approximately 800-feet east of SR-65 in Placer County, California. The Project Area totals 5.82 acres in Section 10 of Township 11 North, Range 6 East, MDBM, as depicted on the 1992 Roseville, California USGS 7.5-minute topographic quadrangle map.

4.5.2 Cultural Resources Records Search

ECORP requested a records search for the property at the North Central Information Center (NCIC) of the California Historical Resources Information System at California State University, Sacramento on June 13, 2024. The purpose of the records search was to determine the extent of previous surveys within a 0.5-mile (800-meter) radius of the Proposed Project Area, and whether previously documented pre-contact or historic archaeological resources or architectural resources exist within this area. NCIC staff completed and returned the records search to ECORP on June 24, 2024.

In addition to official records and maps for archaeological resources and surveys in Placer County, ECORP\ reviewed the following historic references: Built Environment Resource Directory; Historic Property Data File for Lake County; the National Register Information System; California Historical Landmarks; California Points of Historical Interest; Directory of Properties in the Historical Resources Inventory; Caltrans Local Bridge Survey; Caltrans State Bridge Survey; and Historic Spots in California. ECORP also reviewed geologic maps and soils data to assess buried site potential.

Other references examined include historic General Land Office (GLO) land patent records (Bureau of Land Management). In addition, ECORP reviewed aerial photographs taken in 1947, 1952, 1958, 1961, 1966, 1981, 1984, 1993, 1999, and from 2003 through 2023, and the following maps for any indications of property usage and built environment:

BLM GLO Plat map for Township 11 North, Range 6 East from 1855;

USGS Sacramento, California topographic quadrangle map (1:125,000 scale) from 1891;

USGS Roseville, California topographic quadrangle map (1:31,680 scale) from 1910; and

USGS Roseville, California topographic quadrangle map (1:24,000 scale) from 1953, 1967 (including the 1975 and 1981 photorevised versions), and 1992.

4.5.2.1 Records Search

Twenty-six previous cultural resource investigations have been conducted within 0.5 mile of the Project Area, covering approximately 98 percent of the total area surrounding the Project Area within the search radius. Of the 26 previous studies, eight were conducted within the Project Area. The records search also determined that three previously recorded cultural resources are located within 0.5 mile of the Project Area. Of these, one is believed to be associated with Native American occupation of the vicinity and two are historic-era resources associated with early European-American ranching activities and transportation infrastructure. There are no previously recorded resources within the Project Area.

An examination of maps, charts, aerial photographs, soils information, and the results of the records search and literature review revealed that Sunset Boulevard was constructed between 1961 and 1966 and originally named "Placer Boulevard". Prior to construction, the Project Area was vacant land used primarily for agriculture. Sunset Boulevard has been improved and widened several times since its construction, and the segment of road outside of and to the west of the Project Area was temporarily realigned southward during the 1980s until the SR-65 interchange was completed in 2010. Atherton Road and University Avenue were built sometime between 1984 and 1993. The properties lining Atherton Road on the southern side of Sunset Boulevard have undergone significant development since the road's construction, and several commercial and industrial buildings currently occupy the vicinity south of the Project Area.

4.5.3 Cultural Resources (V) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☒	☐	☐

Less Than Significant Impact with Mitigation Incorporated.

As mentioned above, there are no previously recorded resources within the Project Area. Additionally, soils and hydrology data indicate a low potential for the presence of pre-contact cultural material buried

within the Project Area. This likelihood is further supported by the 26 cultural studies within and surrounding the Project Area that collectively recorded only one pre-contact cultural resource within 0.5 mile of the Project Area since the 1970s.

Additionally, soils and hydrology data indicate a low potential for the presence of pre-contact cultural material buried within the Project Area. This likelihood is further supported by the 26 cultural studies within and surrounding the Project Area that collectively recorded only one pre-contact cultural resource within 0.5 mile of the Project Area since the 1970s.

However, there always remains a possibility with any ground disturbing activities that an unanticipated discovery any expose previously unrecorded resources. Therefore, with implementation of Mitigation Measure CUL-1, any impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐

Less Than Significant Impact with Mitigation Incorporated.

As discussed previously, a records search consisting of a review of previous research and literature and historical aerial photographs and maps of the vicinity was conducted for the Project Area. The records search results failed to indicate the presence of previously recorded archaeological or architectural history resources within the Project Area.

According to the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS), a total of three soil types make up the Project Area. The underlying geography of the Project Area consists of Mehrten Formation ™ composed of mainly volcanic conglomerate and tuffaceous sandstone and siltstone derived from andesitic sources and some andesite mudflow breccia (lahar) deposited during the Miocene and Pliocene epoch; approximately 23 million years ago to 11 thousand years ago.

Although a tributary of Pleasant Grove Creek is located approximately 360 feet east of the Project Area, the underlying geology predates the time of human occupation; and while alluvial deposits tend to preserve archeological material and create an increased likelihood of pre-contact archaeological sites located along perennial waterways, the alluvial soils in the western portion of the Project Area (Alamo Variant clay) are the result of deposits that are too old to have buried evidence of human occupation. Soils and hydrology data, therefore, would indicate a low potential for buried pre-contact archaeological sites within the Project Area.

However, there always remains a possibility with any ground disturbing activities that an unanticipated discovery any expose previously unrecorded resources. Therefore, with implementation of Mitigation Measure CUL-1, any impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

Less Than Significant Impact with Mitigation Incorporated.

As discussed above, there are no known formal or informal cemeteries within the Project Area. Regardless, there is a possibility of the unanticipated and accidental discovery of human remains during ground-disturbing Project-related activities. Therefore, Mitigation Measure CUL-1 is provided to reduce potential impacts to a level that is considered less than significant.

4.5.4 Mitigation Measures

CUL-1: **Implement Measures to Protect Unanticipated Cultural, Archaeological, and/or Tribal Cultural Resources Discoveries.** If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find:

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately and no agency notifications are required.
- If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, the archaeologist shall immediately notify the lead agencies. The agencies shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined by CEQA or a historic property under Section 106 NHPA, if applicable. Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not a Historical Resource under CEQA or a Historic Property under Section 106; or 2) that the treatment measures have been completed to their satisfaction.
- If the find includes human remains, or remains that are potentially human, they shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the Placer County Coroner (per § 7050.5 of the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the coroner determines the remains are Native American and not the

result of a crime scene, the coroner will notify the Native American Heritage Commission (NAHC), which then will designate a Native American Most Likely Descendant (MLD) for the Project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

4.6 Energy

4.6.1 Environmental Setting

California relies on a regional power system comprised of a diverse mix of natural gas, renewable, hydroelectric, and nuclear generation resources. Natural gas provides California with a majority of its electricity followed by renewables, large hydroelectric and nuclear (California Energy Commission 2022). Pacific Gas and Electric Company (PG&E) provides electricity and natural gas to Placer County. It generates or buys electricity from hydroelectric, nuclear, renewable, natural gas, and coal facilities. PG&E provides natural gas and electricity to most of the northern two-thirds of California, from Bakersfield and Barstow to near the Oregon, Nevada and Arizona State Line. It provides 5.2 million people with electricity and natural gas across 70,000 square miles.

Potential energy-related impacts associated with this Project include the depletion of nonrenewable resources (e.g., oil, natural gas, coal) and emissions of pollutants during the construction. Since the Project is proposing to widen eastbound Sunset Boulevard from two lanes to three lanes in order to accommodate existing and projected traffic volumes, there will be no operational energy consumption beyond existing conditions as a result of the Project. Discussion of energy-related impacts will focus on the single source of energy that is relevant to the Proposed Project: the equipment-fuel necessary for Project construction.

4.6.1.1 Energy Consumption

Vehicle fuel use is typically measured in gallons (e.g., of gasoline or diesel fuel), although energy use for electric vehicles is measured in kilowatt-hours. Automotive fuel consumption in Placer County from 2019 to 2023 is shown in Table 4.6-1. Fuel consumption demand has slightly decreased since 2019.

Table 4.6-1. Automotive Fuel Consumption in Placer County 2019-2023	
Year	**Total Fuel Consumption**
2023	175,089,375
2022	174,975,372
2021	173,933,310
2020	155,022,575
2019	179,130,091

Source: California Air Resources Board 2024

4.6.2 Energy (VI) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐

Less Than Significant Impact.

This impact analysis focuses on the source of energy that is relevant to the Proposed Project: the equipment-fuel necessary for Project construction. Addressing energy impacts requires an agency to make a determination as to what constitutes a significant impact. There are no established thresholds of significance, statewide or locally, for what constitutes a wasteful, inefficient, and unnecessary consumption of energy for a proposed road widening project. For the purposes of this analysis, the amount of fuel necessary for Project construction is calculated and compared to that consumed in Placer County in 2023, the most recent full year of data. The amount of total construction-related fuel used was estimated using ratios provided in the Climate Registry's General Reporting Protocol for the Voluntary Reporting Program, Version 2.1 (2016). Table 4.6-2 shows fuel consumption for the Proposed Project.

Table 4.6-2. Proposed Project Fuel Consumption		
Energy Type	**Annual Energy Consumption**	**Percentage Increase Countywide**
Automotive Fuel Consumption		
Project Construction Year One	63,350 gallons	0.036

Notes: The Project increases in construction automotive fuel consumption are compared with the Placer County fuel consumption in 2023, the most recent full year of data.

Source: Refer to Appendix D for construction and automotive fuel consumption calculations.

As indicated in Table 4.6-2, the Project's gasoline fuel consumption during the one-time construction period is estimated to be 63,350 gallons during the only year of construction. This would increase the annual construction related fuel use in the county by 0.036 percent. As such, Project construction would have a nominal effect on local and regional energy supplies. No unusual Project characteristics would

necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or the state. Construction contractors would purchase their own gasoline and diesel fuel from local suppliers and would judiciously use fuel supplies to minimize costs due to waste and subsequently maximize profits. Additionally, construction equipment fleet turnover and increasingly stringent state and federal regulations on engine efficiency combined with state regulations limiting engine idling times and requiring recycling of construction debris, would further reduce the amount of transportation fuel demand during Project construction. For these reasons, it is expected that construction fuel consumption associated with the Project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature.

For these reasons, this impact would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

No Impact.

The Project proposes to widen eastbound Sunset Boulevard from two lanes to three lanes from 575 feet west of Atherton Road to 400 feet east of Atherton Road in order to accommodate existing and projected traffic volumes. The Proposed Project itself would not generate automobile trips but would instead accommodate more efficient vehicular travel within the City of Rocklin. The Project does not include energy consumption sources that are directly subject to state or local energy efficiency plans. The Project would comply with all state and local policy provisions related to renewable energy and energy efficiency, and therefore would not conflict with or obstruct a plan for renewable energy or energy efficiency. Therefore, there is no impact, and no mitigation is required.

4.6.3 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.7 Geology and Soils

4.7.1 Environmental Setting

The Project Area is within the transition zone between the eastern Sacramento Valley and the Sierra Nevada foothills. The region is characterized by agricultural areas, grasslands, and oak woodlands. Rosenthal and Willis (2017) describe the geology of the Sacramento Valley as large, asymmetric, structural trough (syncline) formed by westward-tilting blocks of plutonic and metamorphic rocks on the eastern side, and highly folded and faulted blocks of metamorphic rocks (Franciscan) on the western side. This basin has been partially filled by a thick sequence (up to 12.4 miles [20 kilometers] thick) of sedimentary rocks and alluvial deposits that range from late Jurassic to Historical in age. During the Pleistocene, erosion of the Sierra Nevada led to the deposition of large alluvial fans at the base of the foothills along

the eastern side of the Sacramento Valley. Glacial conditions are generally credited for the deposition of these fans, although subsequent interglacial periods are marked by landscape stability, soil formation, and channel incision. Subsequent depositional cycles during the Holocene progressively buried downstream sections of many older alluvial fans and led to the formation of inset stream terraces and nested alluvial fans along the foothills (Rosenthal and Willis 2017).

4.7.1.1 Site Soils

Geological data from the USDA NRCS characterize the geology of the local area in reference to archaeological history. Certain geological characteristics and formations are more likely to be of concern for archaeological materials. According to the USDA NRCS Web Soil Survey (NRCS 2024), a total of three soil types make up the Project Area (Table 4.7-1). The underlying geography of the Project Area consists of Mehrten Formation (Tm) composed of mainly volcanic conglomerate and tuffaceous sandstone and siltstone derived from andesitic sources and some andesite mudflow breccia (lahar) deposited during the Miocene and Pliocene epoch; approximately 23 million years ago to 11 thousand years ago (Wagner, et al. 1981). Figure 4.7-1 depicts the soil types found within the Project Area.

