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

Environmental Assessment

for HUD-Funded Proposals

Recommended format per 24 CFR 58.36, revised March 2005
[Previously recommended EA formats are obsolete].

Project Identification: Pacific Street Apartments Project

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

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

Month/Year: July 2024

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

Project Information

Project Name:	Pacific Street Apartments Project
Responsible Entity:	City of Rocklin Community Development Department 3970 Rocklin Road Rocklin, CA 95677 Phone: (916) 625-5100 Fax: (916) 625-5095
Grant Recipient (if different than Responsible Entity):	Community Housing Works 3111 Camino Del Rio North, Suite 800 San Diego, CA 92108 Phone: (619) 282-6647
State/Local Identifier:	N/A
Preparer:	Raney Planning & Management, Inc. Rod Stinson, Vice President/Air Quality Specialist rods@raneymangement.com Phone: 916-372-6100 Fax: 916-419-6108
Certifying Officer Name and Title:	Aly Zimmermann, City Manager
Consultant (if applicable)**:**	Raney Planning & Management, Inc.
Project Location:	North of Oak Street, West of Pacific Street, South of Pine Street, and east of Railroad Avenue Rocklin, CA 95677 APNs: 010-040-039, 010-121-001, 010-121-002, and 010-121-004 through 010-121-006

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

The following sections describe the project site location and existing setting as well as the components included as part of the Pacific Street Apartments Project (proposed project).

Project Site Location, Existing Setting, and Surrounding Uses

The 2.93-acre project site is located northwest of the Pacific Street/Oak Street intersection in the City of Rocklin, California (see Figure 1). The site is identified by Assessor's Parcel Numbers (APNs) 010-121-001, -002, -004, -005, -006, and 010-040-039. Currently, the project site is undeveloped and comprised primarily of unsurfaced dirt and/or graveled areas (see Figure 2). Additionally, the northwestern portion of the site contains ruderal grasses. Several trees are located throughout the site.

The project site is bounded by Pine Street to the north, Pacific Street to the east, Oak Street to the south, and Railroad Avenue to the west. In addition, a Union Pacific Railroad (UPRR) track proceeds parallel to Railroad Avenue. Surrounding existing uses include commercial uses across Pine Street to the north, including a dentistry practice and an automotive service and repair shop; various commercial uses across Pacific Street to the east; single-family residences and a commercial use across Oak Street to the south; and Peter Hill Heritage Park and single-family residences across the UPRR track to the west. The City of Rocklin General Plan designates the site as Mixed Use, and the site is zoned Retail Business (C-2) and General Retail Service Commercial (C-4) with a Business Attraction, Retention and Revitalization Overlay (BARRO).

Proposed Project

The proposed project would primarily include development of four, three-story multi-family residential apartment buildings and a two-story leasing/amenity building (see Figure 3). The units would be comprised of 48 one-bedroom units ranging in size from 614 square feet (sf) to 696 sf, 30 two-bedroom units ranging in size from 848 sf to 935 sf, and 30 three-bedroom units that would be either 1,075 sf or 1,111 sf. In addition, the leasing/amenity building would include two one-bedroom units on the second floor. Overall, the proposed project would include 110 units. The proposed project would also include construction of two trash enclosures and 129 parking spaces, including four spaces designed in compliance with the Americans with Disabilities Act (ADA), eight spaces with electrical vehicle (EV) charging stations, 28 spaces that would be EV charging capable, and six spaces that would be EV charging ready. Site access would be provided from Oak Street by way of a new entrance at the southern site boundary. Secondary access would be provided by way of a new 16-foot-wide driveway connecting to Railroad Avenue in the northwestern corner of the project site. It should be noted that the proposed project would be subject to the City's Design Review process.

Water service for the proposed project would be provided by the Placer County Water Agency (PCWA), and sewer service by the South Placer Municipal Utility District. Gas and electric service would be provided by Pacific Gas and Electric Co. (PG&E). The foregoing utility services would be installed through connections to existing infrastructure located in the project vicinity.

Figure 1
Regional Vicinity Map

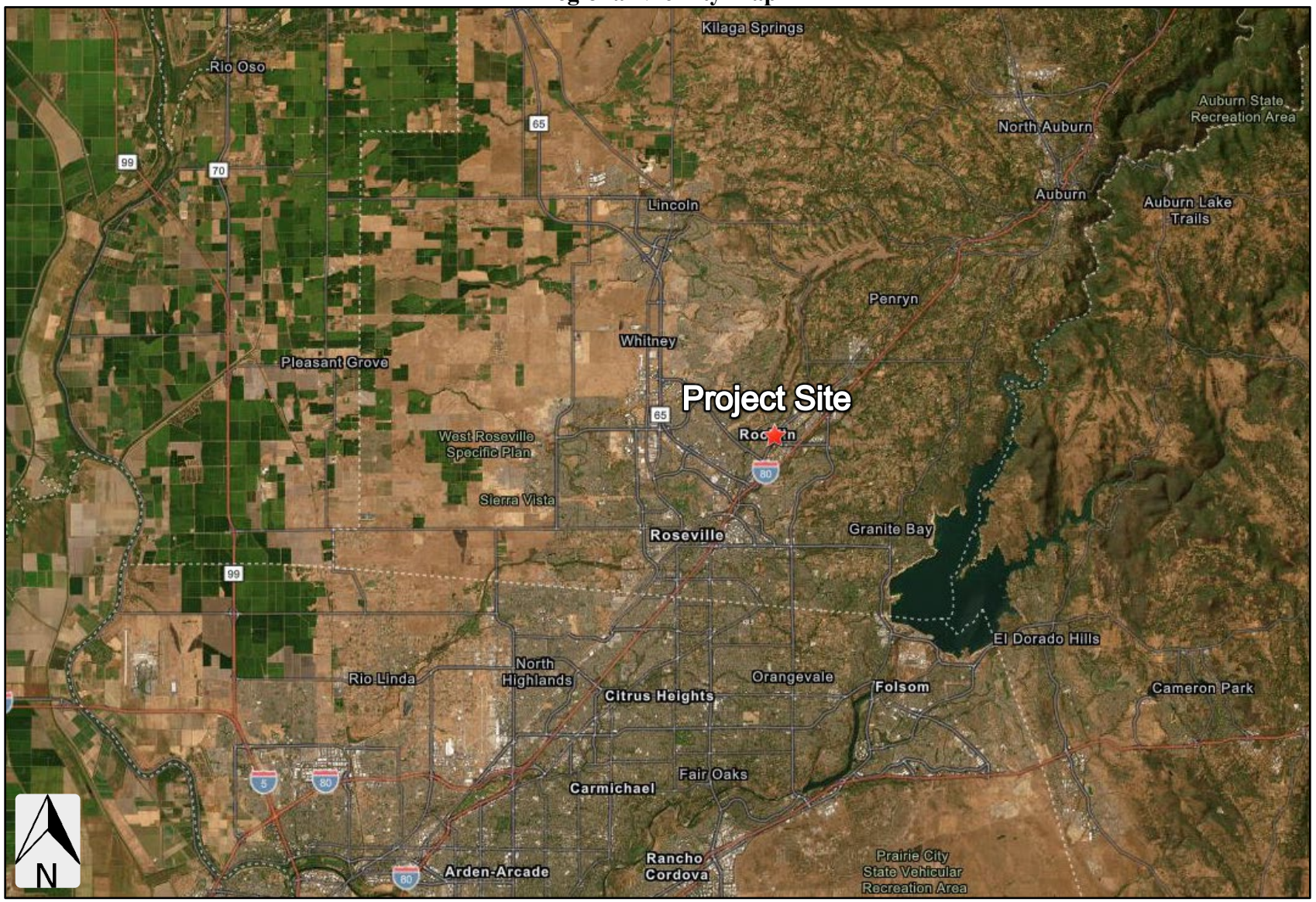
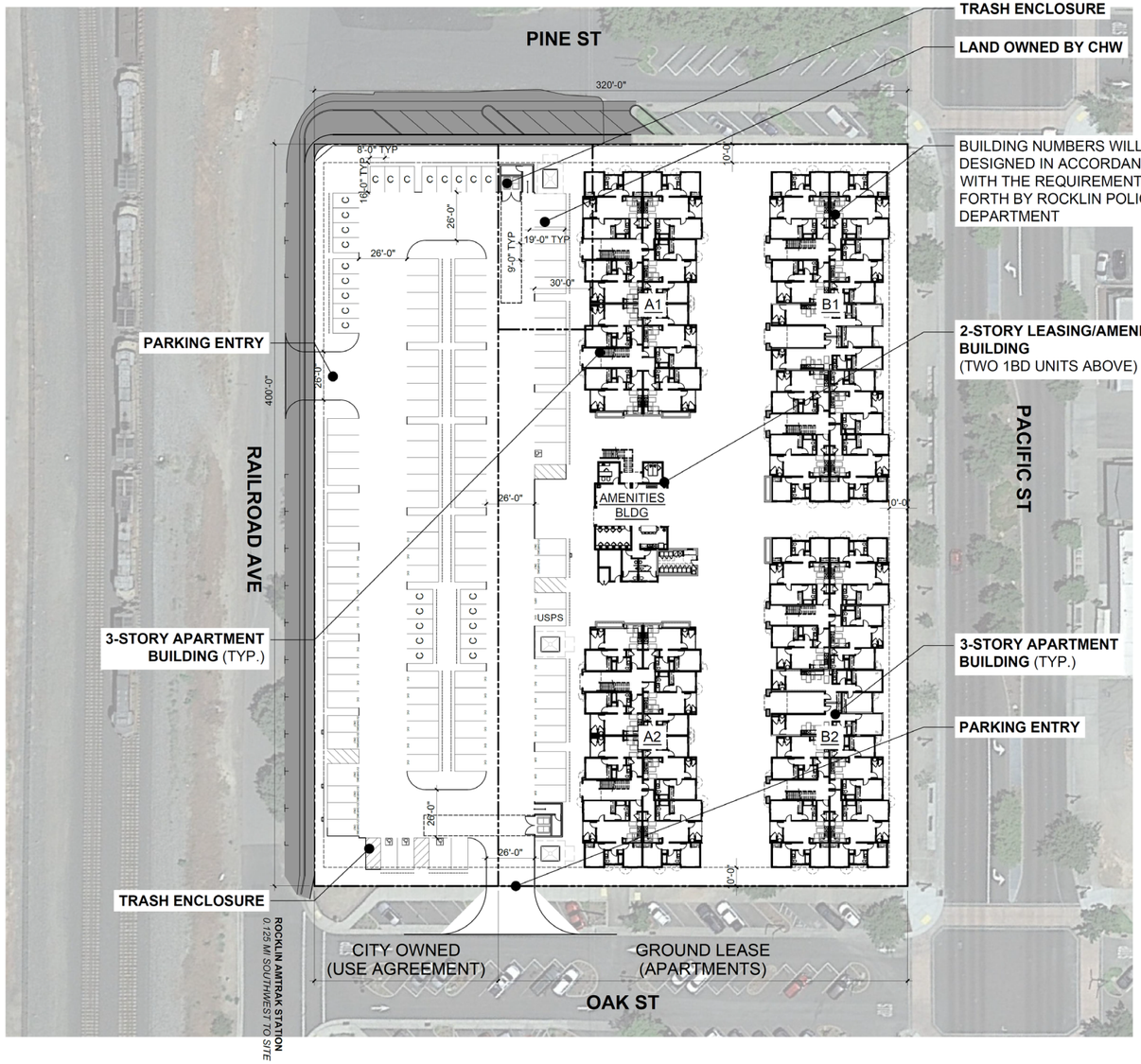


Figure 2
Project Site Boundaries

Figure 3
Site Plan



Site Summary

Accessor Parcel Number	010-121-001-000, 010-121-002-000, 010-121-004-000, 010-121-005-000, 010-121-006-000, 010-040-039-000,				
Site Area	2.93 AC	(Gross)		Dwelling Units	110 DU
	2.02 AC	(Net)		Gross Density	±37.54 DU / AC
4% Area	0.42 AC	(18,330 SF)		General Plan	Mixed Use
9% Area	2.51 AC	(109,301 SF)		Zoning	C-2, C-4, BARRO

Residential Development Standards

Required *per Rocklin Municipal Code*			
Max DU per Gross Acre		Gross Density	37.54 Units/Acre
Min Lot Area	10,000 SF	Lot Area	2.93 Acres
Min Lot Width	100'	Lot Width	400'
Min Setbacks:			
Front Yard	5'		
Site, Interior	10'		
Rear	10'		
Max Lot Coverage	60%	Lot Coverage	35%
Max Building Height	50'	Building Height	±40'-0"

Project Summary:

Building Summary:
(4) 3-Story Apartment Buildings
(1) 2-Story Leasing/Amenity/Laundry Building
(2) Trash Enclosures

Apartment Unit Summary	1Bd/1Bath	2Bd/1Bath	3Bd/2Bath	
4%				
Building A1	12	07	05	
Building A2	12	07	05	
Amenity Bldg	02	00	00	
4% Total	**26**	**14**	**10**	**50**
9%				
Building B1	12	08	10	
Building B2	12	08	10	
9% Total	**24**	**16**	**20**	
Total	**50**	**30**	**30**	**60**
	45%	27%	27%	

Unit Mix and Requirements per CTCAC Regulations

Unit Mix	Min SF.	Net Area	Gross Area	Total	Mix Percentage	
Plan 1-1	450 SF	570 SF	614 SF	38	34.5%	
Plan 1-2	450 SF	638 SF	696 SF	08	7.3%	
Plan 1-3	450 SF	616 SF	665 SF	02	1.8%	
Plan 1-4	450 SF	578 SF	639 SF	02	1.8%	45%
Plan 2-1	700 SF	795 SF	848 SF	24	21.8%	
Plan 2-2	700 SF	821 SF	883 SF	04	3.6%	
Plan 2-3	700 SF	867 SF	935 SF	02	1.8%	27%
Plan 3-1	900 SF	1002 SF	1075 SF	18	16.4%	
Plan 3-2	900SF	1035 SF	1111 SF	12	10.9%	27%
				110	100%	

Parking Summary

Proposed (*Ground Lease + City Owned Parcels*)	
Standard Open Parking	055 Spaces
Compact Open Parking	027 Spaces
Open Accessible Parking	002 Spaces
Van Accessible Parking	002 Spaces
US Postal Service Parking	001 Space
Electric Vehicle Charging Station (EVCS)	008 Spaces
Electric Vehicle Charging Capable (EVC)	028 Spaces
Electric Vehicle Charging Ready (EVR)	006 Spaces
	±129 Spaces *Across whole site*

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PACIFIC STREET APARTMENTS FOUR
ROCKLIN, CA # 2022-0529

CONCEPTUAL DESIGN
MAY 20, 2024

0 15 30 60

SITE PLAN

A1.0a

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

Pursuant to the City of Rocklin 2021-2029 Housing Element,[1] the City maintains the goals of providing a range of housing types to meet the needs of the community (Goal 2), providing adequate housing sites to accommodate the City's share of regional housing needs (Goal 3), and promoting equal opportunity for residents to live in the housing of their choice (Goal 6). In support of the aforementioned goals, the proposed project would provide affordable multi-family residential units through funding assistance through the U.S. Department of Housing and Urban Development (HUD) Section 8 Project-Based Vouchers (PBVs) Program. The proposed units would also contribute to the housing allocated to the City by the Regional Housing Needs Allocation (RHNA), a housing needs assessment for each region of the State administered by the Department of Housing and Community Development (HCD) every eight years. The current RHNA requires 5,661 new housing units within the City of Rocklin, 3,543 of which must be restricted for low-income households.[2] Therefore, the proposed project would be consistent with Housing Element Goals 2, 3, and 6, related to the provision of housing, and would further the City's RHNA requirements.

The National Environmental Policy Act (NEPA) mandates that federal agencies consider the environmental ramifications of a wide variety of proposed actions. Due to funding from federal sources, the proposed project is subject to environmental review under NEPA. Because implementation of the proposed project has the potential to result in environmental impacts on the project site, the preparation of an Environmental Assessment is required.

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

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

Existing Conditions

The 2.93-acre project site is currently undeveloped, and contains several trees scattered throughout the project site. The nearest airport to the project site is the Lincoln Regional Airport, which is located approximately 9.55 miles northwest of the site (see Figure 4).

Flood Hazard, Surface Water, and Groundwater Conditions

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) 06061C0961H, effective November 2, 2018, the project site is within Zone X, which is an Area with Minimal Flood Hazard (see Figure 5). Therefore, the project site is not within a Special Flood Hazard Area (SFHA). It should be noted that a portion of the project site is within an area re-designated through a FEMA-approved Letter of Map Revision (LOMR) associated with Rocklin City Tributary, effective August 14, 2023. The foregoing portion of the project site remained in Zone X following the issuance of the LOMR.

