



COMMUNITY DEVELOPMENT DEPARTMENT
CITY OF ROCKLIN

3970 Rocklin Road
Rocklin, California 95677
(916) 625-5160

ATTACHMENT 1

INITIAL STUDY AND ENVIRONMENTAL CHECKLIST

Whitney Ranch ARCO Project
DR2023-0010, U2023-0004, and ENV2023-0009

The Project site is 60,984 square feet (1.4 Acres) located at the southwest corner of Whitney Ranch Parkway and Ocelot Way in Rocklin, California. The Project site is located on a portion of an approximately 11.6-acre parcel, identified as Assessor's Parcel Number (APN) 017-171-039-000, by the Placer County Assessor's Office.

February 28, 2024

PREPARED BY:

David Mohlenbrok, Community Development Director, (916) 625-5162

CONTACT INFORMATION:

This Initial Study has been prepared by the City of Rocklin, as Lead Agency, under the California Environmental Quality Act (CEQA). Any questions regarding this document should be addressed to David Mohlenbrok at the City of Rocklin Community Development Department, Planning Division, 3970 Rocklin Road, Rocklin, California 95677 (916) 625-5160.

APPLICANT/OWNER:

The property owner is Oakwood Trails 7V LLC. The project applicant is Linda Petroleum, Inc.

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INITIAL STUDY CHECKLIST

PROJECT TITLE

Whitney Ranch ARCO Project

LEAD AGENCY NAME AND ADDRESS

City of Rocklin
Community Development Department, Planning Division
3970 Rocklin Road
Rocklin, CA 95677
(916) 625-5162

CONTACT PERSON AND PHONE NUMBER

Linda Petroleum, Inc.
193 Blue Ravine Road, Suite 135
Folsom, CA 95630

PROJECT LOCATION AND SETTING

The Project site is 60,984 square feet (1.4 Acres) located at the southwest corner of Whitney Ranch Parkway and Ocelot Way in Rocklin, California. The Project site is located on a portion of an approximately 11.6-acre parcel, identified as Assessor's Parcel Number (APN) 017-171-039-000, by the Placer County Assessor's Office. In December 2022, the Rocklin Planning Commission approved a Tentative Parcel Map to subdivide this 11.6-acre parcel into three (3) lots, but this map has not yet been recorded.

The Project site is generally flat and appears to have been mass graded to a pad elevation during a larger mass grading effort for the Whitney Ranch area. There is limited vegetation, no trees, and no structures on the Project site. Frontage improvements (i.e., curb/gutter/sidewalk) exist on the north side of the parcel, full frontage improvements have not been installed along the east side of the Project site along Ocelot Way. The south and west side of the parcel abut open land anticipated for residential development.

See Figures 1, 2, and 3 for the regional location, project vicinity, and APN map.

PROJECT DESCRIPTION AS PROPOSED

Facility: The proposed Project calls for the construction of a gas station facility consisting of a convenience store (3,349 square feet), 30-by 100-foot car wash (3,000 square feet), and a 50- by 90-foot fuel canopy (4,500 square feet) with six (6) multi-product dispensers (MPDs) that results in a total of twelve (12) vehicle fueling positions (VFPs). The fueling facility will require the installation of two (2) underground storage tanks. The business will operate 24 hours a day and sell beer, wine, spirits, and tobacco products. The car wash will operate from 8 a.m. to 8 p.m. Figure 4 contains the site plan.

Parking: Seventeen parking stalls are currently being proposed. The final number will be consistent with the Rocklin Municipal Code.

Landscaping: Landscaping with a variety of trees, shrubs and groundcover will be provided throughout the Project site to meet the City's shade and drive-thru lane screening requirements. Trees will be provided to achieve a minimum of 50% shading at maturity for all parking spaces, maneuvering areas, driveways, and drive aisles. Berms will be incorporated into the frontage landscaping along with heavy landscaping to screen drive-through lanes. A minimum 15-foot-wide landscape strip is provided adjacent to a public street, along with a minimum of ten feet of landscaping along the southerly project boundary adjacent to the future residential.

Ancillary Facilities/Amenities: Additional site developments include a propane exchange and bike rack along the eastern elevation of the convenience store. An air/water unit is placed adjacent to the parking stall along the eastern property line. The proposed 14-foot by 18-foot trash enclosure is in the southeast corner of the lot adjacent to the car wash entrance and will have sufficient space for regular waste receptacles and recycling receptacles. It will be enclosed with a 6-foot-high CMU wall with a metal gate, in coordinating colors with the other structures. Pedestrian-friendly amenities include a bike rack capable of storing four (4) bicycles and a new sidewalk along the Project site's Ocelot Way frontage with an accessible path from the public right-of-way to the Project site. This project will include both standalone outdoor parking lot lighting and building-attached lighting. All site and canopy lights will be designed to be shielded to confine light throw to the property.

Access: Access to and from the site will be from a right-in/right-out only 35-foot-wide shared driveway on Whitney Ranch approximately 200 feet from the intersection with Ocelot Way, and a full access 35-foot drive on Ocelot Way approximately 140 feet from the intersection. An easement for access rights to the shared driveway and existing driveway will be granted to the adjacent parcels. The driveway on Ocelot Way has been aligned to match the corresponding driveway across the street. The westerly side of Ocelot Way will need to be completed to provide, at minimum, from the center line, 21 feet of pavement, 3 feet curb and gutter, and 6 feet of sidewalk. The paved width may need to widen somewhat at Whitney Ranch Parkway and the alignment of the transition to a 42-foot right-of-way in the south will be evaluated by the Engineering Division. The proposed Project will also construct improvements to the shared drive aisle on the west side of the site, including curb, gutter, and sidewalks.

Car Wash Circulation: The proposed car wash is located parallel to the western property line. The circulation route for the car wash requires vehicles to enter the site and drive around the fuel canopy area or drive around the rear of the convenience store, depending on which driveway they use to enter the site. The entrance to the car wash is from a dedicated drive aisle located behind the convenience store. Vehicles will exit the car wash from the north side of the car wash.

Fuel Tanker Circulation: Fuel tankers will enter the site traveling southbound on Ocelot Way and turning right into the site, and then right again to travel around the canopy and line up for a right-side discharge of the fuel into the underground storage tanks. The tanker will then exit by the Whitney Ranch driveway, turning right to leave eastbound on Whitney Ranch.

Retail Goods/Services: The convenience store would include typical elements and fixtures associated with convenience retail and would operate 24 hours a day. Items being sold would include pre-packaged convenience grocery items, sundries, hot and cold drinks, tobacco products, beer, wine, and spirits, and automobile-related convenience items. Cold storage facilities and limited on-site dry storage would be provided to support both retail sales and food service. Food preparation is limited to warming (re-heating) and packaging for re-sale.

Employment: The business is expected to have 12 to 15 employees, who will work during 3 shifts of 8 hours, some full time, and some part time.

Daily Traffic: The number of customers anticipated each day will be approximately 2,000. Vehicle trips are anticipated at 1,860 per day. Vendors serving the business are expected to make 2 to 4 visits per day. Fuel deliveries are anticipated to happen 5 times per week. The business has no recurring special events or activities.

C-Store: The c-store would have a maximum height of 26 feet, the carwash would have a maximum height of 16 feet, and the canopy would have a maximum height of 18 feet 6 inches. The proposed materials for the c-store are stucco, steel awnings, aluminum, and aluminum composite material (ACM). However, final materials will be approved by the Planning Commission.

The convenience store, canopy and carwash tunnel will have solar panels installed in accordance with the 2022 California Building Code. Final positioning angling and energy demand will be determined by design engineering during the preparation of construction documents. Figure 7a and 7b provide illustrations of the building elevations. Figure 8 illustrates the floorplan. Figure 9 provides illustrations of the canopy elevations. It should be noted that these figures represent the proposed Project's initial submittal, however the proposed Project's final architecture, materials and colors will be as approved by the Rocklin Planning Commission.

Carwash: The car wash is a long tunnel, automated conveyor wash, and has a dedicated attendant and a small office for the attendant. The vacuum system operates from a centralized compressor, housed in an equipment room. Shade structures or awnings will be provided at vacuum and EV stalls, style to be determined, to provide specialized weather protection, as customers enjoy relief from heat and sun while completing the detailing or charging of their vehicle.

Storm Drainage: The grading proposed will be sufficient to provide appropriate stormwater management and sloping for utilities and fuel lines. The proposed project is designed to have several high and low points throughout the site to convey and collect stormwater drainage appropriately. The proposed storm drain system consists of a series of inlets and pipes that ultimately convey runoff to a stormwater quality treatment device. The stormwater management will include full trash capture if required by the jurisdiction.

The Whitney Ranch ARCO and Carwash project is located within the Whitney Ranch subsection of the Northwest Rocklin Annexation Area. Whitney Ranch was master planned for drainage prior to implementation of low-impact development (LID); therefore, the Whitney Ranch ARCO and Carwash project is exempt from LID design standards. Public Services does not require a separate LID-related submittal for the proposed Project. However, the applicant/developer will be required to confirm the project-specific drainage criteria meets or exceeds those included in the Northwest Rocklin Annexation Drainage Master Plan. Also, design elements and/or best management practices will be recommended to prevent runoff generated from car wash operations from entering the curb, gutter, storm drain, and tracking onto adjacent roadways.

Water/Sewer/Solid Waste: Water and sewer will be provided by municipal utilities. The proposed Project will require a minimum of 2-inch metered water service for the car wash. The proposed Project includes over 5,000 square feet of landscaping, so it will need to be separately metered per state code. Water is available from the existing 12-inch main in Ocelot Way or from the future pipeline installed with the drive aisle on the west side of the Project site by the Wildcat West Subdivision.

The carwash will be connected to an oil/mud separator and a reclamation system to recycle approximately 80 to 90% of the water used. In this way, offsite runoff generated from car wash operations will be minimized to prevent infiltration into the storm drain. In addition, the project implements a trench drain located approximately 10 feet from the exit of the car wash that is intended to collect rinse water that is not removed by the car wash dryer. A valley gutter is proposed at the project's Jaguar Way driveway along the west side of the site, which is intended to prevent site runoff (including any rinse water remaining on the vehicles at that point) from entering the shared access aisle. The plans for Jaguar Way indicate a low point at the southern end of this driveway, with an upgradient slope towards Whitney Ranch Parkway. Should any rinse water from vehicles drip onto this portion of Jaguar Way, it would flow south in the private access aisle.

Some water will be subject to evaporation and cannot be captured. The carwash manufacturer and associated reclamation system has not yet been selected so it is not possible to provide exact wastewater and water usage figures. A rough estimate of the c-store and carwash uses is a generation of approximately 3,000 gallons of wastewater going to sewer per day, and water usage of 3,800 gallons a day.