Table 4.7-1. Soil Types within Project Area

Map Unit	Map Unit Name	Parent Material	Drainage Class	Percent of Project Area	Acres in Project Area
105	Alamo Variant clay, 2 to 15 percent slopes	Alluvium	Somewhat poorly drained	2.5	0.2
145	Exchequer-Rock outcrop complex, 2 to 30 percent slopes	Residuum weathered from volcanic breccia	Somewhat excessively drained	45.2	2.6
154	Inks-Exchequer complex, 2 to 25 percent slopes	Residuum weathered from conglomerate	Well drained	52.3	3
			Total	**100**	**5.8**

4.7.1.2 Regional Seismicity and Fault Zones

Seismic activity causes pressure to build up along a fault, and the release of pressure results in ground shaking. This shaking itself is known as an earthquake. Earthquakes can also trigger other hazards including surface rupture (cracks in the ground surface), liquefaction (causing loose soil to lose its strength), landslides, and subsidence (sinking of the ground surface).

Active and potentially active faults pose risks to the City of Rocklin. Active faults have experienced displacement in historic time, suggesting that future displacement may be expected, whereas potentially active faults are those that have shown displacement within the last 1.6 million years and may or may not have reasonable chance of creating future earthquakes.

Map Contents

Project Area - 5.82 acres

Series Number - Series Name

- 105 - Alamo variant clay, 2 to 15 percent slopes
- 145 - Exchequer-Rock outcrop complex, 2 to 30 percent slopes
- 147 - Fiddyment-Kaseberg loams, 2 to 9 percent slopes
- 154 - Inks-Exchequer complex, 2 to 25 percent slopes

Natural Resources Conservation Service (NRCS) Soil Survey Geographic (SSURGO) Database for Placer County, CA

Sources: Esri, Maxar (2022)

Other Related Info if Needed

Location: N:\2024\2024-117 Sunset Widening\MAPS\Soils_and_Geology\SBW Soils.aprx - SBW Soils 20241014 (lgalvez - 10/15/2024)

Map Date: 10/15/2024

ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

Scale in Feet
0 200

Figure 4.7-1. Natural Resources Conservation Service Soil Types

2024-117 Sunset Boulevard Widening

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The nearest fault system, the Foothills fault system, runs through the western Sierra Nevada and has the greatest potential for damaging buildings in Rocklin. Two segments of the Foothills fault system, the Bear Mountain Fault and the Melones Fault, are approximately 15 and 22 miles east of Rocklin, respectively, although these two segments are not considered active.

Active faults within 50 miles of Rocklin include the Dunnigan Hills Fault and the Cleveland Hills Fault. The closest identified active fault is the Cleveland Hills Fault, approximately 40 miles north of Rocklin. The Dunnigan Hills Fault is approximately 45 miles west of Rocklin (City of Rocklin 2021).

4.7.1.3 Ground Failure

Ground failure is a secondary impact of ground shaking and can include landslides, liquefaction, lurching, and differential settlement. Buildings can tilt or sink, utility lines can rise to the surface, and levees can fail. If soils are poorly consolidated, the ground can subside.

Landslides

Landslides are an active part of the natural erosion process. The climate (with wet winters and dry summers), the mountainous terrain, areas of weak bedrock conditions, and commonly thick unconsolidated soil and rock all contribute to the development of landslides. Human activities that impact vegetation, slope gradients, and drainage processes can also contribute to slope instability and erosion.

The risk of slope instability is highest in the Coast Range of western California and coincides with climatic, topographic, and geologic environments that induce landslides. In general, the Coast Range is associated with a wet climate, steep terrain, and the Franciscan Geologic Formation, which is known to have poor slope stability characteristics. In contrast, the metamorphic and volcanic rocks of western Placer County exhibit much better slope stability characteristics but may contain localized areas where poor slope stability conditions are apparent (Placer County 2021).

Minor landslides may have occurred in the past within the City of Rocklin, as evidenced by past deposits exposed in erosion gullies. With significant rainfall, additional failures are possible in the identified landslide hazard areas, and minor landslides could occur in areas affected by fires. However, the topography of Rocklin is quite flat and not known to be unstable. Slopes and gullies in the city are heavily vegetated and the overall risk of landslide is deemed low (City of Rocklin 2021).

Liquefaction

Liquefaction is the loss of soil strength due to seismic forces generating various types of ground failure. Liquefaction occurs when saturated and poorly consolidated granular material is shaken during an earthquake and is transformed into a fluid-like state. The potential for liquefaction must account for soil types and density, the groundwater table, and the duration and intensity of ground shaking. If soils are poorly consolidated, the ground can subside. According to the 2011 Rocklin General Plan EIR, because Rocklin is located over a stable granite bedrock formation and much of the area is covered by volcanic mud, there are no major problems with unstable soil. There are some localized stability problems as a result of clay deposits or springs, but they are nuisances, not a major danger (City of Rocklin 2011).

Subsidence

Land surface subsidence can be induced by both natural and human phenomena. Natural phenomena include subsidence resulting from tectonic deformations and seismically induced settlements; soil subsidence from consolidation, hydrocompaction, or rapid sedimentation; subsidence from oxidation or dewatering of organic-rich soils; and subsidence related to subsurface cavities. Subsidence related to human activity includes subsurface fluid or sediment withdrawal. Pumping of water for residential, commercial, and agricultural uses from subsurface water tables causes more than 80 percent of the identified subsidence in the United States. Lateral spreading is the horizontal movement or spreading of soil toward an open face, such as a streambank, the open side of fill embankments, or the sides of levees. The potential for failure from subsidence and lateral spreading is highest in areas where there is a high groundwater table, where there are relatively soft and recent alluvial deposits, and where creek banks are relatively high (Placer County 2021).

Expansive Soils

Expansive soils can shrink and swell with wetting and drying. Soils with high clay content tend to be the most affected. The shrink-swell potential of expansive soils can result in differential movement beneath foundations. Expansive soils are common in western and central California, particularly where clay-rich parent material is present or within seasonally wet basin areas. Near surface expansive clays shrink and swell where subject to seasonal soil moisture variations. Expansive soils can be recognized by the appearance of soil cracks that open during the dry season and close during the rainy season. Structures, pavements, concrete slabs, and other improvements can experience significant damage from this seasonal shrinking and swelling process if not designed to address the presence of expansive soils. Expansive soils can also accelerate landslides and the process of soil creep on slopes.

Naturally Occurring Asbestos

Asbestos is the common name for a group of naturally occurring fibrous silicate minerals that can separate into thin but strong and durable fibers. Naturally Occurring Asbestos (NOA), which was identified as a toxic air contaminant in 1986 by CARB, is located in many parts of California, including several foothill areas of Placer County, and is commonly associated with serpentine. For a complete discussion on asbestos and associated risks, the reader is referred to the ultramafic rock discussion in Section 4.9, Hazards and Hazardous Materials.

4.7.1.4 Paleontological Resources

ECORP conducted a query of the University of California Museum of Paleontology (UCMP) catalog records, a review of regional geologic maps from the California Geological Survey (CGS), a review of local soils data, and a review of existing literature on paleontological resources of Placer County. The purpose of the assessment was to determine the sensitivity of the Project Area, whether known occurrences of paleontological resources are present within or immediately adjacent to the Project Area, and whether implementation of the Project could result in significant impacts to paleontological resources.

Paleontological resources include mineralized (i.e., fossilized) or unmineralized bones, teeth, soft tissues, shells, wood, leaf impressions, footprints, burrows, and microscopic remains.

The results of the search of the UCMP indicated that 779 paleontological specimens were recorded from 9 identified localities and 10 unidentified localities in Placer County. Paleontological resources include fossilized remains of birds, mammals, reptiles, and amphibians (UCMP 2024).

4.7.2 Geology and Soils (VII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☒	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐

a) Less Than Significant Impact.

i) Less than Significant Impact.

The Proposed Project Area is not located within the Alquist-Priolo Earthquake Zone (CGS 2024a). The Project Area is not within a currently established State of California Earthquake Fault Zone for surface fault rupture hazards. No active or potentially active faults are known to pass directly beneath the Site. By CGS definition, an active fault is one with surface displacement within the last 11,000 years. A potentially active fault has demonstrated evidence of surface displacement within the past 1.6 million years. Faults that have not moved in the last 1.6 million years are typically considered inactive. Any impact would be considered less than significant.

ii) Less Than Significant Impact.

Depending upon the magnitude, proximity to epicenter, and subsurface conditions (e.g., bedrock stability and the type and thickness of underlying soils), ground shaking damage could vary from slight to intensive. According to the CGS Geologic Hazard Zone Map, the Project Area is not subject to significant

geologic hazards such as significant seismic shaking (CGS 2024b). The Proposed Project would have a less than significant impact related to strong ground shaking.

iii) Less Than Significant Impact.

Liquefaction occurs when loose sand and silt saturated with water behaves like a liquid when shaken by an earthquake. Liquefaction can result in the following types of seismic-related ground failure:

Loss of bearing strength – soils liquefy and lose the ability to support structures.

Lateral spreading – soils slide down gentle slopes or toward stream banks.

Flow failures – soils move down steep slopes with large displacement.

Ground oscillation – surface soils, riding on a buried liquefied layer, are thrown back and forth by shaking.

Flotation – floating of light buried structures to the surface.

Settlement – settling of ground surface as soils reconsolidate.

Subsidence – compaction of soil and sediment.

Liquefaction potential has been found to be greatest where the groundwater level and loose sands occur within a depth of about 50 feet or less. The DOC provides mapping for areas susceptible to liquefaction in California. According to this mapping, the Project Area is not located in an area identified for the risk of liquefaction (CGS 2024c). As such, the Proposed Project would result in less than significant impacts with regard to seismic-related ground failure, including liquefaction.

iv) Less Than Significant Impact.

The Project Area has elevation gain immediately north of the site however it does not have steep hillsides or other formations susceptible to landslides during a seismic event. Additionally, according to the DOC mapping, the Project Area is not located in an area identified for the risk of landslides (CGS 2024d). As such, the potential for landslides would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐

Less Than Significant Impact.

The Proposed Project includes the construction of widening Sunset Boulevard, with construction involving grading, excavation, and soil hauling, which would disturb soils and potentially expose them to wind and water erosion.

Any development involving clearing, grading, or excavation that causes soil disturbance of 1 or more acres, or any project involving less than 1 acre that is part of a larger development plan and includes clearing, grading, or excavation, is subject to NPDES State General Permit (Order No. 2009-0009-DWQ) provisions. Any development of this size, including the Project Area, would be required to prepare and comply with an approved Stormwater Pollution Prevention Plan (SWPPP) that provides a schedule for the implementation and maintenance of erosion control measures and a description of the erosion control practices, including appropriate design details and a time schedule. The SWPPP would consider the full range of erosion control BMPs, including any additional site-specific and seasonal conditions. Erosion control BMPs include, but are not limited to, the application of straw mulch, hydroseeding, the use of geotextiles, plastic covers, silt fences, and erosion control blankets, as well as construction site entrance and outlet tire washing. The State General Permit also requires that those implementing SWPPPs meet prerequisite qualifications that would demonstrate the skills, knowledge, and experience necessary to implement SWPPPs. The NPDES requirements would significantly reduce the potential for substantial erosion or topsoil loss to occur in association with new development. In addition, the Proposed Project would be required to use BMPs to control runoff from all new development and thus limit erosion.

Since erosion impacts are often dependent on the type of development, intensity of development, and amount of lot coverage of a particular project site, impacts can vary. However, compliance with NPDES and SWPPP requirements would ensure that soil erosion and related impacts would be less than significant. Additionally, the Project would be required to comply with the City of Rocklin's Grading and Erosion and Sedimentation Control Ordinance (City of Rocklin 2024b, Rocklin Municipal Code, Chapter 15.28) and the Stormwater Runoff Pollution Control Ordinance (City of Rocklin 2024c, Rocklin Municipal Code, Chapter 8.30). Any impact would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐

Less Than Significant Impact.

