Initial Study/Mitigated Negative Declaration
New Elementary School #12

Prepared for:

Rocklin Unified School District
2615 Sierra Meadows Drive
Rocklin, CA 95677

Contact: Craig Rouse
Senior Director Facilities, Maintenance & Operations

AECOM

April 2018

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ACRONYMS AND OTHER ABBREVIATIONS

AB	Assembly Bill
BMPs	best management practices
CAAQA	California ambient air quality standards
Cal/OSHA	California Division of Occupational Safety and Health
CalEEMod	California Emissions Estimator Model
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CARP	County Aquatic Resources Program
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CGS	California Geological Survey
CH_4	Methane
CO	carbon monoxide
CO_2e	carbon dioxide equivalence
dBA	A-weighted decibels
Delta	Sacramento–San Joaquin Delta
DOF	California Department of Finance.
DOT	US Department of Transportation
DPM	Diesel Particulate Matter
DSA	Division of State Architect
DTSC	Department of Toxic Substances Control
EIR	environmental impact report
EPA	U.S. Environmental Protection Agency
ESA	federal Endangered Species Act
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
FTA	Federal Transit Administration
GHG	greenhouse gas
GP EIR	*City of Rocklin General Plan Update Draft Environmental Impact Report*
GWP	Global warming potential
H:V	Horizontal:Vertical
Handbook	California Air Resources Board's Air Quality and Land Use Handbook: A Community Health Perspective

HCM	Highway Capacity Manual
in/sec	inches per second
IPaC	Information, Planning, and Conservation System
IPCC	Intergovernmental Panel on Climate Change
IS	initial study
LID	low impact development
LOS	level of service
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day
MND	mitigated negative declaration
$MTCO_2e$	metric tons of carbon dioxide equivalent emissions
MTP	Metropolitan Transportation Plan
N_2O	Nitrous Oxide
NAAQS	national ambient air quality standards
NOA	Naturally occurring asbestos
NPDES	National Pollutant Discharge Elimination System
NRCS	U.S. Natural Resources Conservation Service
NRHP	National Register of Historic Places
PCAPCD	Placer County Air Pollution Control District
PCCP	Placer County Conservation Plan
pCi/L	picocuries per liter
PCT	Placer County Transit
PCWA	Placer County Water Agency
PG&E	Pacific Gas & Electric Company
PM	particulate matter
PM_{10}	particulate matter of diameter equal to or less than 10 micrometers
$PM_{2.5}$	particulate matter of diameter equal to or less than 2.5 micrometers
PPV	peak particle velocity
project	New Elementary School #12
RUSD	Rocklin Unified School District
SACOG	Sacramento Area Council of Government
SB	Senate Bill
SCS	Sustainable Communities Strategy
SFNA	Sacramento Federal Nonattainment Area
SMAQMD	Sacramento Metropolitan Air Quality Management District
SPMUD	South Placer Municipal Utility District
SPWA	South Placer Wastewater Authority
SVAB	Sacramento Valley Air Basin
SWPPP	stormwater pollution prevention plan

TACs	toxic air contaminants
UAIC	United Auburn Indian Community
USACE	U.S. Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
UWMP	Urban Water Management Plan
v/c	volume-to-capacity
VdB	vibration decibels
WRSL	Western Regional Sanitary Landfill
WTP	Water Treatment Plant
WWTP	Wastewater Treatment Plant

1 INTRODUCTION

1.1 INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

This document contains an initial study (IS), with supporting environmental studies, which concludes that a mitigated negative declaration (MND) is the appropriate California Environmental Quality Act (CEQA) document for the New Elementary School #12 (project). This MND has been prepared in accordance with Public Resources Code Section 21000 et seq. and the CEQA Guidelines, California Code of Regulations Section 15000 et seq.

An initial study is conducted by a lead agency to determine whether a project may have a significant effect on the environment. In accordance with CEQA Guidelines Section 15063, an environmental impact report (EIR) must be prepared if an initial study indicates that the proposed project under review may have a potentially significant impact on the environment that cannot be initially avoided or mitigated to a level that is less than significant. A negative declaration may be prepared if the lead agency finds that the proposed project would not have a significant effect on the environment and, therefore, prepares a written statement describing the reasons why the preparation of an EIR is not required (CEQA Guidelines Section 15371). According to CEQA Guidelines Section 15070:

A public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration for a project subject to CEQA when:

a) The initial study shows there is no substantial evidence, in light of the whole record before the agency, that the proposed project may have a significant effect on the environment, or

b) The initial study identifies potentially significant effects, but:

   (1) Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and

   (2) There is no substantial evidence, in light of the whole record before the agency, that the proposed project as revised may have a significant effect on the environment.

1.2 LEAD AGENCY

The lead agency is the public agency with primary responsibility over a proposed project. Where two or more public agencies will be involved with a project, CEQA Guidelines Section 15051 establishes criteria for identifying the lead agency. In accordance with CEQA Guidelines Section 15051(b) (1), “the lead agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose.” Based on the criterion above, the Rocklin Unified School District (RUSD) is the lead agency for the proposed New Elementary School #12 project.

1.3 PURPOSE AND DOCUMENT ORGANIZATION

The purpose of this Initial Study is to evaluate the potential environmental impacts of the proposed project. This document is divided into the following sections:

- **1.0. Introduction** – This section includes an introduction and describes the purpose and organization of the document.
- **2.0. Project Information** – This section describes the proposed project in detail. It also identifies any other public agencies whose review, approval, and/or permits may be required.
- **3.0. Environmental Checklist** – This section describes the environmental setting and overview for each of the environmental subject areas. It evaluates a range of impacts classified as "no impact," "less than significant impact," "less than significant impact with mitigation incorporated," and "potentially significant impact" in response to the environmental checklist.

1.4 REQUIRED PERMITS AND APPROVALS

The degree to which the District may be subject to local regulations is addressed by Section 53090 et seq. of the California Government Code, which permits the District to exempt itself from local regulations. Local regulations are analyzed and compliance with said regulations is assumed in this document and outlined throughout, as needed.

1.5 OTHER AGENCY ACTIONS

The project would require the following approvals:

- **City of Rocklin**. The project would acquire encroachment permits from the City storm drainage connection and encroachment on City streets.
- **California State Department of Education**. Pursuant to Section 39000 et seq. of the Education Code, the California State Department of Education is responsible for reviewing and approving all school sites, regardless of the funding source. The Department of Education also administers certain other Government Code requirements as they relate to school construction and safety.
- **Central Valley Regional Water Quality Control Board.** Because more than one acre of ground surface will be disturbed, the project will require a Storm Water Pollution Prevention Plan (SWPPP) in compliance with the "General Construction Activity Storm Water Permit" issued by the State Water Resources Control Board.

2 PROJECT INFORMATION

2.1 REGIONAL LOCATION

The project site is located within the Whitney Ranch subdivision, which is under development in the City of Rocklin. Whitney Ranch is bounded by the Stanford Ranch development on the south, State Highway 65 on the west, the Twelve Bridges development (in the Lincoln city limits) to the north, and the Whitney Oaks neighborhood to the east. Land uses surrounding Whitney Ranch include a developing portion of the Twelve Bridges development area in Lincoln to the north, undeveloped areas to the west, developed and developing residential areas in Whitney Oaks to the south and southeast, and developing areas of Stanford Ranch to the south. Figure 2-1 shows the project location in the city of Rocklin, while Figure 2-2 shows the Whitney Ranch subdivision.

2.2 PROJECT SITE LOCATION

The project site is approximately 10 acres of undeveloped land located within the city of Rocklin. The project site is located within the 494-acre Whitney Ranch subdivision, which was proposed for development in phases. The project is part of Phase II, which is currently under development. The Whitney Ranch Phase III is currently undergoing City of Rocklin planning approvals, and would further develop the area with a mix of residential, commercial, and institutional uses. The project site is located east of the intersection of future Whitney Ranch Parkway and West Oaks Boulevard, and west of the intersection of future Jamboree Drive and Lazy Trail Drive.

Single-family homes are scheduled to be built immediately west, northeast, and east of the project site. An approximately 5-acre park is scheduled for development south of the project site. Figure 2-2 shows the local vicinity of the Whitney Ranch area, and Figure 2-3 shows the project location within the Whitney Ranch subdivision.

2.3 PROJECT SITE EXISTING CONDITIONS

The topography at the site generally slopes towards the southeast at varying gradients, with a maximum gradient near 7H:1V (Horizontal:Vertical). The project site is vegetated with short, seasonal grasses. Scattered boulders are located at the surface throughout the site and vicinity, likely core stones weathered from the underlying bedrock. Ubiquitous mounds were observed throughout and are of unknown origin. Temporary roads have been cleared for construction access in the vicinity and are covered with erosion control straw. The Whitney Ranch Parkway extension and ongoing development is located to the west of the site. Vacant land planned for future development flanks the northern, eastern, and southern boundaries of the project site.

The project site General Plan land use designation is Public/Quasi-Public, which allows for the construction of a neighborhood-, community-, or regional-serving public facility (City of Rocklin 2012a). The project site is located in the C-2 zone, which allows for school uses (Rocklin 2018).

2.4 PROJECT DESCRIPTION

The project would include construction and operation of New Elementary School #12. The project would include the construction of the following elements, which are generally shown in Figure 2-4 Project Site Plan: school buildings, including classrooms, cafeteria and administration buildings; sports fields and recreation areas; parking

lots for both staff and visitors; trenching for new utilities and utility installation; stormwater infrastructure, lighting installation and landscaping. The project would not include the construction of future roads in the project area, as the roads would be part of the Whitney Ranch development.

The school capacity would be 750 students, with anticipated enrollment at school opening of 650 students. The school would also include a total of approximately 60 staff, including instruction, administration, and maintenance staff . The project plans are included as Appendix Plans.

2.4.1 CLASSROOMS AND BUILDINGS DESIGN

As shown in **Table 2.0-1 Project Components,** the project would include seven new school buildings and space for future portable classrooms. The current proposed project construction does not include the installation of portable classrooms, although it is possible that portables may be necessary to accommodate future growth.

Table 2.0-1. Project Components

Project Element	Purpose	Area*
Building A	Administration	5,270 sq ft.
Building B	Learning Resource Center	6,405 sq. ft.
Building C	Multipurpose	13,118 sq. ft.
Building D	Classrooms	10,642 sq. ft.
Building E	Classrooms	10,134 sq. ft.
Building F	Classrooms	10,642 sq. ft.
Building G	Kindergarten	9,291 sq. ft.
Portables	Classrooms	4,500 sq. ft.
Total		**70,002 sq. ft.**

Source: RUSD 2017

The project will be designed per the Division of the State Architect requirements. The project elevations, which would not exceed 27 feet, as well as proposed finishes, are shown in Appendix Plans Sheets A5–A8. In addition to school buildings, the project would include recreation facilities in the western portion of the project site. Such facilities would include a soccer field, two baseball diamonds, basketball and tennis courts, and other play structures/shaded areas across the campus. A retaining wall would line the project site's western border.

2.4.2 CIRCULATION AND PARKING

Project ingress and egress points would be available from the future Lazy Trail Drive, as well as Jamboree Drive. Main campus access would be through Parking Lot B off Lazy Trail Drive, which is located adjacent to Building A, the main administration building. Secondary campus access would be from the future Jamboree Drive.

The project would include three parking lots, as shown in **Table 2.0-2 Proposed Parking**. Parking would available to staff, parents, and visitors to the site. Parking Lots A and B would be located on the eastern side of the project site. The parking lots would have one access point each from Lazy Trail Drive. The two parking lots would be separated by a pedestrian walkway. Parking Lot C is located on the northeastern edge of campus with two separate driveways from Jamboree Drive – one ingress point and one egress point.

Pedestrian access to the project site would be available from two walkways from Lazy Trail Drive and Jamboree Drive. Other internal walkways would connect the campus buildings and recreation areas.

Table 2.0-2. Proposed Parking

Parking Lot	Number of Stalls
Parking Lot A	24 stalls
Parking Lot B	54 stalls
Parking Lot C	15 stalls
Total	**93 stalls**

Source: RUSD 2017

2.4.3 STORMWATER AND UTILITIES

The project site is currently undeveloped. As such, the project would require the installation of utilities and stormwater facilities. These facilities would be developed in tandem with the Whitney Ranch development and the proposed utilities would connect to the appropriate service providers. The project would include the installation of sanitary sewer lines, domestic water lines, fire lines, and storm drainage utilities. All utility installation would be below ground in utility trenches.

2.4.4 LANDSCAPING

As shown in Appendix Plans, Landscaping, the project site would include landscaping throughout, in an area covering approximately 145,000 square feet. Trees would line the project site and would be planted near the school building. A total of approximately 180 trees would be planted as part of the project. Additionally, other plants like roses, sage, and grasses would also be planted as part of the project landscaping plan.

2.4.5 LIGHTING

As shown in Appendix Plans, Electrical, the project would include a variety of indoor and outdoor lighting. Lighting would be provided for adequate illumination for safe access and basic security. Sport fields and other recreational areas would not include lighting for nighttime activities. Exterior lighting will include wall-mounted fixtures on buildings, maximum of 25-foot high pole lights, and bollard lighting.

2.5 CONSTRUCTION

Project construction would take approximately 14 months. The total surface area to be graded is approximately 420,000 square feet in area. Project construction is anticipated to result in approximately 23,000 cubic yards of cut and fill, resulting in balanced earthwork activities. These figures include the mudflow brecia, conglomerate, and rocky material on site. Grasses on site will be stripped and used as fill in the playfields. Maximum fill depth will be approximately six feet.

Construction activities would generally take place between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and between 8:00 a.m. and 7:00 p.m. on weekends, in accordance with the City of Rocklin construction noise requirements (City of Rocklin 2018).

Construction activities would incorporate site preparation activities, trenching for utilities, necessary excavation and grading, pavement and concrete walkways, and building construction activities such as laying foundation and constructing retaining walls. Construction equipment would include excavators, backhoes, bobcats, forklifts, compactors, concrete mixers and pump, scrapers, front loaders, jackhammers, pile drivers, and electric lifts. At this time it is assumed that blasting would not be part of construction activities.

Construction vehicles would access the site via the existing Whitney Ranch Parkway. Whitney Ranch Parkway current terminus is at Painted Pony Lane. The Parkways would be expanded to the project area. The project does not include the construction of any new roads in the project area.