Public Services: The business is expected to utilize public services such as fire and police protection as a typical business of this type would.

Hazardous Materials Use: No hazardous materials or waste will be generated as part of this project, with the minor exception of temporary storage of materials used to clean up minor fuel spills. Those materials will be handled in accordance with the business' Hazardous Materials Business Plan approved by the local authority.

Public Art: Retail developments are encouraged to include public art in the design / amenities of the proposed Project consistent with the Public Art Master Plan. The Project site does not present an opportunity for a public art installation so none is proposed.

Noise: The Wildcat West residential project directly to the south was conditioned to construct an 8-foot-tall solid noise barrier between its common property line with the Project site. An acoustic study is included with the applicant submittal, and determines that, the wall would significantly reduce noise impacts from the carwash. Further, all car wash operations are anticipated to occur during daytime hours only (8:00 a.m. to 8:00 p.m.) and all vacuum system operations are anticipated to occur within daytime hours only (8:00 a.m. to 8:00 p.m.). Ultimate hours for these project components would be determined as part of the proposed Project's Conditional Use Permit.

Traffic: A Traffic study is included with the applicant submittal and determines that with appropriate mitigation that was considered and implemented with the Wildcat West Subdivision TIS and the additional mitigation identified in this submitted report (Open the currently striped out second westbound left-turn lane on Whitney Ranch Parkway to vehicular traffic and provide a second southbound receiving lane on Ocelot Way; install a right-turn deceleration lane on eastbound Whitney Ranch Parkway at the Project site driveway; stripe a 50-foot southbound left-turn pocket at the mouth of the Whitney Ranch Parkway driveway; Provide a minimum of two secure bicycle parking spaces at a rack within 200 feet of entrance to the convenience store). As described in *Section XVII. Transportation* of this IS/MND, with implementation of identified mitigation measures, the traffic impacts as a result of the proposed Project will be mitigated to a level of less than significant.

Air Quality: An air quality/greenhouse gas (GHG) study is included with this submittal and determines that the Project would result in emissions of criteria air pollutants during construction and operation of the proposed Project. However, Project emissions of criteria pollutants during construction or operation would not exceed the Placer County Air Pollution Control District (PCAPCD) development project construction or operational thresholds, development project ozone thresholds, substantially contribute to the PCAPCD's nonattainment status, expose sensitive receptors to significant quantities of toxic air contaminants (TACs), or result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

GENERAL PLAN AND ZONING DESIGNATIONS

The Project site has a Mixed-Use land use designation under the General Plan. The Project site is in the Northwest Rocklin General Development Plan, which zones the Project site as Planned Development Commercial (PD-C). Convenience stores and gasoline service stations are permitted, and car wash facilities are allowed with approval of a Conditional Use Permit.

REQUESTED ENTITLEMENTS AND OTHER APPROVALS

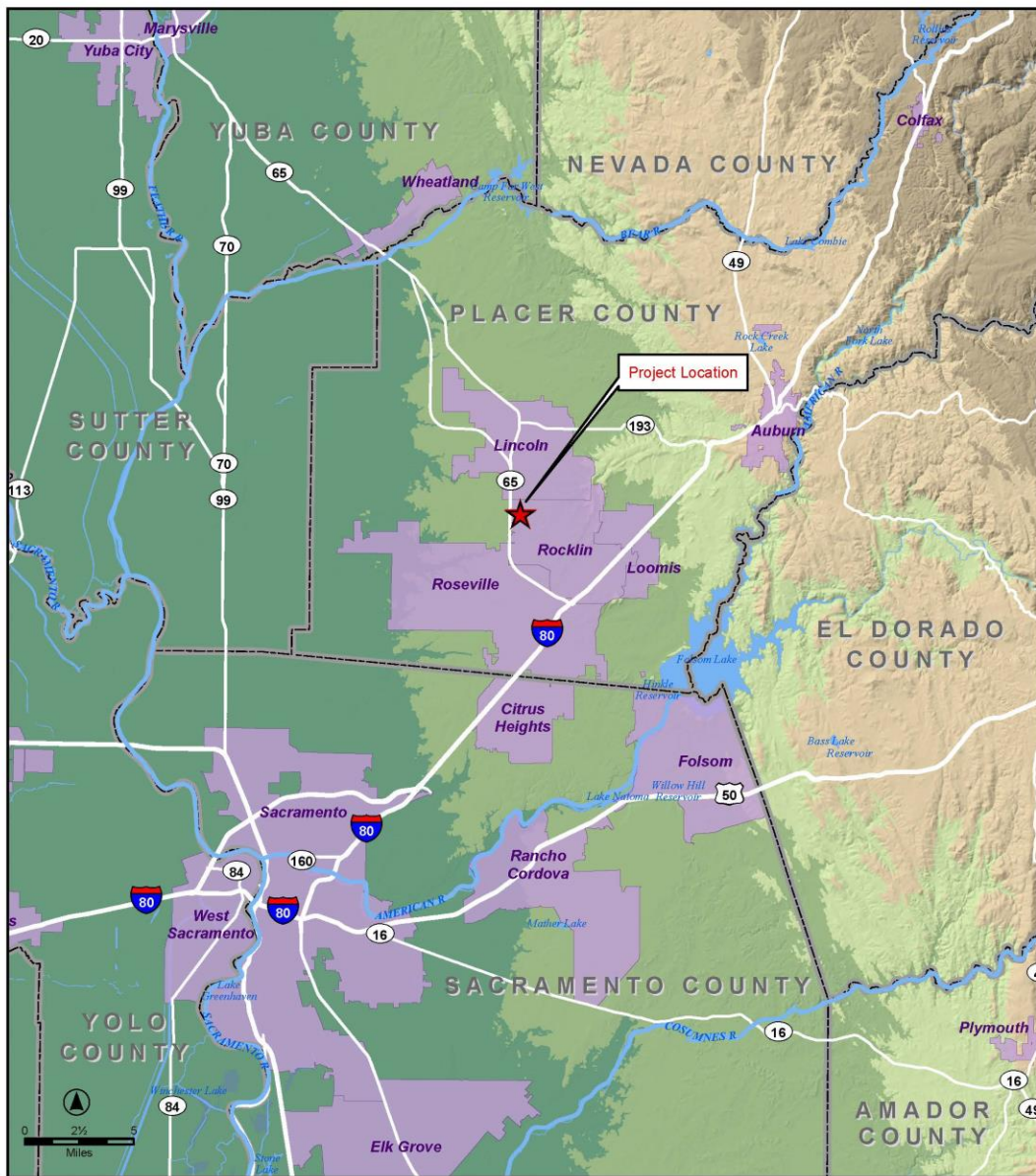
The City of Rocklin is the Lead Agency for the proposed project, pursuant to the State Guidelines for Implementation of CEQA, Section 15050.

This document will be used by the City of Rocklin to facilitate the following actions:

- Adoption of the Mitigated Negative Declaration (MND);
- Adoption of the Mitigation Monitoring and Reporting Program;
- Approval of Conditional Use Permit (CUP);
- Approval of Design Review (DR);

The following agencies may be required to issue permits or approve certain aspects of the proposed project:

- Regional Water Quality Control Board (RWQCB) - Storm Water Pollution Prevention Plan (SWPPP) approval prior to construction activities pursuant to the Clean Water Act;
- Placer County Air Pollution Control District – Authority to Construct and Permit to Operate
- Placer County Water Agency – approval of construction of water facilities
- South Placer Municipal Utility District – approval of construction of sewer facilities



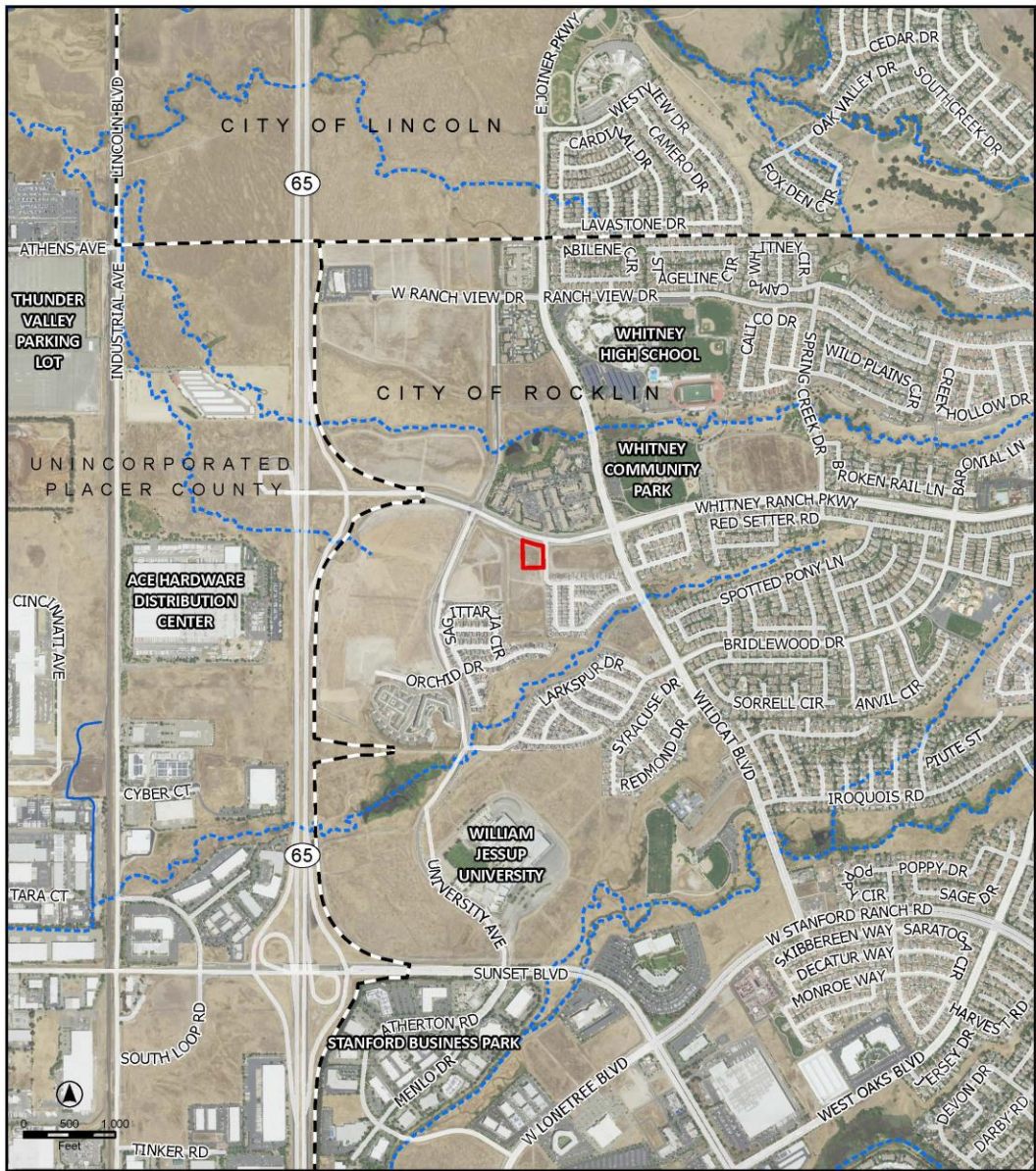
- Legend**
- ★ Project Location
 - Incorporated Area
 - County Boundary