As discussed previously, the Project Area has little potential for landslides. Lateral spreading is a form of horizontal displacement of soil toward an open channel or other *free* face, such as an excavation boundary. Lateral spreading can result from either the slump of low cohesion and unconsolidated material or, more commonly, by liquefaction of either the soil layer or a subsurface layer underlying soil material on a slope, resulting in gravitationally driven movement. One indicator of potential lateral expansion is frost action. Potential for frost action is the likelihood of upward or lateral expansion of the soil caused by the formation of segregated ice lenses (frost heave) and the subsequent collapse of the soil and loss of strength on thawing (NRCS 2024). The Web Soil Survey identifies the Project Area as having very little soils with frost action potential, as the Alamo Variant Clay soil is the only soil located on the Project Area that

does have the potential, and that makes up approximately 0.2 acres of the Project. The Exchequer-Rock outcrop complex and the Inks-Exchequer complex have a very low frost action potential. Additionally, as discussed in Item a) iii) above, the Project Area is identified as not being susceptible to liquefaction. As such, the potential for impacts due to lateral spreading would be less than significant.

With the withdrawal of fluids, the pore spaces within the soils decrease, leading to a volumetric reduction. If that reduction is significant enough over an appropriately thick sequence of sediments, regional ground subsidence can occur. This typically only occurs within poorly lithified sediments and not within competent rock. This can occur as a result of high-volume water, oil, or gas extraction operations. No oil, gas, or high-volume water extraction wells are known to be present in the Project vicinity. According to the USGS Areas of Land Subsidence in California webpage, the City, including the Project Area, is located in an area of no land subsidence (USGS 2024). As such, the potential for impacts due to subsidence would be less than significant.

Collapse occurs when water is introduced to poorly cemented soils, resulting in the dissolution of the soil cementation and the volumetric collapse of the soil. In most cases, the soils are cemented with weak clay (argillic) sediments or soluble precipitates. This phenomenon generally occurs in granular sediments situated within arid environments. Collapsible soils will settle without any additional applied pressure when sufficient water becomes available to the soil. Water weakens or destroys bonding material between particles that can severely reduce the bearing capacity of the original soil. The collapse potential of the Project Area soil is considered low due to the high amount of Exchequer-Rock outcrop complex within the Project Area. Additionally, as the Project proposes the widening of an existing arterial lane in a developed area, impacts associated with off-site landslide, lateral spreading, subsidence, liquefaction or collapse is negligible.

Because of the distance from active faults and the nature of the Project, the potential for settlement or collapse at the Project Area is considered unlikely. As such, there is a less than significant impact in this area.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐

Less Than Significant Impact.

"Shrink-swell potential" is the potential for volume changes in a soil with a loss or gain in moisture. If the shrink-swell potential is rated moderate to high, damage to buildings, roads, and other structures can occur. These limitations can vary substantially over short distances. Some clayey soils tend to expand when wet and contract upon drying, which can cause structural damage if not accounted for in construction designs. Soils in the Project Area are generally cobbly and stony loams with low shrink-swell potential and do not pose a hazard of this kind. Consequently, the potential effects due to shrink-swell

characteristics of the soil within the Project Area is low. For these reasons, the impact is less than significant. No mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

No Impact.

Due to the nature of the Project being road widening of an existing Boulevard within the City of Rocklin, the Proposed Project does not require any wastewater sewer system and would not require the construction of septic tanks or alternative wastewater disposal systems. Thus, there is no impact associated with Project Area soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Less Than Significant Impact with Mitigation Incorporated.

A search of the UCMP failed to indicate the presence of paleontological resources in the Project Area. Although paleontological resources sites were not identified in the Project Area, there is the possibility that unanticipated paleontological resources will be encountered during ground-disturbing Project-related activities. As such, Mitigation Measure GEO-1 is included to reduce impacts to unknown paleontological resources to a less than significant level.

4.7.3 Mitigation Measures

GEO-1: **Unanticipated Paleontological Discoveries.** If paleontological or other geologically sensitive resources are identified during any phase of Project development, the construction manager shall cease operation at the site of the discovery and immediately notify the City of Rocklin. The City shall retain a qualified paleontologist to provide an evaluation of the find and to prescribe mitigation measures to reduce impacts to a less-than-significant level. In considering any suggested mitigation proposed by the consulting paleontologist, the City shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, Project design, costs, land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall

be instituted. Work may proceed on other parts of the Project Area while mitigation for paleontological resources is carried out.

4.8 Greenhouse Gas Emissions

4.8.1 Environmental Setting

Greenhouse Gas (GHG) emissions are released as byproducts of fossil fuel combustion, waste disposal, energy use, land use changes, and other human activities. This release of gases, such as carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and chlorofluorocarbons, creates a blanket around the earth that allows light to pass through but traps heat at the surface, preventing its escape into space. While this is a naturally occurring process known as the greenhouse effect, human activities have accelerated the generation of GHGs beyond natural levels. The overabundance of GHGs in the atmosphere has led to an unexpected warming of the earth and has the potential to severely impact the earth's climate system.

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. CH_4 traps more than 25 times more heat per molecule than CO_2, and N_2O absorbs 298 times more heat per molecule than CO_2. Often, estimates of GHG emissions are presented in Carbon Dioxide Equivalents (CO_2e). Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted.

The local air quality control officer for the Project region is the PCAPCD. The PCAPCD has adopted bright-line numeric threshold emission levels of 1,100 metric tons of CO_2e per year for operations of a land use project and 10,000 metric tons of CO_2e per year for construction. Any project that fall below these thresholds would be found to have a less than significant impact on GHG emissions. Non-residential projects that would result in emissions above the operational threshold of 1,100 metric tons of CO_2e per year are then compared against an efficiency-based threshold of 26.5 metric tons of CO_2e per 1,000 square feet if located in a rural area of the unincorporated County and 27.3 metric tons of CO_2e per 1,000 square feet if located in an urban area of the unincorporated County. The Project is located within an urbanized area of the City of Rocklin.

The CEQA Guidelines Appendix G thresholds for GHG's do not prescribe specific methodologies for performing an assessment, do not establish specific thresholds of significance, and do not mandate specific mitigation measures. Rather, the CEQA Guidelines emphasize the lead agency's discretion to determine the appropriate methodologies and thresholds of significance consistent with the manner in which other impact areas are handled in CEQA. With respect to GHG emissions, the CEQA Guidelines Section 15064.4(a) states that lead agencies "shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" GHG emissions resulting from a project. The CEQA Guidelines note that an agency has the discretion to either quantify a project's GHG emissions or rely on a "qualitative analysis or other performance-based standards." (14 CCR 15064.4[b]). A lead agency may use a "model or methodology" to estimate GHG emissions and has the discretion to select the model or methodology it considers "most appropriate to enable decision makers to intelligently take into account a project's incremental contribution to climate change." (14 CCR 15064.4[c]). Section

15064.4(b) provides that the lead agency should consider the following when determining the significance of impacts from GHG emissions on the environment:

1. The extent a project may increase or reduce GHG emissions as compared to the existing environmental setting.
2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (14 CCR 15064.4[b]).

In addition, Section 15064.7(c) of the CEQA Guidelines specifies that "[w]hen adopting or using thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence" (14 CCR 15064.7[c]). The CEQA Guidelines also clarify that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis (see CEQA Guidelines Section 15130[f]). As a note, the CEQA Guidelines were amended in response to Senate Bill 97. In particular, the CEQA Guidelines were amended to specify that compliance with a GHG emissions reduction plan renders a cumulative impact insignificant.

Per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that would avoid or substantially lessen the cumulative problem within the geographic area of the project. To qualify, such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plans [and] plans or regulations for the reduction of greenhouse gas emissions." Put another way, CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of less than significant for GHG emissions if a project complies with adopted programs, plans, policies and/or other regulatory strategies to reduce GHG emissions.

The significance of the Project's GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b)(2) by considering whether the Project complies with applicable plans, policies, regulations and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. The City of Rocklin may set a project-specific threshold based on the context of each particular project, including using the PCAPCD expert recommendation. For the purposes of this evaluation, the Project evaluated against the PCAPCD significance thresholds.

4.8.2 Greenhouse Gas Emissions (VIII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐

Less Than Significant Impact.

4.8.2.1 Construction Impacts

A potent source of GHG emissions associated with the Proposed Project would be combustion of fossil fuels during construction activities. Construction-related activities that would generate GHG emissions include worker commute trips, haul trucks carrying supplies and materials to and from the Project Area, and off-road construction equipment (e.g., dozers, loaders, excavators). Table 4.8-1 illustrates the specific construction generated GHG emissions that would result from construction of the Project. Once construction is complete, the generation of these GHG emissions would cease.

Table 4.8-1. Construction-Related Greenhouse Gas Emissions

Emission Source	CO_2e (Metric Tons/Year)
Pre-Construction, Mobilization and Site Layout	24
Grading, Underground Construction, Tree Removal, Road Construction, and Landscape Improvements	367
Paving and Construction Closure	251
Construction Total	**642**
PCAPCD Significance Threshold	*10,000*
Exceed Significance Threshold?	***No***

Notes: CO_2e = carbon dioxide equivalent; PCAPCD = Placer County Air Pollution Control District
Source: California Emissions Estimator Model Version 2022.1. Refer to Appendix A for Model Data Outputs.

As shown in Table 4.8-1, Project construction would result in the generation of approximately 642 metric tons of CO_2e over the course of construction. Once construction is complete, the generation of these GHG emissions would cease.

4.8.2.2 Operation Impacts

The Project proposes to widen the eastbound portion of Sunset Boulevard from two lanes to three lanes from approximately 575 feet west of Atherton Road to 400 feet east of Atherton Road in order to accommodate existing and projected traffic volumes. The Proposed Project itself would not generate automobile trips, a source of GHG emissions, but would instead accommodate more efficient vehicular

travel within Rocklin. The Project would not include the provision of any new permanent stationary source of GHG emissions. Thus, the Project, by its nature, would not generate quantifiable GHG emissions during Project operations beyond existing conditions.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

No Impact.

The PCAPCD supports state policies to reduce levels of GHG emissions through its policies and rules, and the Proposed Project would comply with the PCAPCD's GHG threshold. The Proposed Project would comply with the State Building Code provisions designed to reduce GHG emissions. In addition, the Proposed Project would comply with all PCAPCD applicable rules and regulations during construction. As indicated above, Project emissions would not exceed PCAPCD thresholds, and therefore it would not interfere with the state's goals of reducing GHG emission to 1990 levels by the year 2020 as stated in AB 32 and an 80 percent reduction in GHG emissions below 1990 levels by 2050 as stated in Executive Order S-3-05. Therefore, the Project would not conflict with any applicable plan, policy or regulation related to the reduction in the emissions of GHG and thus a less than significant impact will occur directly, indirectly and cumulatively in this regard.

4.8.3 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.9 Hazards and Hazardous Materials

4.9.1 Environmental Setting

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, state, or local agency or if it has characteristics defined as hazardous by such an agency. A hazardous material is defined by the California Health and Safety Code, Section 25501 as follows:

> Hazardous material" means any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. "Hazardous materials" include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

A hazardous material is defined in Title 22, Section 662601.10, of the California Code of Regulations as follows:

> A substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, June either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed.

The release of hazardous materials into the environment could potentially contaminate soils, surface water, and groundwater supplies.

Transporters of hazardous waste in California are subject to several federal and state regulations. They must register with the California Department of Health Services (DHS) and ensure that vehicle and waste container operators have been trained in the proper handling of hazardous waste. Vehicles used for the transportation of hazardous waste must pass an annual inspection by the California Highway Patrol (CHP). Transporters must allow the CHP or DHS to inspect its vehicles and must make certain required inspection records available to both agencies. The transport of hazardous materials that are not wastes is regulated by the U.S. Department of Transportation through national safety standards.

Other risks resulting from hazardous materials include the use of these materials in local industry, businesses, and agricultural production. The owner or operator of any business or entity that handles a hazardous material above threshold quantities is required by state and federal laws to submit a business plan to the local Certified Unified Program Agency (CUPA). The Placer County Division of Environmental Health is designated by the State Secretary for Environmental Protection as the CUPA for Placer County in order to focus the management of specific environmental programs at the local government level. The CUPA program is designed to consolidate, coordinate, and uniformly and consistently administer permits and conduct inspection and enforcement activities throughout Placer County. This approach strives to reduce overlapping and sometimes conflicting requirements of different governmental agencies independently managing these programs. It is not uncommon for other agencies, such as federal and state Occupational Safety and Health Administrations, to become involved when issues of hazardous materials arise.

Under Government Code Section 65962.5, both the California Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB) are required to maintain lists of sites known to have hazardous substances present in the environment. Both agencies maintain up-to-date lists on their websites. A search of the DTSC (DTSC 2024) and the SWRCB (SWRCB 2024) identified no open cases of hazardous waste violations within 1 mile of the Project Area.