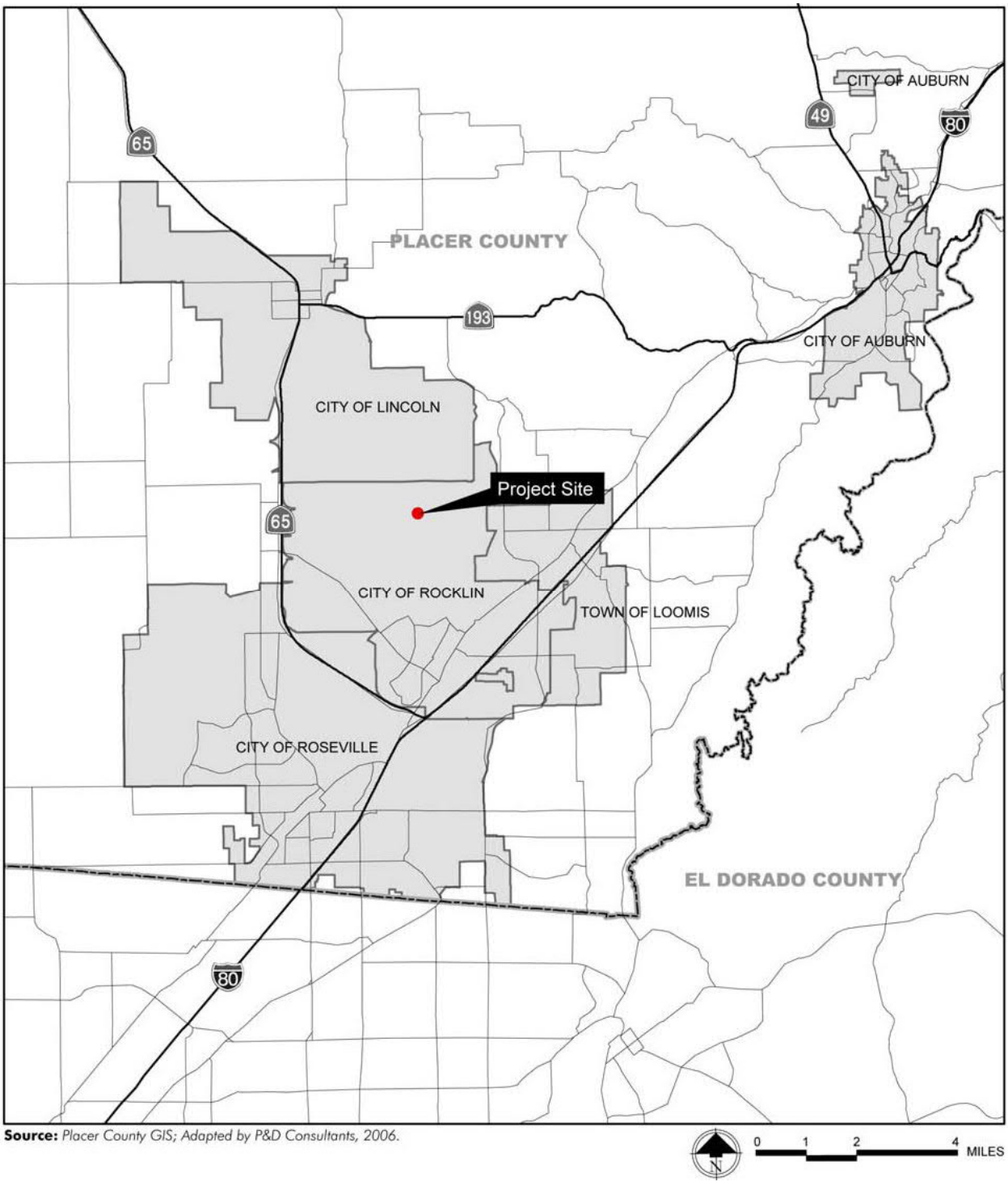


Figure 2-1. Regional Location

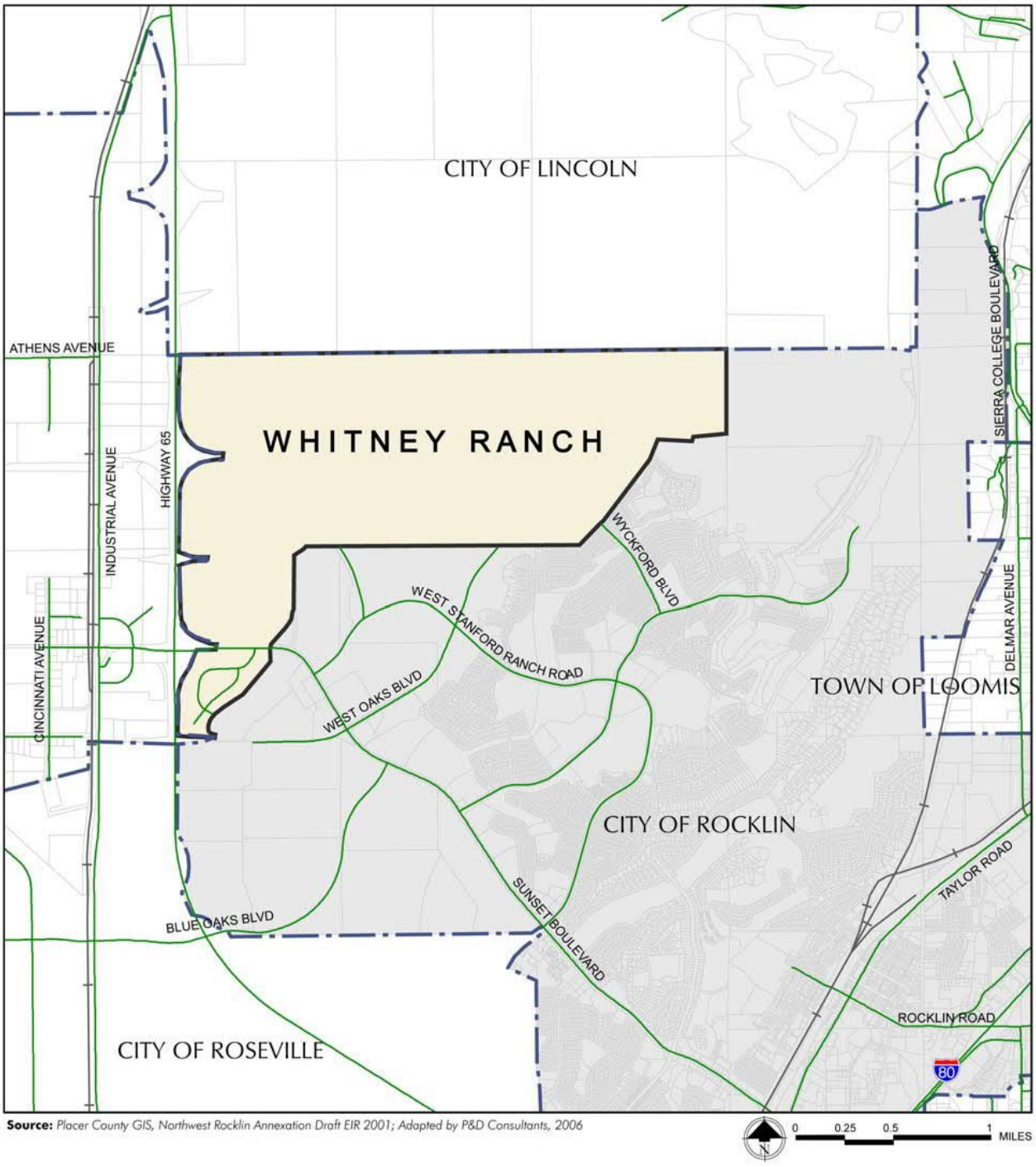
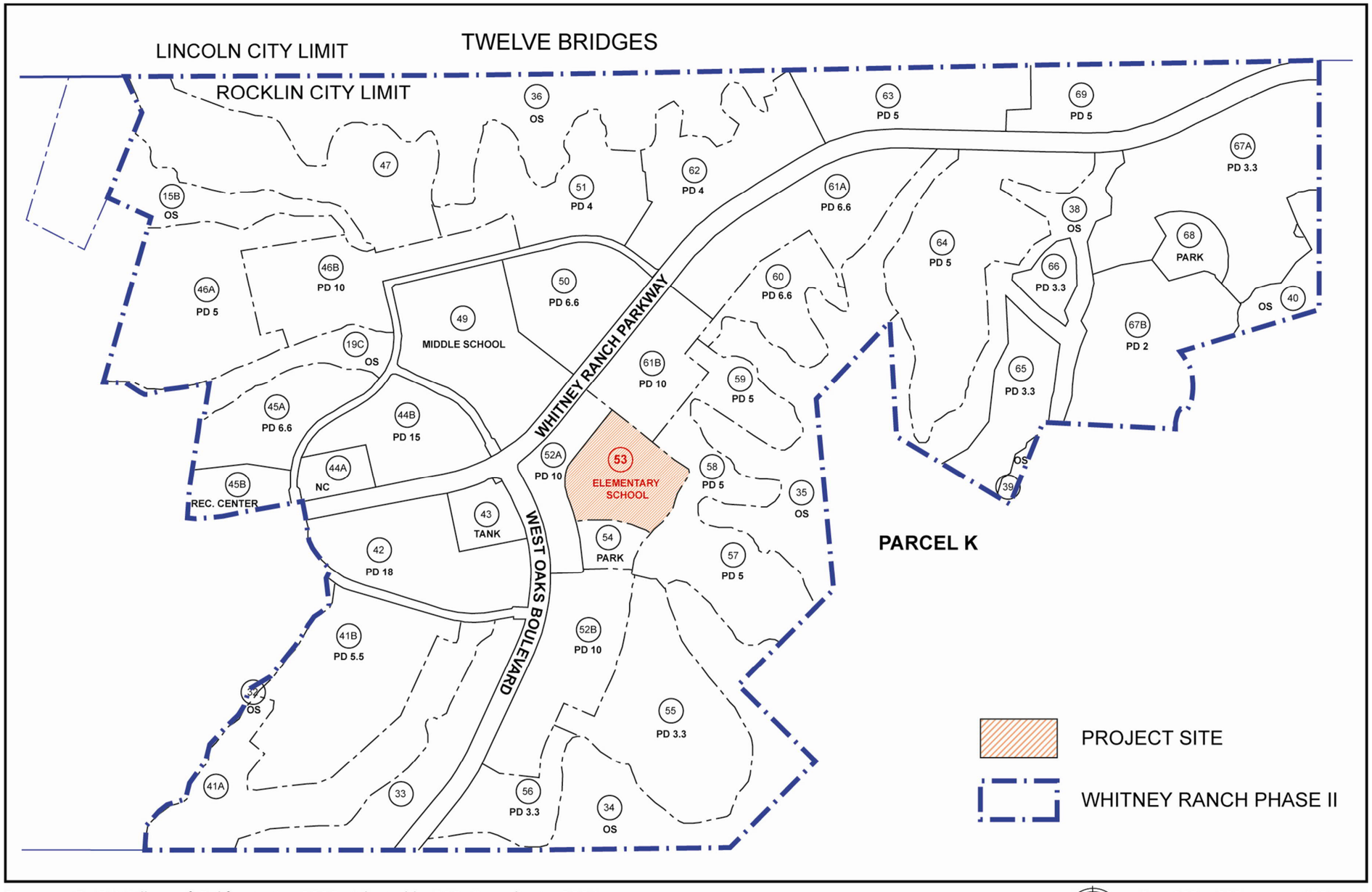


Figure 2-2. Local Vicinity



Source: *G. C. Wallace of California, Inc 2005; Adapted by P&D Consultants, 2006*

Figure 2-3. Project Location

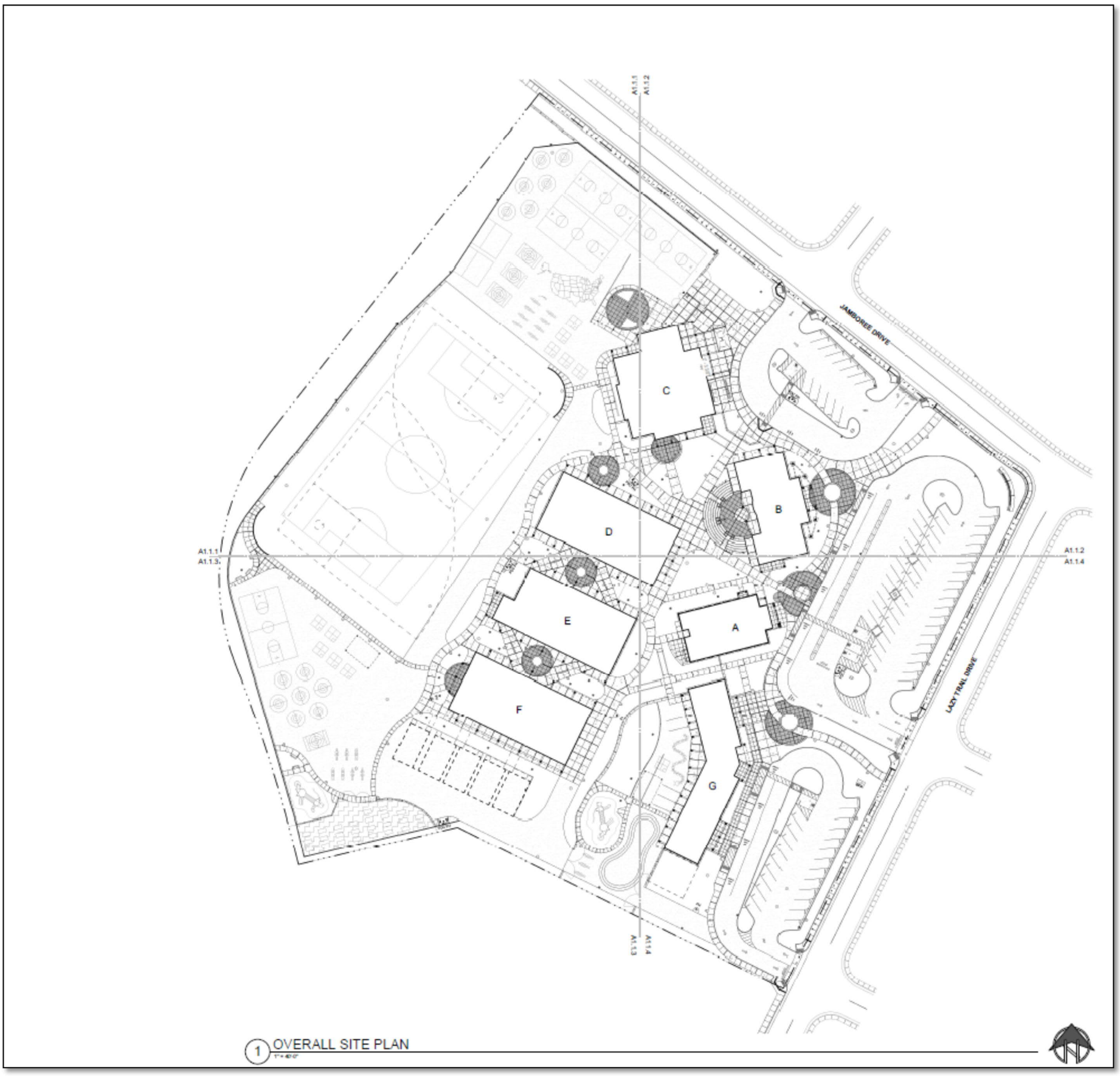


Figure 2-4. Project Site Plan

3 INITIAL STUDY CHECKLIST

Section 3.0, Environmental Checklist, is the analysis portion of this Initial Study. The section evaluates the potential environmental impacts of the project. Section 3.0 includes 19 environmental issue subsections, including CEQA Mandatory Findings of Significance.

The environmental issue subsections consist of the following:

1. Aesthetics
2. Agriculture and Forestry Resources
3. Air Quality
4. Biological Resources
5. Cultural Resources
6. Geology and Soils
7. Greenhouse Gas Emissions
8. Hazards and Hazardous Materials
9. Hydrology and Water Quality
10. Land Use and Planning
11. Mineral Resources
12. Noise
13. Population and Housing
14. Public Services
15. Recreation
16. Transportation/Traffic
17. Tribal Cultural Resources
18. Utilities and Service Systems
19. Mandatory Findings of Significance

Each environmental issue subsection is organized in the following manner:

The **Environmental Setting** summarizes the existing conditions at the regional, subregional, and local levels, as appropriate, and identifies applicable plans and technical information for the particular issue area.

The **Discussion** section provides a detailed discussion of each environmental issue checklist question. The level of significance for each topic is determined by considering the predicted magnitude of the impact. Four levels of impact significance are evaluated in this Initial Study:

- ***Potentially Significant Impact***. This response is appropriate when there is substantial evidence that an effect is significant.
- ***Less than Significant with Mitigation Incorporated***. This response applies when the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less-than-Significant Impact." The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less-than-significant level.
- ***Less-than-Significant Impact.*** A less-than-significant impact is one that would have little or no adverse effect on the environment. Mitigation measures are, therefore, not necessary, although they may be recommended to further reduce a minor impact.
- ***No Impact***. These issues were either identified as having no impact on the environment, or they are not relevant to the project.

3.1 AESTHETICS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. Aesthetics. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

3.1.1 ENVIRONMENTAL SETTING

REGIONAL CONTEXT

The project site is located in the city of Rocklin. Rocklin is located in the Loomis Basin, which is situated in the western foothills of the Sierra Nevada range. In general, the dominant visual characteristics within the city of Rocklin are residential and nonresidential urban developments with some preserved open space consisting primarily of hillsides, and riparian areas associated with creeks, wetlands, and other waterways. Some areas that are yet to be developed also contain grasslands and native oaks. Remaining areas consist of active and passive parks and two 18-hole golf courses.

PROJECT SITE

The project site is currently undeveloped and it located within the proposed Whitney Ranch subdivision. The visual character of the project site is that of undeveloped rolling hills. The surrounding area is not currently developed. The surrounding area is under the process of being developed and the area is being cleared for construction.

SCENIC VISTAS

Scenic vistas are typically described as areas of natural beauty with features such as topography, watercourses, rock outcrops, and natural vegetation that contribute to the landscape's quality. The City of Rocklin General Plan does not officially designate any scenic vistas in the vicinity of the project site or in the city.

SCENIC RESOURCES WITHIN SCENIC HIGHWAYS

Scenic resources associated with scenic highways typically include trees, rock outcroppings, and historic buildings. The city of Rocklin does not contain an officially designated state scenic highway. SR 65 borders the western portion of the city, but is not considered a scenic highway. Likewise, I-80 traverses the city but does not have a scenic designation (City of Rocklin 2012a).

LIGHT AND GLARE

The project site is currently not developed and does not contain any sources of light and glare. There is no development directly adjacent to the project site.

3.1.2 DISCUSSION

a) Have a substantial adverse effect on a scenic vista?

No impact. As described above, the city of Rocklin does not contain any designated scenic vistas and neither does the project site. Although the project would include the development of an elementary school in a previously undeveloped area, it is part of a larger planned development Whitney Ranch II, which was approved by the City of Rocklin. School development would be timed with future residential and commercial development in the area and would be done according to City of Rocklin design guidelines. Because the city of Rocklin does not contain any scenic resources the project would have no impact on scenic vistas.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No impact. As described above, the project site is not located near any State-designated scenic highways and would not be visible from any State-designated scenic highways. Additionally, the City of Rocklin General Plan does not designate scenic highways or roads. Therefore, the proposed project would not substantially damage scenic resources within a State scenic highway. The project would have no impact.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Less than significant. The project site is located in an undeveloped area of the city of Rocklin. Nonetheless, the project is part of the larger Whitney Ranch Subdivision planned development. The Whitney Ranch development includes residential development to the northeast, northwest, east, and west. High-density residential and commercial development would be located across West Oaks Road from the project site. Project design would follow RUSD's programmatic needs, as well as State Architect guidelines on foundation design, construction materials, and standards. The proposed school buildings, landscaping, and other visually prominent elements would not be aesthetically incompatible with the surrounding residential land uses. The project would be developed in tandem with other proposed uses in the project area; therefore there would be no impact during construction from project construction.

Additionally, as discussed in the Project Information section, the project site would be surrounded by landscaping, including trees and other landscaping elements. The project includes buildings and landscaping as prominent visual elements, and from this standpoint, would be similar in visual character to the existing and future development in the vicinity of the project site. The school will also have open recreational areas that would create a more open visual character, when compared to existing and future development in the vicinity of the project site, which would have a higher building to site square footage ratio (or floor area ratio). Since the project would have a similar visual character relative to the existing and future development in the vicinity of the project site, the project would have a less than significant impact on visual character.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less than Significant. Project implementation would introduce new sources of light and glare in the project area. As discussed in the Project Information section, the project would include a variety of indoor and outdoor lighting. Lighting would be provided for adequate illumination for safe access and basic security, including nighttime lighting. Sport fields and other recreational areas would not include nighttime lighting that would facilitate nighttime activities. Exterior lighting will include wall-mounted fixtures on buildings, maximum of 25-foot high pole lights, and bollard lighting. Pole-mounted lighting would be designed to face downward and directed away from surrounding residential land uses.

The project site was designated as a school in the subdivision plans and school uses are allowed under the current land use designation. As such, lighting impacts associated with a school use were analyzed in the City's General Plan EIR, which determined that impacts related to nighttime lighting from future development would be less than significant. Additionally, project development would take place concurrently with development of housing in the area. All new subdivision occupants would be aware of the project site's future use.

The project could have potential nighttime lighting from car usage associated with vehicle use. Nonetheless, most school pick up and drop off would take place during daytime. Additionally, future residential uses would be separated from the project site by future roads and parks, and proposed landscaping would further shield potential sensitive uses from campus lighting.

As such, even though the project would introduce a new element of nighttime lighting and glare in the project area such development would be consistent with future uses and would have a less than significant impact.

Mitigation Measures

None required.

3.2 AGRICULTURE AND FORESTRY RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. Agriculture and Forestry Resources. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997, as updated) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

3.2.1 ENVIRONMENTAL SETTING

AGRICULTURAL RESOURCES

The project site is not used for any type of agricultural activities. According to the California Department of Conservation Placer County Important Farmland Map, the project site is not designated as Prime Farmland,

Unique Farmland, or Farmland of Statewide Importance (DOC 2016). The project site is designated as Grazing Land, which is defined as land on which the existing vegetation is suited to the grazing of livestock (DOC 2016). The project site is not subject to a Williamson Act contract (DOC 2014).

FORESTRY RESOURCES

The project site is located in an area surrounded by existing and planned development. There are no trees on the project site. The project site does not meet the definition of lands designated as forestland or timberland as defined by Public Resources Code Sections 12220(g), 4526, and 51104(g).

3.2.2 DISCUSSION

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The project site is designated as Grazing Land by the DOC. Additionally, school uses are allowed under the current site zoning and is part of the future planned development. Therefore, the project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural use. The project would have no impact.

b) Conflict with existing zoning for agricultural use or a Williamson Act contract?

No Impact. The project site has a General Plan land use designation of Public/Quasi Public. It is located in the Whitney Ranch Subdivision, which is currently under development. Further, the project site is not subject to a Williamson Act contract (DOC 2016). Therefore, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract and the project would have no impact.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. As described above, school uses are currently allowed in the project area. Therefore, the project would not conflict with existing zoning for, or cause rezoning of, forestland or timberland. The project would have no impact.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The project site does not contain any trees and does not meet the definition of forestland or timberland, as defined by Public Resources Code Sections 12220(g), 4526, and 51104(g). Therefore, the project would not result in the loss of forestland or the conversion of forestland to non-forest use. The project would have no impact.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact. As described above, the project site is located in an area that is developing and is not zoned for agricultural or forestry uses. The proposed project would not result in residential uses adjacent to farmland, nor would it result in or encourage the extension of roadways or public service/utility infrastructure into an undeveloped area, since the project site is part of a planned development. Therefore, the project would not involve changes in the existing environment that could result in conversion of farmland to nonagricultural use. The project would have no impact.

Mitigation Measures

None required.

3.3 AIR QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. Air Quality.				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied on to make the following determinations.				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

3.3.1 ENVIRONMENTAL SETTING

The project site is located in the city of Rocklin, which is within the southwestern portion of Placer County, and within the jurisdiction of the Placer County Air Pollution Control District (PCAPCD). This portion of Placer County is within the larger Sacramento Valley Air Basin (SVAB).

AIR QUALITY STANDARDS

Air quality is defined as the concentration of pollutants in relation to their impact on human health. Ambient concentrations of air pollutants are determined by the amount of emissions released by pollutant sources and the ability of the atmosphere to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and the presence of sunlight. Therefore, existing air quality conditions in the project area are influenced by factors such as topography, meteorology, and climate, as well as the quantity emissions released by air pollutant sources.

In general, the SVAB is relatively flat and bounded by the north Coast Ranges to the west and the northern Sierra Nevada to the east. Air flows into the SVAB through the Carquinez Strait, the only breach in the western mountain barrier, and moves across the Sacramento–San Joaquin Delta (Delta) from the San Francisco Bay Area. Summer conditions are typically characterized by high temperatures and low humidity. Rainstorms occur

occasionally during winter, and are interspersed by stagnant and sometimes foggy conditions. Rain falls mainly from late October to early May, in amounts that vary substantially each year. The surrounding mountains create a barrier to airflow, which, under the right meteorological conditions, can trap pollutants in the valley.

Federal and State air quality standards have been established by the U.S. Environmental Protection Agency (EPA) and at the state level by the California Air Resources Board (CARB), respectively, for six common air pollutants, known as criteria pollutants. These standards, referred to as the national ambient air quality standards (NAAQS) and the California ambient air quality standards (CAAQA), respectively, were established to protect the public with a margin of safety from adverse health impacts caused by exposure to air pollution. The criteria pollutants include particulate matter (PM) (which is further subdivided into PM of diameter equal to or less than 10 micrometers [PM_{10}] and PM of diameter equal to or less than 2.5 micrometers [$PM_{2.5}$]), ground-level ozone, carbon monoxide (CO), sulfur dioxide, nitrogen dioxide, and lead. For each of the criteria air pollutants, EPA and CARB designate areas as attainment, nonattainment, maintenance, or unclassified for the various pollutant standards according to the Federal Clean Air Act and the California Clean Air Act, respectively.

The portion of Placer County within the SVAB, where the project site is located, currently meets the NAAQS for all criteria pollutants except ozone and 24-hour $PM_{2.5}$, and currently meets the CAAQS for all criteria pollutants except ozone, PM_{10}, and $PM_{2.5}$. For all other CAAQS and NAAQS, the area is designated as attainment or unclassifiable (PCAPCD 2017a).

TOXIC AIR CONTAMINANTS

In addition to criteria air pollutants, both federal and State air quality regulations also focus on toxic air contaminants (TACs). A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may otherwise pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their toxicity or health risk may pose a threat to public health even at low concentrations. Sources of TACs include industrial processes, such as petroleum refining and chrome plating operations, commercial operations, such as gasoline stations and dry cleaners, and motor vehicle exhaust. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure. According to the California Almanac of Emissions and Air Quality (CARB 2009), most of the estimated health risk from TACs can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines (i.e., Diesel Particulate Matter [DPM]). However, emissions of DPM are forecasted to decline; it is estimated that emissions of DPM in 2035 will be less than half those in 2010, further reducing statewide cancer risk and non-cancer health effects (CARB 2016).

Naturally occurring asbestos (NOA) is the term applied to the natural geologic occurrence of any of six silicate minerals. NOA was identified as a TAC in 1986 by CARB and is known to be present throughout California, including parts of Placer County. During grading and other construction activities, NOA can become released into the environment and cause a potential health hazard. However, based upon the geologic setting within city of Rocklin, the project site is not near any areas likely to contain NOA (Department of Conservation, 2006).

SENSITIVE RECEPTORS

Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Children, pregnant women, the elderly, those with existing health conditions, and athletes or others who engage in frequent exercise are especially vulnerable to the effects of air pollution. Accordingly, land

uses that are typically considered sensitive receptors include schools, daycare centers, parks and playgrounds, and medical facilities. Residential areas are considered sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to pollutants present. Recreational land uses are considered moderately sensitive to air pollution. Exercise places a high demand on respiratory functions, which can be impaired by air pollution, even though exposure periods during exercise are generally short. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial and commercial areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent, as the majority of the workers tend to stay indoors most of the time. The project site is surrounded by vacant land on all sides. The Whitney Ranch Parkway extension and ongoing development is west of the site and existing recently developed residential neighborhoods are to the east and south, but the nearest existing sensitive receptors are those residents to the east over 1,000 feet from the eastern perimeters of the project site.

3.3.2 DISCUSSION

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant. Air quality plans describe air pollution control strategies to be implemented by a city, county, or region. The primary purpose of an air quality plan is to bring an area that does not attain federal and state air quality standards into compliance with the requirements of the CAA and California Clean Air Act requirements. Rocklin and the south Placer County area are a part of the Sacramento Federal Nonattainment Area (SFNA), which also includes all of Sacramento and Yolo Counties, and portions of El Dorado, Sutter and Solano counties. Area air quality management districts, including the PCAPCD, are addressing nonattainment issues via an updated Clean Air Plan.