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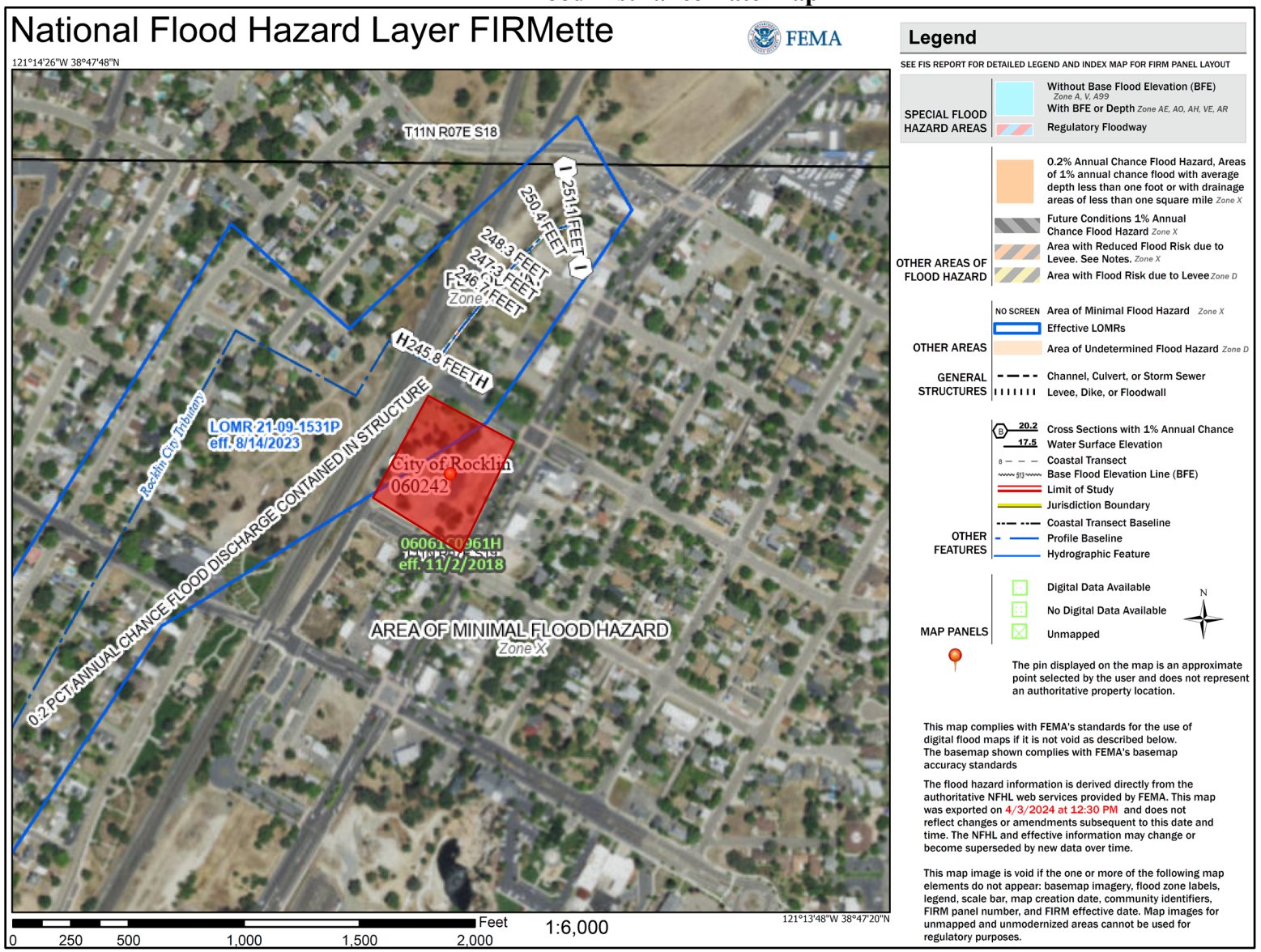
1 City of Rocklin. *Housing Element 2021-2029.* November 2020.

2 City of Rocklin. *What is RHNA and how does it affect Rocklin?* Available at: https://www.rocklin.ca.us/news/what-rhna-and-how-does-it-affect-rocklin. Accessed May 2024.

Figure 4
Nearest Airport to Project Site

Figure 5
FEMA Flood Insurance Rate Map



According to the U.S. Fish and Wildlife Service's (USFWS) National Wetlands Inventory (NWI), aquatic resources of any kind are not located on-site or adjacent to the project site (see Figure 6). As shown in Figure 7, the project site is located approximately 95 miles from the Coastal Zone Boundary. The project site is located 122.47 miles to the northeast of the nearest sole source aquifer, which is the Santa Margarita Aquifer (see Figure 8). The nearest designated Wild and Scenic River is the American River, located 13.65 miles south of the project site (see Figure 9).

Funding Information

Estimated Total HUD Funded Amount:

$5,147,520

Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]**:**

The total development cost is projected to be $58,417,019, $5,147,520 of which would be funded through 16 PBVs over a 20-year commitment.

Figure 6
National Wetlands Inventory Map

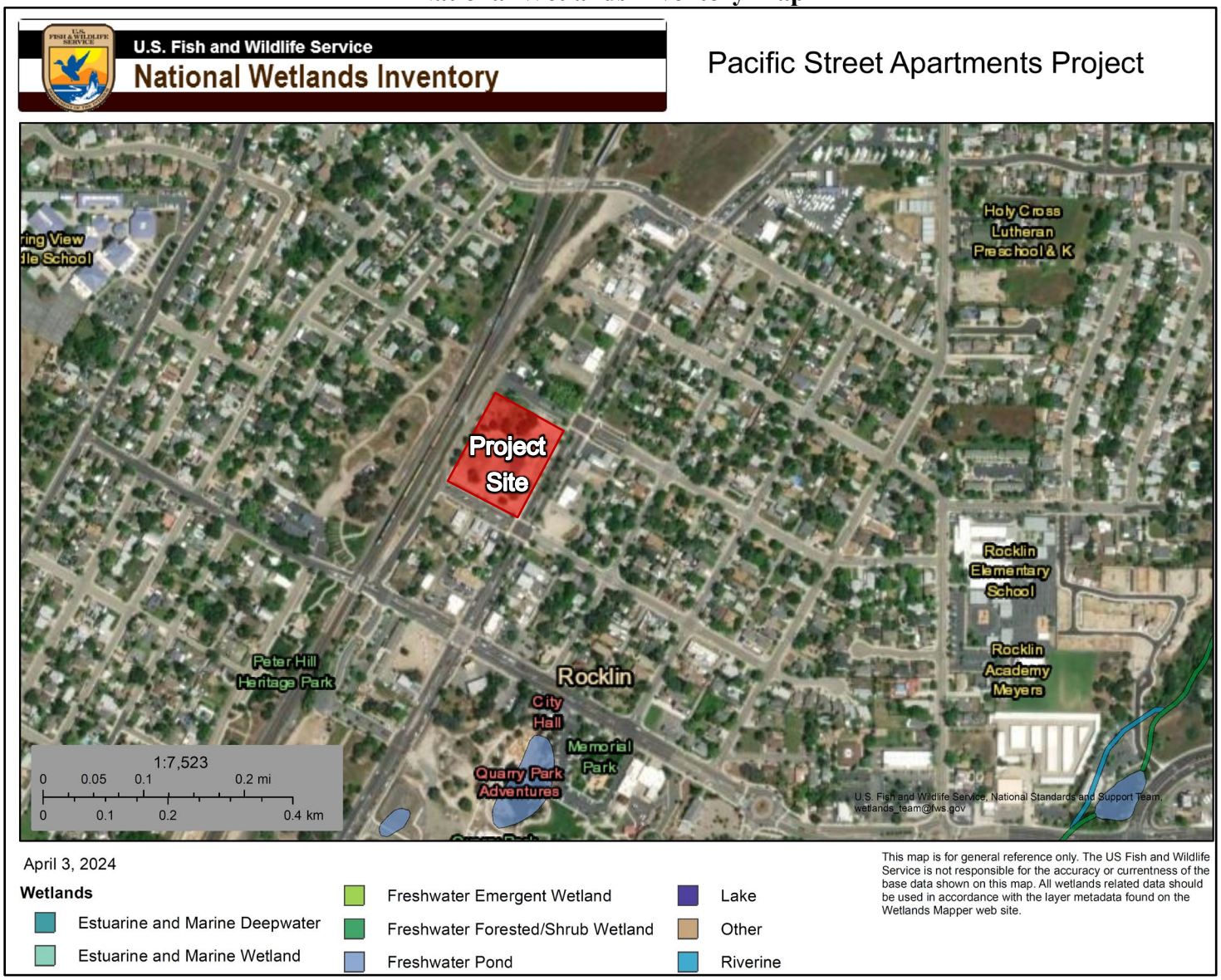
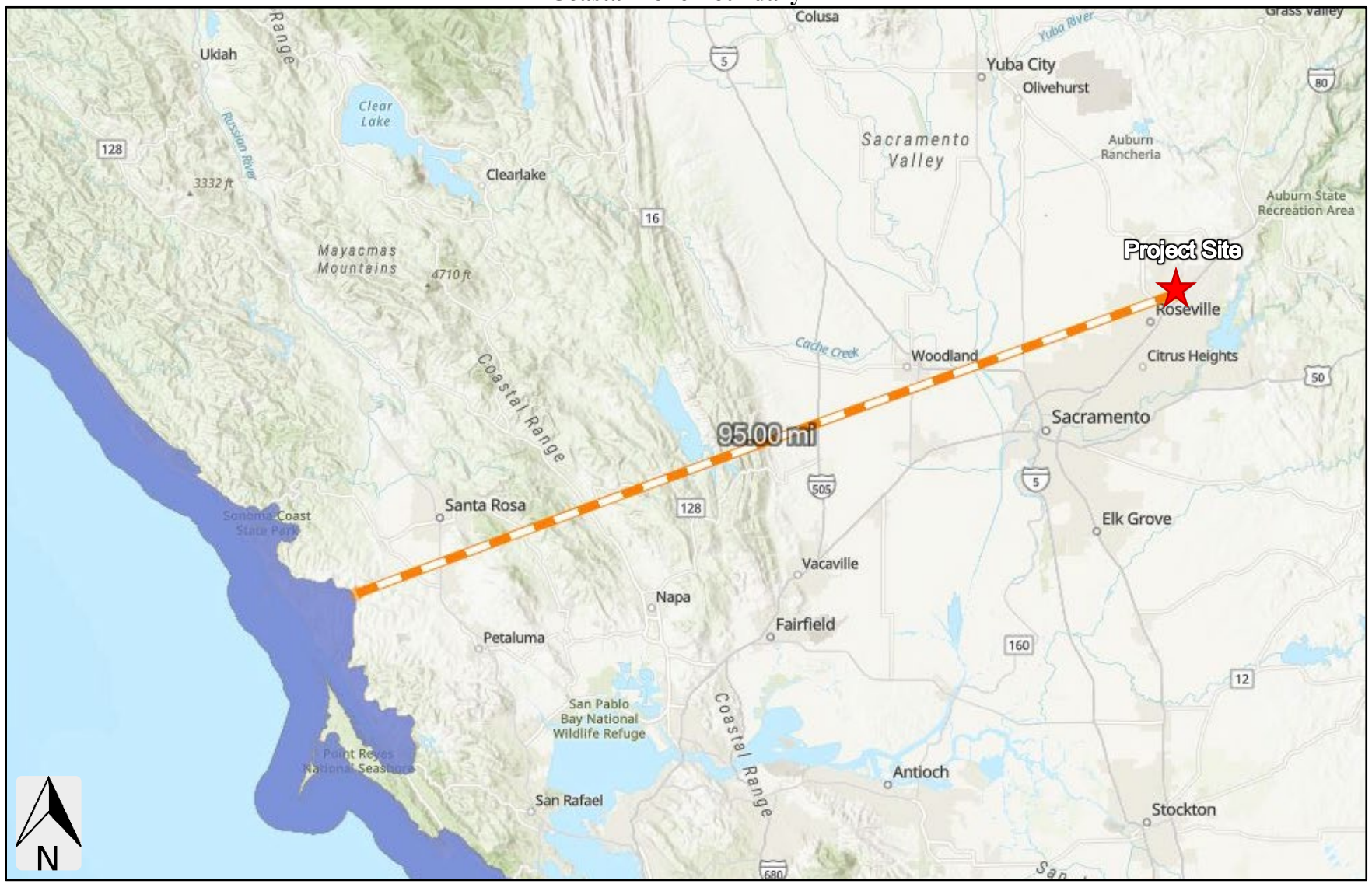


Figure 7
Coastal Zone Boundary

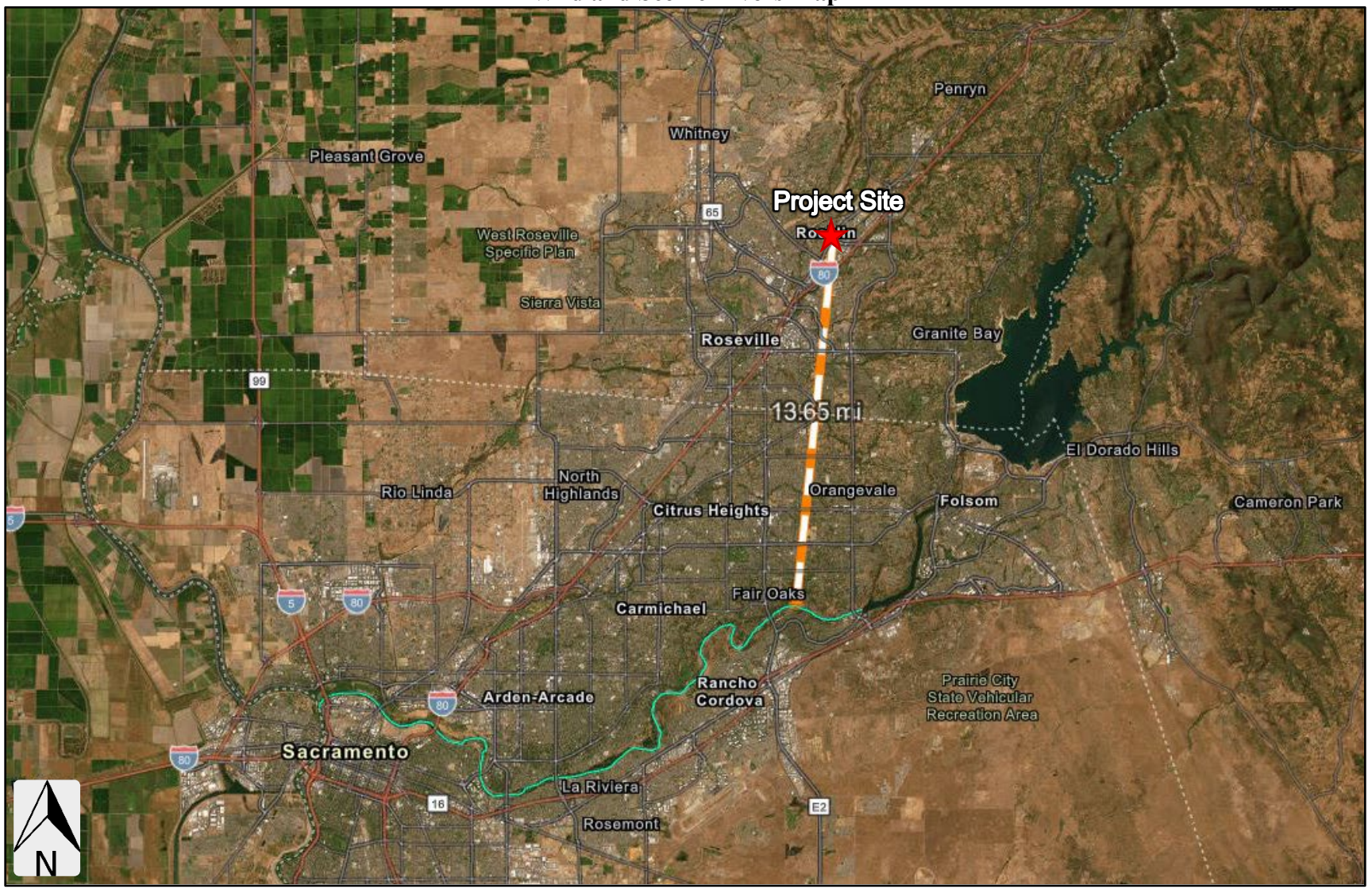


Source: California Department of Fish and Wildlife, BIOS, 2024.

Figure 8
Sole Source Aquifers Map

Source: U.S. Environmental Protection Agency, NEPAssist, 2024.

Figure 9
Wild and Scenic Rivers Map



Source: U.S. Environmental Protection Agency, NEPAssist, 2024.

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

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

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6		
Airport Hazards 24 CFR Part 51 Subpart D	Yes ☐ No ☒	HUD's policy is to apply standards to prevent incompatible development around civil airports or military airfields, consistent with Title 24 of the Code of Federal Regulations (CFR), Part 51, Subpart D. As shown in Figure 4, the nearest airport to the project site is the Lincoln Regional Airport, which is located approximately 9.55 miles (50,424 feet) northwest of the site. The closest military airport is the U.S. Coast Guard Station Sacramento, which is located 11.7 miles (61,776 feet) to the southwest of the project site. Thus, the project site is not located within 2,500 feet of the end of a civilian airport or within 15,000 feet of a military airport. Therefore, the proposed project would not be located within an Airport Runway Clear Zone or an Accident Potential Zone, as defined in 24 CFR 51 D, and impacts related to Airport Clear Zones and/or Accident Potential Zones would not occur.
Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	Yes ☐ No ☒	The Coastal Barrier Resources Act (CBRA) of 1982 designated relatively undeveloped coastal barriers along the Atlantic and Gulf coasts as part of the John H. Chafee Coastal Barrier Resources System (CBRS) and made these areas ineligible for most new federal expenditures and financial assistance. The Coastal Barrier Improvement Act (CBIA) of 1990 reauthorized the CBRA; expanded the CBRS to include undeveloped coastal barriers along the Florida Keys, Great Lakes, Puerto Rico, and U.S. Virgin Islands; and added a new category of coastal barriers to the CBRS called "otherwise protected areas"

		(OPAs). OPAs are undeveloped coastal barriers that are within the boundaries of an area established under federal, state, or local law, or held by a qualified organization, primarily for wildlife refuge, sanctuary, recreational, or natural resource conservation purposes. The project site is not located in the vicinity of the Atlantic, Gulf, or Great Lakes coasts or within the areas expanded by the CBIA in 1990. Therefore, development of the proposed project would not conflict with either the CBRA or CBIA. <u>Document Citation</u> U.S. Fish & Wildlife Service. *Coastal Barrier Resources Act.* Available at: https:// https://www.fws.gov/program/coastal-barrier-resources-act/about-us. Accessed April 2024. (Appendix H)
Flood Insurance Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]	Yes ☐ No ☒	The Flood Disaster Protection Act of 1973 (42 USC 4012a) requires that projects receiving federal assistance and located in an area identified by the FEMA as being within a SFHA be covered by flood insurance under the National Flood Insurance Program. According to the FEMA FIRM 06061C0961H, effective November 2, 2018, the project site is within Zone X, which is an Area with Minimal Flood Hazard (see Figure 5). It should be noted that a portion of the project site is within an area re-designated through a FEMA-approved LOMR associated with Rocklin City Tributary, effective August 14, 2023. However, the foregoing portion of the project site remained in Zone X following the issuance of the LOMR. Based on the above, the proposed project would not conflict with the requirements of the Flood Disaster Protection Act and National Flood Insurance Reform Act of 1994. <u>Document Citation</u> Federal Emergency Management Agency. *Flood Insurance Rate Map 06061C0961H.* Available at: https://msc.fema.gov/portal/home. Accessed April 2024. (Figure 5)

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

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

Table 1
PCAPCD Thresholds of Significance (lbs/day)

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

Source: PCAPCD, 2016.