The USEPA maintains the Enforcement and Compliance History Online (ECHO) program. The ECHO website provides environmental regulatory compliance and enforcement information for approximately 800,000 regulated facilities nationwide. The ECHO website includes environmental permit, inspection, violation, enforcement action, and penalty information about USEPA-regulated facilities. Facilities included on the ECHO website are Clean Air Act stationary sources; Clean Water Act facilities with direct discharge

permits, under the NPDES; generators and handlers of hazardous waste, regulated under the Resource Conservation and Recovery Act; and public drinking water systems, regulated under the Safe Drinking Water Act. ECHO also includes information about USEPA cases under other environmental statutes. When available, information is provided on surrounding demographics, and ECHO includes other USEPA environmental data sets to provide additional context for analyses, such as Toxics Release Inventory data. According to the ECHO program, the Project Area is not listed as having a hazardous materials violation (USEPA 2024).

Naturally Occurring Asbestos

Asbestiform minerals belonging to the serpentine or amphibole mineral groups are found in many areas throughout California, are commonly exposed near faults, and are abundant in the Sierra foothills. Activity in areas with asbestos-containing rock or soil may create dust emissions containing asbestos fibers, especially when bedrock is exposed to the air. All types of asbestiform minerals are considered hazardous with no safe exposure level established for non-occupational exposures. Though exposure to low levels of asbestos for short periods of time is thought to pose minimal risk, asbestos fibers can penetrate body tissues and remain in the lung or abdominal areas for a long time (Placer County 2008).

Naturally Occurring Asbestos is known to be present in Placer County. Naturally Occurring Asbestos Hazard identifies those areas most likely to contain NOA hazards. According to the Placer County web site, Placer County NOA deposits are most often found in ultramafic rock formations, and often NOA is found in serpentine rock. Geologic maps prepared by the California Geologic Survey (formerly the California Division of Mines and Geology) show areas of higher probability for asbestos-containing rock within the broad zone of faults that follows the low foothills and lay in a south-east to north-west band. The Placer County communities of Auburn, Colfax, Meadow Vista, and Foresthill are among those that are within this fault band. The City of Rocklin is not located near any areas of ultramafic rock per the Naturally Occurring Asbestos Hazard map (Placer County 2008).

4.9.1.2 Federal Regulations

The principal federal regulatory agency responsible for the safe use and handling of hazardous materials is the USEPA. Two key federal regulations pertaining to hazardous wastes are described below. Other applicable federal regulations are contained primarily in Titles 29, 40, and 49 of the Code of Federal Regulations.

4.9.1.3 State Regulations

California regulations are equal to or more stringent than federal regulations. The USEPA has granted the State of California primary oversight responsibility to administer and enforce hazardous waste management to ensure that hazardous wastes are handled, stored, and disposed of properly to reduce risks to human health and the environment. Several key laws pertaining to hazardous wastes are discussed below.

All hazardous materials are currently regulated and controlled by CalEPA in a manner that minimizes risks of spills or accidents. Any hazardous materials used in the construction, start-up, or operations of the

Proposed Project, such as fuel for construction equipment, will be handled according to current best practices. The potential for construction and operation related impacts from hazardous materials are discussed below.

4.9.1.4 Local Regulations

The following objectives regarding Hazards and Hazardous Materials in the City of Rocklin General Plan, Community Safety Element:

S-23: Require that construction activities cease if contamination is discovered on construction projects until the contamination is reported, and its extent is assessed, delineated, and isolated, as appropriate. Remediation shall occur to the satisfaction of the appropriate responsible agency (such as the Placer County Environmental Health Services, the Central Valley Regional Water Quality Control Board, the Department of Toxic Substances Control, or the City of Rocklin, depending on the type of contamination).

S-24: Encourage use of on-site green infrastructure to protect and enhance community water quality with landscape design (e.g., berms, grasslands, plantings) to either contain released hazardous materials or to process and/or absorb pollutants from infiltrating the soil or watershed.

4.9.2 Hazards and Hazardous Materials (IX) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐

Less Than Significant Impact.

Construction may include the use of hazardous materials given that construction activities involve the use of heavy equipment, which uses small and incidental amounts of oils and fuels and other potentially flammable substances. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials used during construction. The construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, state, and federal law.

Therefore, potential construction-related impacts for creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials from the Proposed Project would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐

Less Than Significant Impact.

As discussed in Issue a), the Project would not result in the routine transport, use, disposal, handling, or emission of any hazardous materials that would create a significant hazard to the public or the environment. Potential construction-related hazards could be created during the course of Project construction at the Site, given that construction activities involve the use of heavy equipment, which uses small and incidental amounts of oils and fuels and other potentially flammable substances. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials used during construction. The construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, state, and federal law.

All hazardous materials on the Project Area would be handled in accordance with City and State regulations. Long-term impacts associated with handling, storing, and disposing of hazardous materials from Project operation would be less than significant because any hazardous materials used for operations would be in small quantities.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐

Less Than Significant Impact.

The Project Area is located approximately 0.2 miles south of Jessup University, which is located at 2121 University Avenue, Rocklin, CA 95765. The use of hazardous materials would be limited during construction activities and would include traditional materials typically associated with construction projects such as gasoline, diesel, oil, paint, resin and epoxy concrete. All hazardous materials, substances, or waste would be handled consistent with federal, state, and local regulations. Any impact would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒

No Impact.

Under Government Code Section 65962.5, both the DTSC and the SWRCB are required to maintain lists of sites known to have hazardous substances present in the environment. Both agencies maintain up-to-date lists on their websites. A search of the DTSC and SWRCB lists identified that the Proposed Project Area is not located on or adjacent to a hazardous materials site. Given that there are no existing hazardous waste sites within or directly adjacent to the Project Area, the Project will have no impact in this area.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

No Impact.

The Project Area is located approximately 7.8 miles southeast of the Lincoln Regional Airport. Because the Project Area is not located within 2 miles of an airport, there would be no safety hazard to people working in the Project Area due to proximity to planes overhead and in the immediate vicinity. Therefore, no impact would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐

Less Than Significant with Mitigation Incorporated.

The Proposed Project could cause potential delays to traffic along Sunset Boulevard as lane closures and traffic controls would be required during construction. However, with implementation of Mitigation Measure TRANS-1, a Traffic Management Plan (TMP) would be required to be developed during the

design phase of the Project. The TMP would identify traffic delays and alternative routes and would prevent cut-through traffic that could impact adjacent businesses and neighborhoods. Emergency response times are not anticipated to change during construction because the TMP would provide priority to emergency vehicles during traffic control. The TMP would provide instructions for response or evacuation in the event of an emergency.

The Project would not conflict with any emergency response or evacuation plan and would adhere to the City of Rocklin General Plan, Community Safety Element, and Rocklin Municipal Code Section 2.32, Emergency Organization (City of Rocklin 2021a). Therefore, with implementation of Mitigation Measure TRANS-1, impacts would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Less Than Significant Impact.

The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents), and topography (degree of slope). Steep slopes contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area-to-mass ratio and require less heat to reach the ignition point; while fuels such as trees have a lower surface area-to-mass ratio and require more heat to reach the ignition point.

Fire Hazard Severity Zone (FHSZ) mapping is performed by the California Department of Forestry and Fire Protection (CAL FIRE) and is based on factors such as fuels, terrain, and weather. CAL FIRE does not currently classify moderate and high FHSZs in incorporated communities like Rocklin. CAL FIRE has identified the City of Rocklin as not a Very High FHSZ within a Local Responsible Area (CAL FIRE 2008).

The Rocklin Fire Department serves the Project Area and is responsible for the management of fire operations during emergency response efforts. The nearest fire station to the Project Area is Fire Station No. 25 which is located at 2001 Wildcat Boulevard Drive, approximately 0.8 driving miles away from the Project (City of Rocklin 2021).

The Proposed Project does not have any permanent features that would expose people or structures to risk of loss, injury, or death involving wildland fires. Any impact would be less than significant.

4.9.3 Mitigation Measures

Implementation of Mitigation Measure TRANS-1.

4.10 Hydrology and Water Quality

4.10.1 Environmental Setting

4.10.1.1 Regional Hydrology

Regional Setting

The City of Rocklin lies above the Sacramento Valley Groundwater Basin, North American subbasin. The aquifer system underlying Rocklin is part of a regional aquifer system that extends beyond Placer County into the Central Valley.

The Placer County Water Agency (PCWA) provides domestic water service in the City of Rocklin. PCWA carries out a broad range of responsibilities including water resource planning and management, wholesale and retail supply of water, and hydroelectric energy production. PCWA has existing surface water appropriative rights as well as contract entitlements of approximately 300,000 acre-feet per year (AFY). PCWA also has access to sustainably managed regional groundwater resources to manage emergency conditions.

PCWA currently delivers approximately 101,600 AFY to treated and untreated retail customers and provides approximately 31,400 AFY of treated and untreated to neighboring water suppliers for resale, serving a total population of over 150,000 people in Placer County directly or indirectly (PCWA 2021).

4.10.1.2 Project Area Hydrology and Onsite Drainage

An aquatic resources delineation was conducted on October 24, 2024 and November 4, 2024 within the Project Area. A constructed stormwater conveyance ditch was assessed, and it was determined to lack field indicators of an ordinary high-water mark and did not support the three parameters necessary for a wetland determination. No aquatic resources were delineated within the Project Area.

4.10.2 Hydrology and Water Quality (X) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☒	☐	☐

Less Than Significant Impact with Mitigation Incorporated.

The Proposed Project would not violate water quality standards or waste discharge requirements. Changes in the surface runoff would be accommodated by the existing municipal stormwater facilities, including the drainage improvements and water quality control features included in the Proposed Project.

The Project includes relocation of existing utilities that conflict with proposed road widening. This includes adjusting lids to grade throughout the Project as necessary to conform with grading and newly paved areas, and new storm drain to accommodate widening.

During construction, excavation and earth-moving activities could result in temporary water quality impacts such as increased sediment discharge and increased turbidity to receiving waters. In addition, impacts to water quality could result from staging and active construction including the release of fluids, concrete material, construction debris, sediment, and litter. To prevent or reduce these impacts, temporary construction site BMPs would be deployed for sediment control, stormwater management, spill control, and materials management.

The Project would disturb more than 1 acre during construction; therefore, preparation of a SWPPP is required. Additionally, to ensure that any impacts to water quality remain less than significant, Mitigation Measure BIO-2 has been included. Therefore, any impacts would be less than significant with mitigation incorporated.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project June impede sustainable groundwater management of the basin?	☐	☐	☐	☒

No Impact.

The Proposed Project would not increase the demand for groundwater in the City and would have no impact on groundwater supplies or groundwater recharge areas.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:	☐	☐	☒	☐
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐

i) Less Than Significant Impact.

As mentioned above, an aquatic resources delineation was conducted for the Project. A constructed stormwater conveyance ditch was assessed, and it was determined to lack field indicators of an ordinary high-water mark and did not support the three parameters necessary for a wetland determination. No aquatic resources were delineated within the Project Area. The Project includes relocation of existing utilities that conflict with proposed road widening. This includes adjusting lids to grade throughout the Project as necessary to conform with grading and newly paved areas, and new storm drain to accommodate widening.

Construction activities within the Project Area would result in soil disturbances. For those activities that disturb 1 acre or more of land, an NPDES Construction General Permit would be required prior to the start of construction. To comply with the requirements of the NPDES Construction General Permit, these projects will be required to file a Notice of Intent with the State of California and submit a SWPPP defining BMPs for construction and post-construction-related control of the Proposed Project Area runoff and sediment transport. Requirements for the SWPPP include incorporation of both erosion and sediment control BMPs as discussed previously. Preparation of and compliance with a required SWPPP will reduce potential runoff, erosion, and siltation associated with construction and operation.

As such, the effects of the Proposed Project on on-site and off-site erosion and siltation would be less than significant.

ii-iii) Less Than Significant Impact.

Implementation of the Proposed Project may result in an increase in the rate or amount of surface runoff as the Site is developed. As discussed above, grading would be allowed only as necessary to construct the Project within designated work areas. Most grading/excavation would not exceed two feet Below Ground Surface (BGS). Exceptions include trenching and drilling for utility relocations/extensions and to reset traffic signal poles following road widening. Utility relocations are described below and would require trenching up to 9 feet BGS and signal poles would require drilling up to 15 feet BGS.