WHITNEY RANCH ARCO

Figure 1. Regional Map

Sources: California State Geospatial. Map date: November 13, 2023

DE NOVO PLANNING GROUP
A Land Use Planning, Design, and Environmental Firm

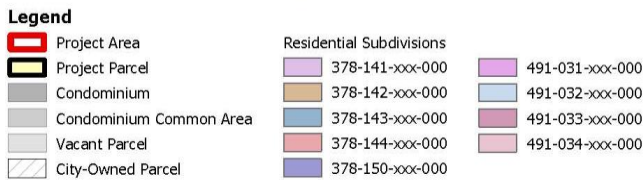
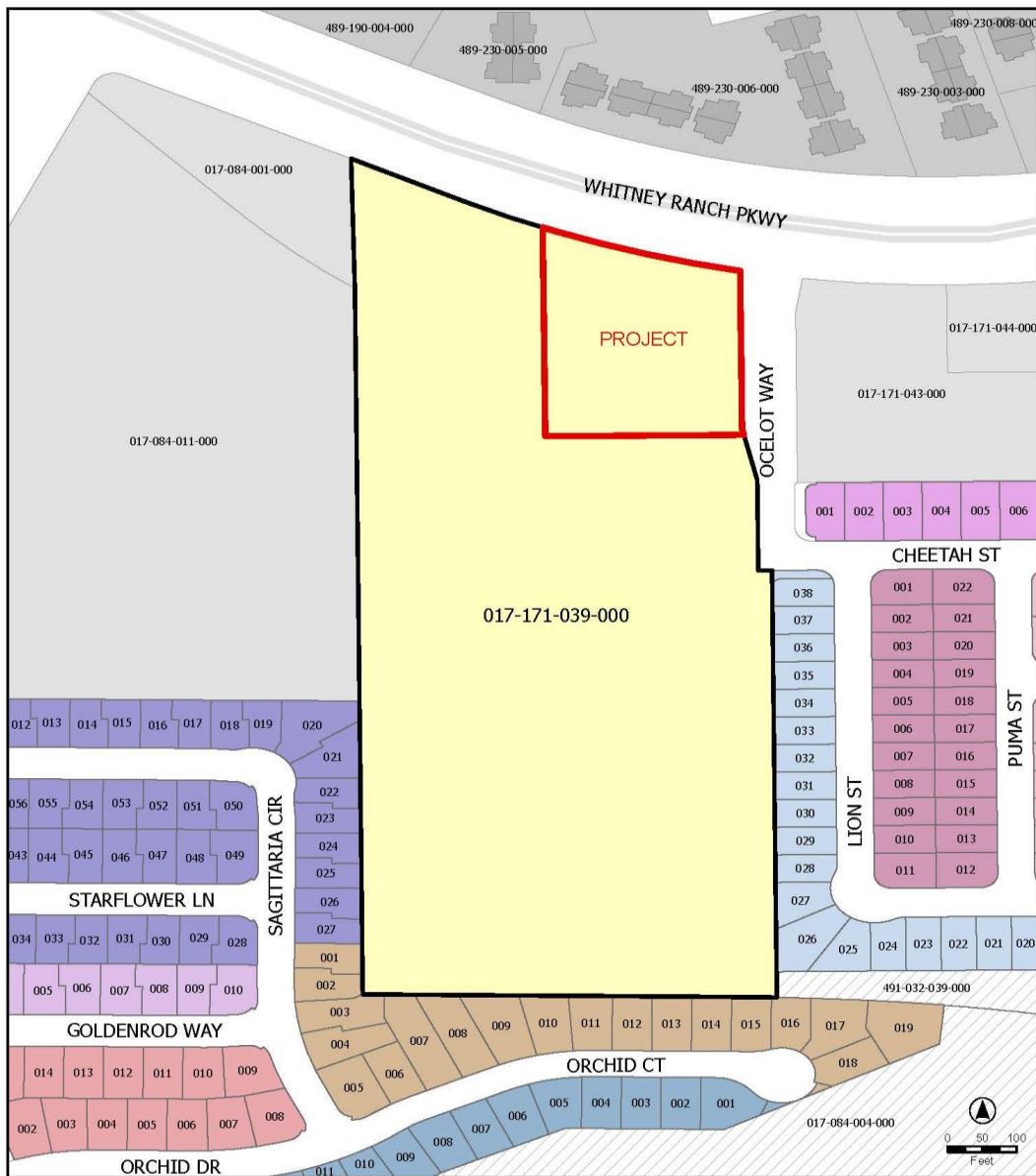


- Legend**
- Project Area
 - Incorporated Area
 - Intermittent Stream/River
 - Canal

WHITNEY RANCH ARCO

Figure 2. Vicinity Map

Sources: Placer County GIS; USA NAIP Imagery. Map date: November 13, 2023.

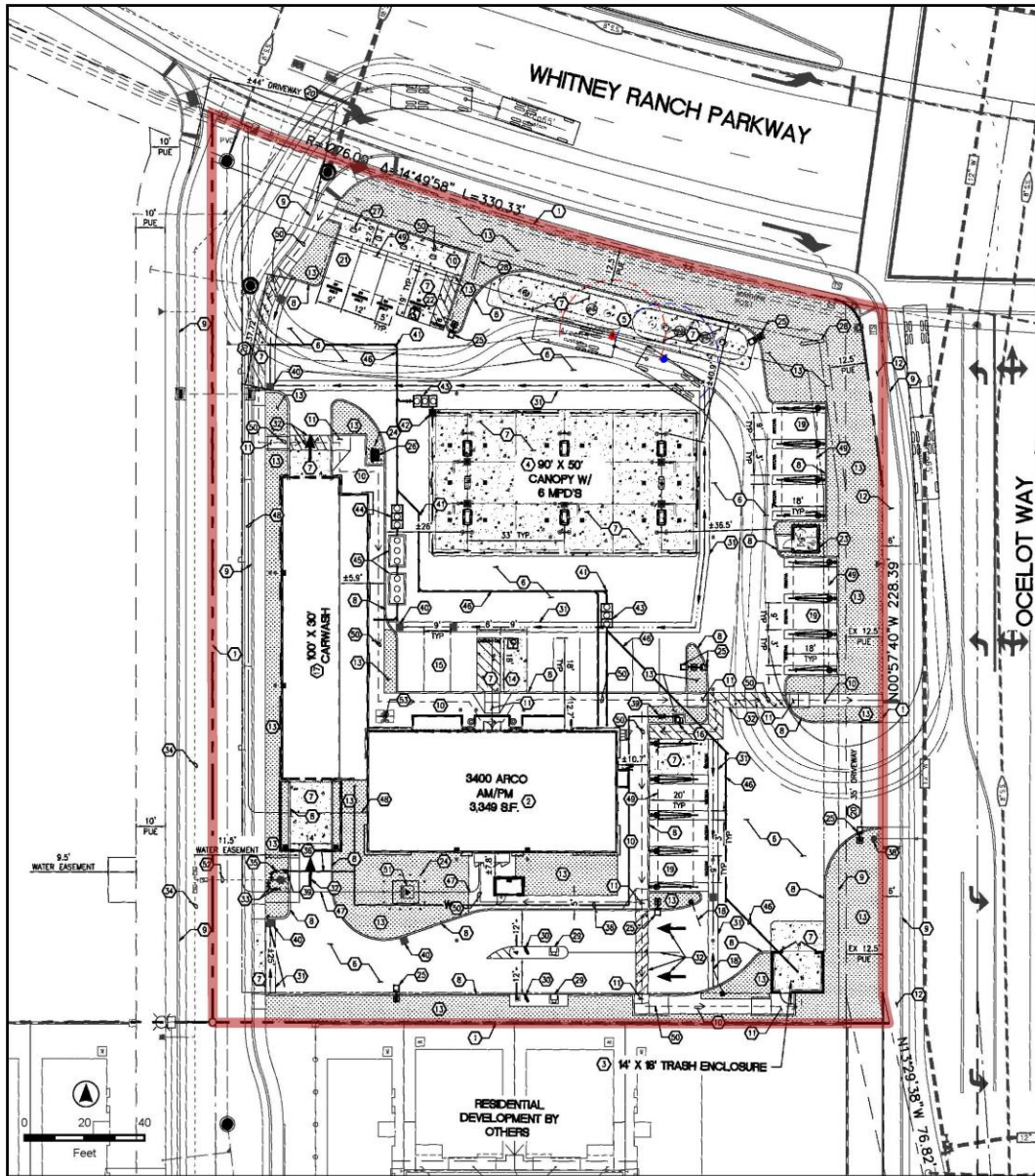


WHITNEY RANCH ARCO

Figure 3. Assessor Parcel Map

Sources: Placer County GIS; Esri/ArcGIS Consulting Engineers. Map date: November 13, 2023.

DeVore Planning Group
Aerial Site Planning, Mapping, and Environmental Data



Legend

- Project Boundary

WHITNEY RANCH ARCO

Figure 4. Site Plan

Sources: Placer County GIS. Map date: November 13, 2023.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

None of the environmental factors listed below would have potentially significant impacts as a result of development of this project, as described on the following pages.

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

DETERMINATION

On the basis of this initial evaluation:

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

Signature

Date

EVALUATION INSTRUCTIONS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where 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 (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significant.

EVALUATION OF ENVIRONMENTAL IMPACTS

In each area of potential impact listed in this section, there are one or more questions which assess the degree of potential environmental effect. A response is provided to each question using one of the four impact evaluation criteria described below. A discussion of the response is also included.

- **Potentially Significant Impact.** This response is appropriate when there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries, upon completion of the Initial Study, an EIR is required.
- **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 which is deemed to 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.

EXPLANATION OF CEQA STREAMLINING AND TIERING UTILIZED IN THIS INITIAL STUDY

This Initial Study will evaluate this project in light of the previously approved General Plan EIR, and the Northwest Rocklin Annexation Area EIR, which are hereby incorporated by reference. These documents are available for review during normal business hours at the City of Rocklin Planning Division, 3970 Rocklin Road, Rocklin, CA, and can also be found on the City's website under Planning Division, Publications and Maps.