In order to compare the proposed project's associated emissions to the thresholds of significance, an Air Quality and Greenhouse Gas Emissions Technical Report (AQ/GHG Report) was prepared for the proposed project by HELIX Environmental Planning, Inc. (HELIX) in January 2024. The AQ/GHG Report calculated the proposed project's short-term construction-related and long-term operational emissions using the California Emissions Estimator Model (CalEEMod) version 2022.1 software – a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including greenhouse gas (GHG) emissions, from land use projects. The model applies inherent default values for various land uses, including trip generation rates based on the Institute of Transportation Engineers (ITE) Manual, vehicle mix, trip length, average speed, etc. Where project-specific data was available, such data was input into the model (e.g., construction phases and timing, energy efficient design features, etc.). All project modeling results are included an appendix to the AQ/GHG Report, which is included as Appendix A.

The AQ/GHG Report's GHG emissions and air quality modeling assumed the following project and/or site-specific information:

- Construction would commence in January of 2025 and be complete by July of 2026;
- Soil cut and fill during grading activities would be balanced on-site;
- Approximately 50 truckloads of vegetation, old concrete and asphalt, and other debris would be exported from the project site during site preparation;
- Approximately 118 one-way truckload trips of asphalt would be imported during paving;
- The project would generate 550 average daily trips (ADT), or 5 ADT per dwelling unit, although it should be noted that CalEEMod default trip distances and purposes were used;
- A portion of energy used during operations of the proposed project would be generated on-site using renewable energy sources (specifically, 396,758 kWh would be generated). Specific solar energy calculations are included as an appendix to the AQ/GHG Report (see Appendix A).

Construction Emissions

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

Table 2
Maximum Unmitigated Construction Emissions (lbs/day)

Pollutant	Project Emissions	Threshold of Significance
ROG	15.2	82
NO_X	18.5	82
PM_{10}	3.6	82

Source: HELIX, January 2024.

As presented therein, emissions of ROG, NO_X and PM_{10} would be below the applicable air quality thresholds set forth by the PCAPCD, and impacts related to criteria air pollutant emissions would not occur during project construction.

Operational Emissions

According to the AQ/GHG Report, the proposed project would result in maximum unmitigated operational criteria air pollutant emissions as shown in Table 3.

Table 3
Maximum Unmitigated Operational Emissions (lbs/day)

Pollutant	Project Emissions	Threshold of Significance
ROG	5.5	55
NO_X	2.4	55
PM_{10}	3.4	82

Source: HELIX, January 2024.

Based on the calculations presented in Table 3, the proposed project would result in operational emissions below the PCAPCD thresholds of significance, and impacts related to criteria air pollutant emissions would not occur during project operations.

Cumulative Emissions

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

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

		identical to the operational thresholds identified above, in Table 1. As shown in Table 3, operational emissions would be below the PCAPCD's project-level thresholds, and thus, would be below the PCAPCD's cumulative-level thresholds as well. Accordingly, a cumulatively considerable impact related to emissions of criteria pollutants would not occur. <u>Toxic Air Contaminants</u> Toxic air contaminants (TACs) are a category of environmental concern as well. The California Air Resources Board's (CARB) Air Quality and Land Use Handbook: A Community Health Perspective (Handbook) provides several recommendations for siting new sensitive land uses near sources typically associated with significant levels of TAC emissions, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards. The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC. Thus, high-volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure. Health-related risks associated with DPM in particular are primarily associated with long-term exposure and associated risk of contracting cancer. The proposed project would not involve long-term operation of any stationary diesel engine or other major on-site stationary source of TACs. Emissions of DPM resulting from construction-related equipment and vehicles are minimal and temporary, and would be regulated by CARB's In-Use Off-Road Diesel Vehicle Regulation. In addition, the residential nature of the proposed project would not be expected to generate a substantial number of diesel-fueled vehicle trips. As an example, the CARB's Handbook includes distribution centers with associated diesel truck trips of more than 100 trucks per day as a source of substantial TAC emissions. The proposed

		project would not generate 100 diesel truck trips per day. With respect to DPM related to traffic, CARB recommends the evaluation of emissions when a freeway or high-traffic roadway, defined as an urban roadway experiencing over 100,000 vehicles per day or a rural roadway experiencing over 50,000 vehicles per day, is located within 500 feet of sensitive receptors. The project site is located approximately 3,660 feet from the nearest freeway, Interstate 80 (I-80). Rocklin Road, which may be considered a high-traffic roadway, is approximately 500 feet south of the project site. However, according to Figure 4-6 of the Rocklin General Plan Circulation Element, the section of Rocklin Road south of the project site experiences an average of 15,000 daily trips. Thus, an evaluation of the risks associated with on-site exposure to DPM from traffic is not warranted. However, the trains operating on the UPRR tracks approximately 80 feet west of the project site, across Railroad Avenue, would represent a substantial source of DPM from diesel-powered locomotives with the potential to affect project residents. It should be noted that the UPRR tracks would be located approximately 260 feet from the closest proposed residences. Potential health risks to future project residents from exposure to DPM from the UPRR tracks were evaluated in a Health Risk Assessment (HRA) included as part of the AQ/GHG Report. Because DPM does not have any acute health effects or chronic effect, only long-term cancer and noncancer chronic effects were evaluated. The HRA was prepared using the Lakes American Meteorological Society/Environmental Protection Agency (AMS/EPA) Regulatory Model (AERMOD) View version 12, which uses the U.S. Environmental Protection Agency (USEPA) AERMOD gaussian air dispersion model, Version 23132. The AQ/GHG Report's AERMOD modeling included the following specifications: • Locomotive emissions along the railroad tracks were modeled as two distinct line

		volume line sources, one for each of the parallel tracks. • A meteorological dataset from the Sacramento International Airport station was used as the most representative of site conditions; • Train volumes, number of locomotives per train, and horsepower were assumed consistent with UPRR reports and typical operations. • Freight trains were assumed to be traveling at an average speed of 30 mph and Amtrak trains were assumed to be traveling at an average speed of 45 mph past the project site. • Average line haul locomotive emission factors were based on the CARB data and the USEPA emissions standards. In addition, an exposure duration of 30 years was selected in accordance with the Office of Environmental Health Hazard Assessment (OEHHA) guidelines related to residential cancer risk. The AERMOD model conservatively assumed that residents would be standing and breathing on an apartment balcony or next to an open window closest to the railroad tracks every day between 17 and 21 hours per day (depending on the age group) for 30 years. According to the AQ/GHG Report prepared for the proposed project, neither the PCAPCD nor other local air districts have adopted thresholds for acceptable health risks related to siting new sensitive receptors near existing sources of TACs. The AQ/GHG Report evaluated the non-cancer chronic health effect hazard index and the incremental increased cancer risk, the latter of which is defined as the chance a person exposed to a specific source of a TAC may have of developing cancer beyond the individual's risk of developing cancer from existing background TACs in the ambient air. According to the AQ/GHG Report, the average cancer risk from all pollutants in the ambient air for an individual living in an urban area of California is 830 in one million, and the statewide average cancer risk from exposure to DPM is 520 in one million. The incremental increased cancer risk was evaluated against a level of concern of 10 in one million. It

		should be noted that cancer risk estimates do not mean that a person will develop cancer from estimated exposures to toxic air pollutants. Based on the AERMOD modeling conducted for the AQ/GHG Report, DPM emissions were calculated at 164.4 pounds per year (lbs/year) for the west track, and 169.0 lbs/year for the east track. According to the AQ/GHG Report, the non-cancer chronic health effect hazard index would not exceed the level of concern. However, the incremental increased cancer risk would exceed the level of concern of 10 in one million for all modeled receptors. Railroad DPM exceeds 25 in one million for an area extending approximately 870 feet east from the tracks, which includes the entire project site. The receptors in the apartments closest to the railroad tracks would range from 29 in one million to 66 in one million, with the highest heath effect on the first floor. Therefore, the proposed project could result in adverse health effects related to TACs. <u>Conclusion</u> Based on the above, due to the incremental increased cancer risk in excess of the statewide level of concern, the proposed project could conflict with the Clean Air Act. Therefore, Mitigation Measure 1 shall be required, which would ensure that adverse impacts related to exposure to TACs would not occur. *<u>Mitigation Measure 1</u>: Prior to approval of a building permit, the building design shall include a mechanical ventilation system that meets the criteria of the International Building Code (Chapter 12, Section 1202 of the California Building Code) and California Mechanical Code to ensure that windows would be able to remain closed while maintaining adequate ventilation and temperature control. In addition, the required mechanical ventilation system shall be designed to accommodate, and be equipped with, filters having a Minimum Efficiency Reporting Value (MERV) rating of 13 or higher. Proof of compliance shall be submitted to the City of Rocklin Community Development Department.*

		Document Citation HELIX Environmental Planning. *Air Quality and Greenhouse Gas Emissions Technical Report.* January 2024. (Appendix A) California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective.* April 2005. (Appendix H)
Coastal Zone Management Coastal Zone Management Act, sections 307(c) & (d)	Yes ☐ No ☒	The Coastal Zone Management Act Section 1453, Definitions, defines the term "coastal zone" as "…the coastal waters (including the lands therein and thereunder) and the adjacent shorelands (including the waters therein and thereunder), strongly influenced by each other and in proximity to the shorelines of the several coastal states, and includes islands, transitional and intertidal areas, salt marshes, wetlands, and beaches…" and extending "…inland from the shorelines only to the extent necessary to control shorelands, the uses of which have a direct and significant impact on the coastal waters, and to control those geographical areas which are likely to be affected by or vulnerable to sea level rise." As shown in Figure 7, the project site is located outside of the Coastal Zone Boundary. The proposed uses would not involve any operations that would increase the potential to degrade water quality downstream and have a negative effect on the Coastal Zone. Therefore, development of the proposed project would not affect a Coastal Zone, and impacts related to the Coastal Zone Management Act would not occur. Document Citation California Department of Fish and Wildlife. *California Department of Fish and Wildlife BIOS*. Available at: https://apps.wildlife.ca.gov/bios/. Accessed April 2024. (Figure 7)
Contamination and Toxic Substances 24 CFR Part 50.3(i) & 58.5(i)(2)	Yes ☐ No ☒	HUD policy, as described in Section 50.3(i) and Section 58.5(i)(2), states the following: (1) …all property proposed for use in HUD programs be free of hazardous materials, contamination, toxic chemicals and gasses, and radioactive substances, where a hazard could affect the health and safety of occupants or

		conflict with the intended utilization of the property. (2) HUD environmental review of multifamily and non-residential properties shall include evaluation of previous uses of the site and other evidence of contamination on or near the site, to assure that occupants of proposed sites are not adversely affected by the hazards. (3) Particular attention should be given to any proposed site on or in the general proximity of such areas as dumps, landfills, industrial sites, or other locations that contain, or may have contained, hazardous wastes. (4) The responsible entity shall use current techniques by qualified professionals to undertake investigations determined necessary... Sites known or suspected to be contaminated by toxic chemicals or radioactive materials include, but are not limited to, sites: (i) listed on a USEPA Superfund National Priorities or the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) List, or equivalent State list; (ii) located within 3,000 feet of a toxic or solid waste landfill site; or (iii) with an underground storage tank (which is not a residential fuel tank). A Phase I Environmental Site Assessment (ESA) was prepared by SCS Engineers to identify potential on-site Recognized Environmental Conditions (RECs), in accordance with the American Society for Testing and Materials (ASTM) E1527-13 standard and the USEPA, 40 CFR Part 312. A REC indicates the presence or likely presence of any hazardous substances in, on, or at a property due to any release into the environment, under conditions indicative of a release to the environment, or under conditions that pose a material threat of a future release to the environment. As part of the Phase I ESA, SCS Engineers evaluated site records, historical land records, site features, and other data for the presence and/or release of petroleum hydrocarbons and other hazardous materials, which could constitute a REC. According to the records review included in the Phase I ESA, the project site presents a low likelihood that a REC is present due to the historic uses of the site as an automobile garage from approximately 1938 to 2013. However, the field

		survey conducted on January 26, 2023, did not reveal evidence of storage, spills, or releases of chemicals, nor evidence of the use, storage, and handling of hazardous materials or petroleum products. Because obvious indications of the release of hazardous materials, wastes, or petroleum products, were not present on-site, the Phase I ESA concluded that the likelihood of a REC being present on-site is low. Based on the historical land use, site survey, and data research conducted as part of the Phase I ESA, development of the proposed project would not expose construction workers or future residents to potentially hazardous materials. Therefore, the proposed project would be consistent with HUD policy, as described in 24 CFR Part 50.3(i) and 24 CFR 58.5(i)(2), and the project would not result in impacts related to contamination and toxic substances. <u>Document Citation</u> SCS Engineers. *Phase I Environmental Site Assessment*. February 14, 2023. (Appendix B)
Endangered Species Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402	Yes ☐ No ☒	The Endangered Species Act of 1973, as amended, and its implementing regulations were designed to protect and recover species in danger of extinction and the ecosystems that they depend upon. When passed, the Endangered Species Act spoke specifically to the value of conserving species for future generations. In passing the Endangered Species Act, Congress recognized a key fact that subsequent scientific understanding has only confirmed: the best way to protect species is to conserve their habitat. The USFWS offers consultation on threatened and endangered wildlife and plant species, as well as critical habitats, on a project-by-project basis. According to the USFWS Environmental Conservation Online System (ECOS) Information for Planning and Consultation (IPaC), the following species have the potential to occur within the project vicinity: (1) northwestern pond turtle; (2) western spadefoot; (3) monarch butterfly; (4) valley elderberry longhorn beetle (VELB); (5) vernal pool fairy shrimp; (6) vernal pool tadpole shrimp; and (7) lassics lupine. However, the monarch butterfly is a candidate species, and is not subject to the

		Endangered Species Act. In addition, the IPaC query additionally concluded that critical habitat is not available on-site for any of the foregoing species. For example, elderberry shrubs are not located on-site; given that VELB is entirely dependent on the elderberry shrub, VELB is not anticipated on-site. A query of the California Natural Diversity Database (CNDDB) was also conducted to further ascertain the potential for plant or wildlife species protected under the Endangered Species Act to occur within the project region. The query encompassed the U.S. Geological Survey (USGS) Rocklin quadrangle, as well as the eight surrounding quadrangles. In addition to the species identified by IPaC, the CNDDB returned records for the following protected plant and wildlife species with the potential to occur on-site, located in the Rocklin quadrangle: (1) Boggs Lake hedge-hyssop; (1) white-tailed kite; (2) California black rail; (3) steelhead (Central Valley DPS); and (4) purple martin. The project site is located within an urbanized area of the City and is surrounded by residential and commercial development. In addition, the project site primarily consists of unsurfaced dirt and/or graveled areas. Therefore, the project site does not include any suitable habitat for special-status species that require wetlands, marshes, or aquatic features, such as the aquatic habitat required by the northwestern pond turtle and steelhead, and the vernal pools and wetlands required by Boggs Lake hedge-hyssop, western spadefoot, vernal pool fairy shrimp, and vernal pool tadpole shrimp. Given the existing conditions of the project site, as well as the surrounding existing uses in the immediate vicinity, the necessary habitats required to accommodate the various species identified by the IPaC and CNDDB queries are not available on-site. Therefore, the habitat necessary to support various protected plant and wildlife species is not present within the project site and the aforementioned protected species would not be impacted by development of the proposed project. The project site contains trees throughout the site. Various birds could potentially nest in the

		existing on-site trees, and the grasses within the project site could be suitable foraging habitat for various bird and raptor species, including the white-tailed kite, California black rail, and purple martin. The aforementioned species are protected under the Migratory Bird Treaty Act of 1918 (MBTA). As discussed further in the Vegetation and Wildlife section of this Environmental Assessment, a pre-construction survey for migratory birds and raptors prior to removal of on-site trees has been required through Mitigation Measure 7, which would ensure potential impacts to avian species protected under the MBTA do not occur. Based on the above, the proposed project would not conflict with the Endangered Species Act. <u>Document Citation</u> U.S. Fish & Wildlife Service. *IPaC: Information for Planning and Consultation*. Available at: https://ecos.fws.gov/ipac/. Accessed May 2024. (Appendix H) California Department of Fish and Wildlife. *California Natural Diversity Database: Rarefind 5.* Available at: https://apps.wildlife.ca.gov/rarefind/view/RareFind.aspx. Accessed May 2024. (Appendix H)
Explosive and Flammable Hazards 24 CFR Part 51 Subpart C	Yes ☐ No ☒	Regulations set forth in 24 CFR Part 51 Subpart C require HUD-assisted projects to be separated from hazardous facilities that store, handle, or process hazardous substances by a distance based on the contents and volume of the facilities' aboveground storage tank (AST), or to implement mitigation measures. The requisite distances are necessary, because project sites that are too close to facilities handling, storing, or processing conventional fuels, hazardous gases, or chemicals of an explosive or flammable nature may expose occupants or end-users of a project to the risk of injury in the event of a fire or an explosion. With respect to surrounding existing land uses that could potentially contain ASTs, the California Environmental Protection Agency (CalEPA) Regulated Site Portal combines data about environmentally regulated facilities and sites throughout the State to provide a