Construction of the Project would require the excavation of existing asphalt concrete, base material, concrete pavement, and miscellaneous concrete and in-situ soils. Excess material is anticipated and would become the property of the Contractor. Excavated material would be reused within the Project Area to the

extent feasible, would be kept out of private property, and out of the City storm drain system and surface waters by implementing construction BMPs. Any impact would be less than significant.

iv) Less Than Significant Impact.

The Federal Emergency Management Agency flood hazard map (Map 06061C0933H) indicates that the Proposed Project is not within an established flood zone. As such, the Project would have a less than significant impact in this area.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐

Less Than Significant Impact.

The Project Area is not located within any dam inundation, flood hazard, tsunami or seiche zone. Any impact would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Less Than Significant Impact.

As described above, the Project would be consistent with water quality standards and waste discharge requirements. The Project is not within a groundwater basin; therefore, there is no sustainable groundwater management plan applicable to the Project Area. For these reasons, there would be no impact.

4.10.3 Mitigation Measures

Implementation of Mitigation Measure BIO-2.

4.11 Land Use and Planning

4.11.1 Environmental Setting

The City of Rocklin's General Plan identifies goals, policies, and action plans that generally focus on promoting orderly and well-planned development that enhances the community. The Rocklin Community GIS service (City of Rocklin 2024a) identifies the following land uses within the Project vicinity:

North of the Project Area, on the west side of University Avenue, the zoning is PD-C and the General Plan designation is BP.

North of the Project Area, on the east side of University Avenue is zoned PD-LI and the General Plan designation is LI.

East of the Project Area is zoned as Wetlands (W) and the General Plan designation is R-C.

South of the Project Area, on the east side of Atherton Road is zoned PD-LI and the General Plan designation is LI.

South of the Project Area, on the west side of Atherton Road is zoned PD-LI and the General Plan designation is LI.

West of the Project Area is Highway 65 and is outside of the City of Rocklin's jurisdiction.

The Project is primarily within the public right-of-way administered by the City.

4.11.2 Land Use and Planning (XI) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒

No Impact.

The Project involves construction of an additional lane for Sunset Boulevard within the City of Rocklin. Sunset Boulevard is an existing road and would not physically divide an established community. There would be no impact.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

No Impact.

The Project involves construction of an additional lane for Sunset Boulevard within the City of Rocklin. The Project would support the City of Rocklin's General Plan goal to improve circulation on Sunset Boulevard, which was identified in the City's Circulation Element Action Plan (City of Rocklin 2012a). As analyzed in each section of this Draft IS/MND, the Project would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. No impact would occur.

4.11.3 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.12 Mineral Resources

4.12.1 Environmental Setting

Minerals are defined as any naturally occurring chemical elements or compounds formed by inorganic processes and organic substances. Minable minerals are defined as a deposit of ore or minerals having a value materially in excess of the cost of developing, mining, and processing the mineral and reclaiming the Project Area. The conservation, extraction, and processing of mineral resources is essential to meeting the needs of society.

The Surface Mining and Reclamation Act of 1975 (SMARA) states that cities and counties shall adopt ordinances "...that establish procedures for the review and approval of reclamation plans and financial assurances and the issuance of a permit to conduct surface mining operations..." (PRC Section 2774). The intent of this legislation is to ensure the prevention or mitigation of the adverse environmental impacts of mining, the reclamation of mined lands, and the production and conservation of mineral resources are consistent with recreation, watershed, wildlife, and public safety objectives (PRC Section 2712).

SMARA requires the State Geologist to classify land into Mineral Resource Zones (MRZs) according to the known or inferred mineral potential of that land. The process is based solely on geology, without regard to existing land use or land ownership. The primary goal of mineral land classification is to ensure that the mineral potential of land is recognized by local government decision makers and considered before land use decisions, which could preclude mining, are made. Areas subject to California mineral land classification studies are divided into the following MRZ categories that reflect varying degrees of mineral potential:

MRZ-1: Areas of no mineral resource significance

MRZ-2: Areas of identified mineral resource significance

MRZ-3: Areas of undetermined mineral resource significance

MRZ-4: Areas of unknown mineral resource significance

The Proposed Project is within both the classification of MRZ-3a and MRZ-4. The MRZ-3a zone is within areas containing known mineral occurrences of undetermined mineral resource significance. Further exploration work within these areas could result in the reclassification of specific localities (DOC 2024c).

Granite extraction began in the 1860s and was a mineral resource popular within Rocklin because the granite was even-textured, very hard, available in large blocks, and can take in high polish (City of Rocklin 2012a). Established in 1861, Brady Quarry was the first granite quarry in Rocklin, and Big Gun Quarry was one of the last active granite quarries in Rocklin. Additionally, gravel was seldom commercially excavated in Rocklin due to concerns of the presence of mica, which can be detrimental to the aesthetic of gravel and its durability. No quarries remain active.

4.12.2 Mineral Resources (XII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒

No Impact.

The Project would not result in the loss of availability of a known mineral resource. The Project involves widening an existing road within the City of Rocklin. There would be no impact.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

No Impact.

The Project Area is not identified as a mineral resource recovery site in the City of Rocklin General Plan. There would be no impact in this area.

4.12.3 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.13 Noise

4.13.1 Environmental Setting

4.13.1.1 Noise Fundamentals

Noise is generally defined as sound that is loud, disagreeable, or unexpected. The selection of a proper noise descriptor for a specific source is dependent on the spatial and temporal distribution, duration, and fluctuation of the noise. The noise descriptors most often encountered when dealing with traffic, community, and environmental noise include the average hourly noise level (in Equivalent Noise Level [L_{eq}]) and the Average Daily Noise Level/Community Noise Equivalent Level (L_{dn}/CNEL). The L_{eq} is a measure of ambient noise, while the L_{dn} and CNEL are measures of community noise. Each is applicable to this analysis and defined as follows:

L_{eq} is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to

the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

L_{dn} is a 24-hour average L_{eq} with a 10 A-weighted decibels (dBA) "weighting" added to noise during the hours of 10:00 pm to 7:00 am to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn}.

CNEL is a 24-hour average L_{eq} with a 5-dBA weighting during the hours of 7:00 pm to 10:00 pm and a 10-dBA weighting added to noise during the hours of 10:00 pm to 7:00 am to account for noise sensitivity in the evening and nighttime, respectively.

Noise can be generated by a number of sources, including mobile sources, such as automobiles, trucks and airplanes, and stationary sources, such as construction sites, machinery, and industrial operations.

Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 decibels (dB) for each doubling of distance from a stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics (Federal Highway Administration [FHWA] 2011). Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed (FHWA 2011).

The manner in which older structures in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows (Caltrans 2002). The exterior-to-interior reduction of newer structures is generally 30 dBA or more (Harris Miller Miller & Hanson Inc. 2006).

Human Response to Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60- to 70-dBA range, and high, above 70 dBA. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban

residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in dBA, the following relationships should be noted in understanding this analysis:

Except in carefully controlled laboratory experiments, a change of 1.0 dBA cannot be perceived by humans.

Outside of the laboratory, a 3.0-dBA change is considered a just-perceivable difference.

A change in level of at least 5.0 dBA is required before any noticeable change in community response would be expected. An increase of 5.0 dBA is typically considered substantial.

A 10.0-dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

Sensitive Noise Receptors

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, historic sites, cemeteries, and recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses. The nearest sensitive receptor to the Project Area is Jessup University located 600 feet from the northern boundary of the Project Area.

4.13.1.2 Vibration Sources and Characteristics

Ground vibration can be measured several ways to quantify the amplitude of vibration produced, including through Peak Particle Velocity (PPV) or root mean square velocity. These velocity measurements measure maximum particle at one point or the average of the squared amplitude of the signal, respectively.

Vibration impacts on people can be described as the level of annoyance and can vary depending on an individual's sensitivity. Generally, low-level vibrations may cause window rattling but do not pose any threats to the integrity of buildings or structures.

4.13.1.3 Existing Ambient Noise Environment

A common and significant source of noise in the City of Rocklin is mobile noise generated by transportation-related sources. Other sources of noise are the various land uses (i.e., residential, industrial and commercial) that generate stationary-source noise. The Project Area is an existing roadway, Sunset Boulevard, that spans from 575 feet west of Atherton Road to 400 feet east of Atherton Road. The American National Standards Institute (ANSI) Standard 12.9-2013/Part 3 "Quantities and Procedures for Description and Measurement of Environmental Sound – Part 3: Short-Term Measurements with an Observer Present" provides a table of approximate background sound levels in L_{dn}, daytime L_{eq}, and

nighttime L_{eq}, based on land use and population density. The ANSI standard estimation divides land uses into six distinct categories. Descriptions of these land use categories, along with the typical daytime and nighttime levels, are provided in Table 4.13-1. At times, one could reasonably expect the occurrence of periods that are both louder and quieter than the levels listed in the table. ANSI notes, "*95% prediction interval [confidence interval] is on the order of +/- 10 dB*." The majority of the Project Area would be considered ambient noise Category 2.

Table 4.13-1. ANSI Standard 12.9-2013/Part 3 A-weighted Sound Levels Corresponding to Land Use and Population Density

Category	Land Use	Description	People per Square Mile	dBA		
				Typical L_{dn}	Daytime L_{eq}	Nighttime L_{eq}
1	Noisy Commercial & Industrial Areas and Very Noisy Residential Areas	Very heavy traffic conditions, such as in busy, downtown commercial areas; at intersections for mass transportation or other vehicles, including elevated trains, heavy motor trucks, and other heavy traffic; and at street corners where many motor buses and heavy trucks accelerate.	63,840	67	66	58
2	Moderate Commercial & Industrial Areas and Noisy Residential Areas	Heavy traffic areas with conditions similar to Category 1, but with somewhat less traffic; routes of relatively heavy or fast automobile traffic, but where heavy truck traffic is not extremely dense.	20,000	62	61	54
3	Quiet Commercial, Industrial Areas and Normal Urban & Noisy Suburban Residential Areas	Light traffic conditions where no mass-transportation vehicles and relatively few automobiles and trucks pass, and where these vehicles generally travel at moderate speeds; residential areas and commercial streets, and intersections, with little traffic, compose this category.	6,384	57	55	49
4	Quiet Urban & Normal Suburban Residential Areas	These areas are similar to Category 3, but for this group, the background is either distant traffic or is unidentifiable; typically, the population density is one-third the density of Category 3.	2,000	52	50	44

Table 4.13-1. ANSI Standard 12.9-2013/Part 3 A-weighted Sound Levels Corresponding to Land Use and Population Density

Category	Land Use	Description	People per Square Mile	dBA		
				Typical L_{dn}	Daytime L_{eq}	Nighttime L_{eq}
5	Quiet Residential Areas	These areas are isolated, far from significant sources of sound, and may be situated in shielded areas, such as a small-wooded valley.	638	47	45	39
6	Very Quiet Sparse Suburban or rural Residential Areas	These areas are similar to Category 4 but are usually in sparse suburban or rural areas; and, for this group, there are few if any nearby sources of sound.	200	42	40	34

Note: ANSI = American National Standards Institute; dBA = A-weighted decibels; L_{dn} = Average Daily Noise Level; L_{eq} = Equivalent Noise Level

Source: ANSI 2013

4.13.2 Noise (XIII.) Environmental Checklist and Discussion

Would the Project result in	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐

Less Than Significant Impact.

4.13.2.1 Onsite Construction Noise Impacts

Construction noise associated with the Proposed Project would be temporary and would vary depending on the specific nature of the activities being performed. Noise generated would primarily be associated with the operation of off-road equipment for onsite construction activities as well as construction vehicle traffic on area roadways. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., site preparation, excavation, paving). Noise generated by construction equipment, including earth movers, pile drivers, and portable generators, can reach high levels. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as

dropping large pieces of equipment or the hydraulic movement of machinery lifts). During construction, exterior noise levels could negatively affect sensitive land uses in the vicinity of the construction site.

The nearest sensitive receptor to the Project Area is Jessup University, approximately 600 feet from the northern boundary of the Project Area. The City does not promulgate numeric thresholds pertaining to the noise associated with construction but instead limits the time that construction can take place. Specifically, the Nosie Element Action Plan prohibits construction noise on weekdays before 7:00 a.m. or after 7:00 p.m. and on weekends before 8:00 a.m. or after 7:00 p.m. It is typical to regulate construction noise in this manner because construction noise is temporary, short term, intermittent in nature, and would cease on completion of the Project. Furthermore, the City of Rocklin is a developing urban community and construction noise is generally accepted as a reality within the urban environment. Additionally, construction would occur through the Project Area and would not be concentrated at one point. Therefore, noise generated during construction activities, as long as conducted within the permitted hours, would not exceed City noise standards.