CEQA Guidelines Section 15183 provides a means of streamlining analysis for qualifying projects. Under Section 15183, effects are not considered "peculiar to the project or the parcel" if they are addressed and mitigated by uniformly applied development policies and standards adopted by the City to substantially mitigate that effect (unless new information shows that the policy or standard will not mitigate the effect). Policies and standards have been adopted by the City to address and mitigate certain impacts of development that lend themselves to uniform mitigation measures. These policies and standards include those found in the Oak Tree Ordinance (Rocklin Municipal Code, Chapter 17.77), the Flood Ordinance (Rocklin Municipal Code, Chapter 15.16), the Grading and Erosion and Sedimentation Control Ordinance (Rocklin Municipal Code, Chapter 15.28), the Stormwater Runoff Pollution Control Ordinance (Rocklin Municipal Code, Chapter 8.30), and the Goals and Policies of the Rocklin General Plan. Where applicable, the Initial Study will state how these policies and standards apply to the project. Where the policies and standards will substantially mitigate the effects of the proposed project, the Initial Study concludes that these effects are "not peculiar to the project or the parcel" and thus need not be revisited in the text of the environmental document for the proposed Project.

This Initial Study has also been prepared pursuant to CEQA Guidelines sections 15063 and 15168. Section 15063 sets forth the general rules for preparing Initial Studies. One of the identified functions of an Initial Study is for a lead agency to "[d]etermine, pursuant to a program EIR, tiering, or another appropriate process, which of a project's effects were adequately examined by

an earlier EIR or negative declaration... The lead agency shall then ascertain which effects, if any, should be analyzed in a later EIR or negative declaration.” (CEQA Guidelines, section 15063, subd. (b)(1)(C).) Here, the City has used this initial study to determine the extent to which the General Plan EIR has “adequately examined” the effects of the proposed project.

Section 15168 sets forth the legal requirements for preparing a “program EIR” and for reliance upon program EIRs in connection with “[l]ater activities” within the approved program. (See *Citizens for Responsible Equitable Environmental Development v. City of San Diego Redevelopment Agency* (2005) 134 Cal.App.4th 598, 614-617.) The General Plan EIR was a program EIR with respect to its analysis of impacts associated with eventual buildout of future anticipated development identified by the General Plan. Subdivision (c) of section 15168 provides as follows:

- (c) Use with Later Activities. Later activities in the program must be examined in light of the program EIR to determine whether an additional environmental document must be prepared.
- 1) If a later activity would have effects that were not examined in the program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration. That later analysis may tier from the program EIR as provided in Section 15152.
 - 2) If the agency finds that pursuant to Section 15162, no subsequent EIR would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required. Whether a later activity is within the scope of a program EIR is a factual question that the lead agency determines based on substantial evidence in the record. Factors that an agency may consider in making that determination include, but are not limited to, consistency of the later activity with the type of allowable land use, overall planned density and building intensity, geographic area analyzed for environmental impacts, and covered infrastructure, as described in the program EIR.
 - 3) An agency shall incorporate feasible mitigation measures and alternatives developed in the program EIR into later activities in the program.
 - 4) Where the later activities involve site specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were within the scope of the program EIR.
 - 5) A program EIR will be most helpful in dealing with later activities if it provides a description of planned activities that would implement the program and deals with the effects of the program as specifically and comprehensively as possible. With a good and detailed project description and analysis of the program, many later activities could be found to be within the scope of the project described in the program EIR, and no further environmental documents would be required.

Consistent with these principles, this Initial Study serves the function of a “written checklist or similar device” documenting the extent to which the environmental effects of the proposed project “were within the scope of the program EIR” for the General Plan. As stated below, the City has concluded that the impacts of the proposed project are “within the scope” of the analysis in the General Plan EIR. Stated another way, these “environmental effects of the [site-specific project] were within the scope of the program EIR.” Where particular impacts were not thoroughly analyzed in prior documents, site-specific studies were prepared for the project with respect to impacts that were not “within the scope” of the prior General Plan EIR analysis. These studies are hereby incorporated by reference and are available for review during normal business hours at the Rocklin Community Development Department, 3970 Rocklin Road, Rocklin, CA 95677 and can also be found on the City’s website under Planning Division, Current Environmental Documents. The specific studies are listed in Section 5, References.

The Initial Study is a public document to be used by the City decision-makers to determine whether a project may have a significant effect on the environment. If the City as lead agency, finds substantial evidence that any effects of the project were not “within the scope” of the analysis in the General Plan EIR document AND that these effects may have a significant effect on the environment if not mitigated, the City would be required to prepare an EIR with respect to such potentially significant effects. On the other hand, if the City finds that these unaddressed project impacts are not significant, a negative declaration would be appropriate. If in the course of analysis, the City identified potentially significant impacts that could be reduced to less than significant levels through mitigation measures to which the applicant agrees, the impact would be considered to be reduced to a less than significant level, and adoption of a mitigated negative declaration would be appropriate.

SIGNIFICANT CUMULATIVE IMPACTS; STATEMENT OF OVERRIDING CONSIDERATIONS

The Rocklin City Council has previously identified the following cumulative significant impacts as unavoidable consequences of urbanization contemplated in the Rocklin General Plan, despite the implementation of all available and feasible mitigation measures, and on that basis has adopted a statement of overriding considerations for each cumulative impact:

- 1) Air Quality: Development in the City and the Sacramento Valley Air Basin as a whole will result in the following: violations of air quality standards as a result of short-term emissions from construction projects, increases in criteria air pollutants from operational air pollutants and exposure to toxic air contaminants, the generation of odors and a cumulative contribution to regional air quality impacts.
- 2) Aesthetics/Light and Glare: Development in the City and the South Placer region as a whole will result in substantial degradation of the existing visual character, the creation of new sources of substantial light and glare and cumulative impacts to scenic vistas, scenic resources, existing visual character and creation of light and glare.
- 3) Traffic and Circulation: Development in the City and the South Placer region as a whole will result in impacts to segments and intersections of the state/interstate highway system.
- 4) Noise: Development in the City and the South Placer region as a whole will result in impacts associated with exposure to surface transportation and stationary noise sources, and cumulative transportation noise impacts within the Planning area.
- 5) Cultural and Paleontological Resources: Development in the City and the South Placer region as a whole will result in cumulative impacts to historic character.
- 6) Biological Resources: Development in the City and the South Placer region as a whole will result in the loss of native oak and heritage trees, the loss of oak woodland habitat, and cumulative impacts to biological resources.
- 7) Climate Change and Greenhouse Gases: Development in the City and the South Placer region as a whole will result in the generation of greenhouse gas emissions.

MITIGATION MEASURES REQUIRED AND CONSIDERED

It is the policy and a requirement of the City of Rocklin that all public agencies with authority to mitigate significant effects shall undertake or require the undertaking of all feasible mitigation measures specified in the prior environmental impact reports relevant to a significant effect which the project will have on the environment. Project review is limited to effects upon the environment which are peculiar to the parcel or to the project which were not addressed as

significant effects in the General Plan EIR or which substantial new information shows will be more significant than described in the General Plan EIR. This Initial Study anticipates that feasible mitigation measures previously identified in the General Plan and Northwest Rocklin Annexation Area EIR have been, or will be, implemented as set forth in that document, and evaluates this Project accordingly.

ENVIRONMENTAL CHECKLIST

This section of the Initial Study incorporates the most current Appendix "G" Environmental Checklist Form contained in the CEQA Guidelines. Impact questions and responses are included in both tabular and narrative formats for each of the 21 environmental topic areas.

I. AESTHETICS

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Project Impacts:

The development of a commercial facility on 1.4 acres would change the existing visual nature / character of the Project site and area. The development of the Project site would create new sources of light and glare typical of urban development. As discussed below, impacts to scenic vistas or viewsheds would not be anticipated.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts that would occur to the visual character of the Planning Area because of the future urban development that was contemplated by the General Plan. When previously undeveloped land becomes developed, aesthetic impacts include changes to scenic character and new sources of light and glare (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.3-1 through 4.3-18). Mitigation measures to address these impacts are incorporated into the General Plan in the Land Use and the Open Space, Conservation, and Recreation Elements, and include policies that encourage the use of design standards for unique areas and the protection of natural resources, including open space areas, natural resource areas, hilltops, waterways, and oak trees, from the encroachment of incompatible land use.

The General Plan EIR concluded that, despite the goals and policies addressing visual character, views, and light and glare, significant aesthetic impacts will occur because of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level.

Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will change and degrade the existing visual character, will create new sources of light and glare, and will contribute to cumulative impacts to scenic vistas, scenic resources, existing visual character and creation of light and glare. Findings of fact and a statement of overriding consideration were adopted by the Rocklin City Council regarding these cumulative impacts, which were found to be significant and unavoidable.

The Northwest Rocklin Annexation EIR analyzed the anticipated impacts that would occur to the visual character of the Northwest Rocklin General Development Plan area as a result of the mixed urban development that was contemplated by the Northwest Rocklin General Development Plan. Key issues that were evaluated included replacement of the undeveloped character of the project site to an urban setting, new sources of light and glare, and cumulative impacts related to change in visual character and light and glare (Northwest Rocklin Annexation Draft EIR, 2001, pages M-1 through M-19). Mitigation measures to address these impacts are incorporated into the Northwest Rocklin General Development Plan under Visual Resources (Section J), and include conditions of approval that help to minimize or avoid light and glare impacts.

The Northwest Rocklin Annexation EIR concluded that, despite these conditions of approval, significant aesthetic impacts as a result of development under the Northwest Rocklin General Development Plan will occur and these impacts cannot be reduced to a less than significant level. Specifically, the Northwest Rocklin Annexation EIR found that buildout of the Northwest Rocklin General Development Plan project will replace the undeveloped character of the project site with an urban setting, light and glare from the project may substantially alter the nighttime character of the area, and the project will contribute to the cumulative change in visual character and to cumulative light and glare. Findings of fact and a statement of overriding consideration were adopted by the Rocklin City Council in regard to these cumulative impacts, which were found to be significant and unavoidable.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Similarly, all applicable mitigation measures from the Northwest Rocklin Annexation EIR, including the mitigation measures incorporated as conditions of approval in the Northwest Rocklin General Development Plan, will be applied in the course of processing the application to ensure consistency with the Northwest Rocklin General Development Plan.