		transparent, comprehensive view of regulated activities statewide through data on hazardous waste and materials, State and federal cleanups, impacted ground and surface waters, and toxic releases. According to the CalEPA Regulated Site Portal Aboveground Petroleum Storage regulatory program, a total of approximately 168 chemical storage sites, including ASTs, are located within the City of Rocklin. Of the total, 48 are located within one mile of the project site. The closest chemical storage facility is a 119-gallon facility located at the automotive repair shop across Pine Street, approximately 50 feet north of the project site. Using HUD's Acceptable Separation Distance (ASD) Electronic Assessment Tool, the ASD associated with the tank, based on the size of the facility and conservative assumptions, was calculated. The ASD calculator determined that a minimum distance of 114 feet would be the required ASD for people, and 19 feet for buildings. The project site exceeds the applicable ASD for both people and buildings. The chemical storage facility would be anticipated to contain materials associated with automotive repair shop operations, such as waste oil that is drained from vehicles during business operations. Thus, the chemical storage facility is not anticipated to pose a risk associated with explosive or flammable hazards to the project site. Such storage facilities are also traditionally contained within the building. As such, the intervening wall would shield the project site from the stored chemicals. It should be noted that pursuant to 24 CFR 51.203, the ASD safety standard associated with preventing adverse effects to people pertains to ensuring that thermal radiation flux levels in the event of an unforeseen explosion do not exceed allowable levels at outdoor, unprotected facilities, or areas of congregation. The proposed project includes a recreational outdoor walking area between the proposed buildings (see Figure 3). Future residents within the recreational area would be shielded from the automotive repair shop by the northwestern building. As such, the proposed residences nearest to the repair shop would ensure that thermal radiation flux levels

		do not exceed allowable levels in the event of an unexpected explosion and would further decrease the risk of impacts associated with explosive and flammable hazards. Based on the above, the proposed project would not conflict with 24 CFR Part 51 Subpart C. Given that the largest chemical storage site resulted in a maximum ASD of 114 feet, ASTs and other chemical storage facilities located more than 114 feet from the project site would not subject the proposed project to impacts associated with explosive and flammable hazards. Based on the above, the proposed project would not result in impacts associated with siting of HUD-assisted projects near explosive and flammable hazards, as regulated by 24 CFR Part 51 Subpart C. <u>Document Citation</u> California Environmental Protection Agency. *CalEPA Regulated Site Portal*. Available at: https://siteportal.calepa.ca.gov/nsite/map/help. Accessed May 2024. (Appendix H) U.S. Department of Housing and Urban Development. *Acceptable Separation Distance (ASD) Electronic Assessment Tool*. Available at: https://www.hudexchange.info/programs/environmental-review/asd-calculator/. Accessed May 2024. (Appendix H)
Farmlands Protection Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658	Yes ☐ No ☒	The importance of farmlands to the national and local economy requires the consideration of the impact of activities on land adjacent to prime or unique farmlands. The purpose of the Farmland Protection Policy Act (7 USC Section 4201 et seq, implementing regulations 7 CFR Part 658, of the Agriculture and Food Act of 1981, as amended) is to minimize the effect of federal programs on the unnecessary and irreversible conversion of farmland to nonagricultural uses. According to the California Department of Conservation (DOC) California Important Farmland Finder, the project site is designated as "Urban and Built-Up Land." Urban and Built-Up Land is defined as land that is "occupied by structures with a building density of at least 1

		unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel." Common examples include residential, industrial, and commercial uses, as well as sanitary landfills, sewage treatment, and water control structures. As such, the project site is not considered farmland, and development of the proposed project would not result in the unnecessary and irreversible conversion of farmland to nonagricultural uses. Based on the above, conflicts with the Farmland Protection Policy Act would not occur with development of the proposed project. <u>Document Citation</u> California Department of Conservation. *California Important Farmland Finder.* Available at: https://maps.conservation.ca.gov/dlrp/ciff/. Accessed April 2024. (Appendix H)
Floodplain Management Executive Order 11988, particularly section 2(a); 24 CFR Part 55	Yes ☐ No ☒	The provisions of Executive Order 11988, Floodplain Management, require federal activities to avoid impacts to floodplains and to avoid direct and indirect support of floodplain development to the extent practicable. As previously discussed in the Flood Insurance section of this Environmental Assessment, according to FEMA FIRM 06061C0961H, effective November 2, 2018, the project site is within Zone X, which is an Area with Minimal Flood Hazard (see Figure 5). Therefore, the proposed project would not result in impacts related to conflicts with Executive Order 11988. <u>Document Citation</u> Federal Emergency Management Agency. *Flood Insurance Rate Map 06061C0962H.* Available at: https://msc.fema.gov/portal/home. Accessed April 2024. (Figure 5)
Historic Preservation National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800	Yes ☒ No ☐	The National Historic Preservation Act (NHPA) (16 USC 470 et seq.) directs each federal agency, and those tribal, State, and local governments that assume federal agency responsibilities, to protect historic properties and to avoid, minimize, or mitigate possible harm that may result from agency actions. The review process, known as Section 106 review, is detailed in 36 CFR Part 800. Early consideration of historic places in

		project planning and full consultation with interested parties are key to effective compliance with Section 106. The State Historic Preservation Officer (SHPO) and/or Tribal Historic Preservation Officer (THPO) are primary consulting parties in the process. Pursuant to the National Historic Preservation Act of 1966, a Cultural Resources Study was prepared for the project site by LSA in August 2019. As part of the Cultural Resources Study, a records search of the California Historical Resources Information System (CHRIS) at the North Central Information Center (NCIC) was conducted to determine if any known cultural resources exist in the vicinity of the project site, or if such resources would likely be discovered at the site. According to the CHRIS search results, five cultural resources occur within the project site: a historic archaeological site containing the ruins of a residence and two outbuildings; a previously disturbed historic refuse scatter; the ruins of a schoolhouse site; a historic mound associated with a second school; and an L-shaped building foundation. It should be noted that the five resources are not eligible to be listed on the California Register of Historical Resources (CRHR). Additionally, a search of the Native American Heritage Commission (NAHC) Sacred Lands File was completed for the project site and returned negative results, indicating that tribal cultural resources are not known to exist on or near the project site. Finally, a letter was sent to the Rocklin Historical Society requesting information on historical resources within the project site. The response confirmed that the project site had been disturbed over time, but noted that artifacts may occur on-site. In accordance with Section 106 of the NHPA, a request for consultation was distributed on March 15, 2024, by the City to representatives of the tribes identified by the Native American Heritage Commission as potentially having knowledge of cultural resources in the project area: the Colfax-Todds Valley Consolidated Tribe; Nevada City Rancheria Nisenan Tribe; Shingle Springs Band of Miwok Indians; Tsi Akim Maidu; United

		Auburn Indian Community (UAIC) of the Auburn Rancheria; and the Wilton Rancheria. The City received a request for consultation from the UAIC on April 10, 2024. Consultation occurred on April 15, 2024, upon which the UAIC requested the inclusion of specific language regarding undiscovered resources of cultural and religious significance to the tribe. The language provided by the tribe has been included, as appropriate, in Mitigation Measures 2 and 3. It should be noted that the UAIC generally does not consider archaeological data recovery or curation of artifacts to be appropriate or respectful, and prefers treatment that protects, preserves, or restores the integrity of a cultural resource. Such treatment may include tribal monitoring and the recovery and reburial of cultural objects or cultural soil. Additional comments or requests for consultation were not received within the review period. A letter requesting review of the findings for historic records search was submitted to the SHPO for the proposed project on April 22, 2024. A response was not received from the SHPO within 30 days. Thus, consultation with the SHPO was considered complete, pursuant to 36 CFR Part 800.3(c)(4). Because the discovery of unknown, subsurface resources during ground-disturbing activities within the project site cannot be entirely ruled out, the project has limited potential of inadvertently encountering historic archaeological resources, including tribal cultural resources. Furthermore, although the historic-period archaeological sites identified on-site are not considered historical resources or unique archaeological resources, the Rocklin Historical Society has expressed interest in collecting artifacts and remnants of the stone foundations associated with the Rocklin schoolhouse. As a result, implementation of Mitigation Measures 2 and 3 are required, which would ensure that the project includes protective measures in the event that unknown cultural and tribal cultural resources are discovered on-site during project construction activities.

		Based on the above, with incorporation of the following mitigation measures, the proposed project would not conflict with the requirements of the NHPA. Thus, substantial adverse impacts related to historic preservation would not occur. <u>Mitigation Measure 2:</u> *If subsurface deposits believed to be cultural, historical, paleontological, archaeological, tribal, and/or human in origin are discovered during construction and/or ground disturbance, all work shall halt within a 100-foot radius of the discovery. A Native American representative from traditionally and culturally affiliated Native American tribes that requested consultation, including a representative from the United Auburn Indian Community (UAIC) of the Auburn Rancheria, shall be immediately contacted and invited to assess the significance of the find and make recommendations for further evaluation and treatment, as necessary. If deemed necessary by the City, a qualified archaeologist meeting the Secretary of Interior's Standards and Qualifications for Archaeology, may also assess the significance of the find in joint consultation with Native American representatives, including the UAIC representative, to ensure that tribal values are considered. Work at the discovery location cannot resume until the City, in consultation with culturally affiliated tribes, determines that the find is not a tribal cultural resource, or that the find is a tribal cultural resource and all necessary investigation and evaluation of the discovery under State of California requirements has been satisfied. Evaluation of a potential resource shall occur, at most, within two days of the find.* *The qualified archaeologist shall have the authority to modify the no-work radius as appropriate, using professional judgement. The following notifications shall apply, depending on the nature of the find:* • *If the qualified archaeologist determines that the find does not represent a cultural resource, work may resume immediately and no agency notifications are required.* • *If the qualified archaeologist determines that the find does represent a cultural resource from any time period or cultural*

		affiliation, he or she shall immediately notify the City of Rocklin, and applicable landowner. The City shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be eligible for inclusion in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR). Work may not resume within the no-work radius until the City of Rocklin, through consultation as appropriate, determines that the site either: 1) is not eligible for the NRHP or CRHR; or 2) that the treatment measures have been completed to its satisfaction. • *If the find includes human remains, or remains that are potentially human, the qualified archaeologist shall ensure reasonable protection measures are taken to protect the discovery from disturbance (Assembly Bill [AB] 2641). The qualified archaeologist shall notify the Placer County Coroner (pursuant to Section 7050.5 of the Health and Safety Code). The provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code (PRC), and AB 2641 shall be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, then the Coroner will notify the Native American Heritage Commission (NAHC), which then will designate a Native American Most Likely Descendant (MLD) for the project (PRC Section 5097.98). 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, then the NAHC can mediate (PRC Section 5097.94). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (PRC Section 5097.98). This shall 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 re-internment document with Placer County (AB 2641). Work may not resume within the no-work radius until the City of Rocklin, through consultation as appropriate, determines that the treatment measures have been completed to its satisfaction. • *If the find includes paleontological resources, work shall not continue at the discovery site until a qualified paleontologist evaluates the find and makes a determination regarding the significance of the resource and identifies recommendations for conservation of the resource, including preserving in place or relocating on the project site, if feasible, or collecting the resource to the extent feasible and documenting the find with the University of California Museum of Paleontology.* <u>Mitigation Measure 3</u>*: At least two weeks prior to the commencement of construction, the project shall implement the following measures, consistent with the UAIC Tribal Monitoring policy:* • *Consulting tribes, including the UAIC, shall be contacted at least two weeks prior to project ground-disturbing activities to allow for the services of a Tribal Monitor(s). The duration of the monitoring and construction schedule shall be determined at this time.* • *To track the implementation of this measure, field-monitoring activities shall be documented on a Tribal Monitor Log.* • *A Tribal Monitor(s) from traditionally and culturally affiliated Native American tribes, including the UAIC, shall be allowed to monitor the vegetation grubbing, stripping, grading, or other ground-disturbing activities in the project area. The Tribal Monitor(s) shall wear the appropriate safety equipment.* • *Tribal Representatives and Tribal Monitors, as a representative of their tribal government, shall have the authority to identify sites or objects of*

		cultural value to Native American tribes and recommend appropriate treatment of such sites or objects. • *Tribal Monitors or Tribal Representatives shall have the authority to request that work be temporarily paused, diverted, or slowed within 100 feet of the direct impact area if sites or objects of significance are identified.* *A report summarizing compliance with the aforementioned provisions shall be submitted for review and approval to the City of Rocklin Community Development Department.* <u>Document Citation</u> LSA. *Cultural Resources Study.* August 2019. (Appendix C)
Noise Abatement and Control Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B	Yes ☒ No ☐	According to HUD's noise standards set forth in 24 CFR Part 51, Subpart B, all sites whose environmental or community noise exposure exceeds the day-night average sound level (DNL or L_{dn}) of 65 decibels (dB) are considered noise-impacted areas. In addition, as established by 24 CFR Part 51, the maximum allowable interior noise level for residential land uses is 45 dB DNL. To assess the proposed project's consistency with HUD's noise standards set forth in 24 CFR Part 51, Subpart B and the City's General Plan Noise Element, an Exterior Noise Analysis Report (Noise Report) was prepared by dBF Associates, Inc. (dBF). Pursuant to the Noise Report, the existing ambient noise environment within the project vicinity is defined primarily by noise from roadway traffic on Pacific Street and operations on the Union Pacific Railroad line. In order to define the existing ambient noise environment, long-term and short-term noise measurement surveys were concurrently conducted at the project site. The long-term measurement was located on the western project site boundary, adjacent to Railroad Avenue and closer to the UPRR line. The short-term measurement was located on the eastern project site boundary, 50 feet from the centerline of Pacific Street. Rail operations were occasionally audible, but roadway traffic was the primary noise source

		during the measurements. Pursuant to the Noise Report, measured daytime hourly average noise levels in the project vicinity resulted in a 67 dB equivalent sound level (L_{eq}). In order to calculate future roadway noise impacts, the Noise Study used the Federal Highway Administration (FHWA) Traffic Noise Model (Version 2.5). The modeling effort included the roadway alignments, estimated average vehicle speeds, peak-hour traffic volume, estimated vehicle mix, and the proposed project. The model determined that future exterior roadway noise levels at the proposed residences would range from below 60 dBA at the western buildings to approximately 68 dBA at the eastern, which the Noise Report established as the upper noise level. With respect to interior traffic noise levels, standard building construction practices (i.e., stucco siding, Sound Transmission Class-rated 27 [STC-27] windows, door weather-stripping, exterior wall insulation, composition plywood roof) typically result in an exterior-to-interior noise reduction of approximately 25 dB with windows closed and approximately 15 dB with windows open. Such construction practices were assumed by the Noise Report to be sufficient noise reduction measures for the proposed residential buildings located further from Pacific Street. With respect to the eastern buildings adjacent to Pacific Street, because exterior noise levels would exceed 60 dBA, interior noise levels in habitable rooms could exceed the applicable 45 dBA threshold. As such, consistent with HUD's noise standards set forth in 24 CFR Part 51, Subpart B, potential impacts associated with interior noise levels at the project site during project operation could occur. With respect to railroad noise at the project site, UPRR tracks are located approximately 80 feet northwest of the project site, across Railroad Avenue. The Noise Report assumed that the existing rail noise levels, which range from below 60 dBA at the eastern building to approximately 65 dBA at the western building, would continue into the future. Thus, noise generated by UPRR operations to the west of the project site would be below the 65 dB DNL standard.

		With respect to airport noise, as previously discussed, the nearest airport to the project site is the Lincoln Regional Airport, which is located approximately 9.55 miles northwest of the site. Pursuant to the Placer County Airport Land Use Compatibility Plan (ALUCP), the project site is located approximately 6.91 miles from the Lincoln Regional Airport's airport influence area, which contains both the 60 and 65 dB noise contours. Therefore, the project site would not be impacted by noise from the Lincoln Regional Airport. Based on the above, the proposed project could conflict with the applicable HUD noise level standards, and impacts related to the Noise Control Act of 1972 could occur. Therefore, Mitigation Measure 4 shall be required, which would ensure that the project includes protective measures to decrease interior noise levels below applicable thresholds. *Mitigation Measure 4: Prior to the issuance of building permits, the final plans shall include the following noise reduction measures, as recommended in the Exterior Noise Analysis Report prepared for the proposed project by dBF Associates, Inc.:* • *Upgraded windows and/or doors within Buildings B1 and B2 shall have a minimum Sound Transmission Class (STC) rating of either STC-30 or higher;* • *Standard construction with ratings of STC-27 or higher shall be used in other buildings; and* • *Building design shall include mechanical ventilation that meets California Building Code (CBC) requirements.* *Inclusion of the foregoing measures on the final plans shall be subject to review and approval by the City of Rocklin Community Development Department.* Document Citation

		dBF Associates, Inc. *Exterior Noise Analysis Report, Pacific Street Apartments, Rocklin, California*. April 25, 2024. (Appendix D)
Sole Source Aquifers Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149	Yes ☐ No ☒	Aquifers and surface water are drinking water systems that may be impacted by development. The Safe Drinking Water Act of 1974 requires protection of drinking water systems that are the sole or principal drinking water source for an area and which, if contaminated, would create a significant hazard to public health. As shown in Figure 8, the project site is not located within an area designated by the USEPA as being supported by a sole source aquifer. The project site is located 122.47 miles to the northeast of the nearest sole source aquifer, which is the Santa Margarita Aquifer. As such, the project site is not within the vicinity of a region that depends solely on an aquifer for access to water, or located within a sole source aquifer recharge area. Therefore, the proposed project would not conflict the Safe Drinking Water Act of 1974, as amended, and potential impacts related to sole source aquifers would not occur. <u>Document Citation</u> U.S. Environmental Protection Agency. *NEPAssist.* Available at: https://nepassisttool.epa.gov/nepassist/nepamap.aspx. Accessed April 2024. (Figure 8)
Wetlands Protection Executive Order 11990, particularly sections 2 and 5	Yes ☐ No ☒	The provisions of Executive Order 11990 – Protection of Wetlands require federal activities to avoid adverse impacts to wetlands, where practicable. As preliminary screening, HUD or grantees must verify whether the project is located within wetlands identified on the USFWS National Wetlands Inventory (NWI) or else consult directly with USFWS. According to the USFWS NWI, aquatic resources of any kind are not located on-site or adjacent to the project site (see Figure 6). Therefore, the proposed project would not conflict with Executive Order 11990. <u>Document Citation</u> U.S. Fish & Wildlife Service. *National Wetlands Inventory*. Available at:

		https://www.fws.gov/wetlands/data/Mapper.html Accessed April 2024. (Figure 6)
Wild and Scenic Rivers Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)	Yes ☐ No ☒	The Wild and Scenic Rivers Act (16 U.S.C. 1271-1287) provides federal protection for certain free-flowing, wild, scenic, and recreational rivers designated as components or potential components of the National Wild and Scenic Rivers System (NWSRS). The NWSRS was created by Congress in 1968 to preserve certain rivers with outstanding natural, cultural, and recreational values in a free-flowing condition for the enjoyment of present and future generations. According to the USEPA NEPAssist tool, officially designated Wild and Scenic Rivers do not occur on the project site or within the project vicinity (see Figure 9). The nearest officially designated Wild and Scenic River is the American River, located 13.65 miles to the south of the site. In addition, rivers or river segments currenting being studied as a potential component of the NWSRS do not occur on-site or in the project vicinity. Based on the above, the proposed project would not result in impacts related to the Wild and Scenic Rivers Act of 1968, and impacts related to Wild and Scenic Rivers would not occur. <u>Document Citation</u> U.S. Environmental Protection Agency. *NEPAssist.* Available at: https://nepassisttool.epa.gov/nepassist/nepamap.aspx. Accessed April 2024. (Figure 9)
ENVIRONMENTAL JUSTICE		
Environmental Justice Executive Order 12898	Yes ☐ No ☒	Environmental justice means ensuring that the environment and human health are protected fairly for all people regardless of race, color, national origin, or income. Executive Order 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations requires certain federal agencies, including HUD, to consider how federally assisted projects may have disproportionately high and adverse human health or environmental effects on minority and low-income populations.