To estimate the worst-case onsite construction noise levels that may occur at the nearest noise-sensitive receptors and in order to evaluate the potential health-related effects (physical damage to the ear) from construction noise, the construction equipment noise levels were calculated using the Federal Highway Administration's Roadway Noise Construction Model and compared against the construction-related noise level threshold established in the Criteria for a Recommended Standard: Occupational Noise Exposure prepared in 1998 by the National Institute for Occupational Safety and Health (NIOSH). As previously discussed, the NIOSH construction-related noise level threshold starts at 85 dBA for more than 8 hours per day; for every 3-dBA increase, the exposure time is cut in half. This reduction results in noise level thresholds of 88 dBA for more than 4 hours per day, 92 dBA for more than 1 hour per day, 96 dBA for more than 30 minutes per day, and up to 100 dBA for more than 15 minutes per day. For the purposes of this analysis, the lowest, more conservative threshold of 85 dBA L_{eq} is used as an acceptable threshold for noise at the nearby sensitive receptors.

Prior case law has held that the use of an absolute noise threshold for evaluating all ambient noise impacts violated CEQA because it did not provide a "complete picture" of the noise impacts that may result from implementation of the project. As such, the Proposed Project's construction noise is estimated and then added to the average daily ambient noise level in the Project Area as determined by the ANSI standards found in Table 4.13-1. As previously described, the dB scale is logarithmic, not linear, and therefore sound levels cannot be added or subtracted through ordinary arithmetic. Furthermore, when combining two separate sources where one of the noise sources is 10 dB or more greater than then other noise source, the noise contribution of the quieter source is completely obscured by the louder source.

It is acknowledged that the majority of construction equipment is not situated at any one location during construction activities, but rather spread throughout the Project Area and at various distances from sensitive receptors. Therefore, this analysis employs Federal Transit Administration (FTA) guidance for calculating construction noise, which recommends measuring construction noise produced by all construction equipment simultaneously from the center of the Project Area (FTA 2018), which in this case is approximately 650 feet from the closest sensitive receptors (i.e., the university to the north). The

anticipated short-term construction noise levels generated for the necessary equipment for each phase of construction are presented in Table 4.13-2.

Table 4.13-2. Construction Average (dBA) Noise Levels at Nearest Receptors

Construction Phase	Average Ambient Noise Level* (dBA L_{eq})	Existing Ambient Noise + Exterior Construction Noise Levels (dBA L_{eq})	Construction Noise Standard (dBA L_{eq})	Exceeds Standards?
Pre-Construction, Mobilization and Site Layout	61.0	62.0	85	No
Grading, Underground Construction, Tree Removal, Road Construction and Landscape Improvements		69.8	85	No
Construction Closure		65.6	85	No

Notes: dBA = A-weighted decibels; FHWA = Federal Highway Administration;
L_{eq} = The equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
*Average ambient noise levels of the Project Area were taken from the American National Standards Institute Standard 12.9-2013/Part 3 *Quantities and Procedures for Description and Measurement of Environmental Sound* identified in Table 4.13-1. The majority of the Project Area would be considered ambient noise Category 2. The Category 2 daytime average L_{eq} level of 61 dBA was selected as the average ambient noise level because construction activities typically occur during the day.
Construction equipment used and construction schedule information provided by the Project proponent. Phase 2 and Phase 3 noise levels were combined in order to accurately model the noise level generated by the concurrent phases.

Source: Construction noise levels were calculated by ECORP Consulting, Inc. using the FHWA Roadway Noise Construction Model (FHWA 2006). Refer to Appendix E for Model Data Outputs.

As shown in Table 4.13-2, the Project's contribution of construction noise combined with the ambient noise environment would not exceed the 85 dBA NIOSH construction noise threshold during any phase of construction at the nearby noise-sensitive receptors. It is noted that construction noise was modeled on a worst-case basis and is considered in addition to ambient noise levels currently experienced in the Project Area. It is very unlikely that all pieces of construction equipment would be operating at the same time for the various phases of Project construction as well as at the point closest to residences. This impact would be less than significant.

4.13.2.2 Offsite Construction Traffic Noise Impacts

Project construction would result in minimal additional traffic on adjacent roadways over the time that construction occurs. According to Caltrans Technical Noise Supplement to the Traffic Noise Analysis Protocol (2013), a doubling of traffic on a roadway is required to result in an increase of 3 dB (outside of the laboratory, a 3-dBA change is considered a just-perceivable difference). According to the City of Rocklin General Plan Environmental Impact Report (2012), Sunset Boulevard between West Oaks Boulevard and State Route 65, which encompasses the Project Area, accommodates approximately 13,800

vehicles a day. Thus, Project construction would not result in a doubling of traffic, and therefore its contribution to existing traffic noise would not be perceptible. Additionally, it is noted that construction is temporary, and these trips would cease upon completion of the Project.

As discussed above, construction noise would result in a less than significant impact.

4.13.2.3 Offsite Construction Worker Traffic Noise

Project construction would result in minimal additional traffic on adjacent roadways over the time that construction occurs. According to Caltrans Technical Noise Supplement to the Traffic Noise Analysis Protocol (2013), a doubling of traffic on a roadway is required to result in an increase of 3 dB (outside of the laboratory, a 3-dBA change is considered a just-perceivable difference). According to the City of Rocklin General Plan Environmental Impact Report (2012), Sunset Boulevard between West Oaks Boulevard and State Route 65, which encompasses the Project Area, accommodates approximately 13,800 vehicles a day. Thus, Project construction would not result in a doubling of traffic, and therefore its contribution to existing traffic noise would not be perceptible. Additionally, it is noted that construction is temporary, and these trips would cease upon completion of the Project.

As discussed above, construction noise associate with offsite construction worker traffic would result in a less than significant impact.

4.13.2.4 Post Project Construction Noise

Once construction is complete, Sunset Boulevard would have one additional traffic lane from 575 feet west of Atherton Road to 400 feet east of Atherton Road along with new curb ramps, new curb medians, new sidewalk, new traffic signals, and new turn lanes. The widening of the road is not anticipated to increase the number of daily traffic trips beyond previously estimated traffic volumes. It is noted that the widening of the road would allow for more fluid traffic movement and would decrease the distance between the roadway and the industrial office park tenants located directly south. However, the encroaching distance of the roadway onto sensitive receptors is not robust enough to create a perceivable noise increase (3 dBA). This impact would be less than significant.

Would the Project result in	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐

Less Than Significant Impact.

4.13.2.5 Construction Vibration Impacts

Excessive groundborne vibration impacts result from continuously occurring vibration levels. Increases in groundborne vibration levels attributable to the Proposed Project would be primarily associated with

short-term construction-related activities. Construction on the Project Area would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance.

Construction-related ground vibration is normally associated with impact equipment such as pile drivers, jackhammers, and the operation of some heavy-duty construction equipment, such as dozers and trucks. Vibration decreases rapidly with distance, and it is acknowledged that construction activities would occur throughout the Project Area and would not be concentrated at the point closest to sensitive receptors. Groundborne vibration levels associated with construction equipment are summarized in Table 4.13-3.

Table 4.13-3. Typical Construction Equipment Vibration Levels

Equipment Type	Peak Particle Velocity at 25 Feet (inches per second)
Large Bulldozer	0.089
Pile Driver	0.170
Caisson Drilling	0.089
Loaded Trucks	0.076
Rock Breaker	0.089
Jackhammer	0.035
Small Bulldozer/Tractor	0.003
Vibratory Roller	0.210

Source: California Department of Transportation 2020; Federal Transit Administration 2018

The City does not regulate or have a numeric threshold associated with construction vibrations. However, a discussion of construction vibration is included for full disclosure purposes. For comparison purposes, Caltrans (2020) recommended standard of 0.3 inches per second PPV with respect to the prevention of structural damage for older residential buildings is used as a threshold. This is also the level at which vibrations may begin to annoy people in buildings. Consistent with FTA recommendations for calculating construction vibration, construction vibration was measured from the center of the Project Area (FTA 2018). The nearest structure of concern to the construction site is a university north of the Project Area that is approximately 650 feet from the center of the Project Area.

Based on the representative vibration levels presented for various construction equipment types in Table 4.13-3 and the construction vibration assessment methodology published by the FTA (2018), it is possible to estimate the potential Project construction vibration levels. The FTA provides the following equation:

$$[PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}]$$

Table 4.13-4 presents the expected Project related vibration levels at a distance of 650 feet.

Table 4.13-4. Construction Vibration Levels at 650 Feet									
Receiver Peak Particle Velocity Levels (inches/second)							Peak Vibration	Threshold	Exceed Threshold
Large Dozer	Pile Driver	Caisson Drilling & Hoe Ram	Loaded Trucks	Roller	Jack-hammer	Small Dozer			
0.0007	0.0013	0.0007	0.0006	0.0016	0.0003	<0.0000	0.0016	0.3	No

As shown in Table 4.13-4, groundborne vibrations attenuate rapidly from the source due to geometric spreading and material damping. Geometric spreading occurs because the energy is radiated from the source and spreads over an increasingly large distance while material damping is a property of the friction loss which occurs during the passage of a vibration wave. Vibration as a result of construction activities would not exceed 0.3 PPV. Thus, Project construction would not exceed the recommended threshold. This impact is less than significant.

		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c)	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the Project Area to excessive noise levels?	☐	☐	☐	☒

No Impact.

The Project Area is located approximately 6.5 miles southwest of the closest airport, Lincoln Regional Airport. The Project Area is not located within any noise contours of the Lincoln Regional Airport (Lincoln, City of 2007). Therefore, the Proposed Project would not expose those visiting or working on the Project Area to excessive airport noise.

4.13.3 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.14 Population and Housing

4.14.1 Environmental Setting

According to the California Department of Finance (DOF), which provides estimated population and housing unit demographics by year throughout the State, the City of Rocklin population increased 0.26 percent between 2023 and 2024 from 71,420 to 71,609 (DOF 2024).

According to the City of Rocklin Housing Element, single-family detached homes comprised of approximately 73 percent of Rocklin's housing stock in 2020, while multi-family structures with five or

more dwelling units comprised another 18 percent. The City of Rocklin had a total of 26,342 housing units as of 2020 (City of Rocklin 2021b).

4.14.2 Population and Housing (XIV) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐

Less Than Significant Impact.

The Project proposes to improve the safety and operation of Sunset Boulevard. The Project would not induce substantial, unplanned population growth either directly or indirectly because it does not increase any housing, utilities, or public services. While the Project would increase the capacity on the roadway, the small section of road that is being expanded would not be substantial and is intended to accommodate future traffic consistent with the City of Rocklin General Plan. Any impact would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

No Impact.

No housing is located on the site and implementation of the Project would not displace any people. Therefore, the Project would have no impact in this area.

4.14.3 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.15 Public Services

4.15.1 Environmental Setting

4.15.1.1 Fire Services

The City of Rocklin Fire Department provides fire suppression, emergency medical, and special operations/rescue services to the City of Rocklin. The closest fire station to the Project location is Fire

Station 25, which is located at 2001 Wildcat Boulevard, approximately a 0.8-mile drive away from the Project Area.

Fire Station 25 has a Type 1 Structural Engine and a Type 3 Wildland Engine. A Type 1 Engine is designed and equipped to handle many types of emergencies. Specifically, it carries the hose, water and pump necessary to extinguish any type of fire that can be accessed from paved roads. It also carries the necessary tools and equipment to mitigate just about any other emergency that the fire department responds to medical emergencies, vehicle accidents, rope rescues, hazardous material incidents, public assists and much more. A Type 3 Engine is specifically designed and equipped to handle fires that occur in the wildland setting. They carry the hose, water and pump necessary to extinguish fires that require "off-road" capabilities, in order to access. A Type 3 engine is smaller and lighter than a Type 1 Engine and usually is equipped with 4-wheel drive (City of Rocklin 2024d). Staffing for each Fire Engine is (3) personnel and (4) personnel for the Ladder Truck. At a minimum, staffing on each apparatus is a Fire Captain, Fire Engineer, and a Firefighter(s), with one being Paramedic trained in providing Advanced Life Support pre-hospital care.

4.15.1.2 Police Services

The Rocklin Police Department (RPD) provides law enforcement to the City of Rocklin. The RPD is a full-service police agency, with numerous units and specialties including animal control, canine, crime prevention, homeland security, patrol, special weapons and tactics, and traffic (City of Rocklin 2024e). The RPD is located at 4080 Rocklin Road, which is approximately 4.5 miles away from the Project Area.