Responses to Checklist Questions

Responses a): Scenic Vista – No Impact. There are no designated scenic vistas within the City of Rocklin or the Project site. Vacant or mostly vacant areas, such as on the Project site, have a natural aesthetic quality, and development of a commercial facility would change the visual quality of the Project site from its vacant and natural aesthetic quality, to an urbanized aesthetic. However, since there are no designated scenic vistas, **no impact** would occur specifically related to scenic vistas.

Response b): Scenic Highway – No Impact. The City of Rocklin does not contain an officially designated state scenic highway. State Route 65 (SR 65) is the closest highway, but it is not

designated as a scenic highway. Likewise, Interstate 80 (I-80) traverses the eastern portion of the City but it also does not have a scenic designation. The proposed Project would not remove trees, rock outcroppings, or historic buildings within a state scenic highway. Since there are no designated scenic highways, ***no impact*** would occur specifically related to scenic highways.

Responses c): Visual Character – Less than Significant Impact. Per Public Resources Code section 21071(a)(2), the City of Rocklin is an urbanized area because although its population is less than 100,000 persons, the population of Rocklin and not more than two contiguous incorporated cities (the cities of Roseville and Lincoln) combined equals at least 100,000 persons. The proposed Project would serve the recently approved Wildcat Subdivision project to the south as well as other residents and people driving by. The facility would be constructed to be of consistent height and scale with other commercial gas stations in Rocklin. There are no unusual development characteristics proposed that would introduce incompatible elements or create aesthetic impacts not considered in the prior General Plan EIR. The final design characteristics will undergo extensive architectural design and site review by the Planning and Building Department prior to approval of building plans.

All development in the Rocklin Planning Area is subject to existing City development standards set forth in the City's Zoning Ordinance and the City's Design Review Guidelines which help to ensure that development form, character, height, and massing are consistent with the City's vision for the character of the community. The proposed Project at this Project site would not conflict with applicable zoning and other regulations governing scenic quality. This project will be reviewed by the Architectural Review Committee (ARC) and include recommended or conditions for approval. The change in the aesthetics of the visual nature or character of the site and the surroundings is consistent with the surrounding existing development and the future development that is anticipated by the City's General Plan.

Existing buildings in the vicinity consist primarily of one-, two- and three-story buildings, used for single and multi-family residential. There are also developed parks, and several vacant areas along Whitney Ranch Parkway planned for commercial/office uses. The proposed Project is a higher intensity use and is specifically sited on a higher traffic roadway when compared to the residential buildings. The buildings on the Project site and vicinity are collectively all appropriate size and scale for a suburban community.

The greatest visual change would apply to neighbors that are located to the south and west of Project site, which is anticipated to be developed with residential uses. Views of the Project site are generally not visible from residences beyond those that immediately abut the Project site. The proposed Project would change the view from those that do have visibility of the Project site from a vacant parcel to a commercial facility.

The General Plan EIR concluded that development under the General Plan will result in significant unavoidable aesthetic impacts and Statements of Overriding Consideration were adopted by the Rocklin City Council regarding these cumulative impacts. The proposed Project at this site does not result in a change to the finding because the site would be developed with typical urban uses that are consistent and compatible with surrounding existing and anticipated future development. The change in visual character at the Project site, is anticipated by the General Plan and would be visually compatible with surrounding existing land uses. Implementation of the proposed Project would have a ***less than significant*** impact relative to this topic.

Response d): Light and Glare – Less than Significant Impact. The Project site currently consists of vacant land with no existing residences or structures. The Project site contains no

existing lighting. There is a potential for the proposed Project to create new sources of light and glare. Examples of lighting would include construction lighting, street lighting, security lighting along sidewalks, exterior building lighting, interior building lighting, and automobile lighting. Examples of glare would include reflective building materials and automobiles.

There are no specific features within the proposed Project that would create unusual light and glare. Furthermore, implementation of existing City Design Review Guidelines and the General Plan policies addressing light and glare would also ensure that no unusual daytime glare or nighttime lighting is produced. These guidelines and policies would require the following: 1) all exterior lighting is to be designed and installed to avoid adverse glare on adjacent properties and to incorporate “dark sky” provisions; 2) Cut-off decorative light fixtures, or equivalent, shall be used for parking lot and building mounted lighting and mounted such that all light is projected directly toward the ground; 3) the lighting shall be reviewed and revised if needed to avoid “hot spots” under parking lot lights and to eliminate light spill over the property lines that exceeds 0.1 foot candles, and 4) light poles shall be a maximum of 20 feet in height as measured from grade to the top of the light fixture itself. However, the impacts associated with increased light and glare would not be eliminated entirely, and the overall level of light and glare in the Project site would increase in general as urban development occurs and that increase cannot be fully mitigated.

As identified above, application of the City’s design review process and implementation of City goals and policies would minimize potential impacts associated with light and glare in the Project site. Impact 4.3.4 of the General Plan EIR acknowledged that impacts associated with increased light and glare would not be eliminated entirely, and the overall level of light and glare in the Planning Area would increase in general as urban development occurs and that increase cannot be fully mitigated. As such, the General Plan EIR concluded that impacts resulting from creation of new sources of substantial light or glare would adversely affect daytime or nighttime views in the area which would result in a significant and unavoidable impact, and a Statement of Overriding Consideration was adopted by the Rocklin City Council regarding these cumulative impacts. The proposed Project does not result in a change to the finding because the site would be developed with typical urban uses that are consistent and compatible with surrounding existing and anticipated future developments. As noted above, there are no specific features within the proposed Project that would create unusual light and glare inconsistent with the surrounding uses. Therefore, implementation of existing City Design Review Guidelines and the General Plan policies addressing light and glare would reduce potential impacts associated with light and glare to a *less than significant* impact.

II. AGRICULTURE AND FORESTRY RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1222(g)) or timberland (as defined in Public Resources Code section 4526)?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

Project Impacts:

There are no agricultural or forestry impacts due to a lack of these resources on the Project site, as further discussed below.

Responses to Checklist Questions

Response a), e): Conversion of Farmland - No Impact. The Farmland Mapping and Monitoring Program (FMMP) land classifications system monitors and documents land use changes that specifically affect California’s agricultural land and is administered by the California Department of Conservation (CDC). The FMMP land classification system is cited by the State CEQA Guidelines as the preferred information source for determining the agricultural significance of a property (CEQA Guidelines, Appendix G). The CDC, Division of Land Resource Protection, Placer County Important Farmland Map of 2018 designates the Project site as grazing land. This category is not considered Important Farmland under the definition in CEQA of “Agricultural Land” that is afforded consideration as to its potential significance (see CEQA Section 21060.1[a]), nor is it considered prime farmland, unique farmland, or farmland of statewide importance; therefore, the proposed Project would not convert important farmland to a non-agricultural use. Implementation of the proposed Project would have **no impact** relative to this topic.

Response b): Conflict with Agricultural Zoning or Williamson Act - No Impact. The Project site contains no parcels that are under a Williamson Act contract. The Project site is not zoned for agricultural uses. Implementation of the proposed Project would have **no impact** relative to this topic.

Response c), d): Rezone or Conversion of Timberland, Forest Land- No Impact. The Project site is not zoned for forestry or timber uses. The Project site contains no parcels that are

considered forestry lands or timberland. Implementation of the proposed Project would have ***no impact*** relative to this issue.

III. AIR QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

Project Impacts:

Short term air quality impacts will result from construction activities associated with grading, excavation, building construction, and architectural coatings. Long term air quality impacts will result from primarily vehicle trip generation to and from the Project site, and fuel vapors from the fuel dispensing facilities. Impacts are below the thresholds of significance.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts that would occur to regional air quality because of the future urban development that was contemplated by the General Plan. These impacts included 8-hour ozone attainment, short-term construction emissions, operational air pollutants, increases in criteria pollutants, odors, and regional air quality impacts. (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.2-1 through 4.2-43). Mitigation measures to address these impacts are incorporated into the General Plan in the Land Use, the Open Space, Conservation, and Recreation, and the Circulation Elements, and include policies that encourage a mixture of land uses, provisions for non-automotive modes of transportation, consultation with the Placer County Air Pollution Control District (PCAPCD), and the incorporation of stationary and mobile source control measures.

The General Plan EIR concluded that, despite these goals and policies, significant air quality impacts will occur because of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan and other development within the Sacramento Valley Air Basin (SVAB) will result in the following: violations of air quality standards because of short-term emissions from construction projects, increases in criteria air pollutants from operational air pollutants and exposure to toxic air contaminants, the generation of odors and a cumulative contribution to regional air quality impacts. Findings of fact and a statement of overriding consideration were adopted by the Rocklin City Council regarding these impacts, which were found to be significant and unavoidable.

The Northwest Rocklin Annexation EIR analyzed the anticipated impacts that would occur to regional air quality as a result of the mixed urban development that was contemplated by the Northwest Rocklin General Development Plan. Key issues that were evaluated included

construction activity emissions, generation of vehicle and area source pollutants from project operations, potential increases in CO at some intersections, potential exposure of sensitive receptors to stationary source pollutants and toxic air contaminants, and potential hindrance of air quality attainment objectives. (Northwest Rocklin Annexation Draft EIR, 2001, pages G-1 through G-20). Mitigation measures to address these impacts are incorporated into the Northwest Rocklin General Development Plan under Air Quality (Section D), and include conditions of approval for the preparation of construction emission/dust control plans, fireplace restrictions, tree planting programs, air quality education requirements and the use of other building features intended to reduce air quality emissions and encourage alternative modes of transportation.

The Northwest Rocklin Annexation EIR concluded that, despite these conditions of approval, significant air quality impacts as a result of development under the Northwest Rocklin General Development Plan will occur and these impacts cannot be reduced to a less than significant level. Specifically, the Northwest Rocklin Annexation EIR found that buildout of the Northwest Rocklin General Development Plan project will result in the generation of criteria air pollutants from construction emissions in excess of Placer County Air Pollution Control District's thresholds, generation of vehicle and area source pollutants and a cumulative contribution of air emissions that would hinder the region's ability to comply with goals for ozone and airborne dust (PM₁₀). The Rocklin City Council adopted Findings of Fact and a Statement of Overriding Considerations in recognition of these impacts.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Similarly, all applicable mitigation measures from the Northwest Rocklin Annexation EIR, including the mitigation measures incorporated as conditions of approval in the Northwest Rocklin General Development Plan, will be applied in the course of processing the application to ensure consistency with the Northwest Rocklin General Development Plan.

Project Level Analysis

The firm of Helix Environmental Planning, a Folsom area consulting firm with recognized expertise in air quality, prepared an Air Quality and Greenhouse Gas Technical Report (AQGHG) report for the proposed Project. The report, dated June 2023, is contained in Appendix A and is available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA. The report is incorporated into this Initial Study by reference. City staff, and the City's consultant De Novo Planning Group, have both reviewed the documentation and find that Helix Environmental Planning has a professional reputation that makes its conclusions presumptively credible and prepared in good faith. Based on a review of the analysis and these other considerations, City staff accepts the conclusions in the Helix Environmental Planning report, which are summarized below.