		As discussed in the Contamination and Toxic Substances section of this Environmental Assessment, the proposed project would not result in impacts related to contamination and toxic substances. In addition, as detailed in the Explosive and Flammable Hazards section of this Environmental Assessment, the project site would be located beyond the ASD for both people and buildings for AST sites within a mile of the project site. As such, potential impacts associated with the aforementioned AST sites would not occur. Furthermore, the project would be subject to Mitigation Measure 1, which would ensure the project includes a mechanical ventilation system that meets the criteria of the International Building Code to prevent potential adverse effects related to exposure to TACs. Finally, noise-related impacts on future residents would not occur. Based on the above, the proposed project would not result in adverse human health or environmental effects on minority and low-income populations, and impacts related to Executive Order 12898 would not occur. <u>Document Citation</u> U.S. Environmental Protection Agency. *Learn About Environmental Justice*. Available at: https://www.epa.gov/environmentaljustice/learn-about-environmental-justice. Accessed May 2024. (Appendix H)

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

Impact Codes: Use an impact code from the following list to make the determination of impact for each factor.
(1) Minor beneficial impact
(2) No impact anticipated
(3) Minor Adverse Impact – May require mitigation

(4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	2	The project site is designated Mixed Use, and the site is zoned C-2 and C-4. As established by the Rocklin General Plan, the purpose of the Mixed Use district is to integrate residential and non-residential land uses such that residents may easily access shopping, services, employment, and leisure activities. The allowable density within Mixed Use sites ranges from 10 to 40 du/ac. The density of the proposed project is 37.54 du/ac, and would therefore be consistent with the General Plan. In addition, the project site was generally anticipated to be developed with urbanized uses by the City. Furthermore, the BARRO overlay allows for residential uses with approval of a Conditional Use Permit, which has already been approved for the proposed project by the City. As such, the proposed project would be consistent with the City's zoning ordinance. As previously discussed, as required by Rocklin Municipal Code Section 17.72.020, buildout of the project site with the proposed project is subject to the City's Design Review process, which allows the City to ensure the project is consistent with applicable regulations and standards related to various criteria, including, but not limited to, neighborhood compatibility, safety, architectural style, and parking and access. Therefore, the proposed project would satisfy City standards related to community character and neighborhood compatibility. Based on the above, the proposed project would not result in impacts related to conformance with plans, compatibility with land use and zoning, and scale and urban design.
Soil Suitability/ Slope/Erosion/ Drainage/Storm Water Runoff	3	The following discussions assess the potential impacts associated with development of the proposed project related to soil suitability, slope, and erosion, drainage, and stormwater runoff. <u>Soil Suitability and Slope</u> Potential impacts related to liquefaction, landslides, lateral spreading, subsidence/settlement, and expansive soils are discussed below and is based on a Geotechnical Engineering Report prepared for the proposed project by Terracon. Liquefaction is the temporary transformation of loose, saturated granular sediments from a solid state to a liquefied state as a result of seismic ground shaking. In the process, the soil undergoes transient loss of strength, which commonly causes ground displacement or ground failure to occur. Because saturated soils are a necessary condition for liquefaction, soil layers in areas

		where the groundwater table is near the surface have higher liquefaction potential than those in which the water table is located at greater depths. The California Geological Survey (CGS) has designated certain areas within California as areas at a risk of liquefaction-related ground failure during a seismic event, based upon mapped surficial deposits and the presence of a relatively shallow water table. The project site has not been evaluated by CGS for liquefaction hazards. Additionally, loose unsaturated sandy soils have the potential to settle during strong seismic shaking. However, based on the age and stiffness of the on-site geology, as well as the depth to groundwater of at least 50 feet below ground surface, the Geotechnical Engineering Report concluded that the risk of liquefaction at the project site is low, and special measures, such as reinforcement or special moisture conditioning during site grading to protect against soil expansion pressures, are not considered necessary for the proposed project. Seismically induced landslides are triggered by earthquake ground shaking. The risk of landslide hazard is greatest in areas with steep, unstable slopes. The project site is generally flat. Therefore, the probability of landslides occurring is low. In addition, the Geotechnical Engineering Report used the Structural Engineers Association of California (SEAOC) and Office of Statewide Health Planning and Development (OSHPD) Seismic Design Maps Tool to calculate seismic design parameters in accordance with the 2019 California Building Code (CBC), the current iteration of the CBC at the time of the report's preparation, which is now superseded by the 2022 CBC. Subsurface explorations were extended to a maximum depth of approximately 12 feet below ground surface. The site properties below the maximum exploration depth were estimated based on the geologic conditions of the general area. Overall, hazards associated with landslides would not occur at the site. Lateral spreading is horizontal/lateral ground movement of relatively flat-lying soil deposits towards a free face such as an excavation, channel, or open body of water; typically, lateral spreading is associated with liquefaction of one or more subsurface layers near the bottom of the exposed slope. The project site is not located adjacent to a free face. In addition, as previously discussed, the probability of liquefaction at the project site is very low. Therefore, the potential for lateral spreading to occur at the site during a seismic event is low. Expansive soils can undergo significant volume changes with changes in moisture content. Specifically, expansive soils shrink and harden when dried and expand and soften when wet. If structures are underlain by expansive soils, foundation systems must be capable of withstanding the potential damaging movements of the soil. According to the Geotechnical Engineering Report prepared for the proposed project,

		precipitation may create excessively moist soils which, if encountered at the site during earthwork operations, would likely possess a significant expansion potential and could exert significant expansion pressures on foundations and concrete slabs. Methods of subgrade improvement could include scarification, moisture conditioning and recompaction, and the removal of unstable materials and replacement with granular fill. The appropriate method of subgrade improvement would be dependent on factors such as schedule, weather, the size of the area to be stabilized, and the nature of the instability. To ensure potential geotechnical impacts do not occur, including those associated with expansive soils, the Geotechnical Engineering Report includes recommendations that if implemented, would prevent geotechnical hazards, including, but not limited to, those related to the use of fill, foundations, floor slab design, and pavement design, drainage, and maintenance. Based on the above, to ensure the proposed project complies with all recommendations contained in the Geotechnical Engineering Report, Mitigation Measure 5 shall be required. With implementation of Mitigation Measure 5, potential impacts related to soil suitability would not occur. <u>Erosion, Drainage, and Stormwater Runoff</u> Development of the proposed project would cause disturbance of topsoil during construction activity. After grading and excavation and prior to overlaying the disturbed ground surfaces with impervious surfaces and structures, the potential exists for soil erosion to occur. New development within the City that disturbs one or more acres of land is required to comply with the National Pollutant Discharge Elimination System (NPDES) General Construction Permit and prepare a Storm Water Pollution Prevention Plan (SWPPP) incorporating BMPs to control sedimentation, erosion, and hazardous materials contamination of runoff during construction. The proposed project would disturb approximately 2.93 acres and, thus, would be subject to the foregoing requirements. In addition, pursuant to Rocklin Municipal Code Sections 8.30.060 and 8.30.080, the project applicant must provide proof of compliance with the NPDES General Construction Permit as a condition of approval of a site plan, building permit, or improvement plan. BMPs included in the SWPPP would include features such as sand and organic filters or vegetated filter strips. With respect to project operation, development of the proposed project would result in an increase of impervious surface area on-site. During the dry season, vehicles and other urban activities may release contaminants onto the impervious surfaces, where

		they would accumulate until the first storm event. During the initial storm event, or first flush, the concentrated pollutants would be transported through stormwater runoff from the site to the stormwater drainage system and eventually a downstream waterway. Typical urban pollutants that would likely be associated with the proposed project include sediment, pesticides, oil and grease, nutrients, metals, bacteria, and trash. Post-construction runoff in the City of Rocklin is regulated under the NPDES Phase II MS4 General Permit. In accordance with the Phase II MS4 General Permit, stormwater management at the project site would include site design and runoff features to limit the amount of runoff from the project site as well as on-site water quality treatment to reduce pollutant loads in the stormwater runoff using a Low Impact Development (LID) design that emphasizes the use of on-site natural features in coordination with small-scale hydrologic controls to more closely reflect pre-development conditions. The proposed project would be provided sewer service by the South Placer Municipal Utility District through connections to existing infrastructure located in the project vicinity. The design, construction, operation, and maintenance of the proposed stormwater system would be planned in accordance with the stormwater management requirements set forth in Chapter 8.30 of the City's Municipal Code. Prior to the issuance of building permits, the stormwater controls would be verified by the City of Rocklin to confirm design of the controls in accordance with the standards set forth by the City of Rocklin Post-Construction Manual, and the controls would be subject to later operation and maintenance inspections. Therefore, water quality standards or waste discharge requirements would not be violated, and water quality would not be substantially degraded as a result of operations of the proposed project. <u>Conclusion</u> Based on the above, the proposed project would not result in impacts related to slope, erosion, drainage, and stormwater runoff. However, without implementation of all recommendations contained in the Geotechnical Engineering Report, the proposed project could result in impacts related to soil suitability. Therefore, Mitigation Measure 5 shall be required, which would ensure that impacts related to soil suitability would not occur. <u>*Mitigation Measure 5*</u>*: Prior to the issuance of grading permits, the project civil engineer shall show on the project plans that the project design adheres to all engineering and construction recommendations provided in the site-specific Geotechnical Engineering Report prepared for the proposed project by Terracon. The project plans shall include, but not be limited to,*

		reuse of on-site soils as fill and/or importing fill materials, fill placement and compaction requirements, and design parameters for shallow building foundations, floor slabs, and pavement. Proof of compliance with all recommendations specified in the Geotechnical Engineering Report shall be subject to review and approval by the City of Rocklin Community Development Department. Document Citation Terracon. *Oak & Pine St Housing Geotechnical Engineering Report.* December 22, 2022. (Appendix E)
Hazards and Nuisances, including Site Safety and Noise	2	The following discussions assess the potential impacts associated with development of the proposed project related to hazards and site safety, including natural hazards, air pollution generators, man-made site hazards, and nuisances such as noise. Natural Hazards Natural hazards to which development projects in the State could potentially be subject include earthquake-related hazards (e.g., faults, fracture, etc.), landslides, floods, and wildfire. With respect to earthquake-related hazards, according to the Geotechnical Engineering Report prepared for the proposed project, major faults are not located in the project vicinity. The site is not located within an Alquist-Priolo Earthquake Zone. Given that known surface expressions of fault traces do not exist within the project vicinity, including the site, fault rupture hazard is not a significant geologic hazard at the site. The Foothill Fault System is known to be a seismically active region, and the City of Rocklin would be subject to ground shaking should an earthquake occur. However, the proposed project would be subject to all applicable regulations within the California Building Standards Code (CBSC), which provides standards to protect property and public safety by regulating the design and construction of foundations, building frames, and other building elements. Based on the above, the proposed project would not be subject to earthquake-related hazards. With respect to landslides, as discussed in the Soil Suitability, Slope, Erosion, Drainage, and Storm Water Runoff section of this Environmental Assessment, the project site is not subject to landslides. In regard to flooding, as discussed in the Floodplain Management section of this Environmental Analysis, the project site is within Zone X, which is an Area with Minimal Flood Hazard (see Figure 5). Therefore, the proposed project would not result in impacts related to flooding. Finally, with respect to wildfire, the California Department of Forestry and Fire Protection (CAL FIRE) Fire and Resource

		Assessment Program map indicates that the project site is not located within a State Responsibility Area or Local Responsibility Area Very High Fire Hazard Severity Zone (FHSZ). Based on the above, the proposed project would not be subject to wildfire-related hazards. Air Pollution Generators HUD policy necessitates the consideration of the proximity of a proposed development project to various air pollution generators, such as heavy industry, incinerators, power plants, rendering plants, cement plants, and heavily traveled highways, defined as having six or more lanes. Potential health risks associated with DPM and TAC emissions are addressed in the Clean Air section of this Environmental Assessment. As detailed therein, risks associated with on-site exposure to DPM from vehicle traffic are not expected. In addition, through implementation of Mitigation Measure 1, potential impacts related to TACs generated from railroad operations would not occur. Man-made Site Hazards According to HUD policy, man-made hazards are hazards caused by human action or inaction. Such types of hazards can have an adverse impact on humans, other organisms, biomes, and ecosystems. The frequency and severity of man-made hazards are key elements in some risk analysis methodologies. With respect to hazards associated with transport and storage of hazardous chemicals, the use, storage, and transport of hazardous materials by developers, contractors, business owners, industrial businesses, and others are required to be in compliance with local, State, and federal regulations during project construction and operation. Pursuant to California Health and Safety Code Section 25510(a), the handler or an employee, authorized representative, agent, or designee of a handler, shall, upon discovery, immediately report any release or threatened release of a hazardous material to the unified program agency (in the case of the proposed project, the Placer County Hazardous Materials Compliance Division [HMCD]) in accordance with the regulations adopted pursuant to Section 25510(a). The handler or an employee, authorized representative, agent, or designee of the handler shall provide all State, city, or county fire or public health or safety personnel and emergency response personnel with access to the handler's facilities. In the case of the proposed project, the project contractor would be required to notify the HMCD in the event of an accidental release of a hazardous material, who would then monitor the conditions and recommend appropriate remediation measures. Compliance with the foregoing provisions of the California Health and Safety Code would ensure impacts associated with transport and storage of hazardous

		materials during project construction would not occur. Due to the residential nature of the proposed project, the transport or storage of hazardous materials would not occur during project operation. Through compliance with all applicable standards set forth in the City's Municipal Code, the proposed project would not be subject to man-made hazards such as inadequate separation of pedestrian/vehicle traffic, inadequate street lighting, or overhead transmission lines. The project site would not include bodies of water or access to lakes during operations. Finally, Government Code Section 65962.5 requires the CalEPA to develop at least annually an updated Hazardous Waste and Substances Sites (Cortese) list. The Department of Toxic Substances Control (DTSC) is responsible for a portion of the information contained in the Cortese list. The project site is not located on a site identified by the DTSC's portion of Cortese list, nor is the site identified on the CalEPA State Water Resources Control Board GeoTracker for LUSTs. Based on the above, the proposed project would be consistent with HUD policy and would not be subject to man-made site hazards. <u>Nuisances</u> HUD policy necessitates the consideration of potential impacts related to nuisances for projects receiving funding from federal sources. Potential nuisances to which the proposed project could be subject include noise, vibration, and odors. With respect to noise, some land uses are considered more sensitive to noise than others, and thus, are typically referred to as sensitive noise receptors. Land uses often associated with sensitive noise receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise. Within the project vicinity, the nearest sensitive receptors include the single-family residences to the south of the project site, the closest of which is located approximately 215 feet away. Pursuant to HUD's noise guidelines, construction noise levels would be considered a nuisance at 65 dB in exterior areas and 45 dB in interior areas of existing receptors in the project vicinity. The City of Rocklin has established Construction Noise Guidelines for all construction projects within or near residential areas, as detailed on the City's website. Pursuant to the Construction Noise Guidelines, construction noise may not occur on weekdays before 7:00 AM and on weekends before 8:00 AM and may not occur after 7:00 PM on any day. The proposed project would be required to comply with the hours set forth by the City.

In addition, given the temporary nature of the construction period, conflicts with applicable City noise standards would not occur during project construction.

Given that residential projects do not typically generate substantial operational noise, operation of the project would not adversely affect the nearest receptors.

With respect to future exterior traffic noise levels at the project site during project operations, future traffic noise on the portion of Pacific Street adjacent to the project site is predicted to satisfy HUD's 65 dB noise standard. As a result, potential impacts associated with exterior traffic noise levels at the project site during operations of the proposed project would not occur.

With respect to vibration, vibration involves a source, a transmission path, and a receiver, with vibration typically consisting of the excitation of a structure or surface. A person's perception of the vibration depends on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating. Vibration is measured in terms of acceleration, velocity, or displacement.