In October 2017, the PCAPCD held a public hearing to consider, and ultimately adopted, the Sacramento Regional 2008 NAAQS 8-Hour Ozone Attainment and Reasonable Further Progress Plan. The plan, which geographically covers SFNA, documents how the region is meeting requirements under the Clean Air Act in demonstrating reasonable further progress and attainment of the 2008 NAAQS (PCAPCD 2017b).

On behalf of all the Air Districts that comprise the SFNA, the Sacramento Metropolitan Air Quality Management District (SMAQMD) approved the Sacramento Federal Ozone Nonattainment Area Redesignation Substitution Request for the 1-Hour Ozone Standard and submitted it to CARB in October 2017 to forward the request to the EPA (SMAQMD 2017).

The City of Rocklin General Plan includes the development of Whitney Ranch area, which included the two elementary schools, one of which is the subject of this project. As such, the proposed project was considered as part of the impact assessment for the City of Rocklin General Plan EIR. As noted within the City of Rocklin General Plan EIR discussion of Impact 4.2, growth projections as proposed within the City of Rocklin General Plan are general consistent with the Sacramento Area Council of Governments' (SACOG's) Metropolitan Transportation Plan projections and would not conflict with the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan or result in delayed attainment of an air quality standard (City of Rocklin 2011). In 2016, SACOG prepared an updated Metropolitan Transportation Plan/Sustainable Communities Strategy for 2035 (MTP/SCS). This update further considered continued and planned growth within the City of Rocklin, among other areas within the SACOG region, in developing strategies for coordinated implementation of transportation and development.

In October 2016, PCAPCD adopted the Review of Land Use Projects under CEAQ Policy (PCAPCD 2016), which, among other things, established the threshold of significance for criteria pollutants. In the review to establish these thresholds of significance, the PCAPCD took into account health-based air quality standards and the strategies to attain air quality such standards, and the geographic and land use features in Placer County. The thresholds of significance levels ensure that a proposed project addresses the project-related air quality impacts, includes appropriate mitigation measures to mitigate such impacts as needed, and that implementation of the project would not jeopardize the regional goal to attain federal and state standards (PCAPCD 2016). Therefore, the PCAPCD thresholds are considered the allowable amount of emissions each project can generate without conflicting with or obstructing implementation of the applicable air quality plans, which are developed to maintain and attain ambient air quality standards.

As described below in impact *b)*, the proposed project would not exceed any criteria pollutant emissions thresholds of significance established by PCAPCD and would comply with all PCAPCD regulatory emissions control measures.

Because the proposed project is consistent with the City of Rocklin General Plan land use designations and growth anticipated as part of the Sacramento Area Council of Governments' Metropolitan Transportation Plan, and does not exceed PCAPCD thresholds of significance, the proposed project would be consistent with applicable air quality plans. This impact would be less than significant.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less than Significant. Project implementation would result in air emissions during both construction and operation phases. PCAPCD has established construction-related thresholds of significance for criteria pollutants, which are considered the allowable emissions limits for individual projects to avoid impeding the region's ability to attain and maintain ambient air quality standards. Construction and operational emissions associated with implementation of the proposed project were modeled using the California Emissions Estimator Model (CalEEMod) Version 2016.3.2 and compared to the applicable PCAPCD thresholds of significance to determine the potential impacts; refer to Appendix AQ for model output files and assumptions used.

Construction

Project construction would occur over an approximately 14-month period and would consist of site preparation activities, trenching for utilities, necessary excavation and grading, pavement and concrete walkways, building construction activities such as laying foundation and constructing retaining walls and building structures, paving, and application of architectural coatings. The site is anticipated to be a balanced site (i.e., construction would not require import of fill or removal of excavated material). Table 3.0-AQ1 summarizes the maximum daily emissions of VOC, NO_X, and PM_{10} associated with each phase of construction.

Table 3.0-AQ1. Summary of Modeled Maximum Daily Construction-Related Emissions of Criteria Pollutants and Ozone Precursors

Construction Phase	Maximum Daily Emissions (lb/day)		
	VOC	NO_X	PM_{10}
Site Preparation	4.6	48.3	20.8
Grading	5.2	59.6	11.5
Building Construction	3.0	27.4	2.0

Table 3.0-AQ1. Summary of Modeled Maximum Daily Construction-Related Emissions of Criteria Pollutants and Ozone Precursors

Construction Phase	Maximum Daily Emissions (lb/day)		
	VOC	NO_X	PM_{10}
Paving	*1.6*	*15.3*	*0.9*
Architectural Coating	33.3	1.9	0.2
Maximum daily emissions	33.3	59.6	20.8
PCAPCD significance threshold	82	82	82
Exceeds Threshold?	**No**	**No**	**No**

Notes: lb/day = pounds per day; NO_X = oxides of nitrogen; PCAPCD = Placer County Air Pollution Control District; PM_{10} = respirable particulate matter with an aerodynamic diameter of 10 micrometers or less; VOC = volatile organic compounds

See Appendix AQ for detailed modeling assumptions, outputs, and results.

Source: AECOM 2018

As shown in Table 3.0-AQ1, the modeled daily emissions generated by any single activity phase of construction would not exceed the PCAPCD-recommended thresholds. In addition, the proposed construction activities would be implemented in accordance with all applicable regulatory requirements, including CARB idling restrictions and PCAPCD portable equipment requirements and Rules and Regulations. As required by Section 2449(d)(3) of CARB's In-Use Off-Road Diesel regulation, heavy-duty commercial diesel vehicles (defined as diesel vehicles above 10,000 pounds gross vehicle rated weight) and off-road diesel-fueled construction vehicles are required to be shut off when not in use or idling time will be limited to no more than five minutes during use. In addition, as required by PCAPCD, all portable engines and engine-driven equipment greater than 50 horsepower used during construction activities would have a PCAPCD permit or a certificate of registration from the CARB Portable Equipment Registration Program. Finally, the project would comply with all applicable PCAPCD Rules and Regulations, including Rule 202, Visible Emissions, Rule 205, Nuisance, Rule 217, Cutback and Emulsified Asphalt Paving Materials, Rule 218, Architectural Coatings, and Rule 228, Fugitive Dust.

- **Rule 202:** Visible Emissions. A developer and proposed project cannot emit any air contaminant which obscures an observer's view to a degree equal to or greater than does smoke that is as dark or darker in shade as that designated as No. 1 on the Ringelmann Chart, as published by the United States Bureau of Mines.

- **Rule 205:** Nuisance. A developer and proposed project cannot emit any quantities of air contaminants or other materials that would cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the public; or that would endanger the comfort, repose, health, or safety of any persons or the public; or that would cause or have natural tendency to cause injury or damage to business or property.

- **Rule 217:** Cutback and Emulsified Asphalt Paving Materials. The developer or contractor is required to use asphalt paving materials that comply with the VOC content limits specified in the rule.

- **Rule 218:** Architectural Coatings. The developer or contractor is required to use coatings that comply with the content limits for VOCs specified in the rule.

- **Rule 228:** Fugitive Dust. The developer or contractor is required to control dust emissions from earthmoving activities or any other construction activity to prevent airborne dust from leaving the project site.

Construction-related emissions are below the PCAPCD emission thresholds. Compliance with the above CARB and PCAPCD regulatory requirements would further reduce potential construction-related emissions below those estimated in Table 3.0-AQ1 and satisfy PCAPCD requirements. This impact would be less than significant.

Operations

Daily activities associated with long-term school operations would generate criteria air pollutant emissions and precursors from mobile, energy, and area sources. Mobile sources include vehicle trips arriving at, and departing from the proposed school. Area sources include consumer products (i.e., cleaning supplies, kitchen aerosols, toiletries), natural gas combustion for water and space heating, landscape maintenance equipment, and periodic architectural coatings. While construction emissions are considered short-term and temporary, operational emissions are considered long-term and would occur for the lifetime of the project. Therefore, operational emissions have greater potential to affect the attainment status of an air basin, particularly as a result of increased traffic.

As shown in Table 3.0-AQ2, the school's total operational emissions would not exceed any PCAPCD-recommended threshold. This comparison to the PCAPCD thresholds shows that school operations would not contribute substantially to any existing or projected air quality violation and would not conflict with efforts to reach attainment of any air quality standards. Therefore, the school's long-term operational impact would be less than significant.

Table 3.0-AQ2. Summary of Modeled Maximum Daily Long-Term Operational Emissions of Criteria Air Pollutants and Precursors [a]

Emissions Source	Daily Emissions (lb/day)		
	VOC	NO_X	PM_{10}
Area	1.70	0.0008	0.0003
Energy	0.02	0.18	0.01
Mobile	1.65	11.68	4.62
Total Daily Operational Emissions [b]	**3**	**12**	**5**
PCAPCD Thresholds of Significance	**55**	**55**	**82**
Exceeds Thresholds?	**No**	**No**	**No**

Notes:

lb/day = pounds per day; NO_X = oxides of nitrogen; PCAPCD = Placer County Air Pollution Control District; PM_{10} = respirable particulate matter; VOC = volatile organic compound

See Appendix AQ for detailed modeling assumptions, outputs, and results.

[a] Operational emissions were modeled for year 2019.

[b] Total emissions may not add correctly due to rounding.

Source: Data compiled by AECOM in 2018

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Less than Significant. The nonattainment status of regional pollutants is a result of past and present development within the SVAB, and this regional impact is cumulative in nature rather than being attributable to any one source. A single project's emissions may be individually limited, by could be cumulatively considerable when considered in combination with past, present, and future emissions sources within the air basin. If a project's emissions are below the PCAPCD thresholds of significance, the project is not considered to result in a cumulatively considerable contribution to a significant impact on regional air quality.

In addition to the above mentioned construction and operational daily emissions thresholds, PCPACD has established a cumulative threshold of significance, which are 55 lbs./day for each of VOC and NO_X emissions and 82 lbs./day for PM_{10} emissions. As shown in Table 3.0-AQ1, as modeled, maximum daily emissions during construction could exceed the PCAPCD cumulative threshold of 55 lb/day for NO_X. However, as described above in impact discussion b), the proposed project would comply with all applicable regulatory requirements. This would include the limitation heavy-duty construction truck and equipment idling time to five minutes or less. While precise emissions reductions from this measure are dependent upon the amount of running time that is reduced by this action, industry estimates indicate that equipment on-site may typically idle for up to 25 to 50 percent of the time without this practice in place (Caterpillar 2014; Construction Equipment 2012; EPA 2017). Therefore, it is a reasonable assumption that equipment usage would be reduced by at least on hour per day by limiting idling time to five minutes or less, in compliance with Section 2449(d)(3) of CARB's In-Use Off-Road Diesel regulation.

Emissions were modeled assuming implementation of idling restrictions would result in a reduction of construction equipment usage by one hour per day compared to CalEEMod default usage durations, which are intended to be conservative estimates. These emissions, along with all maximum daily emissions from construction and operational phases of the proposed project are shown in Table 3.0-AQ3. As shown in Table 3.0-AQ3, limiting idling time reduces NO_X emissions to a maximum of 52.15 lb/day. This period of maximum daily emissions would take place during the grading phase of construction and all other construction phases are anticipated to result in lower NO_X emissions.

Table 3.0-AQ3. Summary of Modeled Maximum Daily Construction and Operational Emissions of Criteria Air Pollutants and Precursors Relative to PCAPCD Cumulative Emissions Thresholds

Emissions Source	Daily Emissions (lbs./day)		
	VOC	NO_X	PM_{10}
Construction [a]			
Site Preparation	4.1	42.2	20.5
Grading	4.5	52.2	11.1
Building Construction	2.6	24.0	1.8
Paving	*1.4*	*13.4*	*0.8*
Architectural Coating	33.3	1.9	0.2
Operations [b]			
Area	1.70	0.0008	0.0003

Table 3.0-AQ3. Summary of Modeled Maximum Daily Construction and Operational Emissions of Criteria Air Pollutants and Precursors Relative to PCAPCD Cumulative Emissions Thresholds

Emissions Source	Daily Emissions (lbs./day)		
	VOC	NO_X	PM_{10}
Energy	0.02	0.18	0.01
Mobile	1.65	11.68	4.62
Maximum Daily Project-Generated Emissions	**33.3**	**52.2**	**20.5**
PCAPCD Cumulative Thresholds of Significance	**55**	**55**	**82**
Exceeds Thresholds?	**No**	**No**	**No**

Notes:

lb/day = pounds per day; NO_X = oxides of nitrogen; PCAPCD = Placer County Air Pollution Control District; PM_{10} = respirable particulate matter; VOC = volatile organic compound

See Appendix AQ for detailed modeling assumptions, outputs, and results.

[a] Construction emissions represent implementation of idling restrictions, in accordance with Section 2449(d)(3) of CARB's In-Use Off-Road Diesel regulation.

[b] Operational emissions were modeled for year 2019.

Source: Data compiled by AECOM in 2018

As discussed previously, the proposed project would result in the generation of criteria air pollutant emissions for which the project area is nonattainment. However, the proposed project would comply with relevant CARB and PCAPCD regulatory requirements, many of which result in limiting criteria pollutant emission, and neither construction nor operational emissions would exceed any of the PCAPCD thresholds. Therefore, the project would have a less than cumulatively considerable contribution to the significant cumulative impacts related to criteria air pollutant nonattainment status.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant. Sensitive receptors nearest to the project are those within the residential neighborhoods over 1,000 feet east of the project site.

Construction-Related Toxic Air Contaminant Emissions

Construction would generate DPM emissions from the use of off-road diesel-powered equipment required for site grading and excavation, paving, and other construction activities. These activities may expose nearby receptors to TACs; the nearest sensitive receptor is identified as the residential development approximately 1,000 feet (304 meters) east of the project site. For this analysis, DPM is considered to be less than or equal to 10 micrometers in diameter. Therefore, PM_{10} represents the upper limit for DPM emissions associated with construction of the proposed project. Based on the CalEEMod modelled emissions estimates, the PM emission concentrations from exhaust generated by the off-road equipment would be a maximum of 20.8 lbs./day during construction, which would occur during the site preparation phase.

Receptor dose is the primary factor used to determine health risk and is a function of exposure concentration and duration. However, even in intensive phases of construction, there would not be substantial pollutant concentrations, with the potential exception of the immediate vicinity of the construction site, as concentrations of mobile-source DPM emissions are typically reduced by approximately 60 percent at a distance of around 300 feet

(100 meters) (Zhu et al. 2002). Currently, the nearest sensitive receptors are over 1,000 feet (304 meters) east of the Project site.

The total duration of construction activities is projected to be 14 months; the exposure of sensitive receptors to construction emissions would be short term, intermittent, and temporary in nature. The dose to which receptors are exposed is the primary factor used to determine health risk. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the maximally exposed individual. Thus, the risks estimated for such an individual are higher if a fixed exposure occurs over a longer period of time. Health effects from TACs are often described in terms of individual cancer risk, which is based on a 30-year lifetime exposure to TACs (OEHHA 2015). Construction activities for the proposed project would last approximately14 months, would vary in activity and equipment intensity over that time, thereby limiting exposure by sensitive receptors to substantial TAC concentrations. If the duration of construction activities near a sensitive receptor was for the entirety of the 14-month construction period, which is not anticipated, then the exposure would be less than four percent of the total exposure period used for typical health risk calculations (i.e., 30 years).

Depending on the construction schedule of the school relative to the construction schedule of surrounding land uses, school construction may result in pollutant concentrations that could affect surrounding proposed residential areas after they become occupied. Construction areas on-site would be separated from proposed residential areas by streets to the east and northeast, and by a park to the south. Pollutant concentrations would not be expected to substantially affect these residences, should they be occupied during project construction. Residential sites would directly border the site to west. However, even if the nearest sensitive receptors were adjacent to a boundary of the project site, the proposed construction activities would be dispersed throughout the entire 10-acre project site. Because DPM emissions are typically reduced by approximately 60 percent at a distance of around 300 feet (100 meters) (Zhu et al. 2002), and construction would be dispersed throughout the 10-acre project site, so the majority of construction activities would be taking place further than 300 feet from any potential sensitive receptors and sensitive receptors would be exposed to significant levels of DPM. In addition, as described above, even if a sensitive receptor were in close proximity to construction activities for the entirety of the 14-month construction period, which is unlikely, then the exposure would be less than four percent of the total exposure period used for typical health risk calculations (i.e., 30 years).

Because the construction activities that could result in TAC emissions would be temporary, in combination with the dispersive properties of DPM and distance from any sensitive receptors, as well as the fact that PM emissions would be less than PCAPCD emission thresholds, short-term construction would not expose sensitive receptors to substantial TAC emissions. As a result, this impact would be less than significant.

Land Use Compatibility and Exposure to Toxic Air Contaminants

The proposed school would result in an increase of daily traffic trips to and from the project site. Because children are particularly sensitive to elevated concentrations of TACs, ARB recommends that the project site be assessed with regard to the compatibility of surrounding land uses that may be sources of TAC emissions. This recommendation coincides with hazards evaluations required under CEQA and school siting requirements of the California Department of Education, as well.

CARB's Air Quality and Land Use Handbook: A Community Health Perspective (Handbook) provides guidance concerning land use compatibility with regard to sources of TAC emissions (CARB 2005). The handbook offers

recommendations for siting sensitive receptors near uses associated with TACs (e.g., freeways and high-traffic roads, commercial distribution centers, rail yards, ports, refineries, dry cleaners, gasoline stations, industrial facilities). While the handbook is advisory and not regulatory, it offers the following recommendations that are pertinent to the proposed project:

- Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads carrying 100,000 vehicles per day, or rural roads carrying 50,000 vehicles per day.
- Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard.
- Avoid siting new sensitive land uses within 300 feet of a large gasoline station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical gasoline dispensing facilities.
- Avoid siting new sensitive land uses within 300 feet of any dry-cleaning operation using perchloroethylene. For operations with two or more machines, provide 500 feet. For operations with three or more machines, consult the local air district. Do not site new sensitive land uses in the same building with dry-cleaning operations that use perchloroethylene.

As development is currently proposed for the Whitney Ranch development area, the project site would be consistent with all the recommendations described above. The new school would be located more than one mile from the nearest freeways (i.e., State Route 65) and proposed surrounding development is medium- and low-density residential development and a park. The proposed project elements are not known to produce substantial long-term pollutant concentrations, nor are the proposed land uses in the areas surrounding the project site. General Plan land use designations surrounding the project site do not allow uses that would generate substantial toxic air contaminant emissions concentrations. Therefore, this impact would be less than significant.

Carbon Monoxide Hotspots

CO concentration is a direct function of vehicle idling time and, thus, traffic flow conditions. Under stagnant meteorological conditions, CO concentrations near congested roadways and/or intersections may reach unhealthy levels that adversely affect nearby sensitive land uses.

Local mobile-source CO concentrations were assessed using the screening-level procedure provided by PCAPCD (PCAPCD 2017a). PCAPCD recommends a screening approach to determine whether traffic would cause a potential CO hotspot at affected intersections. A project is identified to have potential CO impacts if:

- the project's CO emissions from vehicle operation are more than 550 lbs./day; ***and***
- traffic generated by the proposed project would result in deterioration of intersection peak-hour level of service (LOS) from an acceptable peak-hour LOS (e.g. A, B, C, or D) to an unacceptable LOS (e.g., E or F); ***or***
- the project would not contribute additional traffic that would substantially worsen and already existing unacceptable peak-hour LOS on one or more intersections in the project vicinity. "Substantially worsen" is defined by PCAPCD as a situation where a delay would increase by 10 seconds or more when project-generated traffic is included.

Based on the CalEEMod results, maximum daily CO emissions would be approximately 19 lbs./day and not exceed the PCAPCD screening level of 550 lbs./day. Therefore, the proposed project would not exceed the PCAPCD screening-level criteria.

It is also recognized that school buses would be travelling to and from the school at concentrated times for morning drop-off and afternoon pick-up of students, thereby concentrating potential periods of exhaust emissions from buses. However, the CARB Airborne Toxic Control Measure to Limit School Bus Idling and Idling at Schools and related Senate Bill 124 requires drivers of a school bus or vehicle, transit bus, or other commercial motor vehicle to manually turn off the bus or vehicle engine upon arriving at a school and to restart no more than 30 seconds before departing. A driver of a school bus or vehicle is subject to the same requirement when operating within 100 feet of a school and is prohibited from idling more than five minutes at each stop beyond schools, such as parking or maintenance facilities, school bus stops, or school activity destinations. In addition, the CARB Airborne Toxic Control Measure requires a motor carrier of an affected bus or vehicle to ensure that drivers are informed of the idling requirements, track complaints and enforcement actions, and keep records of these driver education and tracking activities (CARB 2011).

Given the project meets the PCAPCD recommended screening criteria, as well as the fact that school buses CARB Airborne Toxic Control Measure to Limit School Bus Idling and Idling at Schools, the proposed school would not violate air quality standards for CO and not expose sensitive receptors to any substantial CO concentrations. Therefore, this impact would be less than significant.

e) Create objectionable odors affecting a substantial number of people?

Less than Significant. The occurrence and severity of odor impacts depend on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the presence of sensitive receptors. Typically, odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from the psychological (i.e., irritation, anger, or anxiety) to the physiological, including circulatory and respiratory effects, nausea, vomiting, and headache. The ability to detect odors varies considerably among the population and overall is quite subjective.

Odor Emissions Related to Short-Term Construction

The predominant source of power for construction equipment is diesel engines. Exhaust odors from diesel engines and emissions associated with asphalt paving and the application of architectural coatings may be considered offensive to some individuals. There are currently no surrounding sensitive receptors that would be affected by these short-term construction-related odors. However, should future developments take place and become occupied prior to the construction of the proposed school, the prevailing wind in the area is from the south, which is the opposite the direction of potential residential development and toward the proposed primary roadway. Therefore, winds would typically carry odors away from potential future residential developments. In addition, odors would be temporary and disperse rapidly with distance from the source. Therefore, construction-generated odors would not result in the frequent exposure of receptors to objectionable odor emissions. Furthermore, the proposed project is required to comply with PCAPCD Rules 205 (Nuisance) and 218 (Architectural Coatings), which would ensure that odors generated by short-term construction would not affect a substantial number of people. Therefore, this impact would be less than significant.