4.15.1.3 Schools

The Project Area is served by the Rocklin Unified School District (RUSD). It includes twelve elementary schools, two middle schools, two high schools, and the Rocklin Alternative Education Center. The Project Area is in the Twin Oaks Elementary School, Granite Oaks Middle school, and Rocklin High School boundaries (RUSD 2024).

The closest school is William Jessup University, a private Christian college located at 333 Sunset Boulevard in Rocklin. The university offers undergraduate degrees as well as professional studies programs. The university is approximately 500 feet away from the Project Area, as the entrance to the university bisects Sunset Boulevard.

4.15.1.4 Parks

The City of Rocklin Parks and Recreation Department manages 37 developed parks and over 200 acres of open space. The closest park to the Project Area is Margaret Azevedo Park, approximately 0.25 miles northeast of the site.

4.15.2 Public Services (XV) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	☐	☐	☒	☐
i. Fire Protection?	☐	☐	☒	☐
ii. Police Protection?	☐	☐	☒	☐
iii. Schools?	☐	☐	☒	☐
iv. Parks?	☐	☐	☒	☐
v. Other Public Facilities?	☐	☐	☒	☐

Less than Significant Impact.

4.15.2.1 Fire Protection

Project construction may result in a need for fire protection services to respond to any potential fire or emergency medical service incidents that may occur at the site. Implementation of the Proposed Project would not result in an increased demand for fire protection and emergency services. Additionally, the Proposed Project would not increase the response time required for the City of Rocklin's Fire Department. Therefore, this impact is less than significant.

4.15.2.2 Police Services

Project construction may result in a need for police protection services to respond to any potential incidents that may occur at the site. Implementation of the Proposed Project would not result in an increased demand for law enforcement services. As mentioned above, the RPD is located at 4080 Rocklin Road, which is approximately 4.5 miles away from the Project Area. The Proposed Project would not increase the need for police protection. Therefore, this impact is less than significant.

4.15.2.3 Schools

The Project does not propose any housing and would not include any other components that would result in an increased demand for schools. As such, there would be no need for additional facilities to maintain acceptable service ratios for schools. This impact would be less than significant.

4.15.2.4 Parks

The Proposed Project would not increase the overall population of the City that would result in the need for expanded parkland. Therefore, the Project's impact relating to parks would be less than significant.

4.15.2.5 Other Public Facilities

The Proposed Project would not increase the overall population of the City that would result in the need for expanded public facilities such as childcare services or libraries. Therefore, the Project's impact relating to other public facilities would be less than significant.

4.15.3 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.16 Recreation

4.16.1 Environmental Setting

The City of Rocklin Community Services and Facilities Department oversees parks and recreation services in the city. The department maintains 37 developed parks and over 200 acres of open space for the residents of the City.

The closest park to the Proposed Project is the Margaret Azevedo Park, which is approximately 0.25 miles northeast of the Project, located at 1900 Wildcat Boulevard. The park has soccer fields, baseball/softball fields, and playgrounds.

4.16.2 Recreation (XVI) Materials Checklist

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒

No Impact.

The deterioration of parkland infrastructure is partly related to use level which is driven by the local population and recreation demand. Given that the Project would not result in a significant or direct population increase, the Project would not generate increased recreational facility use that would lead to premature deterioration facilities. Therefore, the Proposed Project would not increase the use of park and recreational facilities resulting in substantial physical deterioration. There would be no impact.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☒

No Impact.

The Project does not include or allow for the creation of recreational facilities. As such, the Proposed Project will have no impact due to construction and expansion of recreational facilities. There would be no impact.

4.16.3 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.17 Transportation

The information used in the following section is based on the Traffic Memorandum by Fehr & Peers for the Estia at Rocklin development (Fehr & Peers 2022), which is immediately north of the Project Area, between Sunset Boulevard and University Avenue.

4.17.1 Environmental Setting

4.17.1.1 Prior Environmental Review

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

Mitigation measures to address these impacts are incorporated into the General Plan in the Circulation Element, and include policies that require the monitoring of traffic on City streets to determine improvements needed to maintain an acceptable level of service, updating the City's Capital Improvement Program and traffic impact fees, providing for inflationary adjustments to the City's traffic impact fees, maintaining a minimum level of service of "C" for all signalized intersections during the p.m. peak period on an average weekday, maintaining street design standards, and interconnecting traffic signals and consideration of the use of roundabouts where financially feasible and warranted to provide flexibility in controlling traffic movements at intersections.

The General Plan EIR concluded that, despite these goals and policies, significant transportation impacts will occur as a result of development under the General Plan and further, that these impacts cannot be

reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will result in increased traffic volumes at state/interstate highway intersections and impacts to state/interstate highway segments. Findings of fact and a statement of overriding consideration were adopted by the Rocklin City Council in regard to these impacts, which were found to be significant and unavoidable.

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

The firm of Fehr & Peers, a Sacramento area consulting firm with recognized expertise in transportation, prepared a Traffic Impact Study (TIS) for the Estia at Rocklin Project, which was located northwest of the intersection of Sunset Boulevard and University Avenue and east of SR-65. As part of the TIS, Fehr & Peers analyzed the widening of Sunset Boulevard as part of the Project (City of Rocklin 2022).

4.17.2 Transportation (XVII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐

Less Than Significant Impact.

The Proposed Project has been evaluated as part of the City of Rocklin's General Plan and has been evaluated as part of the development application for the Estia at Rocklin Project. The widening of Sunset Boulevard is in accordance with the City's General Plan, which identifies this corridor as a priority for capacity enhancement. The Proposed Project would improve existing traffic flow and safety. Additionally, sidewalks and crosswalks would be upgraded to meet current accessibility standards, enhancing pedestrian safety and connectivity. Therefore, implementation of the Proposed Project would not conflict with a program, plan, ordinance, or policy for the City of Rocklin's circulation system and any impact would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐

Less Than Significant Impact.

The Proposed Project would not conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). The TIS of the Estia at Rocklin Project evaluated the Project's impact on general travel conditions by measuring the expected total Vehicle Miles Traveled (VMT) in the City of Rocklin. The widening of Sunset Boulevard is designed to reduce congestion and improve traffic flow, which may lead to a reduction in VMT by minimizing stop-and-go conditions and improving travel efficiency. Any impact would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐

Less Than Significant Impact.

The Proposed Project would not substantially increase hazards to vehicle safety due to increased traffic at locations with hazardous geometric design features (e.g., sharp curves or dangerous intersections). The Proposed Project would close the gap in a 6-lane roadway by widening eastbound Sunset Boulevard from two to three lanes approximately 575 feet west of Atherton Road to 400 feet east of Atherton Road. The Project work includes curb ramps, curb medians, sidewalk removal and new sidewalk, new traffic signals, utility relocations, tree removal, landscaping, widening Atherton Road to include turn lanes. The Project does not introduce incompatible users (e.g., farm equipment) to a roadway or transportation facility not intended for those users. The Project's impact with regard to roadway design and users is less than significant and is intended to improve safety in the project area.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in inadequate emergency access?	☐	☒	☐	☐

Less Than Significant Impact with Mitigation Incorporated.

The Proposed Project could cause potential delays to traffic along Sunset Boulevard as lane closures and traffic controls would be required during construction. However, with implementation of Mitigation Measure TRANS-1, a TMP would be required to be developed during the design phase of the Project. The TMP would identify traffic delays and alternative routes and would prevent cut-through traffic that could impact adjacent businesses and neighborhoods. Emergency response times are not anticipated to change during construction because the TMP would provide priority to emergency vehicles during traffic control. The TMP would provide instructions for response or evacuation in the event of an emergency.

The Project would not conflict with any emergency response or evacuation plan and would adhere to the City of Rocklin General Plan, Community Safety Element, and Rocklin Municipal Code Section 2.32, Emergency Organization (City of Rocklin 2021a). Therefore, with implementation of Mitigation Measure TRANS-1, impacts would be less than significant.

4.17.3 Mitigation Measures

TRANS-1: Prepare and Implement a Construction Traffic Management Plan. The City of Rocklin will require the contractor to prepare a Construction Traffic Management Plan in accordance with Rocklin City requirements and professional engineering standards prior to construction. The Traffic Management Plan shall specifically address the following: adequate provisions for protection of the traveling public; emergency service access; the need for temporary traffic controls (signage/flaggers); and maintenance of private property driveway access. All traffic controls, including equipment and personnel requirements, shall be consistent with the current State of California Manual of Traffic Controls for Construction and Maintenance Work Areas.

4.18 Tribal Cultural Resources

4.18.1 Environmental Setting

4.18.1.1 Ethnographic History

The Project Area is in the southwestern portion of the territory occupied by the Penutian-speaking Nisenan. Nisenan inhabited the drainages of the Yuba, Bear, and American rivers, and also the lower reaches of the Feather River, extending from the east banks of the Sacramento River on the west to the mid to high elevations of the western flank of the Sierra Nevada to the east (Wilson and Towne 1978). The territory extended from the area surrounding the current City of Oroville on the north to a few miles south of the American River in the south. The Sacramento River bounded the territory on the west, and in the east, it extended to a general area located within a few miles of Lake Tahoe.

As a language group, Nisenan (meaning “from among us” or “of our side”) are members of the Maiduan Family of the Penutian stock and are generally divided into three groups based on dialect differences: the Northern Hill (mountain) Nisenan in the Yuba River drainage; the Valley Nisenan along the Sacramento River; and the Southern Hill (foothills) Nisenan along the American River (Beals 1933, Kroeber 1925, Wilson and Towne 1978).

The basic social and economic group for the Nisenan was the family or household unit. The nuclear and/or extended family formed a corporate unit. These basic units were combined into distinct village or hamlet groups, each largely composed of consanguine relatives (Beals 1933, Littlejohn 1928).

Nisenan practiced seasonal transhumance, a subsistence strategy involving moving from one area or elevation to another to harvest plants, fish, and hunt game across contrasting ecosystems that were in relatively close proximity to each other. Valley Nisenan generally did not range beyond the valley and lower foothills, while foothill and mountain groups ranged across a more extensive area that included

jointly shared territory whose entry was subject to traditional understandings of priority of ownership and current relations between the groups (d'Azevedo 1963).

During most of the year, Nisenan usually lived in permanent villages located below about 2,500 feet that generally had a southern exposure, were surrounded by an open area, and were located above, but close to watercourses (Littlejohn 1928).

Communally organized Nisenan task groups exploited a wide variety of resources. Communal hunting drives were undertaken to obtain deer, quail, rabbits, and grasshoppers. Bears were hunted in the winter when their hides were at their best condition. Runs of salmon in the spring and fall provided a regular supply of fish, while other fish such as suckers, pike, whitefish, and trout were obtained with snares, fish traps, or with various fish poisons such as soaproot (Beals 1933; Faye 1923; Wilson and Towne 1978). Birds were caught with nooses or large nets and were also occasionally shot with bow and arrow. Game was prepared by roasting, baking, or drying. In addition, salt was obtained from a spring near modern-day Rocklin (Wilson and Towne 1978).

Acorns were gathered in the fall and stored in granaries for use during the rest of the year. Although acorns were the staple of the Nisenan diet, they also harvested roots like wild onion and "Indian potato," which were eaten raw, steamed, baked, or dried and processed into flour cakes to be stored for winter use (Wilson and Towne 1978). Buckeye, pine nuts, hazelnuts, and other edible nuts further supplemented the diet. Key resources such as acorns, salmon, and deer were ritually managed through ceremonies to facilitate successful exploitation and equitable distribution of resources (Beals 1933; Swezey 1975, Swezey and Heizer 1977).

Nisenan built residential dwellings, ceremonial structures, semi-subterranean sweat lodges, and menstruation huts (Wilson and Towne 1978). The typical hill and mountain dwelling was the conical bark house made by overlapping three or four layers of bark with no interior support. A thatched house was used at lower elevations, consisting of a conical framework of poles covered by brush, grass, or tules. Semi-subterranean earth lodge roundhouses were also built by hill and mountain groups and used for ceremonial gatherings, assemblies, local feasts, and for housing visitors (Beals 1933; Levy 1978).

The mountain Nisenan groups encountered Europeans in their territory but were not adversely affected by the epidemics and early settlers. The discovery of gold, however, led to their territory being overrun within a matter of a few years. James Marshal's 1848 gold discovery was in the middle of Nisenan territory, and thousands of miners were soon living in the area. This dynamic led to widespread killing, destruction, and persecution of the Nisenan and their culture. The few survivors were relegated to working in agriculture, logging, ranching, or domestic pursuits (Wilson and Towne 1978). A native culture resurgence occurred around 1870, with influence from the Ghost Dance revival, but by 1890s the movement had all but ended in dissolution. By the time of the Great Depression, it was said that no living Nisenan could remember a time before White contact (Wilson and Towne 1978:396).