A common practice is to monitor vibration in terms of peak particle velocities (PPV) in inches per second (in/sec). Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of PPV. Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Pursuant to standards developed by Caltrans, the vibration level that would normally be required to result in architectural damage to structures is 0.2 in/sec PPV. Table 4 shows the typical vibration levels produced by construction equipment at 25 feet.

Table 4
Vibration Levels for Various Construction Equipment

Type of Equipment	PPV at 25 feet (in/sec)
Hoe Ram	0.089
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Trucks	0.076
Jackhammer	0.035
Vibratory Hammer	0.003

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

As shown in Table 4, the maximum vibration levels generated by common construction equipment at a distance of 25 feet would be 0.089, which falls well below both Caltrans' thresholds of 0.20 PPV for architectural damage. The sensitive receptors within the

		vicinity of the project site would be located farther than 25 feet away from the project footprint, ensuring that project construction does not exceed Caltrans' threshold for damage to residential structures (0.20 in/sec PPV) or Caltrans' threshold for annoyance (0.1 in/sec PPV). Therefore, potential impacts related to vibration would not occur. Finally, with respect to odors, as discussed in the Clean Air section of this Environmental Assessment, the project site is located within the jurisdictional boundaries of the PCAPCD. As such, the project would be required to comply with all adopted rules and regulations, particularly those associated with permitting of air pollutant sources. Compliance with PCAPCD regulations would help to minimize air pollutant emissions as well as any associated odors. Accordingly, substantial objectionable odors would not occur during construction activities or affect a substantial number of people. In addition, residential land uses are not known to be odor-generating uses. Therefore, project operation would not result in odor-related impacts. <u>Conclusion</u> Based on the above, the proposed project would not result in impacts related to hazards and nuisances, including site safety and noise. <u>Document Citation</u> HELIX Environmental Planning. *Air Quality and Greenhouse Gas Emissions Technical Report.* January 2024. (Appendix A) Terracon. *Oak & Pine St Housing Geotechnical Engineering Report.* December 22, 2022. (Appendix E) California Department of Forestry and Fire Protection. *Fire Hazard Severity Zones in State Responsibility Area*. Available at: https://osfm.fire.ca.gov/what-we-do/community-wildfire-preparedness-and-mitigation/fire-hazard-severity-zones. Accessed April 2024. (Appendix H) Department of Toxic Substances Control. *Site Mitigation & Restoration Program*. Available at: https://dtsc.ca.gov/dtscs-cortese-list/. Accessed April 2024. (Appendix H) State Water Resources Control Board. *GeoTracker*. Available at: https://geotracker.waterboards.ca.gov/. Accessed April 2024. (Appendix H) City of Rocklin. *Construction Noise Guidelines*. Available at: https://www.rocklin.ca.us/construction-noise-guidelines. Accessed May 2024. (Appendix H)

Environmental Assessment Factor	Impact Code	Impact Evaluation
SOCIOECONOMIC		
Employment and Income Patterns	1	The proposed project is intended to provide affordable housing through the construction of 110 new affordable multi-family units, consistent with the affordable housing goals set forth in the City of Rocklin Housing Element. The proposed project would provide temporary employment for construction workers. Once operational, the proposed project would provide ongoing employment for a site manager, maintenance workers, and landscape workers necessary for the operation of the building. Because the proposed project would provide employment opportunities and 110 new housing units for City residents who qualify for affordable housing, the project would have a potentially beneficial impact to employment and income patterns.
Demographic Character Changes, Displacement	2	The proposed project would include the construction of 110 affordable housing units. According to current population estimates provided by the U.S. Census Bureau, the City of Rocklin has a population of 73,857 residents and an average household size of 2.86 persons per household. Based on such estimates, the proposed project could result in 315 new residents, representing a 0.4 percent population increase for the City, assuming all residents of the proposed project are new residents to the City. Therefore, the proposed project would not substantially increase the City's population. According to the U.S. Census estimates, 4.3 percent of the City's population is below the poverty line. As such, the proposed project would provide new residences specifically for those in need of affordable housing. Additionally, developing the project site with affordable housing residential units is consistent with Housing Element Goal 2, which facilitates the provision of a range of housing types, including housing for residents with a diverse range of income levels. A range of retail businesses, restaurants, convenience stores, and cultural centers are all located in relatively close proximity to the project site. In addition, a Placer County Transit (PCT) Route 20 bus stop is located on the existing sidewalk adjacent to the project's eastern site boundary. PCT is responsible for public transit services and countywide transportation planning for western Placer County. Therefore, the proposed project would not create physical barriers or difficult access to local services, facilities, or institutions for future residents of the project, as the project site is located on Pacific Street, which serves as a primary roadway in the City. Finally, the project site, which is currently undeveloped, is located within the vicinity of existing single-family residences.

		Therefore, the proposed project would not create a concentration of low-income or disadvantaged people in violation of HUD site and neighborhood standards, nor would the project result in the displacement of persons occupying the property. Based on the above, impacts related to demographic character changes and displacement would not occur with implementation of the proposed project. <u>Document Citation</u> U.S. Census Bureau. *QuickFacts: Rocklin city, California.* Available at: https://www.census.gov/quickfacts/rocklincitycalifornia. Accessed April 2024. (Appendix H) Placer County Transit. *About Placer County Transit*. Available at: https://placercountytransit.com/about-placer-county-transit/. Accessed April 2024. (Appendix H)
Environmental Justice	2	Environmental justice means ensuring that the environment and human health are protected fairly for all people regardless of race, color, national origin, or income. As part of compliance with applicable federal laws, federal agencies, including HUD, must consider how federally assisted projects may have disproportionately high and adverse human health or environmental effects on minority and low-income populations. The proposed project would consist of an affordable multi-family residential development comprised of 110 units. In order to better meet the agency's responsibilities related to the protection of public health and the environment, the USEPA has developed the EJScreen mapping and screening tool, which provides socioeconomic and environmental information for a selected area. Pursuant to EJScreen Environmental Justice Indexes, which highlight blockgroups with the highest intersection of low-income populations, people of color, and a given environmental indicator, the project site is identified as being within Blockgroup 060610211033, which has a population of 1,151 residents in a 0.56-square-mile area. Table 5 summarizes the percentiles at which the blockgroup ranks relative to the entire State and nation for various environmental indicators (i.e., $PM_{2.5}$, ozone, DPM, air toxics cancer risks, air toxics respiratory health impacts, traffic proximity, LBP, Superfund proximity, Risk Management Program [RMP] facility proximity, hazardous waste proximity, USTs, and wastewater discharge).

Table 5
EJ Indexes – State and National Percentiles

Environmental Indicator	State	Federal
$PM_{2.5}$	37	53
Ozone	62	83
DPM	41	61
Air Toxics Cancer Risk	59	76
Air Toxics Respiratory Hazard Index	68	82
Toxic Releases to Air	18	17
Traffic Proximity	25	56
LBP	39	53
Superfund Proximity	37	61
RMP Facility Proximity	45	66
Hazardous Waste Proximity	47	79
USTs	0	0
Wastewater Discharge	22	44

Source: U.S. Environmental Protection Agency, EJScreen, 2024.

According to Table 5, Blockgroup 060610211033 ranks below the 75th State percentiles for all environmental indicators. Therefore, the project site is not in an area where low-income populations, people of color, and a given environmental issue have been aggregated to a substantial degree, relative to other portions of the State. In addition, Blockgroup 060610211033 ranks below the 75th federal percentiles for the majority of federal environmental indicators, with the exception of ozone, air toxics respiratory hazard index, air toxics cancer risk, and hazardous waste proximity. However, as demonstrated in this Environmental Assessment, compliance with applicable federal, State, and local regulations, as well as the mitigation measures established herein, would ensure that all substantial adverse effects would not occur. As such, future residents of the project would not be disproportionately exposed to undue hazards relative to any other resident of the City of Rocklin.

Based on the above, the proposed project would not result in adverse human health or environmental effects on minority and low-income populations, and impacts related to environmental justice would not occur.

Document Citation

U.S. Environmental Protection Agency. *EJScreen: Environmental Justice Screening and Mapping Tool*. Available at: https://www.epa.gov/ejscreen. Accessed April 2024. (Appendix H)

Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
Educational and Cultural Facilities	2	The Rocklin Unified School District (RUSD) operates public education facilities that serve the project site and surrounding area. The RUSD operates 12 elementary schools, two middle schools, three high schools, and one charter school serving more than 12,000 students within and in the vicinity of Rocklin. As previously discussed, the proposed project could result in a 0.4 percent population increase for the City, assuming all residents of the proposed project are new residents to the City. In addition, the proposed project would be subject to the RUSD developer fees, which would serve as the project's fair-share contribution for funding expanded educational services that could result from a student population increase generated by the project's future residents. The RUSD collects $4.79 per square foot for the construction of multi-family residences. Revenues generated through payment of the fee would contribute towards defraying the cost of any expanded or new equipment or facilities the RUSD deems necessary. With respect to cultural facilities, the City is served by the Placer County Library, which maintains a library branch in the City at 4890 Granite Drive, located 0.52-mile east of the project site. While future residents of the proposed project could increase demand for such services, the increase would be relatively minor and would not necessitate the expansion of existing facilities or construction of new facilities. Additionally, Placer County funds libraries through revenues gathered through property taxes. Given that the proposed project would be subject to such taxes, the proposed project would pay a fair-share contribution for funding expanded library services that could result from a population increase generated by the project. Based on the above, impacts related to educational and cultural facilities would not occur with implementation of the proposed project. <u>Document Citation</u> Rocklin Unified School District. *Developer Fee Schedule Increase*. April 20, 2022. (Appendix H) Placer County. *Rocklin Library*. Available at: https://www.placer.ca.gov/Facilities/Facility/Details/Rocklin-Library-18. Accessed April 2024. (Appendix H)
Commercial Facilities	2	The project site is located on Pacific Street, which serves as a primary roadway in the City. A range of restaurants, retail businesses, grocery stores, convenience stores, banks, and pharmacies are all located within one mile of the project site by

		way of Pacific Street. In addition, the project site is located approximately 600 feet north of the UPRR Rocklin Station. Furthermore, a PCT Route 20 bus stop is located in the northeastern corner of the project site. PCT is responsible for public transit services and countywide transportation planning for western Placer County. Public transit services provided by PCT would provide access to multiple commercial centers in the area surrounding the project site. Therefore, future residents of the proposed project would have access to existing commercial facilities. Based on the above, impacts related to commercial facilities would not occur with implementation of the proposed project. <u>Document Citation</u> Placer County Transit. *About Placer County Transit*. Available at: https://placercountytransit.com/about-placer-county-transit/. Accessed April 2024. (Appendix H)
Health Care and Social Services	2	Health care facilities are provided in the City by way of several independent primary care practices. Multiple care centers are located approximately two miles south of the project site at the Sutter Roseville Medical Plaza and accessible by way of Pacific Street and East Roseville Parkway. In addition, a medical office for the Yuba Sutter Colusa Medical Society is located at 4220 Rocklin Road, approximately 0.48-mile to the southwest of the project site. Finally, the Kaiser Permanente Roseville Medical Center is located approximately 3.25 miles south of the project site, and the Placer Center for Health is located at 550 West Ranch View Drive, approximately 4.55 miles northwest of the project site. Social services are provided in the City through the Placer County Human Services Division. The Human Services Division supports County residents with applying for benefits through CalFresh, CalWORKS, Medi-Cal, and the Affordable Care Act. The County provides assistance for the aforementioned programs from the Human Services Office in Rocklin, located at 1000 Sunset Boulevard, 3.32 miles northwest of the project site. Future residents of the proposed project would be able to access the Placer County Health Services Division through personal vehicles and through PCT bus routes. Based on the above, impacts related to health care and social services would not occur due to the proposed project. <u>Document Citation</u> County of Placer Health and Human Services. *Human Services*. Available at: https://www.placer.ca.gov/2096/Human-Services. Accessed April 2024. (Appendix H)

Solid Waste Disposal / Recycling	2	Recology provides solid waste and recycling services to the businesses and residents of the City of Rocklin, and the project site. Once collected, solid waste is transported to the Western Regional Sanitary Landfill, located southeast of the intersection of Athens Avenue and Fiddyment Road, approximately 6.70 miles northwest of the project site. The 281-acre landfill is operated by the Western Placer Waste Management Authority (WPWMA), a joint powers authority that includes Placer County and the cities of Roseville, Rocklin, and Lincoln. The Western Regional Sanitary Landfill has a maximum permitted capacity of 36,350,000 cubic yards, a remaining capacity of 29,093,819 cubic yards, and an estimated closure date of January 1, 2058. As previously discussed, the proposed project would not result in a significant increase in population, and, therefore, would not create a burden on the landfill. Thus, the Western Regional Sanitary Landfill has sufficient capacity to accommodate solid waste generated by the proposed project. With respect to waste that could be generated during construction activities, project construction would be temporary. In addition, pursuant to the California Green Building Standards Code (Title 24 CCR Part 11), otherwise known as the CALGreen Code, at least 65 percent diversion of construction waste is required for projects permitted after January 1, 2017. Thus, construction of the proposed project would not result in a significant impact related to solid waste generation. Based on the above, the project would be in compliance with all applicable State and local regulations related to solid waste during project construction and sufficient capacity would be available to accommodate the disposal of waste and recyclables generated by the future project residents. Therefore, impacts related to solid waste disposal and recycling would not occur with implementation of the proposed project. <u>Document Citation</u> California Department of Resources Recycling and Recovery. SWIS *Facility/Site Activity Details: Western Regional Landfill (31-AA-0210).* Available at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2542?siteID=2273. Accessed April 2024. (Appendix H)
Waste Water / Sanitary Sewers	2	The City of Rocklin is provided sanitary sewer services by the South Placer Municipal Utility District (SPMUD), which is a partner in the South Placer Wastewater Authority (SPWA). Wastewater generated by the proposed project would be treated at the Dry Creek Wastewater Treatment Plant (WWTP), which serves the cities of Roseville and Rocklin, the Town of Loomis, and the surrounding unincorporated areas. According to the City's General Plan, the Dry Creek WWTP has a current capacity

		of 18 million gallons per day (mgd) and an average dry weather flow of 12 mgd. The proposed project would connect to existing sewer lines in the project vicinity. As part of ensuring new development pays a fair share for increased demand of various municipal services, SPMUD requires developers to pay various fees, including, but not limited to, the Project Plan Check and Inspection Fee, as well as participation fees per Equivalent Dwelling Unit (EDU)Revenues generated through the project's payment of SPMUD fees would help fund improvements and facilities deemed necessary by SPMUD to mitigate the impacts of new development on SPMUD services. Based on the above, impacts related to wastewater would not occur with development of the proposed project. <u>Document Citation</u> City of Rocklin. *City of Rocklin General Plan [pg. 4F-20]*. Adopted October 2012. (Appendix H) South Placer Municipal Utility District. *Fee Schedule FY24/25*. Available at: https://spmud.ca.gov/specifications-and-ordinances. Accessed July 2024. (Appendix H)
Water Supply	2	The PCWA provides potable water service to residential, commercial, industrial, and agricultural customers within the City of Rocklin. According to the PCWA's 2020 Urban Water Management Plan (UWMP), the City is located entirely within PCWA Zone 1, which also includes the Loomis Basin, the City of Lincoln, an industrial corridor along State Route (SR) 65, and residential areas south of Baseline Road and west of the City Roseville. The Zone 1 service area has 17 storage tanks with approximately 60 million gallons of storage capacity and 496 miles of treated water pipe. According to the City's General Plan EIR, the PCWA treats water for the City of Rocklin at two treatment facilities, the Foothill Water Treatment Plant and Sunset Water Treatment Plant. Recent modifications to the Foothill Water Treatment Plant have increased treatment capacity from 27 mgd to 55 mgd, and the maximum flow for the Sunset Water Treatment Plant is 8.0 mgd, leading to a combined treatment capacity of 63 mgd between the two plants. Treated water is brought to the City of Rocklin through a series of transmission lines varying in size from 16 to 42 inches. The City's General Plan EIR concluded that PCWA would have sufficient supplies to meet demand generated during normal, single dry, and multiple dry years. It should be noted that the projected water demand used by the General Plan EIR is a

		conservative estimate due to the use of the highest water demands associated with residential densities. Considering that the proposed project is consistent with the urbanized uses anticipated for the project site by the City, the proposed project would not result in impacts to water supply. In addition, because the proposed project would connect to existing water lines in the project vicinity, the proposed project would be subject to the PCWA's Water Connection Charges. PCWA assesses the residential water connection charges based on a 1,150 gallons per day (gpd) unit of capacity and on the number of units within a proposed multi-family residence. Revenues generated through the project's payment of PCWA's Water Connection Charge would help fund improvements to existing and construction of new facilities deemed necessary by PCWA to mitigate the impacts of new development. Based on the above, impacts related to water supply would not occur with development of the proposed project. <u>Document Citation</u> Placer County Water Agency. *2020 Urban Water Management Plan [pg. 3-3, 3-4]*. Adopted June 3, 2021. (Appendix H) Placer County Water Agency. *Water Connection Charges*. Available at: https://www.pcwa.net/business/new-development. Accessed July 2024. (Appendix H)
Public Safety - Police, Fire and Emergency Medical	2	The City of Rocklin provides fire suppression, emergency medical, and special operations and rescue services through the Rocklin Fire Department (RFD). In addition, according to the City's General Plan EIR, all Placer County fire agencies are signatory agencies to a mutual aid agreement with the Western Placer County Fire Chief's Association. As such, the City of Rocklin receives fire protection services from cities throughout Placer County, including the City of Roseville, and provides such services in return, as required. Within the City, the RFD operates out of three stations, with a fourth station under consideration pending adequate funding. The nearest fire station to the project site is Fire Station 23, located approximately 1,200 feet to the southeast, at 4060 Rocklin Road. The City of Rocklin has not formally adopted a performance standard for response time, but the RFD's average response time for all incidents is seven minutes and 53 seconds. For 90 percent of the fire incidents within the City of Rocklin, the response time was 10 minutes and 38 seconds or less. Given the project site's proximity to the nearest fire station, the average response time of seven minutes and 53 seconds could reasonably be met by fire personnel responding to fire incidents at the project site. In addition, the proposed structures would be equipped with fire sprinklers and fire alarm systems as required by the California Fire Code (CFC)