Odor Emissions Related to Long-Term Operations

Schools are not typically considered to be sources of objectionable odors. Industries and/or facilities that are likely to emit objectionable odors include wastewater treatment plants, landfills, composting facilities, petroleum refineries, and manufacturing plants. The proposed project would not include any of these types of facilities. Other minor sources of odor that could be generated during operations of the school include landscaping equipment. These activities would take place intermittently and the nearby sensitive receptors are located opposite the direction of the prevailing winds in the area. As a result, this impact would be less than significant.

The proposed future surrounding nearby land uses are residential and a park. These land uses are not typically associated with odor emitting sources. Therefore, the proposed project would not expose sensitive receptors at the project site to objectionable odors from off-site. As a result, this impact would be less than significant.

Mitigation Measures

None required.

3.4 BIOLOGICAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. Biological Resources. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

3.4.1 ENVIRONMENTAL SETTING

The approximately 10.2-acre project site is located within the Whitney Ranch subdivision area of the City of Rocklin, Placer County. The surrounding area consists of annual grassland currently undergoing active construction to complete the subdivision and private residences. Approximately 300 feet east downslope of the project site is a small patch of oak woodland habitat. An AECOM biologist conducted a site visit on February 21, 2018 to evaluate the potential for the project site to support sensitive habitats and species.

ANNUAL GRASSLAND

Land cover at the project site and adjacent areas consists of annual grassland dominated by nonnative annual grass species, including oat (*Avena* sp.) and medusa head (*Elymus caput-medusae*) and scattered forb species, including

broadleaf filaree (*Erodium botrys*), English plantain (*Plantago lanceolata*), lupine (*Lupinus* sp.), and blue dicks (*Dichelostemma capitatum*). The topography of the project site consists of mounds and scattered rocks and boulders.

SENSITIVE BIOLOGICAL RESOURCES

Special-status species include plants and animals in the following categories:

- plant and wildlife species listed under the federal Endangered Species Act (ESA) and/or California Endangered Species Act (CESA) as rare, threatened, or endangered;
- plant and wildlife species considered candidates for listing or proposed for listing;
- wildlife species identified by the California Department of Fish and Wildlife (CDFW) as fully protected and/or species of special concern;
- plants considered by CDFW to be rare, threatened, or endangered;
- plants and wildlife species covered by the NBHCP; and
- plant species designated special-status, sensitive, or declining by other federal or State agencies or nongovernmental organizations.

To identify special-status species previously recorded in the vicinity of the project site or that could be affected by the project due to the presence of potentially suitable habitat, several online databases and reports were reviewed, including the California Natural Diversity Database (CNDDB 2018), the U.S. Fish and Wildlife Service (USFWS) Information, Planning, and Conservation System (IPaC) (USFWS 2018), the California Native Plant Society's rare plant inventory (CNPS 2018), the *Whitney Ranch Elementary School #2 IS/MND* (RUSD 2006), and the *City of Rocklin General Plan Update Draft Environmental Impact Report* (GP EIR) (City of Rocklin 2011).

Special-Status Plants

The database searches and literature review identified 13 special-status plant species known or with potential to occur in the general vicinity of the project site. However, the General Plan EIR identifies annual grassland habitat as having the potential to support only 4 of the 13 special status plant species: Ahart's dwarf rush (*Juncus leiospermus* var. *ahartii*), big-scale balsamroot (*Balsmorhiza macrolepis* var. *macrolepis*), Red Bluff dwarf rush (*Juncus leiospermus* var. *leiospermus*), and hispid bird's beak (*Cordylanthus mollis* ssp. *hispidus*). All of these species except for big-scale balsamroot require specific microhabitats (alkaline soils, vernally mesic, or vernal pools) that are not present at the project site.

Big-scale balsamroot

Big-scale balsamroot is designated as a list 1B species by the CNPS. It is a perennial herbaceous member of the Asteraceae family that grows from a fleshy taproot and is found in cismontane woodland and valley and foothill grassland, sometimes on serpentine soils. The yellow disk flowers bloom from April through May. There are no documented occurrences of this species within 2 miles of the project site (CNDDB 2018).

Special-Status Wildlife

Based on the results of the CNDDB search and literature review, 23 special-status fish and wildlife species were evaluated for their potential to occur in the project vicinity and on the project site.

The General Plan EIR identifies annual grassland habitat as having the potential to support only 5 of the 23 special-status wildlife species: Swainson's hawk, burrowing owl, grasshopper sparrow, white-tailed kite, and northern harrier. Other protected raptors and migratory birds not tracked by the CNDDB also have the potential to occur on the project site.

Swainson's hawk

Swainson's hawk (*Buteo swainsoni*) is State-listed as threatened and is protected under the Migratory Bird Treaty Act (MBTA). In California, Swainson's hawk nesting distribution includes Great Basin sage-steppe communities and associated agricultural valleys in extreme northeastern California, isolated valleys in the Sierra Nevada in Mono and Inyo counties, the Sacramento and San Joaquin valleys, and at least one known isolated breeding site in the Mojave Desert. The historic breeding distribution also included much of southern California, particularly the inland valleys, where the species was once considered common (Placer County 2005).

In California, Swainson's hawk habitat generally consists of large, flat, open, undeveloped landscapes that include suitable grassland or agricultural foraging habitat and sparsely distributed trees for nesting. Swainson's hawks usually nest in large, native trees such as valley oaks, cottonwoods (*Populus fremontii*), and willows (*Salix* spp.), although non-native trees such as eucalyptus (*Eucalyptus* spp.) are also used. Nests occur in riparian woodlands, roadside trees, trees along field borders, isolated trees, small groves, trees in windbreaks, and the edges of remnant oak woodlands.

Swainson's hawks typically forage in large fields that support low vegetative cover (to provide access to the ground) and provide the highest densities of prey. The closest suitable nesting habitat is within the oak woodland habitat east of the project site. The closest documented nest location is approximately 4 miles southwest of the project site.

Burrowing Owl

Burrowing owl (*Athene cunicularia*) is a California species of special concern. In California, the range of burrowing owl extends through the lowlands south and west from north central California to Mexico, with small, scattered populations occurring in the Great Basin and the desert regions of the southwestern part of the state.

Burrowing owls are found in open, dry grasslands, agricultural and rangelands, and desert habitats, often associated with burrowing animals. They can also inhabit grass, forb, and shrub stages of piñon and ponderosa pine habitats. They can be found at elevations ranging from 200 feet below sea level to 9,000 feet above. Burrowing owls commonly perch on fence posts or on mounds outside the burrow. They can be found at the margins of airports and golf courses and in vacant urban lots. Burrowing owls in California are commensal with California ground squirrels in rangeland and agricultural areas (Placer County 2005).

Burrowing owls tend to be resident where food sources are stable and available year-round. They disperse or migrate south in areas where food becomes seasonally scarce. Burrowing owls in migratory populations also often re-nest in the same burrow, particularly if the previous year's breeding was successful. Other birds in the same

population may move to burrows near their previous year's burrow. No California ground squirrels, which commonly create the burrows used by burrowing owls, or ground squirrel burrows, were observed during the site survey on February 2018. However, debris piles of large pieces of concrete and boulders occur adjacent to the southwest border of the project site and could provide potential burrowing owl habitat. The closest documented occurrence of burrowing owl is approximately 5 miles west of the project site. Therefore, there is low potential for the adjacent habitat to support burrowing owls and for burrowing owl to forage within the project site.

Grasshopper Sparrow

Grasshopper sparrow (*Ammodramus savannarum*) is a California species of special concern and is protected by the MBTA. Grasshopper sparrows are primarily found from the Great Plains to the eastern seaboard, with a few isolated populations in the western United States, including some in California. Their statewide distribution is best described as sparse and irregular. In California, grasshopper sparrows require dry, well-drained grasslands with patches of bare ground. These grasslands often include scattered, taller shrubs or annuals that are used for song perches. In Placer and adjacent counties, grasshopper sparrows have been found on rolling hills with extensive patches of rye grass (*Secale* spp.) along the western and eastern edges of the Central Valley (Placer County 2005).

There is one documented occurrence of grasshopper sparrow approximately 2.5 miles northwest of the project site. Suitable nesting and foraging habitat is present within the project site. However, there is low potential for this species to occur because grasshopper sparrow favors native grasslands with scattered shrubs and the project site is composed of nonnative annual grassland with no shrubs.

Other Special-status Raptors and Migratory Birds

Many bird species are migratory and fall under the jurisdiction of the MBTA. Various migratory birds and raptor species, in addition to those described in detail above, have the potential to inhabit the project vicinity. Western meadowlark (*Sturnella neglecta*) and savannah sparrow (*Passerculus sandwichensis*), among others, require grassland habitats and are known to occur in the Whitney Ranch subdivision area. The annual grassland habitat within the project site and in the vicinity provides potential nesting and/or foraging habitat for migratory birds that occur in the region. The nests of all migratory birds are protected under the MBTA, which makes it illegal to destroy any active migratory bird nest.

White-tailed kite (*Elanus leucurus*), a fully protected species under the California Fish and Game Code, has the potential to nest in the oak woodlands east of the project site and could forage within the project site. Northern harrier (*Circus cyaneus*), a species listed by CDFW as a species of special concern, could forage within the project site. Northern harrier is a ground nesting species and typically nests in emergent wetland/marsh, open grasslands, or savannah communities. It is unlikely to nest within the project site because this species prefers large tracts of undisturbed habitats dominated by thick vegetation growth (Smith et al 2011).

3.4.2 DISCUSSION

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less than Significant with Mitigation Incorporated. The project has the potential to adversely affect four special-status species with potential to occur on the project site: big-scale balsamroot, Swainson's hawk, grasshopper sparrow, and burrowing owl. In addition to these special-status species, several common raptor and migratory bird species could nest in the project vicinity or within the project site.

Special-Status Plants

No Impact. There are two historical occurrences of big-scale balsamroot in Placer County and these are over 60-year-old collections. Both are approximately 3 miles from the project site and locations have been developed since the collections were made. There are two more recent occurrences, but they are from secondary sources with nonspecific locations. In addition, the vegetative form of this species should have been identifiable during the site visit conducted on February 21, 2018 and this species was not observed during the visit. Therefore, it is unlikely that a population of this species occurs on site and would be significantly affected by the proposed project.

Special-Status Wildlife

Swainson's Hawk

Swainson's hawk is State listed as threatened and could nest in trees in the area, including in the oak woodland habitat east of the project site. Swainson's hawks generally nest within two miles of suitable foraging habitat. The most important foraging habitat lies within a one-mile radius of each nest (City of Sacramento et. al 2003: Appendix H, page 5-29). However, Swainson's hawks have been recorded foraging up to 18.6 miles from nest sites (Estep 1989) and foraging habitat within 10 miles of an active nests is generally considered to be important to supporting the reproductive success of that pair.

The project site is annual grassland and contains many rodent burrows, but is surrounded by developed land and active construction of the Whitney Ranch subdivison. There is no suitable nesting habitat on the project site (i.e., there are no trees on the project site) and the closest documented occurrence of nesting Swainson's hawk is approximately 4 miles from the project site, within a strip of riparian vegetation along Pleasant Grove Creek. Stringers of remnant riparian forest along drainages contain most of the known nests in the Central Valley (TNBC 2007:4-3).

However, the patch of oak woodland habitat east of the project site is within ½ mile of the project site and could provide suitable nesting habitat. Thus, construction could disturb nesting pairs if they occur in the oak woodland habitat trees adjacent to the project site, potentially resulting in nest abandonment and mortality of chicks and eggs. Direct and indirect impacts on active Swainson's hawk nests are considered potentially significant and mitigation measure **MM BIO-1** is required.

According to the CDFW Staff Report Regarding Mitigation for Impacts to Swainson's Hawk in the Central Valley of California (CDFG 1994), five or more vacant acres within 10 miles of an active nest (used during one or

more of the last 5 years) is considered significant foraging habitat for Swainson's hawk. Although the project site is composed of annual grassland habitat, there is low potential for Swainson's hawk to nest in the vicinity of the project site. Within Placer County, Swainson's hawk primarily occurs in the low, agricultural lands on the western part of the county (Placer County 2004). There are 18 documented Swainson's hawk nests within Placer County and 11 are within 10 miles of the project site. However, all of these occurrences are of nests active over 5 years ago and occur west of Highway 65 or north of the City of Lincoln. The loss of 10.2 acres of potential foraging habitat is not likely to affect nesting success, survival rates, or availability of prey for the local population or result in displacement of nesting pairs due to the low potential for nesting, small patch size, location at the edge of the species' range, and lack of recent nesting occurrences within 10 miles of the project site. Therefore, conversion of approximately 10.2 acres of annual grassland habitat to urban uses would not be a significant loss of habitat to the species.

By complying with CDFW standard measures, impacts on Swainson's hawk would be reduced to a less than significant level because no active nests would be lost.

Burrowing Owl

Burrowing owl is a CDFW species of special concern and is protected under Section 3503.5 of the California Fish and Game Code. Burrowing owls typically inhabit grasslands and other open habitats with low-lying vegetation. Burrow availability is an essential component of suitable habitat. The burrowing owl is capable of digging its own burrow in areas with soft soil, but generally prefers to adopt those excavated by other animals, typically ground squirrels. In areas where burrows are scarce, burrowing owl can use pipes, culverts, debris piles, and other artificial features as burrows. Burrowing owls need burrows at all times to survive and displacing individuals from their burrows can result in indirect impacts such as predation, increased energetic costs, increased stress, and risks associated with having to find and compete for burrows, all of which can lead to take or reduced reproduction.

Although no recent occurrences of burrowing owl have been documented on or adjacent to the project site, the debris piles adjacent to the project site could provide suitable burrow habitat. Should an active burrow occur on or adjacent to the project site, the proposed project could result in the removal or disturbance of an active owl burrow or active nest site and take of individuals. This represents a potentially significant impact and mitigation measure **MM BIO-2** is required. Implementing Mitigation Measure BIO-2 would reduce potential impacts on burrowing owl to a less-than-significant level because it would ensure that burrowing owls are not disturbed during nesting so that project construction would not result in nest abandonment and loss of eggs or young. This measure is consistent with the CDFW Staff Report on Burrowing Owl Mitigation (2012).

Other Raptors, Grasshopper Sparrow, and Other Birds

Other special-status bird species, including grasshopper sparrow and various raptors, including white-tailed kite, northern harrier, and red-tailed hawk, and common bird species, could nest on or near the project site and use the site for foraging. All raptors are protected under California Fish and Game Code Section 3503.5, white-tailed kite is a fully protected species, and northern harrier is a CDFW species of special concern. Loss of nests of common bird species (those not meeting the definition of special-status as provided above) would not be a significant impact under CEQA because it would not result in a substantial effect on their populations locally or regionally; however, destruction of bird nests is a violation of the MBTA and Section 3503 of the California Fish and Game Code.

Ground disturbances associated with project implementation could result in direct destruction of active nests of grasshopper sparrow, a CDFW species of special concern. The loss or disturbance of grasshopper sparrow would be a potentially significant impact and mitigation measure **MM BIO-3** is required.

In addition, project implementation could result in direct destruction of active nests of common ground-nesting birds protected under the MBTA or California Fish and Game Code Section 3503. Project construction could also result in indirect disturbance of breeding birds causing nest abandonment by the adults and mortality of chicks and eggs. This would be a potentially significant impact and mitigation measure **MM BIO-3** is required.

Implementing Mitigation Measure **MM BIO-3** would reduce potentially significant impacts on grasshopper sparrow and other nesting birds to a less-than-significant level because it would ensure these birds are not disturbed during nesting so that project construction would not result in nest abandonment and loss of eggs or young.

The oak woodland habitat adjacent to the project site could provide nesting habitat for various raptor species, and nesting birds protected under the MBTA. White-tailed kite and northern harrier have been documented on eBird (2018) as occurring in the Whitney Ranch area. Birds nesting in the oak woodlands adjacent to the project site are not likely to be affected by construction activities on the project site because the oak woodland habitat is greater than 300 feet from the project site and occurs in a gully area so the natural topography provides a partial visual and sound barrier to the project site. Therefore, project implementation would have a less than significant impact on birds nesting in the oak woodland habitat adjacent to the project site.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. There is no riparian habitat or other sensitive natural community within the project site and the project would have no impact.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. There are no federally protected wetlands or waters within the project site and the project would have no impact.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. Project implementation would result in urban land uses on a previously vacant parcel. The site is located in an area that has been designated for urban development according to the City's General Plan, and would be surrounded by residential development with a designated open space adjacent to the south west portion of the site. The project would not interfere with the natural utilization of the designated open space by species within the area. The project site itself does not serve as a wildlife corridor, nor would the project impede the use of any native wildlife nursery sites. Therefore, the project would have no impact.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. There are no trees or other biological resources on the project site that are protected under local policies or ordinances. The City of Rocklin Oak Tree Preservation Ordinance (Chapter 17.77 of the City of Rocklin Municipal Code) specifically addresses native oaks and heritage trees and there are no native oaks or any other trees on the Project site. Therefore, project implementation would not conflict with local policies or ordinances protecting biological resources and the project would have no impact.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The Placer County Conservation Plan (PCCP) is the Placer County NCCP/HCP. As proposed, the PCCP would include the County Aquatic Resources Program (CARP) to issue permits related to the Federal Clean Water Act and the California Fish and Game Code. The proposed PCCP is a landscape-level plan so that each project would be issued permits based on how it contributes to the County's natural, social, and economic health now and in the future (County of Placer 2018). Consistency with the PCCP is not required because the PCCP has not been adopted and the project site is outside of the proposed plan area, which does not include the City of Rocklin. The current draft map shows the City of Rocklin, within which is the Project site, as a non-participating city. Therefore, project implementation would not conflict with the current draft PCCP and would not conflict with the provisions of an adopted habitat conservation plan. The project would have no impact.

Mitigation Measures

MM BIO-1: Conduct Biological Surveys to Avoid Active Nests during Construction

RUSD will not initiate intensive construction activity, such as heavy equipment operation, within ¼ mile of an active Swainson's hawk nest between March 1 and September 15 (the nesting season). A qualified biologist will conduct nesting surveys of appropriate nesting habitat adjacent to the project site. If surveys show there are no active nests within the distances specified above, then no additional actions are required.

If active nests are found and disturbances, such as construction, will occur during the nesting season, a no-disturbance buffer will be established around the active nest. No project activity will commence within the buffer areas until a qualified biologist has determined, in coordination with CDFW, the young have fledged, the nest is no longer active, or reducing the buffer would not result in nest abandonment. Per CDFW guidelines, the recommended no-disturbance buffer for Swainson's hawk nests is ¼-mile in situations where the nest is within ¼ mile of existing urban development, and ½ mile if the nest is over ¼-mile from existing urban development, but the size of the buffer may be decreased if a qualified biologist, in consultation with CDFW, determines that such an adjustment would not be likely to adversely affect the nest.

Active Swainson's hawk nests within ¼ mile will be monitored by a qualified biologist during construction activities if the activity has potential to cause nest abandonment. If construction activities cause the nesting bird to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then the no-disturbance buffer will be increased until the agitated behavior ceases. The

exclusionary buffer will remain in place until the chicks have fledged or as otherwise determined appropriate by a qualified biologist.

MM BIO-2: Avoid Direct Loss of Burrowing Owl

To avoid, minimize, and mitigate potential impacts on burrowing owl, RUSD shall retain a qualified biologist to conduct take avoidance surveys for burrowing owls in areas of suitable habitat on and within 500 feet of the project site, where access is permitted. Surveys will be conducted 14 to 30 days prior to the start of construction activities and in accordance with Appendix D of CDFW's Staff Report on Burrowing Owl Mitigation (2012).

If no occupied burrows are found, a letter report documenting the survey methods and results will be submitted to CDFW and no further mitigation will be required.

If an active burrow is found, consultation with CDFW shall be required to identify additional avoidance and minimization measures. These would likely include burrow avoidance buffers during the nesting season (February–August). The appropriate size of the buffer (between 150 and 1,500 feet) will depend on the time of year and level of disturbance, as outlined in the CDFW Staff Report (2012:9).

MM BIO-3: Avoid Direct Loss of Protected Bird Nests

To the extent feasible, grading, and other ground disturbing activities will be carried out during the nonbreeding season (between September 1 and January 31) for protected bird species in this region to avoid and minimize impacts to grasshopper sparrow and other nesting birds.

For any project activity that would occur during the nesting season (between February 1 and August 31), RUSD shall conduct a preconstruction survey. The preconstruction survey shall be conducted by a qualified biologist before any activity occurring within 500 feet of suitable nesting habitat for any protected bird species. The survey shall be timed to maximize the potential to detect nesting birds, and should be repeated within 10 days of the start of project-related activity.

If an active grasshopper sparrow or common bird species protected by the Migratory Bird Treaty Act or California Fish and Game Code is found, the qualified biologist shall establish a buffer around the nest. No project activity shall commence within the buffer area until a qualified biologist confirms that the nest is no longer active. The size of the buffer shall be determined in consultation with CDFW. Buffer size is anticipated to range from 50 to 500 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances as determined by a qualified biologist in consultation with CDFW.

If common bird nests are found, a qualified biologist shall ensure compliance with the Migratory Bird Treaty Act and Fish and Game Code Section 3503.

Monitoring of all protected nests by a qualified biologist during construction activities will be required if the activity has potential to adversely affect the nest. If construction activities cause the nesting bird to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then the

no-disturbance buffer shall be increased until the agitated behavior ceases. The exclusionary buffer will remain in place until the chicks have fledged or as otherwise determined by a qualified biologist.