The turn of the twentieth century was fraught with deplorable conditions for the surviving Nisenan populations, marked by low educational attainment, high unemployment, poor housing and sanitation, and prevalence of alcoholism. The 1960 U.S. census (California State Advisory Commission of Indian Affairs 1966 as cited in Wilson and Towne 1978:396) reported 1,321 Native Americans resided in the

counties originally held as Nisenan territory, but none had tribal affiliation. Sacramento County listed 802 Native Americans, of which only four were known descendants of the Valley Nisenan. El Dorado, Placer, Yuba, and Nevada counties had several Nisenan families in the 1970s who are descended from mountain groups and could speak the language and retained knowledge of traditional lifeways (Wilson and Towne 1978).

A few people still practiced Nisenan customs through the turn of the twenty-first century, but the old ways have been largely lost. Despite the hardships on their people through the past few centuries, many modern Native American populations participate in pan-Indian activities and celebrations. Nisenan descendants continue to be active in social movements and organizations that seek to improve the Native American situation in the dominant America culture.

The United Auburn Indian Community (UAIC) is a federally recognized Tribe comprised of both Miwok and Maidu (Nisenan) Tribal members who are traditionally and culturally affiliated with the project area. The Tribe has a deep spiritual, cultural, and physical ties to their ancestral land and are contemporary stewards of their culture and landscapes. The Tribal community represents a continuity and endurance of their ancestors by maintaining their connection to their history and culture. It is the Tribes goal to ensure the preservation and continuance of their cultural heritage fur current and future generations.

4.18.1.2 Regulatory Setting

Assembly Bill 52

Assembly Bill (AB) 52 specifies that a project that may cause a substantial adverse change in the significance of a TCR, as defined in PRC Section 21074, is a project that may have a significant effect on the environment. AB 52 requires a lead agency to consult with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe: (1) requests in writing consultation to the lead agency, (2) to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation, prior to determining whether a Negative Declaration, Mitigated Negative Declaration, or EIR is required for a project pursuant to CEQA. AB 52 specifies examples of mitigation measures that may be considered to avoid or minimize impacts on TCRs.

California PRC Section 21080.3.1 requires that prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project, the lead agency shall begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project if:

- The California Native American tribe requested to the lead agency, in writing, to be informed by the lead agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe, and
- The California Native American tribe responds, in writing, within 30 days of receipt of the formal notification, and requests the consultation.

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to PRC Section 21080.3.1.

4.18.1.3 Summary of Tribal Consultation

The City sent letters on December 11, 2024. The UAIC replied on January 7, 2025 and provided guidance on information the tribe would like to have included in the TCR chapter as well as mitigation measures to incorporate. UAIC conducted background research for the identification of Tribal Cultural Resources for this Project, which included a review of pertinent literature, historic maps, and a records search using UAIC's Tribal Historic Information System (THRIS). UAICs THRIS database is composed of UAICs areas of oral history, ethnographic history and places of cultural and religious significance, including UAICs Sacred Lands that are submitted to the Native American Heritage Commission (NAHC). The THRIS resources shown in this region also include previously recorded indigenous resources identified through the California Historic Resources Information Center 9CHRIS) as well as historic resources and survey data.

4.18.2 Tribal Cultural Resources (XVIII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	☐	☒	☐	☐
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☒	☐	☐

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.	☐	☒	☐	☐

Thresholds of Significance

Based on the CEQA Guidelines Appendix G: Items XVII (a) and (b) of the CEQA Guidelines, TCR impacts are considered to be significant if a project would cause a substantial adverse change in the significance of a TCR, defined in PRC Section 21074. The CEQA lead agency makes this determination based on the expert opinion of culturally affiliated consulting tribes.

Less than Significant with Mitigation Incorporated. At this time, no known tribal cultural resources have been identified within the Project Site and the Project Site has not been identified as either a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe. However, unanticipated, and accidental discovery of California Native American tribal cultural resources are possible during Project implementation, especially during excavation, and have the potential to impact unique cultural resources. As such, mitigation measure TCR-1 has been included to reduce the potential for impacts to tribal cultural resources to a less than significant level. There is always the potential that ground-disturbing Project activity could result in the inadvertent discovery of burial sites or human remains. If encountered, disturbance to human remains would result in a significant impact and potential violation of state law. Implementation of existing state law and Mitigation Measure TCR-1 will reduce potential impacts to less than significant.

4.18.3 Mitigation Measure

TCR-1: **Implement Measures to Protect Unanticipated Cultural, Archaeological, and/or Tribal Cultural Resources Discoveries.** If any suspected TCRs or resources of cultural significance to UAIC, including but not limited to features, anthropogenic/cultural soils, cultural belongings or objects (artifacts), shell, bone, shaped stones or bone, or ash/charcoal deposits are discovered by any person during construction activities including ground disturbing activities, all work shall pause immediately within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. Work shall cease in and within the immediate vicinity of the find regardless of whether the construction is being actively monitored by a Tribal Monitor, cultural resources specialist, or professional archaeologist.

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

Treatment and Documentation:

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

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

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

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

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

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

4.19 Utilities and Service Systems

4.19.1 Environmental Setting

4.19.1.1 Water Service

The Placer County Water Agency provides domestic water service in the City of Rocklin. PCWA carries out a broad range of responsibilities including water resource planning and management, wholesale and retail supply of water, and hydroelectric energy production. PCWA has existing surface water appropriative rights as well as contract entitlements of approximately 300,000 AFY. PCWA also has access to sustainably managed regional groundwater resources to manage emergency conditions.

PCWA currently delivers approximately 101,600 AFY to treated and untreated retail customers and provides approximately 31,400 AFY of treated and untreated to neighboring water suppliers for resale, serving a total population of over 150,000 people in Placer County directly or indirectly (PCWA 2021).

4.19.1.2 Wastewater

The South Placer Municipal Utility District (SPMUD) provides sanitary sewer services to the City of Rocklin. The SPMUD sewer collection system comprises approximately 290 miles of gravity sewer main, 7 miles of sewer force main, 122 miles of lower laterals, 13 sewer lift stations, and 11 permanent flow recorder stations (SPMUD 2022).

According to the SPMUD service map (SPMUD 2024), operational sanitary gravity lines run adjacent to Sunset Boulevard, and then bisect Sunset Boulevard to provide sanitary lines to the business park located south of the Project Area.

4.19.1.3 Storm Drainage

Flood control services in Placer County are provided by the Placer County Flood Control and Water Conservation District, which implements watershed master plans and hydrologic models, sets standards for development, has developed a county flood warning system, reviews development, and provides technical assistance in an effort to prevent flooding.

The City of Rocklin Public Works Department maintains the storm drainage infrastructure within the City. The City has historically addressed the issue of storm drainage on a priority basis in the various City neighborhoods. In order to properly plan and maintain storm drainage infrastructure, the City must have access to creeks and waterways that collect drainage. The City continues to pursue access to creeks and waterways located on private property through use of easements (City of Rocklin 2012b).

4.19.1.4 Solid Waste

The Western Placer Waste Management Authority (WPWMA) provides recycling and waste disposal services to the City of Rocklin. The WPWMA is a regional agency that was established in 1978 through a Joint Exercise of Powers Agreement between the County of Placer and the cities of Roseville, Rocklin and

Lincoln to acquire, own, operate and maintain a sanitary landfill site and all related improvements. A majority of the waste picked up in western Placer County is transported to the WPWMA's Materials Recovery Facility for processing and material recovery. Recology Auburn Placer is the agency that provides waste transport services in the City of Rocklin. The WPWMA also operates the Western Regional Sanitary Landfill and a Household Hazardous Waste Facility.

4.19.1.5 Electricity/Natural Gas Services

Electricity

PG&E provides electrical and natural gas services to the City of Rocklin and is required by the State Public Utilities Commission to update the systems to meet any additional demand. PG&E builds infrastructure on an as-needed basis.

4.19.2 Utilities and Service Systems (XIX) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐

Less Than Significant Impact.

The Project proposes to widen Sunset Boulevard. The construction of the Project would include the relocation of electrical, communications, and new storm drain to accommodate widening. Major utility conflicts are not anticipated, and utility verification would be conducted prior to construction to confirm realignment. The City of Rocklin, contractors, or any construction crews would coordinate with the appropriate utility provider. Any impact would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒

No Impact.

The Proposed Project would not generate a demand for potable water and would have no impact on water supplies. There would be no impact and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒

No Impact.

The Proposed Project would not generate a demand for wastewater services. There would be no impact and no mitigation is required.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐

Less Than Significant Impact.

The Project proposes the widening of Sunset Boulevard, with no occupational component that would generate solid waste. The only potential generation of solid waste would come from the brief construction period; however, this amount would be negligible and would cease upon completion of the Proposed Project. As such, the Project impacts associated with solid waste generation would be less than significant.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Less Than Significant Impact.

The Proposed Project will comply with all local, state, and federal statutes regarding solid waste. No operations-generated acutely toxic or otherwise hazardous materials are expected to be generated by the proposed road-widening Project. This impact is considered less than significant.

4.19.3 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.20 Wildfire

4.20.1 Environmental Setting

The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (e.g., winds, temperatures, humidity levels and fuel moisture contents), and topography (degree of slope). Steep slopes contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area-to-mass ratio and require less heat to reach the ignition point, while fuels such as trees have a lower surface area-to-mass ratio and require more heat to reach the ignition point.

The area is within a local responsibility area and has been identified as a moderate fire hazard severity zone (CAL FIRE 2008, 2024).

4.20.2 Wildfire (XX) Environmental Checklist and Discussion

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

No Impact.

The Project Area is not in an area designated by CAL FIRE as a Very High Fire Hazard Severity Zone (VHFHSZ). Furthermore, no VHFHSZs are located nearby. Also, the Project Area is not located in a State Responsibility Area (SRA) (CAL FIRE 2024). The Project would have no impact in this area.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒

No Impact.

The Project Area is not in an area designated by CAL FIRE as a VHFHSZ. Furthermore, no VHFHSZs are located nearby. Also, the Project Area is not located in an SRA (CAL FIRE 2024). The Project would have no impact in this area.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that June exacerbate fire risk or that June result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒

No Impact.

The Project Area is not in an area designated by CAL FIRE as a VHFHSZ. Furthermore, no VHFHSZs are located nearby. Also, the Project Area is not located in an SRA (CAL FIRE 2024). The Project would have no impact in this area.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

No Impact.

The Project Area is not in an area designated by CAL FIRE as a VHFHSZ. Furthermore, no VHFHSZs are located nearby. Also, the Project Area is not located in an SRA (CAL FIRE 2024). The Project would have no impact in this area.

4.20.3 Mitigation Measures

No significant impacts were identified and no mitigation measures are required.

4.21 Mandatory Findings of Significance

4.21.1 Mandatory Findings of Significance (XXI) Environmental Checklist and Discussion

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐

Less than Significant with Mitigation Incorporated.

As stated previously in Section 4.4, Biological Resources, implementation of Mitigation Measures BIO-1 and BIO-2 would ensure that any impacts to the habitat of wildlife species or populations, on any plant or animal community, and the project would not restrict the range of a rare or endangered plant or animal would be less than significant. Furthermore, as stated above in Section 4.5, Cultural Resources, with the implementation of proposed Mitigation Measure CUL-1, development of the Proposed Project would not result in significant impacts to Cultural Resources.

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐

Less Than Significant Impact.

As described in the impact analysis of this Draft IS/MND, potentially significant impacts to biological resources, cultural resources, geology and soils, and tribal cultural resources have been identified and mitigation measures have been proposed to offset any Project specific contribution to cumulative impacts. Current and proposed projects in the Project Area would also implement mitigation as necessary. All other impacts from the Proposed Project are short term in nature and associated with construction

activities on the Project Area and, therefore, would not be cumulatively considerable. No other cumulative impacts were identified.

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Less Than Significant Impact.

Direct and indirect impacts to human beings would be less than significant with the implementation of mitigation measures listed in this Draft IS/MND.

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LIST OF APPENDICES

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Appendix C – Records Search Results for the Sunset Boulevard Widening Project
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Appendix D – *Energy Assessment for Sunset Boulevard Widening Project*
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Appendices Available Upon Request