The SVAB is designated as a nonattainment area for the federal ozone and PM_{2.5} standards and is also a nonattainment area for the state standards for ozone and PM₁₀. The federal Clean Air Act requires areas designated as federal nonattainment to prepare an air quality control plan referred to as the State Implementation Plan (SIP). The SIP contains the strategies and control

measures for states to use to attain the national ambient air quality standards (NAAQS). The SIP is periodically modified to reflect the latest emissions inventories, planning documents, rules, and regulations of air basins as reported by the agencies with jurisdiction over them. In compliance with regulations, the PCAPCD periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the NAAQS, including control strategies to reduce air pollutant emissions via regulations, incentive programs, public education, and partnerships with other agencies.

The current applicable air quality plan for the Project site is the Sacramento Regional 2008 NAAQs 8-Hour Ozone Attainment and Reasonable Further Progress Plan (Ozone Attainment Plan), updated October 25, 2018. The Ozone Attainment Plan demonstrates how existing and new control strategies would provide the necessary future emission reductions to meet the Clean Air Act (CAA) requirements, including the NAAQS. It should be noted that in addition to strengthening the 8-hour ozone NAAQS, the United States Environmental Protection Agency (USEPA) also strengthened the secondary 8-hour ozone NAAQS, making the secondary standard identical to the primary standard. The SVAB remains classified as a severe nonattainment area with an attainment deadline of 2027. On October 26, 2015 the USEPA released a final implementation rule for the revised NAAQS for ozone to address the requirements for reasonable further progress, modeling and attainment demonstrations, and reasonably available control measures (RACM) and reasonably available control technology (RACT). On April 30, 2018 the USEPA published designations for areas in attainment/unclassifiable for the 2015 ozone standards. The USEPA identified the portions of Placer County within the SVAB as nonattainment for the 2015 ozone standards. Due to the designation of the SVAB as nonattainment for the 2015 standards, the PCAPCD will work with other regional air districts to prepare a new ozone SIP for the revised 2015 standards.

Thresholds used to evaluate potential air quality and odor impacts are based on applicable criteria in the State's California Environmental Quality Act (CEQA) 2021 Guidelines Appendix G. A significant air quality and/or odor impact could occur if the implementation of the proposed Project would:

- Conflict with or obstruct implementation of the applicable air quality plan; or
- Result in a cumulatively considerable net increase of any criteria pollutant for which Placer County is non-attainment under an applicable NAAQS or CAAQS; or
- Expose sensitive receptors to substantial pollutant concentrations; or
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Appendix G of the State CEQA Guidelines states that the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the above determinations. The PCAPCD has developed thresholds of significance to determine if a land use project's construction and/or operational emissions would result in potential air quality impacts. Table AIR-1, Air Quality Significance Thresholds, presents the PCAPCD significance thresholds (PCAPCD 2017). A project with daily emission rates below these thresholds is generally considered to have a less than significant effect on air quality.

TABLE AIR-1: PCAPCD THRESHOLDS OF SIGNIFICANCE

MAXIMUM DAILY EMISSIONS THRESHOLDS		
POLLUTANT	CONSTRUCTION THRESHOLD (LBS/DAY)	OPERATIONAL THRESHOLD (LBS/DAY)
ROG	82	55
NOx	82	55
CO	None	None
SOx	None	None
PM10	82	82
PM2.5	None	None

Source: PCAPCD, 2017.

The significance thresholds, expressed in pounds per day (lbs/day), listed in the table above are the PCAPCD’s current recommended thresholds of significance for use in the evaluation of air quality impacts associated with proposed development projects. The City of Rocklin, as lead agency, is utilizing the PCAPCD’s recommended thresholds of significance for CEQA evaluation purposes. Thus, if a project’s emissions exceed the PCAPCD’s pollutant thresholds presented above, the proposed Project could have a significant effect on air quality, the attainment of federal and State AAQS, and could conflict with or obstruct implementation of the applicable air quality plan

Through the combustion of fossil fuels, motor vehicle use produces significant amounts of pollution. In fact, the PCAPCD cites motor vehicles as a primary source of pollution for residential, commercial, and industrial development. Because motor vehicles emit air quality pollutants during their operations, changing the amount of motor vehicle operations in an area would change the amount of air pollutants being emitted in that area.

The following provides the results of the project-level analysis for the proposed Project.

Responses to Checklist Questions

Responses a), b): Conflict with or obstruct implementation of the applicable air quality plan, result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard – Less Than Significant Impact.

Construction Emissions: During construction of the project, various types of equipment and vehicles would temporarily operate on the project site. Construction exhaust emissions would be generated from construction equipment, vegetation clearing and earth movement activities, construction workers’ commute, and construction material hauling for the entire construction period. The activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria air pollutants. Project construction activities also represent a source of fugitive dust, which includes particulate matter (PM) emissions. As construction of the proposed project would generate air pollutant emissions intermittently within the site and the vicinity of the site, until all construction has been completed, construction is a potential concern because the proposed project is in a non-attainment area for ozone and PM.

The project is required to comply with all PCAPCD rules and regulations for construction, including, but not limited to, the following, which would be noted with City-approved construction plans:

- Rule 202 related to visible emissions; Rule 217 related to asphalt paving materials; Rule 218 related to architectural coatings; Rule 228 related to fugitive dust, and Regulation 3 related to open burning.

The project construction emissions were estimated using the CalEEMod model as described. The results of the calculations for the construction of the proposed Project are compared to the PCAPCD threshold in Table AIR-2, Maximum Daily Construction Emissions. The data are presented as the maximum anticipated daily emissions for comparison with the PCAPCD thresholds. The data shown assumes application of water on exposed surfaces a minimum of two times per day in compliance with PCAPCD Rule 228 Fugitive Dust.

TABLE AIR-2: MAXIMUM DAILY CONSTRUCTION EMISSIONS

ACTIVITY	ROG (LBS/DAY)	NOX (LBS/DAY)	CO (LBS/DAY)	SOX (LBS/DAY)	PM10 (LBS/DAY)	PM2.5 (LBS/DAY)
Site Preparation	1.6	14.5	14.2	<0.1	3.2	1.8
Grading	1.9	18.4	17.2	<0.1	4.0	2.2
Underground Utilities	0.4	2.8	4.1	<0.1	0.2	0.1
Building Construction	1.1	9.5	10.2	<0.1	0.4	0.3
Concurrent Building Construction, Architectural Coating, and Paving	5.1	16.9	18.7	<0.1	1.1	0.7
Maximum Daily Emissions	5.1	18.4	18.7	<0.1	4.0	2.2
Threshold	82	82	None	None	82	None
Exceed Threshold?	No	No	No	No	No	No

Source: CalEEMod (output data is provided in Appendix A); Thresholds PCAPCD 2017.

As shown in Table AIR-2, the proposed Project's short-term construction-related emissions are not anticipated to exceed the PCAPCD's significance thresholds for emissions of ROG, NOX, and PM10. Accordingly, construction activities associated with development of the proposed Project would not substantially contribute to the PCAPCD's nonattainment status for ozone and PM10. Therefore, construction of the proposed project would not violate an air quality standard or contribute to an existing or projected air quality violation.

Operational Emissions: Operational emissions of ROG, NOx and PM10 would be generated by the proposed Project from both mobile and stationary sources. Day-to-day activities such as vehicle trips to and from the Project site would make up most of the mobile emissions. Emissions would occur from stationary sources such as heating mechanisms, landscape maintenance equipment exhaust, and consumer products (e.g., deodorants, cleaning products, spray paint, etc.). The modeling performed for the project takes these factors into consideration. The project is required to comply with all PCAPCD rules and regulations, such as those listed previously for construction, as well as the following for operations:

- Rule 225 related to wood-burning appliances, and Rule 246 related to water heaters.

The Maximum Daily Operational Emissions, shown in Table AIR-3, presents the summary of operational emissions for the proposed Project. The data are presented as the maximum anticipated daily emissions for comparison with the PCAPCD thresholds.

TABLE AIR-3: MAXIMUM DAILY OPERATIONAL EMISSIONS

ACTIVITY	ROG (LBS/DAY)	NOX (LBS/DAY)	CO (LBS/DAY)	SOX (LBS/DAY)	PM10 (LBS/DAY)	PM2.5 (LBS/DAY)
Mobile	4.2	4.1	39.4	<0.1	3.0	0.6
Area	0.2	<0.1	0.3	<0.1	<0.1	<0.1
Maximum Daily Emissions	4.4	4.1	39.7	<0.1	3.0	0.6
Threshold	55	55	None	None	82	None
Exceed Threshold?	No	No	No	No	No	No

Source: CalEEMod (output data is provided in Appendix A); Thresholds PCAPCD 2017.

As shown in Table AIR-3, the proposed Project’s operational emissions of ROG, NOX and PM10 would be below the applicable PCAPCD thresholds of significance. Accordingly, the proposed Project’s operational emissions would not contribute to the Placer County nonattainment status for ozone and PM10. Therefore, long-term operation of the proposed Project would not violate an air quality standard or contribute to an existing or projected air quality violation.

Furthermore, compliance with federal, State, PCAPCD, and other local regulations and requirements, would ensure the proposed Project would not cause a violation of an air quality standard or contribute substantially to an existing or projected air quality violation, with respect to the construction of the proposed Project. Thus, the development of the proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the proposed Project region is non-attainment under an applicable federal or state ambient air quality standard.

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

The project is part of a pattern of urbanization occurring in the greater Sacramento ozone nonattainment area. The growth and combined vehicle usage, and business activity within the nonattainment area from the project, in combination with other past, present, and reasonably foreseeable projects within Rocklin and surrounding areas, could either delay attainment of the standards or require the adoption of additional controls on existing and future air pollution sources to offset emission increases. Thus, the project could cumulatively contribute to regional air quality health effects through emissions of criteria and mobile source air pollutants.

The PCAPCD recommends using the region’s existing attainment plans as a basis for analysis of cumulative emissions. If a project would interfere with an adopted attainment plan, the project would inhibit the future attainment of AAQS, and thus result in a cumulative impact. As discussed above, the PCAPCD’s recommended thresholds of significance for ozone precursors and PM10 are based on attainment plans for the region. Thus, the PCAPCD concluded that if a project’s ozone precursor and PM10 emissions would be greater than the PCAPCD’s operational-level thresholds, the project could be expected to conflict with relevant attainment plans, and could result in a cumulatively considerable contribution to a significant cumulative impact.