3.5 CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. Cultural Resources. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

3.5.1 ENVIRONMENTAL SETTING

The setting and impact analysis in this subsection is based, in part, on a map review and records search conducted by AECOM cultural resources staff at the North Central Information Center. An AECOM archaeologist conducted an intensive field survey of the project site on February 21, 2018. Cultural resources were not observed on the project site.

CONCEPTS AND TERMINOLOGY FOR IDENTIFICATION OF CULTURAL AND TRIBAL CULTURAL RESOURCES

Cultural resources include historical resources and archaeological resources (as defined in Public Resources Code Section 15064.5). Cultural resources are any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Generally, a resource is considered by the lead agency to be historically significant if the resource meets the criteria for listing in the California Register of Historical Resources (California Code of Regulations Title 14(3) Section 15064.5(a)(3)).

Previous Studies

With the exception of two small parcels, the entire Whitney Ranch subdivision site, which includes the project site, was intensively surveyed for cultural resources by Pacific Legacy, Inc., for the *Sunset Ranchos Cultural Resources Inventory, Placer County, California, May 1999*. This document was used in the cultural resources analysis conducted for the Northwest Rocklin Annexation (Sunset Ranchos) Draft EIR. As part of the study three previously recorded sites (CA-PLA-818, CA-PLA-647H, and CA-PLA-648H) were relocated. The study also identified an additional two prehistoric sites, a flake scatter PL-1 and a pitted boulder PL-2. A previously identified milling feature (CA-PLA-616) could not be relocated as part of the proposed development.

The historic-era sites (CA-PLA-647H, and CA-648H) consisting of rock walls, and alignments, and two bridges constructed of mortared, cut-granite blocks were recommended not eligible for inclusion in the NRHP. Pacific Legacy recommended that the pitted boulder, (PL-2) be left in place and avoided during development. PL-1 and CA-PLA-818 were subsequently evaluated in a report titled Evaluation of Archaeological Sites PL-1 and CA-PLA-818, Sunset Ranchos Project, Placer County, California by Pacific Legacy, Inc. in 1999. In a letter dated January 26, 2000, the SHPO concurred with the Corps eligibility and effects determinations that these two sites are Not Eligible for listing in the National Register of Historic Places (NRHP).

An updated cultural resources inventory (Whitney Ranch Phase II, Placer County [SPK-1998-00668] Section 106 NHPA Compliance Status) for the proposed Phase II Whitney Ranch Project, was completed by ECORP Consulting in 2012 and consisted of a records search, pedestrian survey of the two parcels not previously surveyed by Pacific Legacy in 1999, relocating previously identified sites to document any changes, and Native American coordination. This field effort also failed to locate the single milling feature CA-PLA-616.

As part of a Section 404 authorization the U.S. Corps of Engineers (USACE) determined that the historic rock wall alignments and fence lines (CA-PLA-647H), an historic dam, the isolated bedrock milling station (CA-PLA-616) were not eligible for inclusion in the NRHP, and that CA-PLA-636, which contains the archaeological remains of occupation and human remains was eligible for inclusion in the NRHP (USACE 2012).

Based on the previously conducted studies, as well as the field visit, AECOM concluded that none of these cultural resources are located within the project site boundaries.

3.5.2 DISCUSSION

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

No Impact. As discussed above, no previously identified historical resources are located on the project site or in the surrounding area. Project implementation would have no impact on historical resources.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less Than Significant with Mitigation Incorporated Impact. No archaeological or paleontological resources or human remains are known to exist on the project site. However, the project includes ground-disturbing activities that could result in the unanticipated or accidental discovery of archaeological deposits, paleontological resources, or human remains.

In the case of discovery of human remains Health and Safety Code Section 7050.5(b) specifies protocol including stop work and documentation measures. The code requires that in the event of discovery of human remains in any location other than a dedicated cemetery, there must be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county (Placer County) in which the remains are discovered has determined whether or not the remains are subject to the coroner's authority. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission will

identify a Native American Most Likely Descendant to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.

Project construction would have a potentially significant impact on undiscovered archaeological and paleontological resources, and mitigation measure **MM CUL-1** and **MM CUL-2** would be required. Implementation of mitigation measure **MM CUL-1** would mitigate potentially significant impacts on archaeological and paleontological resources to a less-than-significant level.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant with Mitigation Incorporated Impact. See item b.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant with Mitigation Incorporated Impact. See item b.

Mitigation Measures

MM CUL-1: Discovery of Unknown Cultural Resources

If, during the course of grading or construction, unknown archaeological resources are discovered, the contractor shall halt work immediately within 50 feet of the discovery, the Rocklin Unified School District shall be notified, and a professional archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to determine the significance of the discovery. A qualified archaeologist shall determine impacts, significance, and mitigation in consultation with recognized local Native American groups, if appropriate. In addition, prior to the commencement of project site preparation, all construction personnel shall be informed of the potential to inadvertently uncover cultural resources and the procedures to follow subsequent to an inadvertent discovery of cultural resources.

MM CUL-2: Discovery of Unknown Paleontological Resources

To minimize the potential for destruction of or damage to potentially unique, scientifically important paleontological resources during project-related earthmoving activities, RUSD shall implement the measures described below.

- Before the start of construction activities, construction personnel involved with earthmoving activities (including the site superintendent) shall be informed of the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction activities, and proper notification procedures should fossils be encountered. This worker training may either be prepared and presented by an experienced field archaeologist at the same time as construction worker education on cultural resources or prepared and presented separately by a qualified paleontologist.

- If paleontological resources are discovered during earthmoving activities, the construction crew shall notify RUSD and shall immediately cease work in the vicinity of the find. RUSD shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of

Vertebrate Paleontology (1996) Guidelines. The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by RUSD to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.

3.6 GEOLOGY AND SOILS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Geology and Soils. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

3.6.1 ENVIRONMENTAL SETTING

This subsection is based, in part, on the geotechnical investigation prepared for the project by Youngdahl Consulting Group, Inc. in November 2017. The report is attached as Appendix GEO.

GEOLOGY

The project site is located on the western flanks of the Sierra Nevada Foothills, which are adjacent to the Sacramento Valley. The project site is underlain by the Mehrten Formation. The Mehrten Formation consists of a geologic unit that was deposited by sedimentary process with a volcanic origin (WKA 2006). The Mehrten Formation is generally described as conglomerate, and tuffaceous sandstone and siltstone with some andesite mudflow breccia.

SEISMICITY AND SEISMIC HAZARDS

The project site is located in a seismically active area. Seismic hazards can cause damage to structures and risk the health and safety of citizens. Seismic hazards vary widely from area to area, and the level of hazard depends on both geologic conditions and the extent and type of land use. Although there are a number of active faults in the project vicinity, the project site is not underlain by any known active or potentially active faults. The project site is not within an Alquist-Priolo Earthquake Fault Zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act (CGS 2015). The nearest fault to the project site is Deadman Fault located approximately 9 miles north east from the project site.

Strong to very strong ground shaking could occur at the project site as a result of a large earthquake on any one of the nearby faults. The intensity of earthquake ground motion at the project site will depend on the characteristics of the generating fault, the distance to the earthquake epicenter, and the magnitude and duration of the earthquake.

EARTHQUAKE INDUCED LIQUEFACTION, SURFACE RUPTURE POTENTIAL, AND SETTLEMENT

Liquefaction is the sudden loss of soil shear strength and sudden increase in porewater pressure caused by shear strains, as could result from an earthquake. Research has shown that saturated, loose to medium-dense sands with a silt content less than about 25 percent and located within the top 40 feet are most susceptible to liquefaction and surface rupture/lateral spreading. The project specific geotechnical study determined that the potential for seismically induced damage due to liquefaction, surface ruptures, and settlement is considered negligible at the project site.

SURFACE AND SUBSURFACE SOILS

Subsurface soil conditions were relatively consistent over the extent of the project site and included silts and sands with gravels and cobbles (Appendix GEO). The surface soils observed were in a medium dense/medium stiff condition and were underlain by cemented mudflow breccia (Mehrten bedrock), encountered at depths ranging from ½ to 2½ feet.

Expansive Soils

The materials encountered were generally non-plastic (rock, sand, and non-plastic silt). The non-plastic materials are generally considered to be non-expansive; therefore, the geotechnical expert does not anticipate that special design considerations for expansive soils will be required for the design or construction of the proposed improvements. If necessary, recommendations can be made based on observations at the time of construction should expansive soils be encountered at the project site, which were not encountered during the geotechnical study.

3.6.2 DISCUSSION

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)

Less than Significant. The project site is not located in an Alquist-Priolo Earthquake Fault Zone, and no known faults cross the project site. However, the project site is located in a seismically active region; several active faults are located nearby the project site. The project would comply with the requirements of the California Building Code (CBC), Chapter 16, Section 1613, Earthquake Loads. Therefore, the project would not expose people or structures to substantial adverse effects, including the risk of loss, injury, or death, involving rupture of a known earthquake fault. This impact would be less than significant.

ii) Strong seismic ground shaking?

Less than Significant. Earthquake-related ground shaking can be expected during the design life of structures built on the project site. Therefore, the structures must be designed to withstand anticipated ground accelerations. The State of California establishes minimum standards for structural design and site development through CBC Chapter 16, Section 1613, Earthquake Loads. All buildings constructed in the City are required to comply with the CBC, which incorporates design criteria for seismic loading and contains provisions for buildings to structurally survive an earthquake without collapsing, such as anchoring to the foundation and structural frame design. Thus, while earthquake shaking would be potentially damaging, structural damage would be reduced through implementation of the CBC. Therefore, project impacts would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less than Significant. As outlined above, the project site has a low potential for liquefaction or any other seismic related ground failure. Groundwater is estimated to at a depth of about 45 to 85 feet below the ground surface. Additionally, the project would incorporate CBC construction techniques, as well as any recommendations included in Section 5.0 of the project specific geotechnical study (Appendix GEO). Due to the low potential for liquefaction at the project site and implementation of existing regulations the project would have a less-than-significant impact.

iv) Landslides?

Less than Significant. The topography at the site generally slopes towards the southeast at varying gradients, with a maximum gradient near 7H:1V (Horizontal:Vertical). According to the project specific geotechnical study the possibility of earthquake induced landslides at the project site is low. Additionally, the project would incorporate CBC construction techniques, as well as recommendations included in Section 4.0 of the project specific geotechnical study (Appendix GEO). Due to the low potential for landslides at the project site and implementation of existing regulations the project would have a less-than-significant impact.

b) Result in substantial soil erosion or the loss of topsoil?

Less than Significant. Project construction activities, including demolition, land clearing, grading, and excavation, would disturb on-site soils, temporarily exposing them to wind and water erosion. Any construction activity affecting 1 acre or more is required to comply with the Construction General Permit (Water Quality No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ) implemented and enforced by the Lahontan Regional Water Quality Control Board. The General Permit requires the project applicant to prepare and submit a stormwater pollution prevention plan (SWPPP) that identifies best management practices (BMPs) to reduce construction effects on receiving water quality by implementing erosion control measures and reducing or eliminating non-stormwater discharges. A SWPPP provides a schedule for the implementation and maintenance of erosion control measures and a description of site-specific erosion control practices, such as appropriate design details and a time schedule. The SWPPP would consider the full range of erosion control BMPs and would be required to be submitted prior to issuance of a grading permit from the City. Examples of construction BMPs to reduce erosion include the use of temporary mulching, seeding, or other suitable stabilization measures to protect uncovered soils; performing clearing and earth-moving activities only during dry weather; and limiting construction access routes and stabilizing designated access points.

Additionally, the project would implement recommendations outlined in Section 4.0 of the project specific geotechnical report (Appendix GEO) as they relate to site grading and earthwork. These measures are aimed at minimizing soil erosion, including dust control, management of exposed soils, and grades. With implementation of existing regulations and the project specific geotechnical report recommendations, project impacts would be less than significant.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less than Significant. According to the project specific geotechnical report, the project site has a low potential for on- or off-side landslide. However, the project site may have cuts and fill with a maximum slope orientation of 2H:1V (Horizontal: Vertical). Generally, a cut slope orientation of 2H:1V is considered stable with the material types encountered on the site. A fill slope constructed at the same orientation is considered stable if compacted to the engineered fill recommendations, as stated in the recommendations section of the geotechnical report. All slopes would have appropriate drainage and vegetation measures to minimize erosion of slope soils. The project would implement all recommendations outlined in Section 4.0 and 5.0 of the geotechnical report, as they relate to cut and fill, placement of engineered fill, slope drainage, trench excavation and other elements as they relate to slope stability. Additionally, the project would comply with CBC building standards. Due to the low potential at the project site for landslides, lateral spreading, subsidence, liquefaction or collapse and with implementation of the project specific geotechnical report recommendations project impacts would be less than significant.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial risks to life or property?

Less than Significant. As described above, the project site is underlain by non-plastic materials, which are considered non expansive. The project would include construction monitoring during project construction. Per the project specific geotechnical study, if necessary, recommendations would be made based on observations at the time of construction should expansive soils be encountered at the project site which were not encountered during

the original investigation. Due to the lack of presence of expansive soils at the project site, and with incorporation of the project specific geotechnical recommendations, project impacts would be less than significant.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No impact. The project would be served by the South Placer Municipal Utilities District sewer system. No septic tanks or alternative wastewater disposal systems would be installed for the project. The project would have no impact.

Mitigation Measures

None required.

3.7 GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. Greenhouse Gas Emissions. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

3.7.1 ENVIRONMENTAL SETTING

Certain gases in the earth's atmosphere, classified as greenhouse gasses (GHGs), play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface, and a smaller portion of this radiation is reflected back toward space through the atmosphere. However, infrared radiation is selectively absorbed by GHGs in the atmosphere. As a result, infrared radiation released from the earth that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the "greenhouse effect," is responsible for maintaining a habitable climate on Earth. Anthropogenic (e.g., human caused) emissions of these GHGs lead to atmospheric levels in excess of natural ambient concentrations and have the potential to adversely affect the environment because such emissions contribute, on a cumulative basis, to global climate change.

The Intergovernmental Panel on Climate Change (IPCC) concluded that variations in natural phenomena, such as solar radiation and volcanoes, produced most of the warming of the earth from pre-industrial times to 1950. Some variations in natural phenomena also had a small cooling effect. From 1950 to the present, increasing GHG concentrations resulting from human activity, such as fossil fuel burning and deforestation, have been responsible for most of the observed temperature increase (IPCC 2013).

GHGs are present in the atmosphere naturally, are released by natural and anthropogenic (human-caused) sources, and are formed from secondary reactions taking place in the atmosphere. Natural sources of GHGs include the respiration of humans, animals, and plants; decomposition of organic matter; volcanic activity; and evaporation from the oceans. Anthropogenic sources include the combustion of fossil fuels by stationary and mobile sources, waste treatment, and agricultural processes. The following are the GHGs that are widely accepted as the principal contributors to human-induced global climate change that are relevant to the project:

- **Carbon Dioxide:** Natural sources of CO_2 include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; and evaporation from oceans. Anthropogenic (human) sources include burning of coal, oil, natural gas, and wood.
- **Methane:** CH_4 is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and by the decay of organic waste in municipal solid waste landfills.

- **Nitrous Oxide:** N_2O is produced by both natural and human-related sources. Primary human-related sources of N_2O are agricultural soil management, sewage treatment, mobile and stationary combustion of fossil fuel, adipic acid production, and nitric acid production. N_2O is also produced naturally from a wide variety of biological sources in soil and water, particularly microbial action in wet tropical forests.

Global warming potential (GWP) is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas GWP is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and the length of time the gas remains in the atmosphere ("atmospheric lifetime"). The GWP of each gas is measured relative to CO_2, therefore, CO_2 has a GWP of 1. The other main GHGs that have been attributed to human activity include CH_4, which has a GWP of 28, and N_2O, which has a GWP of 265 (IPCC 2013). For example, 1 ton of CH_4 has the same contribution to the greenhouse effect as approximately 28 tons of CO_2. GHGs with lower emissions rates than CO_2 may still contribute to climate change, because they are more effective at absorbing outgoing infrared radiation than CO_2 (i.e., high GWP). The concept of CO_2 equivalence (CO_2e) is used to account for the different GWP potentials of GHGs to absorb infrared radiation. GHG emissions are typically measured in terms of pounds or tons of CO_2e, and are often expressed in metric tons of CO_2 equivalent emissions ($MTCO_2e$).

3.7.2 DISCUSSION

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant. Project implementation would generate short-term construction and long-term operational GHG emissions. Construction-related GHG emissions would cease following construction of the proposed project. Operational emissions are considered long-term and assumed to occur for the lifetime the project. Construction and operational emissions were modeled using the California Emissions Estimator Model (CalEEMod) Version 2016.3.2; refer to Appendix AQ for model output files and assumptions.

Construction-related exhaust GHG emissions would be generated from a variety sources during construction of the proposed project including, but not limited to heavy-duty construction equipment, haul trucks, material delivery trucks, and construction worker vehicles. Similar to air pollutant emissions, daily GHG emissions would vary depending on the type of construction activities planned for each day. For example, during construction equipment-intensive phases, daily GHG emissions would be higher than daily emissions generated during less equipment-intensive phases.

There are direct and indirect sources of operational GHG emissions. Direct GHG emissions are those emissions that are generated at the location of consumption or use. For example, mobile-source emissions are direct emissions because GHG emissions are generated as a vehicle begins to move. Indirect emissions are those emissions that occur at a different time or location from the point of consumption or use. For example, electricity-related GHG emissions are indirect emission because as a consumer uses electricity at their home, the fuel combustion and emissions associated with creating that electricity likely occurred off-site or at a different time. Other indirect GHG emissions include emissions associated with solid waste disposal and water consumption. CalEEMod estimates direct emissions associated with the proposed project's mobile (e.g., staff and student-related vehicles), area (e.g., landscape maintenance equipment), and energy (e.g., natural gas) sources, and indirect emissions associated with energy (i.e., electricity), water (i.e., conveyance and distribution), and solid waste (i.e., decomposition) sources.

Table 3.0-GHG1 presents a summary of the proposed project's annual construction-related GHG emissions and annual operational emissions by emissions source. Total annual GHG emissions from construction-related activities are compared to the bright-line threshold of 10,000 MT CO_2e/year developed by the PCAPCD. Total annual operational GHG emissions were compared to the de minimis threshold of 1,100 MT CO_2e/year and efficiency thresholds for non-residential development developed by PCAPCD.

Table 3.0-GHG1. Modeled Greenhouse Gas Emissions for Construction and Operations of the Proposed Project

Emissions Source	GHG Emissions (MT CO_2e/year)
Construction GHG Emissions	
Maximum Annual Construction Emissions	
2018	304
2019	224
Operational GHG Emissions	
Area	0.02
Energy	155
Mobile	745
Waste	69
Water	10
Total Annual Operational Emissions [a]	**978**

Notes:

CO_2e = carbon dioxide equivalent; GHG = greenhouse gas; MT = metric tons

[a] Totals do not add due to rounding.

Source: Modeled by AECOM in 2018. See Appendix AQ for model details, assumptions, inputs, and outputs.

As is shown in Table 3.0-GHG1, the proposed project's construction activities would generate GHG emissions at levels substantially below the PCAPCD Bright-line GHG emission threshold of 10,000 MT CO_2e/yr. GHG emissions shown are based on the anticipated construction schedule being approximately 14 months and spread over two calendar years. Even if all emissions were generated within a single calendar year, the proposed project's construction GHG emissions would still be well below the PCAPCD Bright-line GHG emission threshold. In addition, the operational emissions do not exceed the PCAPCD de minimis GHG emissions threshold of 1,100 MT CO_2e/yr.

GHG emissions generated by the construction and operations of the proposed project would not exceed PCAPCD-recommended thresholds, which were developed to allow projects to demonstrate consistency with State legislation that has established the framework for assessing the significance of GHG emissions levels in California (PCAPCD 2016). Therefore, contribution of the GHG emissions associated with the proposed project to climate change would be less than cumulatively considerable.

b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant. The City of Rocklin General Plan included the Whitney Ranch development area, which included the two elementary schools, one of which is the subject of this proposed project. As such, the proposed

project was considered as part of the impact assessment for the City of Rocklin General Plan EIR. As noted within the City of Rocklin General Plan EIR discussion of Impact 4.15.1, the City of Rocklin is committed to reducing GHG emissions and developed a Climate Action Plan in concert with its 2011 General Plan Update. The City set emission reduction targets for 2020 and 2030 that would result in a significant reduction from business-as-usual (unmitigated) General Plan Update emissions growth, consistent with the direction of Assembly Bill (AB) 32 and Executive Order S-03-05. Implementation of the City of Rocklin General Plan, inclusive of proposed development within the Whitney Ranch development area, would be consistent with State measures to reduce GHG emissions and would be consistent with AB 32.

The quantitative thresholds established in the Review of Land Use Projects under CEQA Policy and adopted by PCAPCD Board of Directors on October 13, 2016, were developed with the intent to ensure that new development would not interfere with State efforts to reduce GHG emissions; this was the first time that quantitative GHG thresholds had been adopted by the PCAPCD. As described in the PCAPCD Threshold Justification Report, PCAPCD staff developed the new GHG thresholds to support the State GHG reduction goals, specifically AB 32, Senate Bill (SB) 32, and Executive Order S-3-05, but with the consideration for conditions unique to Placer County (PCAPCD 2016). Therefore, this analysis considers that if the project does not exceed the quantitative GHG emissions thresholds adopted by the PCAPCD in 2016, then the project is not in conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the GHG emissions.

As is shown in Table 3.0-GHG1, the proposed project's construction activities would generate GHG emissions at levels substantially below the PCAPCD Bright-line GHG emission threshold and the operational emissions do not exceed the PCAPCD de minimis GHG emission threshold. Because the project is consistent with the City of Rocklin General Plan assumptions and does not exceed PCAPCD-recommended GHG emission thresholds, the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs and this impact would be less than significant.

Mitigation Measures

None required.