		Section 903.2.8, which applies to all multi-family residential developments. Such features would help to address fire situations within the site, which would reduce the demand for fire protection services from the project site. Additionally, the project site is located in close proximity to the Rocklin Police Department (RPD), which is located at 4080 Rocklin Road, approximately 1,800 feet southeast of the site. The RPD has an average response time (from the moment the call is made to the moment an officer arrives) of seven minutes and 23 seconds. Therefore, development of the project site with the proposed uses would not result in significant adverse effects related to fire and police protection services. The proposed project would be subject to the City's Public Facilities Impact Fee, in accordance with Article VII of Rocklin Municipal Code Chapter 3.16. The revenues generated through payment of the fee are used by the City to pay for needed upgrades and/or expansions to City facilities, including police and fire facilities. Therefore, payment of the City's Public Facilities Impact Fee would further serve to reduce the proposed project's potential impacts on emergency response facilities. Based on the above, the RFD and RPD would be able to adequately serve the population generated by the proposed project. Thus, impacts related to public safety would not occur with development of the proposed project. <u>Document Citation</u> City of Rocklin. *City of Rocklin General Plan Update Final Environmental Impact Report*. Certified August 2012. (Appendix H)
Parks, Open Space and Recreation	2	The City's Parks and Recreation Department oversees the operation and maintenance of parks and recreation amenities and services within the City limits. Such amenities include amphitheaters, trails, open spaces, bikeways, playgrounds, sport courts and fields, barbeque and picnic areas, rental pavilions, and Wi-Fi in public parks. As discussed in the Demographic Character Changes and Displacement section of this Environment Assessment, the proposed 110-unit housing development would be expected to generate 315 new residents, assuming all residents of the proposed project are new residents to the City. Due to the increase in population associated with the project, the proposed project could increase demand on existing recreational facilities. However, the proposed project would be subject to the City's Park Improvement Impact Fee, Trail Impact Fee, and Community and Recreation Facility Impact Fee, in accordance with Rocklin Municipal Code Chapter 3.16. The revenues

		generated through payment of the fee are used by the City to pay for needed upgrades and/or expansions to park facilities. Therefore, payment of the City's Park Improvement Impact Fee, Trail Impact Fee, and Community and Recreation Facility Impact Fee, would further serve to reduce the proposed project's potential impacts on park facilities. Based on the above, through payment of the City's Park Improvement Impact Fee, Trail Impact Fee, and Community and Recreation Facility Impact Fee, sufficient parks, open space, and recreation facilities would exist to serve the needs of future residents. Therefore, impacts related to parks, open space, and recreation would not occur with implementation of the proposed project. <u>Document Citation</u> City of Rocklin. *Parks*. Available at: https://www.rocklin.ca.us/parks. Accessed June 2024. (Appendix H)
Transportation and Accessibility	3	Access to the project site would be provided from Oak Street, which consists of two vehicle lanes, with one lane for each direction of traffic. As part of the proposed project, access would be provided by way of a new 26-foot-wide driveway at the southern project site boundary that would provide access to all proposed on-site parking stalls. Secondary access would be provided by way of a new 16-foot-wide driveway connecting to Railroad Avenue in the northwestern corner of the project site. The proposed project would include 129 total on-site surface parking spaces, including four ADA-compliant spaces. In addition, as discussed previously, a PCT Route 20 bus stop on Pacific Street is located on the existing sidewalk that forms the project site's eastern site boundary. A Site Access and Circulation Study was prepared for the proposed project by Fehr and Peers on December 6, 2023. With respect to site access, the Site Access and Circulation Study identifies various project frontage improvements to reduce potential access conflicts along Pine Street and Railroad Avenue. Improvements to the three roadway frontages, including curbs, gutters, sidewalks, and modified on-street parking, would be constructed concurrently with the on-site portions of the proposed project. However, the Site Access and Circulation Study notes that such improvements are not specified on project plans, and makes several recommended improvements and modifications to assure adequate vehicular and pedestrian access. With respect to Oak Street, the proposed driveway would displace existing diagonal on-street parking and require modifying the existing curb, gutter, on-street parking, and landscape islands.

		Traditionally, jurisdictions have used level of service (LOS) to assess the significance of transportation-related impacts generated by proposed development projects. LOS represents a qualitative description of the traffic operations experienced by the driver along a roadway segment or at an intersection and ranges from LOS A, which represents the absence of congestion and little delay, to LOS F, which signifies excessive congestion and delays. Pursuant to the Circulation Element in the City's General Plan, the City's standard is to maintain a minimum traffic LOS of C for all signalized intersections. At intersections that already operate below LOS C, impacts to transportation would be significant if intersection operations deteriorated by a five percent volume-to-capacity ratio or if the average delay at highway ramp intersections increased by at least five seconds. The General Plan EIR evaluated LOS of City roadway segments under buildout conditions under Impact 4.4.1 and determined that development facilitated by buildout of the General Plan would result in LOS D at the intersection of Pacific Street and Rocklin Road, located approximately 500 feet south of the project site. Based on the potentially significant impact, the General Plan EIR included Mitigation Measure 4.4.1, which established the City's plans to modify the intersection and include two left-turn lanes and a single through lane on westbound Rocklin Road and a free right-turn lane from northbound Pacific Street to eastbound Rocklin Road to improve intersection operations. It should be noted that the City recently completed installation of a roundabout at the Pacific Street/Rocklin Road intersection, which precludes construction of the foregoing lanes but still improves intersection operations. In addition, the Site Access and Circulation Study prepared for the proposed project estimated that the proposed project would generate 56 peak hour trips during both the weekday AM and PM peak hours. As discussed therein, the additional trips could be accommodated by the existing left-turn roadway features. It should be noted that the existing alleyway access on the north side of Oak Street and the south side of Pine Street would be rendered unnecessary by the proposed project. According to the Site Access and Circulation Study, the Oak Street alleyway area could be repurposed to provide additional diagonal on-street parking as a partial replacement for the on-street parking covered by the proposed driveway. Approximately five existing diagonal on-street parking stalls would be lost, but two additional stalls could be added. The proposed project would be subject to the City's Traffic Impact Fee, in accordance with Rocklin Municipal Code Section 3.16.210. The revenues generated through payment of the fee are used by the City to pay for needed upgrades and/or expansions to City facilities. Therefore, payment of the City's Traffic Impact

		Fee would contribute funds to ensure implementation of Mitigation Measure 4.4.1 as set forth in the General Plan EIR and would serve to reduce the proposed project's potential impacts on roads in the project vicinity. Based on the above, impacts related to transportation and accessibility could occur with development of the proposed project. Therefore, Mitigation Measure 6 shall be required, which would ensure that impacts to transportation and accessibility would not occur. *Mitigation Measure 6: Prior to approval of a building permit, the proposed project shall finalize improvement plans to construct frontage improvements along the south side of Pine Street east of Railroad Avenue, as well as along Railroad Avenue and Oak Street. The frontage improvements on Oak Street shall remove on-street parking for a minimum of 20 feet from the edge of the driveway, and landscaped islands adjacent to the driveway shall not interfere with driver's ability to see approaching westbound vehicles on Oak Street. Similarly, the project proponent shall demonstrate to the City of Rocklin that the Oak Street driveway design provides adequate curb radius for a fire truck to navigate into and out of the parking lot. Coordination with the City of Rocklin shall confirm the extents, design, and implementation responsibility for the improvements.* Document Citation Fehr and Peers. *Pacific Street Apartments – Site Access and Circulation Study.* December 6, 2023. (Appendix F)

Environmental Assessment Factor	Impact Code	Impact Evaluation
NATURAL FEATURES		
Unique Natural Features, Water Resources	2	Examples of unique natural features include sand dunes, waterfalls, unique rock outcroppings, caves, canyons, endemic and/or disjunct plant/animal communities, coral reefs, unique stands of trees, and unique colonies of animals. Although the site contains trees that would require removal as part of development of the proposed project, none of the trees constitute a unique natural feature, as none of the on-site trees are species that occur only within a limited region. Conversely, an example of unique stands of trees is ancient redwood stands, because redwoods are only found on the coast from central California through southern Oregon and do not live 50 miles inland, thus, making redwoods rare. Therefore, the project site does not include any unique natural features. In addition, as discussed in the Wetlands Protection and Wild and Scenic Rivers sections of this Environmental Assessment,

		the project site is not located within the vicinity of an officially designated Wild and Scenic River. Therefore, the project would not result in impacts to surface water. As detailed in the Soil Suitability, Slope, Erosion, Drainage, and Storm Water Runoff section of this Environmental Assessment, as part of compliance with the NPDES Construction General Permit, the proposed project would be required to prepare a SWPPP and incorporate BMPs to prevent erosion and drainage impacts during project construction. As such, compliance with the Construction General Permit and the provisions contained therein would ensure that runoff entering receiving waters does not contain sufficient quantities of sediment or pollutants generated by construction activities and that impacts to water resources do not occur. During project operation, the proposed project would include site design and runoff features to limit the amount of runoff from the project site, as well as water quality treatment features to reduce pollutant loads in the stormwater runoff. Therefore, the project would not result in impacts to groundwater. Based on the above, impacts related to unique natural features and water resources would not occur with implementation of the proposed project.
Vegetation, Wildlife	3	The project site is located adjacent to Pacific Street and is surrounded by existing residential and commercial uses. As discussed in the Endangered Species section of this Environmental Assessment, protected plant and/or wildlife species identified by the CNDDB and IPaC queries conducted for the proposed project, including species protected by the Endangered Species Act, are not anticipated to occur on the project site due to a lack of suitable habitat. In addition to the plant and wildlife species protected under the Endangered Species Act, the MBTA prohibits the killing, possessing, or trading of migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. Various migratory birds and raptors could potentially nest in the existing on-site trees and other vegetation. Should any MBTA-protected species exist on-site, project construction could result in an adverse effect by injuring or killing protected birds, disturbing occupied habitat, and/or causing abandonment of active nests. With respect to vegetation, an arborist report was prepared for the proposed project by HELIX Environmental Planning on December 11, 2023. The arborist report inventoried and evaluated all trees regulated under the City's Tree Ordinance (Chapter 17.77 of the City's Municipal Code), which defines protected native oak trees as the following species and natural hybrids between them: (1) California live oak; (2) canyon live

		oak; (3) blue oak; (4) California black oak; (5) valley oak; (6) interior live oak; and (7) California scrub oak. Native oak trees with a trunk diameter at breast height (DBH) six inches or greater, measured 4.5 feet above the ground, are also protected. Heritage trees are further defined as native oak trees with a DBH of 24 inches or more that are in fair or good condition. The arborist report included a site survey on November 20, 2023 to identify the species, number of trunks, DBH, dripline radius, and overall condition of all protected oak trees and non-protected trees within and overhanging the project site. The health and structural condition of all inventoried trees were rated Good, Fair, or Poor. The health of a tree is related to the foliage, amount of deadwood, bud viability, wound closure, and evidence of stress, disease, nutrient deficiency, and/or insect infestation. The structural rating reflects trunk and branch configuration, canopy balance, defects (such as decay), and the potential for structural failure. Specific standards for tree health and structure are detailed in Table 1 of the arborist report, which is included as Appendix G. According to the arborist report, the dominant plant species on the site include stinkwort, Russian thistle, and hedge parsley. A total of 18 protected trees, comprised of five interior live oaks, seven valley oaks, and three blue oaks were identified within the project site for a total DBH of 478 inches. The majority of the on-site trees were in Fair or better condition regarding both health and structure. Pursuant to the arborist report, the on-site protected trees are not currently recommended for removal. Six of the protected trees, including two blue oaks and one valley oak, were overhanging the project site. However, it should be noted that the trees do not qualify as heritage trees. A total of 15 protected oak trees would be removed as part of the proposed project. Additionally, 17 unprotected trees would be removed, three unprotected trees and two protected trees would be impacted by construction occurring within more than 20 percent of their dripline area, and one unprotected tree would be moderately impacted by construction within 14 to 18 percent of their dripline area. Based on the above, the proposed project could result in impacts to vegetation and wildlife. Therefore, Mitigation Measures 7 and 8 shall be required, which would ensure that impacts to vegetation and wildlife would not occur. <u>Mitigation Measure 7:</u> *Prior to and during construction of the proposed project, the project applicant shall implement the following measures to avoid or minimize impacts to migratory bird and/or raptor species protected under the Migratory Bird Treaty Act of 1918 (MBTA):*

		• *If any site disturbance or construction activity for any phase of development is scheduled to begin between February 1 and August 31, a qualified biologist shall conduct a preconstruction survey for active tree nests and ground nests from publicly accessible areas within 15 days prior to site disturbance for any phase of development. The survey area shall cover the construction site and a 300-foot radius surrounding the construction site. The preconstruction survey results shall be submitted to the City of Rocklin Community Development Department for review. If nesting migratory birds and/or raptors are not found, then further mitigation measures are not necessary.* • *If an active nest of a MBTA bird, or federally listed bird, is discovered that may be adversely affected by any site disturbance, or an injured or killed bird is found, the project applicant shall immediately:* ○ *Stop all work within a 300-foot radius of the discovery;* ○ *Notify the City of Rocklin Community Development Department; and* ○ *Not resume work within the 300-foot radius until authorized by a qualified biologist.* *The above measures shall be included in the notes on construction drawings subject to review and approval by the City of Rocklin.* *<u>Mitigation Measure 8</u>: Prior to approval of a building permit, the following measures shall be integrated into the construction documents to protect oak trees to be preserved during any potential future construction:* • *Tree Protection Fencing, consisting of four-foot-tall, high-visibility plastic fencing, shall be placed around the perimeter of the tree protection zone (TPZ) (dripline radius + 3 feet). The TPZ is the minimum distance for placing protective fencing. Tree protection fencing should be placed as far outside of the TPZ as possible. Two-foot square signs shall be placed along the fence denoting this as a Tree Protection Zone that shall not be moved until construction is complete. In cases where proposed work infringes on TPZ, fence shall be placed at edge of work.* • *Whenever possible, fence multiple trees together in a single TPZ;* • *Tree protection fencing shall not be moved without prior authorization from the City of Rocklin;*

		• *No parking, portable toilets, dumping or storage of any construction materials, grading, excavation, trenching, or other infringement by workers or domesticated animals is allowed in the TPZ;* • *No signs, ropes, cables, or any other item shall be attached to a protected tree, unless recommended by an ISA-Certified Arborist;* • *Underground utilities should be avoided in the TPZ, but, if necessary, shall be bored or drilled. If boring is impossible, all trenching will be done by hand under the supervision of an ISA-Certified Arborist;* • *No cut or fill within the dripline of protected trees is permitted. If cut or fill within the dripline is unavoidable, any mitigation requirements shall be determined by the City of Rocklin;* • *Pruning of living limbs or roots over two inches in diameter shall be done under the supervision of an ISA-Certified Arborist;* • *All wood plant material less than six inches in diameter shall be mulched on site. The resulting mulch shall be spread in a layer four to six inches deep in the TPZ of preserved trees. Mulch shall not be placed touching the trunk of preserved trees;* • *At the discretion of Project Proponent and Project Arborist indirectly impacted trees should be deep watered once per month in July, August, September, and October to a soil saturation depth of 16-18 inches; and* • *Appropriate fire prevention techniques shall be employed around all protected trees to be preserved. This includes cutting tall grass, removing flammable debris within the TPZ, and prohibiting the use of tools that may cause sparks, such as metal-bladed trimmers or mowers.* <u>Document Citation:</u> HELIX Environmental Planning. *Arborist Report for the Pacific Street Apartments Project, City of Rocklin, Placer County, California*. December 11, 2023. (Appendix G)
Other Factors	N/A	N/A

Environmental Assessment Factor	Impact Code	Impact Evaluation
CLIMATE AND ENERGY		
Climate Change Impacts	2	Global climate change is, by nature, a cumulative impact. GHG emissions contribute, on a cumulative basis, to the adverse environmental impacts of global climate change (e.g., sea level rise, impacts to water supply and water quality, public health impacts, impacts to ecosystems, impacts to agriculture, and other environmental impacts). A single project does not generate

		enough GHG emissions to contribute noticeably to a change in the global average temperature. However, the combination of GHG emissions from a project in combination with other past, present, and future projects could contribute substantially to the worldwide phenomenon of global climate change and the associated environmental impacts. Pursuant to HUD guidance, a HUD-assisted project should consider the potential future impacts of climate change on occupants of the project, specifically as they relate to residents' safety, wellbeing, and property from risks associated with hazardous conditions (i.e., flooding, sea level rise, drought, extreme heat, etc.) and site suitability (i.e., air quality, urban heat island effects, soil suitability, and water resources). With respect to potential substantial adverse effects related to GHG emissions, the proposed project would incorporate features that support the reduction of GHG emissions, such as provision of EV charging stations, EV charging-capable, and EV charging-ready parking spaces. In addition, as discussed throughout this Environmental Assessment, the proposed project would be subject to applicable federal, State, and local regulations, including those adopted for the purpose of mitigating effects related to climate change. Therefore, the proposed project would not result in adverse effects related to GHG emissions and climate change. Finally, as discussed in the Floodplain Management section of this Environmental Assessment, the project site is within Zone X, which is defined by FEMA as an Area with Minimal Flood Hazard (see Figure 5). As such, the proposed project would not be subject to potential flood impacts, which could occur as a result of global climate change. Overall, as demonstrated in this Environmental Assessment, compliance with applicable federal, State, and local regulations would ensure that all potentially significant environmental impacts, including those related to climate change, are reduced to a level of less than significant. As such, future residents of the project would not be disproportionately exposed to undue climate change hazards relative to any other resident of the City of Rocklin. Based on the above, potential impacts related to climate change on future residents of the proposed project would not occur.
Energy Efficiency	2	The proposed project would be subject to all applicable provisions of the CBSC (Title 24 CCR), including the 2022 Building Energy Efficiency Standards (Title 24 CCR Part 6) and the CALGreen Code (Title 24 CCR Part 11). Adherence to the current Building Energy Efficiency Standards and CALGreen Code would ensure that the proposed structures would consume

		energy efficiently. Required compliance with the CBSC would ensure that the building energy use associated with the proposed project would not be wasteful, inefficient, or unnecessary. In addition, the Building Energy Efficiency Standards are required by law to be updated every three years with standards that are cost effective for homeowners over the 30-year lifespan of a building. The standards are updated to consider and incorporate new energy efficient technologies and construction methods in order to save energy, increase electricity supply reliability, increase indoor comfort, avoid the need to construct new power plants, and help preserve the environment. The 2022 Building Energy Efficiency Standards expands upon energy efficiency measures from the 2019 Building Energy Efficiency Standards. During project construction, the proposed project would involve on-site energy demand and consumption related to use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. However, all construction equipment and operation thereof would be regulated per the CARB's In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. The temporary increase in energy use occurring during construction of the proposed project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. In addition, project construction would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand. Based on the above, impacts related to energy consumption would not occur with implementation of the proposed project. <u>Document Citation</u> California Energy Commission. *2022 Building Energy Efficiency Standards*. Available at: https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency. Accessed April 2024. (Appendix H)

Additional Studies Performed:

- HELIX Environmental Planning. *Air Quality and Greenhouse Gas Emissions Technical Report.* January 2024. (Appendix A)
- SCS Engineers. *Phase I Environmental Site Assessment*. February 14, 2023. (Appendix B)
- LSA. *Cultural Resources Study.* August 2019. (Appendix C)
- dBF Associates, Inc. *Exterior Noise Analysis Report, Pacific Street Apartments, Rocklin, California*. April 25, 2024. (Appendix D)
- Terracon. *Oak & Pine St Housing Geotechnical Engineering Report.* December 22, 2022. (Appendix E)
- Fehr and Peers. *Pacific Street Apartments – Site Access and Circulation Study.* December 6, 2023. (Appendix F)
- HELIX Environmental Planning. *Arborist Report for the Pacific Street Apartments Project, City of Rocklin, Placer County, California*. December 11, 2023. (Appendix G)

Field Inspection (Date and completed by):

- January 26, 2023, SCS Engineers.
- November 20, 2023, HELIX Environmental Planning.