As shown in the Maximum Unmitigated Operational Emissions table above, the proposed project would result in the generation of ROG, NOx and PM10 emissions that would be below the applicable operational-level thresholds; therefore, impacts related to the cumulative emissions

of criteria pollutants for which the PCAPCD area is in non-attainment would be considered less than significant.

The General Plan EIR identified a cumulative contribution to regional air quality impacts as a significant and unavoidable impact, and the City of Rocklin adopted Findings of Fact and a Statement of Overriding Considerations in recognition of this impact. The proposed development would not result in a change to this finding because the project does not result in short-term, long-term, or cumulative air quality emissions that exceed the PCAPCD's significance thresholds.

Additionally, the cumulatively considerable net increase of nonattainment criteria pollutants was analyzed in the Wildcat West Subdivision and Whitney Ranch Parkway Commercial Development IS/MND. The IS/MND concluded that construction or operations of the Wildcat Subdivision would not result in emissions of ROG, NOX, or PM10 exceeding the PCAPCD thresholds of significance, and the impact would be less than significant.

Consistency with Air Quality Plans

Impacts to Air Quality were analyzed in the Wildcat West Subdivision and Whitney Ranch Parkway Commercial Development IS/MND, which concluded that the construction and operation of the Wildcat Subdivision would not exceed any of the PCAPCD's thresholds of significance. The Wildcat Subdivision would not conflict with the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan and the impact would be less than significant.

The PCAPCD has established thresholds of significance for a project's criteria pollutant and precursor emissions for both temporary construction-related emissions and long-term operational-related emissions. These significance thresholds have been established to assist lead agencies in determining whether a project may have a significant air quality impact during the initial study. A project with emissions lower than the thresholds would not conflict with or obstruct implementation of the district's air quality plans for attainment of the applicable NAAQS and CAAQS. As discussed below, the proposed Project would not exceed the temporary construction-related or long-term operational-related thresholds of significance for criteria pollutants and precursor emissions.

Long-range air quality planning throughout the state is based on population and employment growth assumptions. A key component of these growth assumptions is input from local government, including the City's General Plan. A project's contribution to regional growth would be consistent with the growth assumptions in the General Plan if it is consistent with the land use designation. The Project site has a general plan designation of Mixed Use (MU) and is zoned Planned Development Commercial (PD- C). The proposed Project's convenience store and gas station would be a permitted use in the zone district and would be consistent with the land uses analyzed in the IS/MND for the Wildcat Subdivision. A car wash would require a conditional use permit but would not require a general plan amendment or rezone. Therefore, the proposed Project's contribution to employment growth in the county would be consistent with the growth projections in the City's General Plan and the growth projections used to develop the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan.

Because implementation the proposed Project would not result in criteria pollutant emissions more than thresholds and the proposed Project would be consistent with regional growth projections, the proposed Project would not conflict with or obstruct implementation of the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan. The

impact would be *less than significant* and would not exceed the significance determination as analyzed in the IS/MND for the Wildcat Subdivision.

Response c): Sensitive Receptors - Less than Significant Impact. CARB and the Office of Environmental Health Hazard Assessment (OEHHA) have identified the following groups of individuals as the most likely to be affected by air pollution: adults over 65, children under 14, infants (including in utero in the third trimester of pregnancy), and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis (CARB 2005; OEHHA 2015). Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved and are referred to as sensitive receptors. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers.

The closest existing sensitive receptors to the Project site are single-family homes starting approximately 90 feet to the southeast. Multi-family residential buildings are located approximately 175 across Whitney Ranch Parkway to the north. Additional existing sensitive receptors are single-family homes approximately 410 feet to the southwest. The closest school to the Project site is Whitney High School, approximately 1,900 feet (0.36 mile) to the northeast. There are no hospitals or daycare centers within 0.5 mile of the Project site.

Planned future sensitive receptors in the Project vicinity include single family homes (part of the Wildcat Subdivision) adjacent to the Project site to the south, and approximately 80 feet to the southwest, across a future street.

Construction Activities - Fugitive Dust: Project construction activities represent a source of fugitive dust, which includes particulate matter (PM) emissions. As construction of the proposed Project would generate air pollutant emissions intermittently within the site and the vicinity of the site, until all construction has been completed, construction is a potential concern because the proposed project is in a non-attainment area for ozone and PM. However, as discussed in above, construction of the proposed Project would not result in emission of PM more than the PCAPCD thresholds.

The proposed Project is required to comply with all PCAPCD rules and regulations for construction which would be noted with City-approved construction plans which would limit fugitive dust because of construction activities. These PCAPCD rules and regulations include Rule 202 related to visible emissions; Rule 217 related to asphalt paving materials; Rule 218 related to architectural coatings; Rule 228 related to fugitive dust, and Regulation 3 related to open burning.

Construction Activities - Toxic Air Contaminants (DPM): Diesel engines emit a complex mixture of air pollutants, including both gaseous and solid material. The solid material in diesel exhaust is referred to as diesel particulate matter (DPM). Almost all DPM is 10 microns or less in diameter, and 90 percent of DPM is less than 2.5 microns in diameter (CARB 2023b). Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung. In 1998, CARB identified DPM as a TAC based on published evidence of a relationship between diesel exhaust exposure and lung cancer and other adverse health effects.

Activities at gasoline dispensing facilities can release gasoline vapor into the air. Gasoline vapor consists of a mixture of organic gases, including seven gases classified as TACs with quantifiable health risk factors: benzene, ethyl benzene, n-hexane, naphthalene, propylene (or propene), xylenes and toluene (CARB 2022a). It should be noted that, although the proposed gas station

may include diesel dispensing, TACs associated with diesel vapor are not released in quantities sufficient to require analysis or reporting.

Implementation of the proposed Project would result in the use of heavy-duty construction equipment, haul trucks, on-site generators, and construction worker vehicles. These vehicles and equipment could generate the TAC DPM. Generation of DPM from construction projects typically occurs in a localized area (e.g., at the Project site) for a short period of time. Because construction activities and subsequent emissions vary depending on the phase of construction (e.g., grading, building construction), the construction-related emissions to which nearby receptors are exposed to would also vary throughout the construction period. During some equipment-intensive phases such as grading, construction-related emissions would be higher than other less equipment-intensive phases such as building construction. Concentrations of mobile-source DPM emissions are typically reduced by 70 percent at approximately 500 feet (CARB 2005). In addition, DPM emissions for the proposed Project would not be substantially different from DPM emissions for the Wildcat Subdivision.

The dose (of TAC) to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance in the environment and the extent of exposure a person has with the substance; a longer exposure period to a fixed quantity of emissions would result in higher health risks. Current models and methodologies for conducting cancer health risk assessments are associated with longer-term exposure periods (typically 30 years for individual residents based on guidance from OEHHA) and are best suited for evaluation of long duration TAC emissions with predictable schedules and locations. These assessment models and methodologies do not correlate well with the temporary and highly variable nature of construction activities. Cancer potency factors are based on animal lifetime studies or worker studies where there is long-term exposure to the carcinogenic agent. There is considerable uncertainty in trying to evaluate the cancer risk from projects that will only last a small fraction of a lifetime (OEHHA 2015). Considering this information, the short duration (six months) of construction activity, the highly dispersive nature of DPM, and the fact that construction activities would occur at various locations throughout the Project site, construction of the proposed Project would not expose sensitive receptors to substantial DPM concentrations.

Operational Activities - CO Hotspots: Vehicle exhaust is the primary source of CO in California. In an urban setting, the highest CO concentrations are generally found near congested intersections. Under typical meteorological conditions, CO concentrations tend to decrease as distance from the emissions source (i.e., congested intersection) increases. Project-generated traffic has the potential of contributing to localized “hot spots” of CO off-site. Because CO is a byproduct of incomplete combustion, exhaust emissions are worse when fossil-fueled vehicles are operated inefficiently, such as in stop-and-go traffic or through heavily congested intersections, where the level of service (LOS) is severely degraded.

The Access and Circulation Study completed for the proposed Project concluded that the proposed convenience store and gas station would generate fewer trips than the convenience store and gas station analyzed in the IS/MND for the Wildcat Subdivision, and the proposed Project’s impact on traffic operation at City intersections would not result in intersection LOS degradation exceeding the analysis in the IS/MND (Fehr and Peers 2023). The IS/MND for the Wildcat Subdivision concluded that operations would not result in degradation of LOS at affected intersections or generation of CO in exceeding the PCAPCD CO Hotspot screening methodology, and the Wildcat Subdivision would not generate substantial concentrations of localized CO emissions. Therefore, long-term operation of the proposed Project would not expose sensitive receptors to substantial localized concentrations of CO.

Operational Activities - Toxic Air Contaminants (Gasoline Vapor)

Implementation of the proposed Project would result in emissions of TAC in gasoline vapor from operation of a retail gasoline dispensing facility (gas station). To evaluate potential impacts to sensitive receptors from the project’s gas station emissions, a health risk analysis (HRA) was completed.

The incremental excess cancer risk is an estimate of the chance a person exposed to a specific source of a TAC may have of developing cancer from that exposure beyond the individual’s risk of developing cancer from existing background levels of TACs in the ambient air. For context, the average cancer risk from TACs in the ambient air for an individual living in an urban area of California is 830 in 1 million (CARB 2015). Cancer risk estimates do not mean, and should not be interpreted to mean, that a person will develop cancer from estimated exposures to toxic air pollutants.

The maximum estimated community incremental health effects due to exposure to the project TAC emissions from long term operation of the proposed retail gasoline dispensing facility for the Maximally Exposed Individual Resident (MEIR) and Maximally Exposed Individual Worker (MEIW) are presented in Table AIR-4, Maximum Incremental Health Effects. These estimates are conservative (health protective) and assume that the resident or worker is outdoors for the entire exposure period. Future off-site worker locations (commercial buildings) were not known at the time of this analysis, worker locations were assumed to be at closest potential future building locations to the project site. Note – the methodology for calculating acute health effects is the same for residents and workers, only the highest acute hazard index.

TABLE AIR-4: MAXIMUM INCREMENTAL HEALTH EFFECTS

	<i>MEIR CANCER RISK (CHANCES PER MILLION)</i>	<i>MEIR NON-CANCER CHRONIC HAZARD INDEX</i>	<i>MEIW CANCER RISK (CHANCES PER MILLION)</i>	<i>MEIW NON-CANCER CHRONIC HAZARD INDEX</i>	<i>MEIR ACUTE HAZARD INDEX</i>
Results	3.2	0.017	0.2	0.014	0.97
Threshold	10	1	10	1	1
Exceed Threshold?	No	No	No	No	No

Source: Helix Environmental Planning, 2023.