3.8 HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. Hazards and Hazardous Materials. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

3.8.1 ENVIRONMENTAL SETTING

PROJECT SITE HISTORY

The discussion in this section is based in part on the Environmental Site Assessment (ESA) that was conducted for the project site by Wallace-Kuhl & Associates in April 2018 (Appendix HAZ). This report has been submitted for approval to the Department of Toxic Substances Control (DTSC). The project site was registered on the DTSC website as Whitney Ranch Elementary #2, with the Envirostor ID 60000394. According to the Phase I ESA, the

project site does not contain any hazardous materials contamination, and that no contaminated sites or potentially contaminated sites are located within a 1 mile radius of the project site (Wallace-Kuhl & Associates 2018). An updated search of Envirostor and Geotracker databases confirm these findings (DTSC 2018 a,b). According to the Phase I ESA, the project site was historically used as a ranching area devoted to raising sheep, and other ranching uses, which did not include persistent pesticide use. The project site was acquired, as part of a larger land acquisition by Sunset Petroleum Corporation in 1960s for the development of a planned community (Wallace-Kuhl 2018).

Naturally Occurring Asbestos (NOA)

NOA presence is associated with the type of rocks that occur in the Sierra Nevada and the Sierra Nevada Foothills. The project site is not located within an areas associated with NOA rock types. The nearest NOA source is located more than 8 miles from the project site. As such, the project site potential for containing NOA soils is very low to none.

Methane and Hydrogen Sulfide Potential

Based on the site geology and lack of intense agricultural uses or landfills on the project site, the potential for generation of methane or hydrogen sulfide is very low.

Radon

Radon is a naturally occurring radioactive gas that can cause lung cancer. Placer County is in EPA Radon Zone 2. This zone has a predicted average indoor radon screening level between 2 and 4 picocuries per liter (pCi/L). The EPA recommends that individuals avoid long-term exposure to radon concentrations above 4 picocuries per liter. Based on California Department of Public Health data, predicted radon levels in area code 94601 do not exceed 1 pCi/L; therefore, there is a low potential that radon at the project site exceeds 4 pCi/L.

Fire Hazard

According to the City of Rocklin General Plan EIR the project site is located in a moderate fire threat level zone (City of Rocklin 2012b). The lack of development and the presence of rolling hills covered in vegetation increases the risk of wildfire in the city and the project area.

3.8.2 DISCUSSION

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant with Mitigation Incorporated.

Construction

Both the EPA and the US Department of Transportation (DOT) regulate the transport of hazardous waste and material, including transport via highway. The EPA administers permitting, tracking, reporting, and operations requirements established by the Resource Conservation and Recovery Act. The DOT regulates the transportation of hazardous materials through enforcement of the Hazardous Materials Transportation Act. This act includes

requirements for container design and labeling, as well as for driver training. The established regulations are intended to track and manage the safe interstate transportation of hazardous materials and waste. Additionally, State and local agencies enforce the application of these acts and coordinate safety and mitigation responses in the case that accidents involving hazardous materials occur.

Project construction activities may include refueling and minor maintenance of construction equipment on-site, which could lead to minor fuel and oil spills. The use and handling of hazardous materials during construction would occur in accordance with applicable federal, State, and local laws, including California Division of Occupational Safety and Health (Cal/OSHA) requirements. All construction activities would be subject to the National Pollutant Discharge Elimination System (NPDES) permit process that requires the preparation of a SWPPP, which would be reviewed and approved by the Central Valley Regional Water Quality Control Board.

The project site is not included on the list of hazardous waste sites (Cortese List) compiled by the DTSC pursuant to Government Code Section 65962.5 and therefore would not release known hazardous materials due to ground-disturbing activities (DTSC 2018b). Although no visible hazardous materials contamination was observed on the project site, there is potential for undocumented contamination to be discovered during construction. This impact would be potentially significant and mitigation measure **MM HAZ-1** is required. With implementation of **MM HAZ-1**, which outlines stop work procedures, project impacts would be less than significant.

Project Operation

Project operation could result in minor use, storage, and disposal of hazardous materials. These can include, but are not limited to art supplies (e.g., paints, photographic chemicals) pesticides and fertilizers, and maintenance supplies and equipment (e.g., drain cleaners, floor stripping products, paints, oils, fuels) (U.S. Environmental Protection Agency [EPA] 2006). Schools must comply with regulations regarding the management, transport, and disposal of hazardous waste. Hazardous wastes must be disposed of in accordance with the EPA's Resource Conservation and Recovery Act and other applicable State and local requirements (EPA 2006, 2018a). Project impacts would be less than significant.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than Significant with Mitigation Incorporated. See item a.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less than Significant. The project site is in an undeveloped area. According to the Phase I ESA and a recent Geotracker and Envirostor search, there are no facilities that emit or handle hazardous materials within one-quarter mile. The project site would be surrounded by a park and residential development, which do not handle or emit significant amounts of hazardous materials. Any future construction within one-quarter mile of the project site, which would take place after project implementation, would implement mitigation measures outlined in the Northwest Rocklin General Development EIR, which include ways to minimize the release of hazardous materials. Additionally, the project must comply with the California Education Code (including Section 17521, requiring the governing board of the school district to adopt a resolution in connection with consideration of

proposal for occupancy of a building to be constructed on its property and to conduct a public meeting), and the California Code of Regulations (CCR), Title 5, Sections 14001 through 14012, which outlines the powers and duties and establishes standards with which the California Department of Education, and all public school districts, must comply in the selection of new school sites. Therefore, this impact is less than significant.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. The project site is not included on the list of hazardous waste sites (Cortese List) compiled by the DTSC pursuant to Government Code Section 65962.5. Therefore, the project would have no impact.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No impact. The project site is not located within 2 miles of a public airport, nor in the vicinity of a private airstrip. As such, the project would have no impact.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. See item e.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant. The project would include new driveways and emergency access. The project would require an encroachment permit and would incorporate City permit conditions. The project would not encroach on, or obstruct any existing evacuation routes. All new development in the City of Rocklin is required to comply with existing fire codes and ordinances regarding emergency access, such as widths, surfaces, vertical clearance, brush clearance, and allowable grades. The project would comply with existing State fire codes, which are incorporated in the City's standards. The City would implement emergency response measures to address emergency management, including notifications, evacuations, and other necessary measures in the event of an emergency. As discussed in the, Transportation/Circulation subsection, the project would not impair traffic conditions in the City; therefore, police and emergency services would not be impacted by project traffic. No public roads would be closed during project construction, and no detours would be required in the event of an emergency. The proposed project would not impede or conflict with any adopted emergency response or evacuation plans. This impact would be less than significant.

h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Less than Significant. As outlined above, the project site is located in an area with a moderate fire risk. The project area would be developed with institutional, residential, and commercial uses. As such, the project site

would be surrounded by development and less wildlands prone to wildland fire. The California Fire Code provides development standards and restrictions regarding structure design, fuel modification zone design, adequacy of emergency access, water for firefighting, and other associated standards. Due to future development in the area and compliance with existing regulatory standards, the project impact related to wildland fires would be less than significant.

Mitigation Measures

MM HAZ-1: Discovery of Unknown Hazardous Materials

If hazardous materials are encountered during construction or accidentally released as a result of construction activities, RUSD and/or its contractor shall implement the following procedures:

- Stop all work in the vicinity of any discovered contamination or release.
- Identify the scope and immediacy of the problem.
- Coordinate with responsible agencies including the DTSC, the Central Valley Regional Water Quality Control Board, or the EPA.
- Conduct the necessary investigation and remediation activities to resolve the situation before continuing construction work.

3.9 HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. Hydrology and Water Quality. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Result in inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

3.9.1 ENVIRONMENTAL SETTING

SURFACE WATER HYDROLOGY

The project site is located in the Pleasant Grove/Curry Creek watershed, which encompasses western Placer County. Pleasant Grove Creek and Curry Creek empty into the Pleasant Grove Creek Canal, which drains to the

Sacramento River via the Cross Canal. The combined watershed covers approximately 40,800 acres with elevations ranging from a high of around 590 feet on the eastern boundary to a low of approximately 35 feet where Pleasant Grove Creek meets the Pleasant Grove Creek Canal. The watershed was historically dominated by agriculture; however, current development trends in the watershed are resulting in conversion of agricultural and grasslands to suburban land uses, predominantly low- to medium-density residential communities with associated neighborhood or community commercial (City of Rocklin 2011).

There are no existing stormwater drainage facilities on or adjacent to the site. It is anticipated that stormwater runoff would be conveyed to stormwater drainage facilities constructed as part of the Whitney Ranch subdivision.

SURFACE WATER QUALITY

Pleasant Grove Creek, upstream of Fiddyment Road, is proposed as impaired water body on the California Clean Water Act Section 303(d) for pyrethroids, and dissolved oxygen (City of Rocklin 2011).

FLOODING

The most recent Federal Emergency Management Agency (FEMA) Flood Insurance Study Flood Insurance Rate Map indicates that the project site is located in Flood Zone X (FEMA 1998). Areas identified as FEMA Flood Zone X are areas of minimal flood hazard that are outside of the 500 floodplain. In addition, the City's General Plan identifies the project site as outside of the 100-year floodplain area (City of Rocklin 2011).

3.9.2 DISCUSSION

a) Violate any water quality standards or waste discharge requirements?

Less than Significant. Although the project site is level, the potential would exist for erosion to occur during and after construction activities, particularly during the rainy season. Implementing the proposed project would entail earthmoving activities on approximately 10 acres of vacant land. Construction activities associated with the project, including vegetation removal, grading, staging, trenching, and foundation excavation, would expose soils to erosive forces and could transport sediment into local drainages, thereby increasing turbidity, degrading water quality, and resulting in siltation to local waterways. Intense rainfall and associated stormwater runoff could result in short periods of sheet erosion within areas of exposed or stockpiled soils. If uncontrolled, these soil materials could cause sedimentation and blockage of drainage channels. Further, the compaction of soils by heavy equipment may further reduce the infiltration capacity of soils and increase the potential for runoff and erosion.

Non-stormwater discharges could result from activities such as discharge or accidental spills of hazardous substances such as fuels, oils, petroleum hydrocarbons, concrete, paints, solvents, cleaners, or other construction materials. Erosion and construction-related wastes have the potential to temporarily degrade existing water quality and beneficial uses by altering the dissolved oxygen content, temperature, pH, suspended sediment and turbidity levels, or nutrient content, or by causing toxic effects in the aquatic environment. Therefore, if uncontrolled, project-related construction activities could violate water quality standards.

Chapter 115.28, "Grading and Erosion and Sedimentation Control," of the City of Rocklin Municipal Code requires a grading plan and an erosion and sedimentation control plan be prepared before issuance of a grading permit for construction activities. These plans must describe erosion and sediment control best management

practices that will be implemented during construction to prevent sediment from leaving the site and entering the City's storm drain system or local receiving waters.

In summary, construction activities would involve grading and movement of earth, which would alter on-site drainage patterns and could generate sediment, erosion, and other nonpoint source pollutants in on-site stormwater that could drain to off-site areas and degrade local water quality. Furthermore, construction activities that are implemented without mitigation could violate water quality standards or cause direct harm to aquatic organisms. Nonetheless, the project would implement BMPs as outlined in the project specific SWPPP. The SWPPP would contain BMPs specifically designed to prevent erosion and protect water quality. These plans are required by law to specify and implement water quality control measures pursuant to the State Regional Water Quality Control Board's National Pollutant Discharge Elimination System permit for construction activity (Order 2009-0009-DWQ). With implementation of existing regulations the project would have a less than significant impact.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Less than Significant. Potable water supplies would be provided to the proposed project by the Placer County Water Agency (PCWA). The PCWA relies on surface water to meet water supply demands in its service area (see "Utilities and Service Systems," for further discussion). Groundwater recharge commonly occurs along natural stream channels where sand and gravel deposits are present, none of which are present on the project site. Other sources of recharge include deep percolation from applied surface water and precipitation. The U.S. Natural Resources Conservation Service (NRCS) soil survey data indicate that the entire project site consists of a soil that are classified as hydrologic group D, which indicates a very slow infiltration rate when thoroughly wet and very low amounts of recharge occur from irrigation and stormwater runoff (NRCS 2018). As such, soil conditions on the project site limit groundwater recharge.

After project development, much of the project site would consist of impervious surfaces (i.e., roof tops, building foundations, hardcourt areas, walkways, and parking lots) that would reduce the amount of water available for local groundwater recharge. However, the depth to groundwater in the area of the project site is reported to be approximately 45 to 85 feet below ground surface and soil conditions limit groundwater recharge (WKA 2006). Therefore, changes in infiltration patterns from development of the proposed project would have minimal effects groundwater recharge within the groundwater aquifer. This impact would be less than significant.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Less than Significant. The proposed project would not alter the course of a stream or river. However, grading and development of the vacant project site with the school buildings, walkways, sports fields and recreation areas, and parking lots would substantially and permanently alter the on-site drainage pattern thereby increasing the potential for on-site and off-site erosion and sedimentation and increasing the amount of surface runoff through the addition of impervious surfaces.

Development of impervious surfaces incrementally reduces the amount of natural soil surfaces available for the infiltration of rainfall and runoff. As a result, the frequency, volume, and flow rate of stormwater runoff increases, potentially resulting in on-site flooding, downstream flooding, or potentially contributing to runoff that exceeds the capacity of the existing drainage system in the vicinity of the project site. The majority of the 10-acre project site would be covered by impervious surfaces in the form of building foundations, hardcourt areas, walkways, and parking lots. Landscaped areas and sports fields would be undeveloped and would provide infiltration of stormwater and reduce the volume of stormwater flowing off-site.

For the reasons described above, the proposed project could increase the potential for on-site and off-site flooding by increasing the amount of surface runoff through the addition of impervious surfaces. Preliminary stormwater plans have been prepared for the project site that identify the proposed location and sizing of storm drain pipes, inlet structures, landscape drains, and stormwater quality control measures. The City's design standards and post-construction management manual address hydromodification management and low impact development standards and requires preparation of final stormwater control plans to show conformance with these standards. The project would implement a final stormwater control plan showing designs and specifications that incorporate the City of Rocklin Improvement Standards (2016), the City of Rockling Post-Construction Management Manual (2015) and the *Stormwater Quality Design Manual for the Sacramento and South Placer Regions*, which contain BMPs and low impact development (LID) measures specifically designed to protect water quality, would be implemented. Therefore, project impacts would be less than significant.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less than significant. See item c.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less than Significant. As stated previously, preliminary stormwater plans were prepared for the project site that identify the proposed location and sizing of storm drain pipes, inlet structures, landscape drains, and stormwater quality control measures. There are no existing stormwater drainage facilities on or adjacent to the site. It is anticipated that stormwater runoff would be conveyed to stormwater drainage facilities constructed as part of the Whitney Ranch subdivision. Because off-site storm drainage facilities have not been constructed, it is unknown if the proposed project could contribute runoff that exceeds the capacity of a stormwater drainage system.

Project development would introduce new sources of water pollutants, thereby producing "urban runoff." Urban runoff from the on-site parking lot could contain grease and oils. Landscaped areas and sports fields may produce fertilizer wastes and/or bacterial contamination from animal excrement. The potential discharges of contaminated urban runoff would increase and could cause or contribute to adverse effects on water quality in receiving waters.

The City requires preparation of a post-construction stormwater facilities and operation maintenance plan that includes calculations showing that the proposed permanent on-site drainage system would be appropriately sized to convey stormwater runoff, a description of maintenance activities, and a list of appropriate LID measures

designed to provide permanent stormwater quality treatment. Because the project would implement a stormwater drainage and maintenance plan the project would have a less than significant impact.

f) Otherwise substantially degrade water quality?

Less than Significant. See items a, b, c, d and e.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No impact. The proposed project does not include housing. There project would have no impact.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No impact. The project site is located in Flood Zone X, which are areas identified as FEMA Flood Zone X are areas of minimal flood hazard that are outside of the 500 floodplain (FEMA 1998). In addition, the City's General Plan identifies the project site as outside of the 100-year floodplain area (City of Rocklin 2011). Therefore, the proposed project would not place a structure in a 100-year flood hazard area. The project would have no impact.

i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

No impact. The project site is not located within the area that would be subject to inundation in the event of failure of Folsom Dam (City of Rocklin 2011). The project site is not in an area protected by levees and no new levees or modifications to existing levees are proposed as part of the project. The project would have no impact.

j) Result in inundation by seiche, tsunami, or mudflow?

No impact. Because of the distance of the project site from water bodies, the site would not be expected to be affected by coastal flooding hazards, including tsunami, extreme high tides, or sea level rise. There are no surface water bodies in the vicinity of the project site that could generate damaging seiches (i.e., sloshing of water in an enclosed or restricted water body) (City of Rocklin 2011). In addition, the project site is relatively flat and no effects related to mudflows would occur. The project would have no impact.

Mitigation Measures

None required.

3.10 LAND USE AND PLANNING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. Land Use and Planning. Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

3.10.1 ENVIRONMENTAL SETTING

Per the City's General Plan Land Use Map, the project site is designated Public/Quasi-Public. The site is located in the C-2 zone, which allows for school uses.

3.10.2 DISCUSSION

a) Physically divide an established community?

No impact. The project site is located within the Whitney Ranch subdivision, a planned community encompassing approximately 900 acres. The proposed project would not result in the division of any established community as it is surrounded by uses that are currently either under construction or proposed. Therefore the project would have no impact.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

No impact. The project is constructed to accommodate the need for schools within the proposed Whitney Ranch Subdivision, as approved by the City of Rocklin. Additionally, the project would be consistent with the proposed land use and zoning. The project would accommodate growth as proposed and analyzed in the City of Rocklin General Plan and the City of Rocklin General Plan EIR. Since the project would be consistent with existing regulations and would implement regulatory standards aimed at minimizing environmental impact, the project would have no impact.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No impact. See response (f) in Biological Resources section.

Mitigation Measures

None required.

3.11 MINERAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. Mineral Resources. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

3.11.1 ENVIRONMENTAL SETTING

The City of Rocklin General Plan does not designate any areas as significant for mineral resources. As such, the project site is not designated for mineral resource recovery and does not contain any known mineral resources and is not used for mining or mineral production. The project area has a MRZ-4 designation, which is defined "as areas of no known mineral occurrences where geologic information does not rule out either the presence or absence of significant mineral resources." (CGS 1995)

3.11.2 DISCUSSION

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. As described above, the project site is not used for mineral resources and is not located in an area known to contain mineral resources. Therefore, the project would not result in the loss of availability of a known mineral resource of value to the region or state, nor would it result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. The project would have no impact on mineral resources.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. See item a.

Mitigation Measures

None required.

3.12 NOISE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. Noise. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

3.12.1 ENVIRONMENTAL SETTING

The Rocklin General Plan establishes noise environment standards for a variety of land use types. Noise levels are expressed in A-weighted decibels (dBA) using the L_{dn} and CNEL noise level descriptors. L_{dn} is based on the average hourly A-weighted sound level over a 24-hour period, with a +10 decibel weighting added to nighttime (10:00 p.m. to 7:00 a.m.). CNEL is also an A-weighted sound level taken over a 24-hour period, except that an additional +4.77 decibel penalty is applied to evening (7:00 p.m. to 10:20 p.m.) values. For each land use in the General Plan, acceptable noise environments are defined in terms of L_{dn}/CNEL. L_{dn} and CNEL sound level values are normally within one decibel of each other.

The City of Rocklin Municipal Code regulates loud, unnecessary, and disturbing noise from various sources within the city. The City's Municipal Code does not, however, include specific noise standards for noise sources, nor does the Municipal Code identify specific hourly limitations for construction-related activities (City of Rocklin 2018). However, the City of Rocklin does have Construction Noise Guidelines, which restrict construction-related noise-generating activities within or near residential areas to between 7:00 a.m. and 7:00 p.m. on weekdays, and between 8:00 a.m. and 7:00 p.m. on weekends.

3.12.2 DISCUSSION

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than Significant with Mitigation Incorporated. Project development would have both short-term impacts resulting from construction activities and long-term impacts associated with routine use of the facilities, as described below. Noise-sensitive uses near the project site would be existing and future residences and neighborhood parks. Proposed noise-sensitive uses by the project would be the playgrounds and the interior spaces such as classrooms and offices within the school site. The dominant noise source in the project area is the traffic noise from the nearby roadways.

With respect to roadway noise impact at the proposed school site, the General Plan Noise Element identifies noise levels of up to 70 L_{dn} or CNEL for playgrounds and 45 dB L_{dn} or CNEL for interior spaces in schools as "maximum allowable noise exposure from transportation noise Sources" (City of Rocklin 2012a).

Policy N-4 of the General Plan Noise Element restricts development of noise-sensitive land uses where the noise levels due to existing or planned stationary noise sources would exceed the exterior stationary noise level design standards of the Noise Element, unless effective noise mitigation measures have been incorporated into the project. Policy N-5 of the General Plan Noise Element requires to evaluate and mitigate, as appropriate, noise created by proposed stationary noise sources so that the exterior stationary noise level designs standards of the Noise Element are not exceeded. Policy N-6 identifies the noise level design standards as 55 dBA, L_{eq} for daytime (7 a.m. to 10 p.m.) and 45 dBA, L_{eq} for nighttime (10 p.m. to 7 a.m.).

Construction Activities

Grading activities would result in relatively high noise levels but would be limited to working hours in accordance with City regulations. It is assumed that blasting would not be necessary on site. Heavy earthmoving equipment can be expected to generate maximum noise levels of 85 to 90 decibels (dBA) at a distance of 50 feet from the source. The closest *existing* dwellings would be located approximately 1,000 feet from the nearest grading activity within the proposed project site. Noise from construction equipment attenuates at approximately 6 dB per doubling of distance from the source. At greater distances, environmental (i.e., atmospheric) conditions can increase attenuation, as can either vegetation or a manufactured noise barrier at any distance between a source and receiver. Assuming 6 dB per doubling of the distance between construction activity and noise-sensitive land use, the resulting construction noise level at 1000 feet would be 59 dB L_{eq} to 64 dB L_{eq}. There are planned residences located approximately 100 feet from grading activity on-site, as measured at the closes point. If the adjacent area is developed and occupied with residential uses by the time construction commences, the resulting noise levels at these residence during the proposed project construction would be 79 dB L_{eq} to 84 dB L_{eq}.