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

- California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective.* April 2005. (Appendix H)
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Public Outreach [24 CFR 50.23 & 58.43]**:**

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

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

Cumulative impacts can result from incremental minor impacts that can be seen as collectively significant over time. Air quality, noise, and traffic are often the environmental issues which present cumulative impacts. Cumulative impacts associated with air quality would be a result of construction and operation of the proposed project. However, construction-related equipment would be regulated by CARB, and construction would occur over a relatively short duration compared to the operational lifetime of the proposed project. In addition, during project construction and operation, emissions would not exceed the applicable PCAPCD thresholds of significance (see Table 1, Table 2, and Table 3). Cumulative impacts related to noise would be a result of future development projects within the City, including the proposed project, incrementally affecting the future cumulative ambient noise environment. Under the cumulative conditions, the proposed project would not significantly contribute to the ambient noise environment during project operation, given that residential developments do not typically involve activities that exceed the above noise standards. During project construction, the project would comply with the allowed construction times established by the City. Finally, as cumulative development occurs within the City, traffic volumes along local roadways would increase relative to existing conditions. However, as discussed in the Transportation and Accessibility section of this Environmental Assessment, buildout of the project site with the proposed use would not result in adverse impacts to traffic along applicable road segments and intersections beyond what was anticipated in the General Plan EIR. Thus, given that the proposed project would comply with all applicable mitigation measures and City policies and programs, the proposed project would not result in any new cumulative impacts beyond what has already been anticipated.

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

The alternatives evaluated in this section are included for discussion in order to attempt to minimize or eliminate impacts associated with the proposed project. The alternatives to the proposed project evaluated in this section are as follows:

1. No Action Alternative;
2. Off-Site Alternative; and
3. Reduced Footprint Alternative.

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

Under the No Action Alternative, the proposed project would not be developed, and the project site would remain in its current state. A project proponent could choose to develop the project site in accordance with the site's existing Mixed Use and C-2 and C-4 land use and zoning designations. However, considering that the proposed project is consistent with the uses allowed under the site's land use designations and is urbanized development anticipated by the zoning designation, development of the project site facilitated by the No Action Alternative would likely result in similar potential impacts as those identified in the Environmental Assessment prepared for the proposed project. For example, future structures built at the project site in accordance with the existing land use and zoning designations would be subject to the applicable standards set forth in the City's Municipal Code to prevent potential impacts associated with man-made hazards or geologic hazards, including soil suitability, erosion, drainage, and stormwater runoff. Thus, development of the site facilitated by the No Action Alternative is not expected to result in substantially fewer impacts relative to those identified for the proposed project.

Finally, the City of Rocklin Housing Element outlines the City's goals to provide a range of housing types to meet the needs of the community, provide adequate housing sites to accommodate the City's share of regional housing needs, and promote equal opportunity for residents to live in the housing of their choice.

Should future development of the project site include multi-family housing, such housing may or may not be affordable. Thus, the No Action Alternative could hinder the City's ability to achieve its affordable housing goals.

Off-Site Alternative

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

Development of the proposed project at an alternative site would likely result in greater impacts than those analyzed under the proposed project. Alternative sites may be located in areas with greater biological resources, which would increase impacts, or in closer proximity to noise-generating uses, which would result in greater noise impacts at the project site. As discussed throughout this Environmental Assessment, the proposed project would not result in any substantial adverse impacts that could not be mitigated to a level of insignificance.

Reduced Footprint Alternative:

Affordable housing for residents of the City of Rocklin could be developed on-site at a reduced density under a Reduced Intensity Alternative, which would include construction of less structures as compared to the proposed project. However, a substantial reduction in the number of units could result in conflicts with the existing General Plan land use designation for the project site, due to density requirements. In addition, the proposed project would not be as economically feasible at a lower density, due to the increased cost per unit to build the affordable housing units.

Finally, the City of Rocklin Housing Element establishes that the City strives to provide a range of housing types to meet the needs of the community, provide adequate housing sites to accommodate the City's share of regional housing needs, and promote equal opportunity for residents to live in the housing of their choice. Development of the project site under the Reduced Footprint Alternative would include fewer affordable housing units as the proposed project. Thus, the Reduced Footprint Alternative would not be as effective at providing affordable housing in pursuit of the City's goals.

Summary of Findings and Conclusions:

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

- Employment and Income Patterns.

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

- Conformance with Plans, Compatible Land Use and Zoning, Scale and Urban Design;
- Hazards and Nuisances including Site Safety and Noise;

- Demographic Character Changes, Displacement;
- Environmental Justice;
- Educational and Cultural Facilities;
- Commercial Facilities;
- Health Care and Social Services;
- Solid Waste Disposal, Recycling;
- Waste Water, Sanitary Sewers;
- Water Supply;
- Public Safety - Police, Fire and Emergency Medical;
- Parks, Open Space and Recreation;
- Unique Natural Features, Water Resources; and
- Climate Change Impacts; and
- Energy Efficiency.

The following areas of concern were evaluated and assigned an impact code 3, meaning a minor adverse impact, which might require mitigation, is anticipated:

- Soil Suitability, Slope, Erosion, Drainage, Storm Water Runoff;
- Transportation and Accessibility; and
- Vegetation, Wildlife.

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

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

Law, Authority, or Factor	Mitigation Measure
City of Rocklin Community Development Department	Mitigation Measure 1, Mitigation Measure 3, Mitigation Measure 4, Mitigation Measure 5, Mitigation Measure 6, Mitigation Measure 7, Mitigation Measure 8
City of Rocklin Community Development Department, the UAIC, and a Qualified Archaeologist	Mitigation Measure 2

Mitigation Measure 1: Prior to approval of a building permit, the building design shall include a mechanical ventilation system that meets the criteria of the International Building Code (Chapter 12, Section 1202 of the California Building Code) and California Mechanical Code to ensure that windows would be able to remain closed while maintaining adequate ventilation and temperature control. In addition, the required mechanical ventilation system shall be designed to accommodate, and be equipped with, filters having a Minimum Efficiency Reporting Value (MERV) rating of 13 or higher. Proof of compliance shall be submitted to the City of Rocklin Community Development Department.

Mitigation Measure 2: If subsurface deposits believed to be cultural, historical, paleontological, archaeological, tribal, and/or human in origin are discovered during construction and/or ground disturbance, all work shall halt within a 100-foot radius of the discovery. A Native American representative

from traditionally and culturally affiliated Native American tribes that requested consultation, including a representative from the United Auburn Indian Community (UAIC) of the Auburn Rancheria, shall be immediately contacted and invited to assess the significance of the find and make recommendations for further evaluation and treatment, as necessary. If deemed necessary by the City, a qualified archaeologist meeting the Secretary of Interior's Standards and Qualifications for Archaeology, may also assess the significance of the find in joint consultation with Native American representatives, including the UAIC representative, to ensure that tribal values are considered. Work at the discovery location cannot resume until the City, in consultation with culturally affiliated tribes, determines that the find is not a tribal cultural resource, or that the find is a tribal cultural resource and all necessary investigation and evaluation of the discovery under State of California requirements has been satisfied. Evaluation of a potential resource shall occur, at most, within two days of the find.

The qualified archaeologist shall have the authority to modify the no-work radius as appropriate, using professional judgement. The following notifications shall apply, depending on the nature of the find:

- *If the qualified archaeologist determines that the find does not represent a cultural resource, work may resume immediately and no agency notifications are required.*
- *If the qualified archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the City of Rocklin, and applicable landowner. The City shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be eligible for inclusion in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR). Work may not resume within the no-work radius until the City of Rocklin, through consultation as appropriate, determines that the site either: 1) is not eligible for the NRHP or CRHR; or 2) that the treatment measures have been completed to its satisfaction.*
- *If the find includes human remains, or remains that are potentially human, the qualified archaeologist shall ensure reasonable protection measures are taken to protect the discovery from disturbance (Assembly Bill [AB] 2641). The qualified archaeologist shall notify the Placer County Coroner (pursuant to Section 7050.5 of the Health and Safety Code). The provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code (PRC), and AB 2641 shall be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, then the Coroner will notify the Native American Heritage Commission (NAHC), which then will designate a Native American Most Likely Descendant (MLD) for the project (PRC Section 5097.98). 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, then the NAHC can mediate (PRC Section 5097.94). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (PRC Section 5097.98). This shall 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 re-internment document with Placer County (AB 2641). Work may not resume within the no-work radius until the City of Rocklin, through consultation as appropriate, determines that the treatment measures have been completed to its satisfaction.*
- *If the find includes paleontological resources, work shall not continue at the discovery site until a qualified paleontologist evaluates the find and makes a determination regarding the significance of the resource and identifies recommendations for conservation of the resource, including preserving in place or relocating on the project site, if feasible, or collecting the resource to the extent feasible and documenting the find with the University of California Museum of Paleontology.*

Mitigation Measure 3: At least two weeks prior to the commencement of construction, the project shall implement the following measures, consistent with the UAIC Tribal Monitoring policy:

- *Consulting tribes, including the UAIC, shall be contacted at least two weeks prior to project ground-disturbing activities to allow for the services of a Tribal Monitor(s). The duration of the monitoring and construction schedule shall be determined at this time.*
- *To track the implementation of this measure, field-monitoring activities shall be documented on a Tribal Monitor Log.*
- *A Tribal Monitor(s) from traditionally and culturally affiliated Native American tribes, including the UAIC, shall be allowed to monitor the vegetation grubbing, stripping, grading, or other ground-disturbing activities in the project area. The Tribal Monitor(s) shall wear the appropriate safety equipment.*
- *Tribal Representatives and Tribal Monitors, as a representative of their tribal government, shall have the authority to identify sites or objects of cultural value to Native American tribes and recommend appropriate treatment of such sites or objects.*
- *Tribal Monitors or Tribal Representatives shall have the authority to request that work be temporarily paused, diverted, or slowed within 100 feet of the direct impact area if sites or objects of significance are identified.*

A report summarizing compliance with the aforementioned provisions shall be submitted for review and approval to the City of Rocklin Community Development Department.

Mitigation Measure 4: Prior to the issuance of building permits, the final plans shall include the following noise reduction measures, as recommended in the Exterior Noise Analysis Report prepared for the proposed project by dBF Associates, Inc.:

- *Upgraded windows and/or doors within Buildings B1 and B2 shall have a minimum Sound Transmission Class (STC) rating of either STC-30 or higher;*
- *Standard construction with ratings of STC-27 or higher shall be used in other buildings; and*
- *Building design shall include mechanical ventilation that meets California Building Code (CBC) requirements.*

Inclusion of the foregoing measures on the final plans shall be subject to review and approval by the City of Rocklin Community Development Department.

Mitigation Measure 5: Prior to the issuance of grading permits, the project civil engineer shall show on the project plans that the project design adheres to all engineering and construction recommendations provided in the site-specific Geotechnical Engineering Report prepared for the proposed project by Terracon. The project plans shall include, but not be limited to, reuse of on-site soils as fill and/or importing fill materials, fill placement and compaction requirements, and design parameters for shallow building foundations, floor slabs, and pavement. Proof of compliance with all recommendations specified in the Geotechnical Engineering Report shall be subject to review and approval by the City of Rocklin Community Development Department.

Mitigation Measure 6: Prior to approval of a building permit, the proposed project shall finalize improvement plans to construct frontage improvements along the south side of Pine Street east of Railroad Avenue, as well as along Railroad Avenue and Oak Street. The frontage improvements on Oak Street shall remove on-street parking for a minimum of 20 feet from the edge of the driveway, and landscaped islands adjacent to the driveway shall not interfere with driver's ability to see approaching westbound vehicles on Oak Street. Similarly, the project proponent shall demonstrate to the City of Rocklin that the Oak Street

driveway design provides adequate curb radius for a fire truck to navigate into and out of the parking lot. Coordination with the City of Rocklin shall confirm the extents, design, and implementation responsibility for the improvements.

Mitigation Measure 7: Prior to and during construction of the proposed project, the project applicant shall implement the following measures to avoid or minimize impacts to migratory bird and/or raptor species protected under the Migratory Bird Treaty Act of 1918 (MBTA):

- *If any site disturbance or construction activity for any phase of development is scheduled to begin between February 1 and August 31, a qualified biologist shall conduct a preconstruction survey for active tree nests and ground nests from publicly accessible areas within 15 days prior to site disturbance for any phase of development. The survey area shall cover the construction site and a 300-foot radius surrounding the construction site. The preconstruction survey results shall be submitted to the City of Rocklin Community Development Department for review. If nesting migratory birds and/or raptors are not found, then further mitigation measures are not necessary.*
- *If an active nest of a MBTA bird, or federally listed bird, is discovered that may be adversely affected by any site disturbance, or an injured or killed bird is found, the project applicant shall immediately:*
    - *Stop all work within a 300-foot radius of the discovery;*
    - *Notify the City of Rocklin Community Development Department; and*
    - *Not resume work within the 300-foot radius until authorized by a qualified biologist.*

The above measures shall be included in the notes on construction drawings subject to review and approval by the City of Rocklin.

Mitigation Measure 8: Prior to approval of a building permit, the following measures shall be integrated into the construction documents to protect oak trees to be preserved during any potential future construction:

- *Tree Protection Fencing, consisting of four-foot-tall, high-visibility plastic fencing, shall be placed around the perimeter of the tree protection zone (TPZ) (dripline radius + 3 feet). The TPZ is the minimum distance for placing protective fencing. Tree protection fencing should be placed as far outside of the TPZ as possible. Two-foot square signs shall be placed along the fence denoting this as a Tree Protection Zone that shall not be moved until construction is complete. In cases where proposed work infringes on TPZ, fence shall be placed at edge of work.*
- *Whenever possible, fence multiple trees together in a single TPZ;*
- *Tree protection fencing shall not be moved without prior authorization from the City of Rocklin;*
- *No parking, portable toilets, dumping or storage of any construction materials, grading, excavation, trenching, or other infringement by workers or domesticated animals is allowed in the TPZ;*
- *No signs, ropes, cables, or any other item shall be attached to a protected tree, unless recommended by an ISA-Certified Arborist;*
- *Underground utilities should be avoided in the TPZ, but, if necessary, shall be bored or drilled. If boring is impossible, all trenching will be done by hand under the supervision of an ISA-Certified Arborist;*
- *No cut or fill within the dripline of protected trees is permitted. If cut or fill within the dripline is unavoidable, any mitigation requirements shall be determined by the City of Rocklin;*
- *Pruning of living limbs or roots over two inches in diameter shall be done under the supervision of an ISA-Certified Arborist;*

- *All wood plant material less than six inches in diameter shall be mulched on site. The resulting mulch shall be spread in a layer four to six inches deep in the TPZ of preserved trees. Mulch shall not be placed touching the trunk of preserved trees;*
- *At the discretion of Project Proponent and Project Arborist indirectly impacted trees should be deep watered once per month in July, August, September, and October to a soil saturation depth of 16-18 inches; and*
- *Appropriate fire prevention techniques shall be employed around all protected trees to be preserved. This includes cutting tall grass, removing flammable debris within the TPZ, and prohibiting the use of tools that may cause sparks, such as metal-bladed trimmers or mowers.*

Determination:

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

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

Preparer Signature: _____ Date: 7/5/24

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

Certifying Officer Signature: _____ Date: 07/11/24

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

This original, signed document and related supporting material must be retained on file by the Responsible Entity in an Environmental Review Record (ERR) for the activity/project (ref: 24 CFR Part 58.38) and in accordance with recordkeeping requirements for the HUD program(s).d