Because construction noise levels would be higher at the nearest existing and future sensitive receptors than what is acceptable by City standards, this impact would be potentially significant and mitigation measure **MM NOI-1** would be required. As outlined below, the mitigation measure would require the incorporation of noise attenuation techniques. Incorporation of mitigation measure **MM NOI-1** would reduce impacts to a less-than-significant level.

Routine Use

Permanent increases in the ambient noise level in the project vicinity would result from vehicle noise associated with school traffic, noise made by children at play in outdoor areas, and maintenance activities.

The proposed school would be exposed to noise levels associated with traffic on Whitney Ranch Parkway. The closest edge of the project site to Whitney Ranch Parkway is approximately 360 feet from the roadway centerline. In the *Northwest Rocklin Annexation (Sunset Ranchos) Draft EIR*, the cumulative FHWA Traffic Noise Prediction Model results show that the 65 dB L_{dn} contour for this section of Whitney Ranch Parkway (called "Whitney Oaks Extension" in Table H-6 of the EIR) is 72 feet from the centerline and that the 60 dB L_{dn} contour is 155 feet from the centerline. Given the distance of the site from the centerline, traffic noise from Whitney Ranch Parkway would have a less than significant impact on the school.

The project would include outdoor play areas, which would create noise for adjacent land uses. No sports fields are proposed to be illuminated for nighttime use and no amplified public address systems are proposed. Noise levels associated with playing fields can generally be expected to range from 55 to 60 dB L_{eq}, with maximum noise levels ranging from 70 to 75 dB, at a distance of 100 feet from the source.

Noise associated with vocalizations would be intermittent and infrequent. This noise level is not expected to constitute a significant impact since the facilities would only be used during the daytime, when the ambient noise level in the area is higher, and since sensitivity to noise is lower during the day. The playfields would only be used during the day. The nearest sports field that would be part of the project may be within 100 feet from the closest planned residences from the school site boundary. The resulting noise level at the nearest noise-sensitive receptor would be 55 dB L_{eq} to 60 dB L_{eq}. The predicted noise levels from playfield activities would exceed City's performance standard of 55 dB L_{eq}. However, the playfield noise level would not exceed the interior threshold of 45 dB, assuming 15 to 25 dB exterior to interior reduction for typical building façade (EPA 1974). With respect to ambient noise, the dominant ambient noise source in the area would be the vehicular traffic noise in the project vicinity. As discussed above, the 60 dB L_{dn} contour along Whitney Oaks Extension would be 155 feet from the centerline. The playground activities within the school would not result in a substantial permanent increase (more than 5 dB) in ambient noise levels in the project vicinity above levels existing without the project.This and other noises associated with the operation of the school and with after-school events would be intermittent. The routine operational use of the project site would not affect change in noise levels for existing sensitive uses. The impacts associated with routine use would be less than significant.

Landscape Maintenance

Mowers, blowers, weed cutters, and tractors can produce noise levels of up to 80 dB(A) at a distance of 100 feet, but newer equipment typically has mufflers that reduce the noise output to approximately 65 dB(A) at 50 feet. If older equipment would be used this could be a potentially significant impact, since noise levels would be over established City thresholds. As such, mitigation measure **MM NOI-2** will ensure that landscape maintenance equipment used on-site will include necessary mufflers. With the incorporation of mitigation measure **MM NOI-2** project impacts would be less than significant.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant. Construction-related groundborne vibration would result from the use of heavy earthmoving equipment, excavation[1], compaction, grading, and paving. These activities would produce a vibration level of approximately 87 vibration decibels (VdB) (0.089 inches per second [in/sec] peak particle velocity [PPV]) at a distance of 25 feet (which is the reference vibration level for operation of a large bulldozer or caisson drilling [FTA 2006; Caltrans 2013]). Proposed construction areas are not within 50 feet of any existing constructed and occupied residence – this is the distance where typical construction equipment may produce vibration that would be detectable. There are, however, residential parcels where development in the near future would result in the existence of dwelling units within 100 feet of the site. Assuming a standard reduction of 9 VdB per doubling of distance (FTA 2006), the vibration level at the nearest receivers (50 feet) would be approximately 69 VdB. This level of vibration is below any established threshold of significance and would not likely be perceptible. Therefore, this impact would be less than significant.

The Federal Transit Administration's (FTA's) Transit Noise and Vibration Impact Assessment technical manual provides criteria for groundborne vibration impacts with respect to building damage during construction activities (FTA 2006). According to FTA guidelines, a vibration-damage criterion of 0.20 in/sec PPV should be considered for non-engineered timber and masonry buildings. Furthermore, structures or buildings constructed of reinforced concrete, steel, or timber have a vibration-damage criterion of 0.50 in/sec PPV, pursuant to the FTA guidelines. For this project, the temporary and short-term project construction vibration level at the nearest future receivers (at 100 feet) would be approximately 0.01 in/sec PPV or lower. This level of vibration is below the established threshold of significance of 0.50 in/sec PPV, pursuant to the FTA guidelines, and would not likely be perceptible. Therefore, this impact would be less than significant.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant with Mitigation Incorporated. See item a.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant with Mitigation Incorporated. See item a.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No impact. The project site is not located within an airport or airstrip land use plan and is located more than two miles from the nearest airports or airstrips. There is no impact.

[1] Substantial excavation, which would produce vibration and excessive noise, is not expected.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. See item e.

Mitigation Measures

MM NOI-1: Project Construction

The following measures shall be incorporated during project construction:

- All heavy construction equipment and all stationary noise sources, such as diesel generators, shall have manufacturer-installed mufflers.
- Stationary noise sources shall be located at least 300 feet from any occupied residences or contractors shall be required to provide appropriate noise-reducing enclosures.
- Equipment warm-up areas, water tanks, and equipment storage areas shall be located in an area as far away from existing residences as feasible.

MM NOI-2: Landscaping Equipment

Landscape maintenance equipment shall be equipped with manufacturer-recommended mufflers to reduce noise output.

3.13 POPULATION AND HOUSING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. Population and Housing. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

3.13.1 ENVIRONMENTAL SETTING

According to the California Department of Finance (DOF), in 2017, City of Rocklin's population was 64,417, a 4.5% increase from 2016 (DOF 2017). Most of the population growth in the project area was due to development in the Whitney Oaks, Stanford Ranch, Southeast Rocklin and Northwest Rocklin Annexation area, where the project is located. According to the City of Rocklin General Plan the city's population is expected to increase by 22,293 between 2008 and 2030, for a total increase of approximately 41.4 percent (City of Rocklin 2012a).

3.13.2 DISCUSSION

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No impact. The project does not include the construction of dwellings or an increase in the resident population of the surrounding area. Project implementation would meet the demands of projected population growth in the project area by providing future accommodation for students. Although the project would construct a new public facility, project construction was anticipated in the City of Rocklin General Plan and thus would not result in indirect growth in the project area (City of Rocklin 2012). As such, the project would have no impact on direct or indirect population growth.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No impact. The project site is currently undeveloped therefore no dwelling units would be displaced from project implementation. As such, the project has no impact.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No impact. See item (b) above. The project would not displace any housing nor people as the project site is undeveloped. As such, the project has no impact.

Mitigation Measures

None required.

3.14 PUBLIC SERVICES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. Public Services. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

3.14.1 ENVIRONMENTAL SETTING

FIRE SERVICES

Fire protection services will be provided by the Rocklin Fire Department. The closest Rocklin Fire Department station to the project site is Fire Station 25 located at 2001 Wildcat Boulevard, approximately 1 mile west of the project site. Fire Station 25 is equipped with one Type 1 structure engine and one Type 3 wildland engine (City of Rocklin Fire Department 2018).

POLICE SERVICES

Police protection services to the project site would be provided by the Rocklin Police Department, which is headquartered next to the Rocklin Fire Department's Station 1 at 4080 Rocklin Road, approximately 3 miles south of the project site. The proposed project would not increase the population as a result of new housing; therefore, the proposed project would not require additional Rocklin Police Department staffing to maintain its officer-to-population service ratio.

3.14.2 DISCUSSION

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

Less than Significant. The project includes development of seven classrooms, sports fields and recreation areas, and parking lots on currently vacant land. The Rocklin Fire Department would provide fire protection services to the project site. The project would incorporate California Fire Code requirements into project designs. These standards address access road length, dimensions, and finished surfaces for firefighting equipment; fire hydrant placement; fire flow availability and requirements; and plan submittal requirements. In addition, the California Fire Code requires that every public or private school building having an occupant load of 50 or more students or more than one classroom have an automatic fire alarm system using the California Fire Code Signal outlined in the California Education Code (Sections 32000–32004). Furthermore, the California Education Code requires new schools to install an automatic fire sprinkler system (Section 17074.52).

Incorporation of all California Fire Code requirements into project designs would reduce the dependence on fire department equipment and personnel by reducing fire hazards. Therefore, the proposed project would not affect the Rocklin Fire Department's response times or other performance objectives and would not cause in the construction of new or expansion of existing fire protection facilities that result in environmental effects. The impacts on fire protection services would be less than significant.

POLICE PROTECTION?

Less than Significant. The Rocklin Police Department would serve the new school. Approximately 80 percent of officer initiated activity at RUSD schools is generated by school and security checks, performed by officers and volunteers, before, during, and after school hours (Rocklin Police Department 2016). Overall, the Rocklin Police Department's response to calls for service and officer initiated activity at RUSD schools account for less than one percent of calls in the department's service area (Rocklin Police Department 2016).

The site would be lit at night for security purposes as a way to discourage crime. It is not expected that the proposed project would substantially increase the Rocklin Police Department's calls for service. Therefore, the proposed project would not affect the Rocklin Police Department's performance objectives and would not cause the construction of new or expansion of existing police protection facilities that result in environmental effects. Therefore, the project would have a less than significant impact.

SCHOOLS?

No impact. The project would not increase the demand for or cause a shortfall of school services or facilities. Rather, the proposed project is being constructed in response to an increased demand for school facilities to serve existing and future students within the Whitney Ranch area. It is anticipated that with construction of the proposed project, the RUSD will have sufficient capacity to serve all elementary school students within the

RUSD's boundaries, including the Whitney Ranch area (RUSD 2014). Therefore, the project would have no impact.

PARKS?

No impact. The project would not increase the population in the project area as a result of new housing or employment opportunities. Therefore, the project would not require construction of new parks to meet the City's parkland standard of 5 acres of parkland per 1,000 residents (City of Rocklin 2011). (See "Recreation," below for further discussion of existing parks and recreation facilities.) Therefore, the project would have no impact.

Other public facilities?

No impact. The project would not increase the population in the project area as a result of new housing or employment opportunities. Additionally, the project would include facilities like a library to serve the student population. Therefore, project operation would not increase demand for other public facilities and the project would have no impact.

Mitigation Measures

None required.

3.15 RECREATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. Recreation. Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☒	☐	☐

3.15.1 ENVIRONMENTAL SETTING

The City of Rocklin Parks and Recreation Department is responsible for the development, maintenance, and operation of City facilities. The City of Rocklin maintains over 30 developed parks and 200 acres of open space for residents. The project site is located in a currently undeveloped area and a park would be developed on the southern border of the project site. Park development is not part of the project.

3.15.2 DISCUSSION

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No impact. The proposed project would not increase the population as a result of new housing or employment opportunities, as it would include the construction of a new school to serve housing growth in the City. Therefore, the proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that a physical deterioration of the facility would occur or be accelerated. There is no impact.

b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less than significant with Mitigation Incorporated. Recreational facilities proposed as part of the project include sports fields and recreation areas. Construction of these facilities would result in the potentially significant physical environmental impacts, as outlined in this document. These impacts are addressed in relevant sections throughout this IS/MND in connection with discussions of the impacts of overall site development. Mitigation measures are identified for potentially significant impacts to ensure those impacts are reduced to a less-than-significant level. There are no additional significant impacts beyond those comprehensively considered throughout the other sections of this IS/MND. Therefore, physical effects associated with construction of the multi-sport physical education area would be less than significant with incorporation of mitigation identified in this IS/MND.

Mitigation Measures

Mitigation measures **MM CUL-1**; **MM HAZ-1**; **MM NOI-1**; **MM NOI-2**.

3.16 TRANSPORTATION/TRAFFIC

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. Transportation/Traffic. Would the project:				
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐

3.16.1 ENVIRONMENTAL SETTING

CIRCULATION SYSTEM

The project site is currently located at the terminus of Whitney Ranch Parkway, near the intersection with Painted Pony Lane. There are currently no formal roads within the project site or the project area. As described in Section 2.0, Project Information, new roadways would be constructed as part of the Whitney Ranch Subdivision project. The new road construction is not part of this project.

Whitney Ranch Parkway is an east-west arterial that will eventually connect State Route 65 on the west to Sierra College Boulevard (via Park Drive and Valley View Parkway) to the east. Whitney Ranch Parkway currently exists as a four- to six-lane roadway from west of Wildcat Boulevard to Painted Pony Lane, and it would eventually be built as a six-lane facility from SR 65 to West Oaks Boulevard and as a four-lane facility from West

Oaks Boulevard to Park Drive. A new SR 65 interchange would be built to provide access to Whitney Ranch Parkway and eventually to Placer Parkway.

West Oaks Boulevard is an arterial that extends from Lonetree Boulevard in a northeasterly direction to its current terminus north of West Stanford Ranch Road. It would ultimately connect to the primary east-west road through northwest Rocklin (i.e., Whitney Ranch Parkway). West Oaks Boulevard varies from two to four lanes between Lonetree Boulevard and Sunset Boulevard and has four lanes from Sunset Boulevard to its current terminus near Holly Drive. The segment that would be constructed from its current terminus into northwest Rocklin would also be four lanes.

EXISTING LEVEL OF SERVICE

Roadway operating conditions can be described using definitions of levels of service (LOS). LOS is a qualitative measure of the effect of a number of factors, including speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs. LOS is designated A through F from best to worst, covering the entire range of traffic operations that might occur. LOS A through E generally represents traffic volumes at less-than-roadway capacity, while LOS F represents overcapacity and/or forced flow conditions.

The current Circulation Element of the City of Rocklin's General Plan has, as its key goal, "To provide and maintain a safe and efficient system of streets, highways, and public transportation to meet community needs and promote sound land use." The City has established a LOS policy to help control congestion and to use in an environmental assessment to determine necessary roadway improvements and the relative responsibility of parties for participating in such roadway improvements. The City's current level of service (LOS) standard is C for all streets and intersections, with the exception of intersections within one-half mile of direct access to a highway facility where the LOS standard is D. Exceptions may also be made for peak hour traffic where not all movements exceed the acceptable level of service (2012 General Plan Circulation Element Policy 13).

Existing and Cumulative LOS in the vicinity of the project site were calculated to support Rocklin's General Plan update. The study area intersections for the Rocklin's General Plan update are illustrated in Figure 3.15-1. The Whitney Ranch area currently has few open streets and will eventually be built out with both collector and local streets in the area north of Wickford Boulevard. The adjacent roadways to the project site would be Whitney Ranch Parkway and West Oaks Boulevard.

Intersection LOS is described below in **Table 3.0-TRA1**. In Rocklin, as well as other jurisdictions in Placer County, intersection operations have traditionally been evaluated using the Transportation Research Board's (1980) Circular 212 critical movement method. This methodology determines the LOS by comparing the volume-to-capacity (v/c) ratio of critical intersection movements to the thresholds shown in Table 3.0-TRA1. The table also displays the LOS thresholds (in average delay per vehicle) for the Highway Capacity Manual (HCM 2000) operations method, which is used for all unsignalized intersections and for signalized intersections at state highway interchanges and at intersections within Loomis. The table shows that the delay thresholds (in seconds) differ between signalized and unsignalized intersections.

Table 3.0-TRA1. Intersection Level of Service Description

Level of Service	Description[1]	Signalized Intersections		Unsignalized Intersections (Average Delay per Vehicle)
		Circular 212 (Volume-to-Capacity Ratio)	HCM 2000 (Average Delay per Vehicle)	
A	Represents free flow. Individual users are virtually unaffected by others in the traffic stream.	≤ 0.600	≤ 10.0 sec/veh	≤ 10.0 sec/veh
B	Stable flow, but the presence of other users in the traffic stream begins to be noticeable.	0.61–0.70	10.1–20.0 sec/veh	10.1–15.0 sec/veh
C	Stable flow, but the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.	0.71–0.80	20.1–35.0 sec/veh	15.1–25.0 sec/veh
D	Represents high-density, but stable flow.	0.81–0.90	35.1–55.0 sec/veh	25.1–35.0 sec/veh
E	Represents operating conditions at or near the capacity level.	0.91–1.00	55.1–80.0 sec/veh	35.1–50.0 sec/veh
F	Represents forced or breakdown flow.	>1.00	> 80 sec/veh	>50 sec/veh

[1] Average condition over the course of the peak hour.

Source: Highway Capacity Manual – Special Report 209 (Transportation Research Board, 1994) and Interim Materials on Highway Capacity - Circular 212 (Transportation Research Board, 1980).

PEDESTRIAN FACILITIES

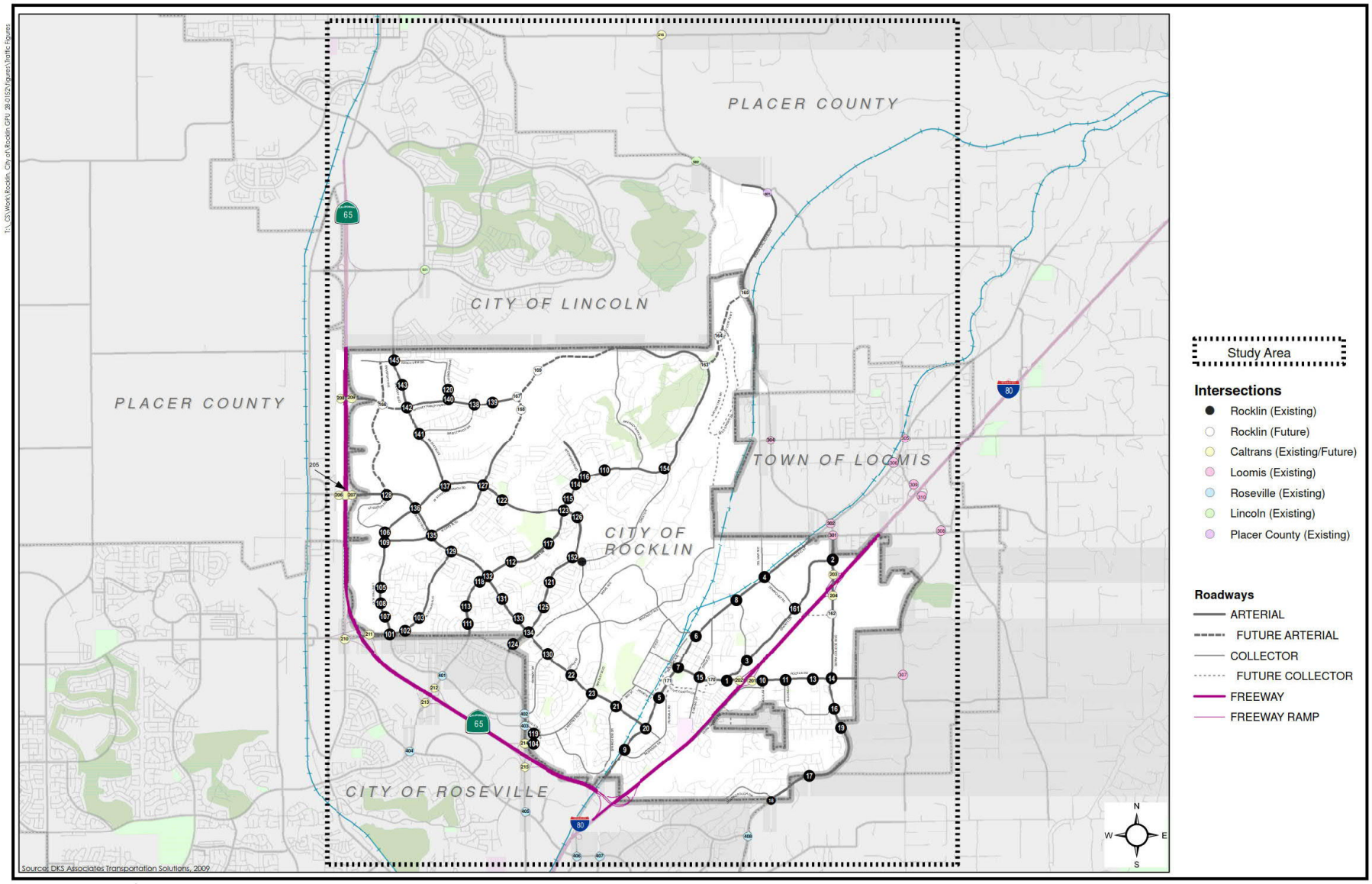
There are currently no pedestrian facilities in the project area, as it is under development.

BICYCLE FACILITIES

Bikeway planning and design in California typically rely on guidelines and design standards established by Caltrans (2015) in the Highway Design Manual (Chapter 1000: Bicycle Transportation Design). The manual describes three distinct types of bikeway facilities, as listed below.

- **Bike path (Class I)** – A completely separate right-of-way designed for the exclusive use of bicycle and pedestrian traffic with cross-flow minimized.
- **Bike lane (Class II)** – A striped lane for one-way bike travel on a street or highway, typically including signs placed along the street segment.
- **Bike route (Class III)** – Provides a shared use with pedestrian or motor vehicle traffic. Typically, these facilities are city streets with signage designating the segment as a bike route without additional striping or facilities.

There are currently no bicycle facilities in the project area. The City of Rocklin General Plan proposes additional Class I facilities within the Whitney Ranch Subdivision.



Source: City of Rocklin 2011.

Figure 3.15-1. Study Area Defined for the Rocklin General Plan Update

3.16.2 DISCUSSION

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Less than Significant. The project would add vehicular traffic on roadways in the immediate vicinity and on streets leading to the school. Most traffic would take place during drop off and pick up of students and staff commutes to and from the site via personal vehicles and buses at 8:00 AM, 11:00 AM, and 3:00 PM each school day. As described in Section 2, Project Information the school capacity would be 750 students, with anticipated enrollment at school opening of 650 students. The school would also include a total of approximately 60 staff, including instruction, administration, and maintenance staff. Using the ITE trip generation rates (ITE 9th Edition), the school would generate approximately 1,045 daily trips, 365 AM peak-hour trips, and 122 PM peak-hour trips. The Circulation Element of the City's General Plan considers the PM peak-hour (generally between 4:30 p.m. and 5:30 p.m. typically the worst one-hour period during any particular day.

The 2001 *Northwest Rocklin Annexation (Sunset Ranchos) Draft EIR* estimated year 2020 traffic conditions with the development of the Sunset Ranchos (now Whitney Ranch) area. The analysis conducted to support the traffic section of that EIR includes planned traffic improvements and recommended mitigation measures necessary to maintain City LOS standards. Institutional land uses, which include schools, account for a very small portion of the afternoon peak traffic (less than two percent).

Additionally, project impacts are included within the previously assessed and mitigated traffic impacts considered in the *City of Rocklin General Plan EIR* (City of Rocklin, 2011). LOS levels during the P.M. Peak hour for the intersections near the proposed project site (see Figure 3.15-1, above) are shown in Table 3.0-TRA2. As shown in Table 3.0-TRA2, the intersections in the vicinity of the proposed project would be operating at acceptable LOS, except the Laredo Drive & Whitney Ranch Parkway intersection, which would operate at LOS D under Existing with Buildout of the General Plan. However, school operations would contribute only a very small portion of the traffic (122 trips, as discussed above) during the afternoon peak (generally between 4:30 p.m. and 5:30 p.m.) since this period is outside of the normal school day. Because the project would contribute a small percentage of the overall traffic, and because the traffic was already taken into consideration there is no need for additional project-level mitigation. Therefore the project impact is less than significant.

Table 3.0-TRA2. PM Peak Hour Los – City Of Rocklin Signalized Intersections - Existing and Cumulative Conditions with Buildout of Proposed General Plan

No.[1]	Intersection	Existing Conditions[2]		Existing with Buildout of Proposed General Plan Update[2]		Cumulative Conditions with Buildout of Proposed General Plan Update[3]	
		V/C	LOS	V/C	LOS	V/C	LOS
114	Park Drive & Shelton	0.274	A	0.355	A	0.324	A
115	Park Drive & Victory Lane	0.318	A	0.436	A	0.387	A
116	Park Drive & Wyckford Boulevard	0.320	A	0.608	B	0.395	A
122	Stanford Ranch Road & Darby Road	0.293	A	0.415	A	0.582	A
123	Stanford Ranch Road & Park Drive	0.573	A	0.733	C	0.675	A
127	Stanford Ranch Road & West Oaks Boulevard	0.228	A	0.533	A	0.647	B
137	West Stanford Ranch Road & Wildcat Boulevard	0.455	A	0.730	C	0.796	C
138	Whitney Ranch Parkway & Bridlewood Drive	0.014	A	0.302	A	0.334	A
139	Whitney Ranch Parkway & Painted Pony Lane	0.007	A	0.207	A	0.299	A
140	Whitney Ranch Parkway & Spring Creek Drive	0.061	A	0.191	A	0.294	A
167	West Oaks Boulevard & Whitney Ranch Parkway	Not Signalized		0.507	A	0.641	B
168	West Oaks Boulevard & Painted Pony Lane			0.265	A	0.291	A
169	Laredo Drive & Whitney Ranch Parkway			0.819	D	0.462	A

Notes: Shaded intersections do not meet LOS standard.

[1] See Figure 3.15-1, above.

[2] Table 4.4-11 of the General Plan Update EIR

[3] Table 4.4-27 of the General Plan Update EIR

Source: City of Rocklin 2011.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Less than significant. See item a.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No impact. There are no airports in the project vicinity; the closest airport is approximately 7 miles away in Lincoln. There is a regional hospital with a helicopter landing pad located in Roseville, approximately 4 miles from the project site. The project would not increase air traffic levels, change air travel locations, or otherwise affect air traffic patterns. There would be no impact.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant. As described in Section 2, Project Information, project ingress and egress points would be available from the future Lazy Trail Drive, as well as Jamboree Drive. Main campus access would be through

Parking Lot B off Lazy Trail Drive, which is located adjacent to Building A, the main administration building. Secondary campus access would be from the future Jamboree Drive. Pedestrian access to the project site would be available from two walkways from Lazy Trail Drive and Jamboree Drive. Other internal walkways would connect the campus buildings and recreation areas. All of the streets in the vicinity of the project site are new and are part of an overall roadway system for the Whitney Ranch subdivision, which was designed to accommodate traffic associated with surrounding land uses. As the project would comply with DSA design standards, it would not include any design features that would create traffic hazards. Additionally, there are no incompatible uses, including farm operations, in the vicinity that would cause traffic hazards.

Bus drop-off areas are separated from parent drop-off areas and parking lots, according to the proposed site plan. The school will include an internal pedestrian pathway system. School development would not create barriers to pedestrians or bicyclists. All new driveway construction would be subject to approvals by the DSA. Through such plan check reviews, the project would comply with all regulations regarding roadway design, thus minimizing any potential impacts from traffic safety hazards. Project impacts would be less than significant.

e) Result in inadequate emergency access?

Less than Significant. Project parking lots and vehicular routes, including emergency vehicle access, would be provided near all proposed buildings on-site, according to the proposed Project site plan. Emergency access would not be adversely affected as a result of the Project.

Arterial and collector streets are primary routes for emergency travel throughout the city. While occasional congestion is expected to occur during peak-use periods, the Project would contribute a very small portion of traffic during the afternoon peak since this period is outside of the normal school day. The impact is less than significant.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No impact. The project site is not currently served by pedestrian, bicycle, or transit facilities. The project is part of the Whitney Ranch subdivision development, which would include the development of pedestrian and bicycle facilities. Transit would be provided in the project area if deemed necessary by Placer County Transit (PCT), (City of Rocklin, General Plan Circulation Element, 2012). The project would not interfere with the construction of pedestrian and bicycle facilities, or with the provision of transit. As such, the project would have no impact.

Mitigation Measures

None required.

3.17 TRIBAL CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. Tribal Cultural Resources. Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geologically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listed in the California Register of Historical Resources, or in local register of historical resources as defined in Public Resources Code section 5020.1(k)?	☐	☒	☐	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐

3.17.1 ENVIRONMENTAL SETTING

CONCEPTS AND TERMINOLOGY FOR IDENTIFICATION OF TRIBAL CULTURAL RESOURCES

Tribal cultural resources are defined in CEQA as a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe, which may include non-unique archaeological resources previously subject to limited review under CEQA.

ASSEMBLY BILL 52 NATIVE AMERICAN CONSULTATION

AB 52 requires the lead agency (in this case, Rocklin Unified School District) to begin consultation with any California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project prior to the release of a negative declaration or mitigated negative declaration if (1) the California Native American tribe requested to the lead agency, in writing, to be informed by the lead agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe; and (2) the California Native American tribe responds, in writing, within 30 days of receipt of the formal notification and requests the consultation (Public Resources Code Section 21080.3.1[d]).

Native American consultation initiated by ECORP for the Whitney Ranch Subdivision Project included contacts with the NAHC and local Native American groups. The NAHC did not identify any sacred sites within the project

area. The Shingle Springs Band of Miwok Indians requested copies of all record searches and reports, and also requested that they be added as a consulting party in identifying any Traditional Cultural Properties that may exist within the project's APE. United Auburn Indian Community (UAIC) also requested copies of record searches and reports, as well as the opportunity to have tribal monitors present during the field survey. UAIC also indicated that they have identified approximately five significant cultural resources within the project area and several others in proximity, including locations known to contain human remains. These consultations were conducted as part of the Whitney Ranch Subdivision Project, and are the responsibility of the City of Rocklin.

No Native American tribes have requested consultation pursuant to AB 52 from RUSD. AECOM requested an updated record search of the NAHC Sacred Lands files. In a letter dated February 27, 2018 the NAHC indicated an absence of specific site information for the project site in the Sacred Lands File (Appendix CUL).

3.17.2 DISCUSSION

a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geologically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i) Listed or eligible for listed in the California Register of Historical Resources, or in local register of historical resources as defined in Public Resources Code section 5020.1(k)?

Less Than Significant with Mitigation Incorporated Impact. In a letter dated February 27, 2018 the NAHC indicated an absence of specific site information for the project site in the Sacred Lands File (Appendix CUL). As discussed in the Cultural Resources section, the project would include construction activities that may disturb previously unknown archeological and paleontological resources. These resources could include artifacts of importance to local tribes. As such, mitigation measure **MM CUL-1** would be required. With implementation of mitigation measure **MM CUL-1** the project would have a less than significant impact on tribal resources.

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less Than Significant with Mitigation Incorporated Impact. See Item a) i).

Mitigation Measures

Mitigation measure **MM CUL-1**.

3.18 UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. Utilities and Service Systems. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☒	☐	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

3.18.1 ENVIRONMENTAL SETTING

WASTEWATER

The South Placer Municipal Utility District (SPMUD) provides sewer collection and maintenance service to the City of Rocklin (City of Rocklin 2011). Wastewater flows collected from the project site would ultimately be transported to the Pleasant Grove Wastewater Treatment Plant (WWTP) for treatment and disposal. The Pleasant Grove WWTP is presently authorized to discharge treated effluent into Pleasant Grove Creek under the NPDES Permit No. CA0084573/WDR No. R5-2014-0051, adopted on March 28, 2014. The Pleasant Grove WWTP's discharges (7.1 million gallons per day [mgd]) to Pleasant Grove Creek, which is below the permitted limits (12.0 mgd). Currently, the Pleasant Grove WWTP discharge constituents are below permitted discharge limits specified in the Central Valley RWQCB's NPDES permit (Roseville 2016).

Wastewater flows collected from SPMUD infrastructure is ultimately transported to the Pleasant Grove WWTP, which is operated by the South Placer Wastewater Authority (SPWA). The Pleasant Grove WWTP has a design

capacity of 9.5 mgd with the potential to expand to 12.0 mgd. As of 2016, the Pleasant Grove WWTP treats an average of 7.1 mgd each day (City of Roseville 2017).

The Foothill Water Treatment Plant (WTP), located in the southern portion of Newcastle, and the Sunset (WTP), located northwest of Loomis, serve the City of Rocklin. The capacity of the Foothill WTP and Sunset WTP is 55 mgd and 8 mgd, respectively (Tully & Young 2016). PCWA has planned for additional provisional water treatment capacity within its Foothill and Sunset WTPs that includes an additional 3 mgd at Sunset WTP, which is presently available (PCWA 2017). As of 2016, the remaining combined capacity at the Foothill and Sunset WTPs is 3.027 mgd (PCWA 2017). These treatment plants have sufficient capacity to treat surface water supplies within their service areas. Additional water treatment plant improvements and construction of the Ophir WTP are proposed to meet long-term water treatment demands (PCWA 2017).

WATER

The PCWA would provide water to the project site. The City of Rocklin is located with the PCWA's lower Zone 1, which includes the lower portion of the watershed below Auburn. Water for Zone 1 is delivered by contract through Pacific Gas & Electric Company's (PG&E's) Drum-Spaulding hydroelectric system and also comes from PCWA's Middle Fork American River project. PCWA anticipates its Zone 1 PG&E contract will provide a water supply of 100,400 acre-feet per year and its North Fork American River water rights will provide 120,000 acre-feet per year (Tully & Young 2016).

The PCWA's Urban Water Management Plan (UWMP) addresses water supply and demand issues, water supply reliability, water conservation, water shortage contingencies, and recycled water use within the PCWA's service area. Water demands identified in the UWMP were based on build-out of each zone within the PCWA's service area. The UWMP determined that water supplies would be available to meet water demands in the PCWA's service area in normal, single-dry, and multiple-dry years. The North Fork American River and PG&E water supplies are reliable and would be available in all water years. Recycled water is expected to be available during single-dry and multiple-dry water years by 2020. Any potential shortfall in supply in single-dry years may be addressed through groundwater production (Tully & Young 2016).

SOLID WASTE

Solid waste is collected within the City of Rocklin by Recology Auburn Placer. Solid waste is taken to the Western Regional Sanitary Landfill (WRSL) in western Placer County at the intersections of Athens Avenue and Fiddyment Road. According to California Department of Resources Recycling and Recovery (CalRecycle), the WRSL has a maximum permitted throughput of 1,900 tons per day (tpd), a total maximum permitted capacity of 36.4 million cubic yards, a remaining capacity of approximately 29.1 million cubic yards, and an anticipated closure date of January 1, 2058 (CalRecycle 2018).

3.18.2 DISCUSSION

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less than Significant. As discussed in Item b) below, the Pleasant Grove WWTP would have adequate capacity to treat wastewater flows generated by the proposed project. In addition, the project does not include any

components that would result in a change in the water quality of wastewater discharges at the Pleasant Grove WWTP (see "Hydrology and Water Quality," for further discussion). Therefore, the project would not generate wastewater discharges that would exceed the Central Valley RWQCB's requirements and the project would have a less-than-significant impact.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant. As discussed further under item d), existing water supplies in the Placer County Water Agency (PCWA) service area are sufficient to meet the demands of the proposed project. Therefore, the total projected water demand would not increase demand for water treatment facilities such that the expansion of existing or construction of new water treatment facilities would be required. The project would have a less-than-significant impact regarding water facilities.

Based on SPMUD guidelines, the proposed project would generate 0.025 mgd average dry-weather flow (SPMUD 2009).[2] The Pleasant Grove WWTP currently has adequate capacity to treat wastewater flows generated by the proposed project (0.025 mgd) as well as future development through 2027 (City of Roseville 2017).

The City of Roseville is currently expanding and increasing treatment capacity of the existing Pleasant Grove WWTP to its 12 mgd design capacity. The expansion project is currently under construction and is anticipated to be complete in 2020 (City of Roseville 2018). SPWA anticipates expansion of the Pleasant Grove WWTP will accommodate wastewater treatment demands within its service area through approximately 2040 (City of Roseville 2017). With completion of the expansion, no additional new or expanded wastewater treatment facilities would be required (City of Roseville 2017). Because there is adequate capacity to serve the project's needs, the project would have a less than significant impact.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant with Mitigation Incorporated. As described in "Hydrology and Water Quality," new stormwater drain facilities would be installed within the project site. On-site stormwater drainage facilities would convey stormwater runoff through the project site before being discharged into the future off-site drainage systems adjacent to the project site.

Construction of the drainage facilities required to serve the project would result in the potentially significant environmental impacts identified in relevant sections throughout this IS/MND in connection with discussions of the impacts of overall site development. These potentially significant impacts would include impacts to unknown cultural resources, biological resources, unknown hazardous contamination, and noise. Mitigation measures are identified for potentially significant impacts to ensure those impacts are reduced to a less than significant level. There are no additional significant impacts associated with construction of drainage facilities beyond those comprehensively considered throughout the other sections of this IS/MND. Therefore, physical effects associated

[2] SPMUD estimates wastewater generated by school facilities using the average flow for each type of school (i.e., elementary school, middle/junior high school, or high school). Estimated wastewater flow rates for an elementary school (grades K-6) is 0.025 mgd.

with construction of the proposed drainage facilities would be less than significant with incorporation of mitigation identified in this IS/MND.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less than Significant. According to the City General Plan's land use map, the project site is designated as Public/Quasi-Public and identified as a future school site (City of Rocklin 2012a). The water demands for the Public/Quasi-Public land use designation were included in the City General Plan's overall calculation of water demands at build-out. Because development of the new elementary school is consistent with this land use designation and because the water supply demands for buildout of the City, including demands for the project site, were accounted for in water demand projections contained in PCWA's UWMP, there is sufficient water supplies to meet the demands of the proposed project.

Additionally, the project would be required to implement measures described in Chapter 6 of the 2016 CALGreen Code (Title 24, Part 11 of the California Code of Regulations) to reduce indoor demand for potable water and reduce landscape water usage.[3] The project would not result in the need for new or expanded water supply entitlements because sufficient water supplies would be available to meet project demands and because the project would comply with the CALGreen Code, which reduces water demands. Therefore, the project would have a less-than-significant impact.

e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?

Less than Significant. As stated in Item b) above, the PGWWTP would have adequate capacity to treat wastewater flows generated by the proposed project, as well as future development within the SPWA service area until 2027. Expansion of the PGWWTP's treatment capacity would accommodate the anticipated wastewater treatment demands within the SPWA service area through approximately 2040. Therefore, the project would have a less than significant impact.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less than Significant. Project construction would involve site clearing and the generation of various construction wastes, including scrap lumber, scrap finishing materials, various scrap metals, and other recyclable and nonrecyclable construction-related wastes. The 2016 CALGreen Code (Title 24, Part 11 of the California Code of Regulations) requires all construction contractors to reduce construction waste and demolition debris by 65 percent. Code requirements include preparing a construction waste management plan that identifies the materials to be diverted from disposal by efficient usage, recycling, reuse on the project, or salvage for future use or sale; determining whether materials will be sorted on-site or mixed; and identifying diversion facilities where the materials collected will be taken. The code also specifies that the amount of materials diverted should be calculated by weight or volume, but not by both (California Building Standards Commission 2016). In addition,

[3] The proposed project would be required to implement measures described in Chapter 6 of the 2016 CALGreen Code (Title 24, Part 11 of the California Code of Regulations). These measures would reduce indoor demand for potable water by 20 percent and to reduce landscape water usage by 50 percent. It also requires separate water meters for nonresidential buildings' indoor and outdoor water use, with a requirement for moisture-sensing irrigation systems for larger landscape projects.

the 2016 CalGreen Code requires that 100 percent of trees, stumps, rocks, and associated vegetation and soils resulting primarily from land clearing be reused or recycled.

Additionally, project operation would result in increased long-term generation of solid waste. The project would accommodate up to approximately 750 students and 60 staff members. It is estimated that the proposed project would generate 0.2 tpd of solid waste.[4] The estimated 0.2 tpd of solid waste generated by the proposed project would be less than one percent of the maximum tpd that could be received at the landfill (1,900 tpd). These totals do not account for recycling programs required by the State and City. The City provides recycling programs, such as recycling of paper, plastics, and bottles, to reduce the volume of solid waste transported to landfills. In addition, the proposed project would comply with Assembly Bill 1826, which requires recycling of organic waste.[5] With implementation of these recycling programs, the actual amount of solid waste generated by the proposed project would be less.

The project would comply with all statues and regulations related to solid waste. Compliance with the CalGreen Code and Assembly Bill 1826 would ensure that sufficient landfill capacity would be available to accommodate solid-waste disposal needs for future development. Therefore, the project would have a less-than-significant impact.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Less than significant. See item f).

Mitigation Measures

None required.

[4] Based on CalRecycle's 2014 waste characterization study, the education sector generated 0.5 tons of solid waste per employee per year and 3.67 tons of solid waste per 100 students per year. (CalRecycle 2015).
[5] Organic waste refers to food waste, green waste, landscaping and pruning waste, nonhazardous wood waste, and food-soiled paper that is mixed with food waste.

3.19 MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. Mandatory Findings of Significance.				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☐	☒	☐
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Authority: Public Resources Code Sections 21083 and 21083.05.

Reference: Government Code Section 65088.4; Public Resources Code Sections 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21093, 21094, 21095 and 21151; *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors* (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

3.19.1 DISCUSSION

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?

Less-than-Significant Impact. As concluded in the Biological Resources, Cultural Resources, and Tribal Cultural Resources, the project would implement mitigation measures **MM BIO-1** through **3**, and **MM CUL-1** to lessen any potential impacts to these resource areas. With implementation of outlined mitigation measures, the project would result in less than significant impacts involving the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-

sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major period of California history or prehistory.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less-than-Significant Impact. The project would comply with all applicable regulations, as outlined in this document. The project would not result in any significant impacts; therefore, the potential for project cumulative effects in combination with other planned or anticipated improvements is low. In general, individual GHG emissions do not have a large impact on climate change. However, once added with all other GHG emissions in the past and present, they combine to create a perceptible change to climate. Because of the extended length of time that GHGs remain in the atmosphere, any amount of GHG emissions can be reasonably expected to contribute to future climate change impacts. The amount of project CO_2 emissions, although measurable, would be minor. On a global scale, the project would contribute a negligible amount to global cumulative effects to climate change. Additionally, as discussed in the Greenhouse Gas Emissions subsection the project is below PCAPCD established thresholds for GHG emission impacts. Therefore, the project's contribution to GHG emissions would not be cumulatively considerable.

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Less-than-Significant Impact. The project would comply with all applicable regulations. With compliance, the project would have a less than significant impact or no impact on all resource areas, as outlined in this document. As such, the project would not cause a substantial direct or indirect adverse effect on human beings, and the project would have a less-than-significant impact.

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APPENDIX AQ

Air Quality and Greenhouse Gases Analysis

APPENDIX CUL

Cultural Resources

APPENDIX GEO

Geotechnical Assessment

APPENDIX HAZ

Phase I ESA

APPENDIX PLANS

Project Plans