The estimated incremental excess cancer risk, chronic hazard index, and acute hazard index due to exposure to the project’s TAC emissions for each receptor location shown in Figure 4 of the air quality/greenhouse gas report (Appendix A) are presented in Table AIR-5, Discrete Receptor Incremental Cancer, Chronic, and Acute Health Effects. The model inputs, outputs, and risk isopleth figures are available in Appendix A to this report.

TABLE AIR-5: DISCRETE RECEPTOR INCREMENTAL CANCER, CHRONIC, AND ACUTE HEALTH EFFECTS

RECEPTOR ID	DESCRIPTION	CANCER RISK (CHANCES PER MILLION)	NON-CANCER CHRONIC HAZARD INDEX	ACUTE HAZARD INDEX
FR1	Future Single-Family Residential	0.9	0.005	0.46
FR2	Future Single-Family Residential	2.0	0.010	0.88
FR3	Future Single-Family Residential	2.7	0.014	0.76
FR4	Future Single-Family Residential	3.2	0.017	0.78
ER1	Existing Single-Family Residential	3.1	0.016	0.97
ER2	Existing Multi-Family Residential	0.9	0.005	0.33
ER3	Existing Multi-Family Residential	0.6	0.003	0.49
ER4	Existing Multi-Family Residential	1.1	0.006	0.37
ER5	Existing Multi-Family Residential	1.9	0.010	0.41
ER6	Existing Multi-Family Residential	2.0	0.011	0.41
ER7	Existing Multi-Family Residential	1.3	0.007	0.42
ER8	Existing Multi-Family Residential	0.6	0.003	0.17
FC1	Future Off-Site Worker Building	0.1	0.006	0.24
FC2	Future Off-Site Worker Building	0.1	0.006	0.41
FC3	Future Off-Site Worker Building	0.1	0.005	0.41
FC4	Future Off-Site Worker Building	0.2	0.014	0.46
FC5	Future Off-Site Worker Building	0.2	0.012	0.70
FC6	Future Off-Site Worker Building	0.1	0.008	0.73

Source: Helix Environmental Planning, 2023.

The point of maximum off-site impact for residential cancer and non-cancer chronic health effect would be on the Project site's north boundary at approximately Universal Transverse Mercator (UTM) coordinates Zone 10, 648322 meters East, 4299310 meters North, on the south shoulder of Whitney Ranch Parkway, as shown on Figure 5 in Appendix A. No residents or workers are anticipated to be at the point of maximum impact for prolonged periods. If residents were to be located at the point of maximum impact for 30 years, the estimated incremental excess cancer risk would be 10.5 in 1 million.

As shown in Table AIR-5, the incremental increased cancer risks would not exceed the PCAPCD threshold of 10 in 1 million and the chronic and acute hazard indices would not exceed the PCAPCD threshold of 1. Therefore, community health effects due to exposure to TAC emissions from long term operation of the proposed retail gasoline dispensing facility would not exceed the PCAPCD thresholds at the maximum proposed permitted throughput of 12 million gallons per year, and long-term operation of the proposed gas station would not result in a significant impact related to the exposure of sensitive receptors to substantial TAC concentrations.

Therefore, implementation of the proposed Project would not expose sensitive receptors to significant pollutant concentrations, including short term construction emission of DPM, long-term operational localized CO concentrations, and long-term emissions of TACs associated with operation of the proposed Project. Implementation of the proposed Project would have a **less than significant** impact relative to this topic.

Response d): Odors – Less Than Significant Impact. According to the PCAPCD CEQA Handbook, land uses associated with odor complaints include, wastewater treatment plants, sanitary landfills, composting/green waste facilities, recycling facilities, petroleum refineries, chemical manufacturing plants, painting/coating operations, rendering plants, food packaging plants, and feed lots/dairies (PCAPCD 2017). The proposed Project, involving a convenience

market with gas station would not include any of these uses nor are there any of these land uses in the Project vicinity.

Emissions from construction equipment, such as diesel exhaust, may generate odors; however, these odors would be temporary, intermittent, and not expected to affect a substantial number of people. Additionally, noxious odors would be confined to the immediate vicinity of construction equipment and would cease when construction activity ends.

Long-term operation of the proposed Project could result in odors associated with gasoline vapor. However, the proposed Project's gas station would be required to implement Enhanced Vapor Recovery (EVR) systems in accordance with CARB regulations and PCAPCD permits. Gas station EVR substantially reduces emissions of gasoline vapor, and any associated other emissions, such as odors. In addition, PCAPCD Rule 205, Nuisance, addresses the exposure of "nuisance or annoyance" air contaminant discharges, including odors, and provides enforcement of odor control.

Implementation of the proposed Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people, and the impact would be ***less than significant*** relative to this topic.

IV. BIOLOGICAL RESOURCES

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

Project Impacts:

The development of a commercial facility on 1.4 acres would modify habitats through the removal of plant cover on the Project site. There is limited, to no, potential for impacts to special status animal or plant species to occur due to the lack of habitat and the existing developed lands surrounding the Project site. The Project site does not contain any oak trees, creeks, riparian areas, wetlands, or other sensitive habitat.

Prior Environmental Analysis

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts that would occur to the biological resources of the Planning Area because of the future urban development that was contemplated by the General Plan. These impacts included special-status species, species of concern, non-listed species, biological communities, and migratory wildlife corridors (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.10-1 through 4.10-47). Mitigation measures to address these impacts are incorporated into the General Plan in the Open Space, Conservation and Recreation Element, and include policies that encourage the protection and conservation of biological resources and require compliance with

rules and regulations protecting biological resources, including the City of Rocklin Oak Tree Preservation Ordinance.

The General Plan EIR concluded that, despite these goals, policies and rules and regulations protecting biological resources, significant biological resources impacts will occur because of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will impact sensitive biological communities, will result in the loss of native oak and heritage trees, will result in the loss of oak woodland habitat, and will contribute to cumulative impacts to biological resources. Findings of fact and a statement of overriding considerations were adopted by the Rocklin City Council regarding these impacts, which were found to be significant and unavoidable.

The Northwest Rocklin Annexation EIR analyzed the anticipated impacts that would occur to the biological resources of the Northwest Rocklin General Development Plan area as a result of the mixed urban development that was contemplated by the Northwest Rocklin General Development Plan. Key issues that were evaluated included special-status species, species of concern, non-listed species, biological communities and cumulative impacts related to habitat loss (Northwest Rocklin Annexation Draft EIR, 2001, pages Q-1 through Q-34). Mitigation measures to address these impacts are incorporated into the Northwest Rocklin General Development Plan under Biological Resources (Section O), and include conditions of approval for future surveys where warranted, mitigation for loss of Swainson's hawk foraging habitat, requirements for obtaining necessary permits related to species and habitat loss, and use of temporary protective fencing.

The Northwest Rocklin Annexation EIR concluded that, despite these conditions of approval, significant biological resources impacts as a result of development under the Northwest Rocklin General Development Plan will occur and these impacts cannot be reduced to a less than significant level. Specifically, the Northwest Rocklin Annexation EIR found that buildout of the Northwest Rocklin General Development Plan project will result in a loss of native oak trees on a short-term basis and that the project, in combination with other development projects occurring in western Placer County, will contribute to a regional loss of wetlands and habitat for plants and wildlife. The Rocklin City Council adopted Findings of Fact and a Statement of Overriding Considerations in recognition of these impacts.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Similarly, all applicable mitigation measures from the Northwest Rocklin Annexation EIR, including the mitigation measures for biological resources impacts incorporated as conditions of approval in the Northwest Rocklin General Development Plan, will be applied in the course of processing the application to ensure consistency with the Northwest Rocklin General Development Plan.

Project-level Environmental Analysis

The Project site is 1.4 acres located at the southwest corner of Whitney Ranch Parkway and Ocelot Way in Rocklin, California. The Project site is generally flat and appears to have been mass

graded to a pad elevation during a larger mass grading effort for the Whitney Ranch area. There is limited vegetation, no trees, and no structures on the Project site. The Project site contains no riparian or wetland habitat. There is no high-quality habitat for special status species, including special status birds known to the region.

The Project site is within the Sacramento Valley bioregion, and just north of the Bay/Delta bioregion. The Sacramento Valley bioregion is a watershed of the Sierra Nevada that encompasses the northern end of the great Central Valley, stretching from Redding to Yolo and Sacramento County. The bioregion is generally flat, and is rich in agriculture. The bioregion has a climate that is characterized by hot dry summers and cool wet winters. Historically, oak woodlands, riparian forests, vernal pools, freshwater marshes, and grasslands have been the major natural vegetation of the bioregion; however, much of the region has been converted to agricultural uses. This bioregion is the most prominent wintering area for waterfowl, attracting significant numbers of ducks and geese to its seasonal marshes along the Pacific Flyway. Species include northern pintails, snow geese, tundra swans, sandhill cranes, mallards, grebes, peregrine falcons, heron, egrets, and hawks. Black-tailed deer, coyotes, river otters, muskrats, beavers, ospreys, bald eagles, salmon, steelhead, and swallowtail butterflies are some of the wildlife that are common in this bioregion.

Responses to Checklist Questions

Response a): Effect on Protected Species – Less Than Significant with Mitigation. The following discussion is based on a background search of special-status species that are documented in the California Natural Diversity Database (CNDDDB), the California Native Plant Society's (CNPS) Inventory of Rare and Endangered Plants, and the U.S. Fish and Wildlife Service's (USFWS) records of listed endangered and threatened species from the IPAC database. The background search was regional in scope and focused on the documented occurrences within the 9-quadrangle radius for the Project site (within approximately 15 miles of the Project site). After the background research, a reconnaissance level field survey was performed to assess habitat conditions and the potential for special status species or sensitive habitats.

Special Status Plant Species. The following special status plants were identified within the regional search based on known occurrences in the region. However, due to species specific habitat requirements combined with the wide-ranging habitats within the regional search (i.e., elevation, plant community, etc.), many of these species have no potential to occur on the Project site. Habitat conditions and plant surveys were performed to verify conditions.

- Big-scale balsam-root (*Balsamorhiza macrolepis*)
- Hispid salty bird's-beak (*Chloropyron molle hispidum*)
- Dwarf downingia (*Downingia pusilla*)
- Bogg's Lake hedge-hyssop (*Gratiola heterosepala*)
- Ahart's dwarf rush (*Juncus leiospermus ahartii*)
- Red Bluff dwarf rush (*Juncus leiospermus leiospermus*)
- Legenere (*Legenere limosa*)
- Pincushion navarretia (*Navarretia myersii myersii*)

Invertebrates: There are four special-status invertebrates that are documented within the region of the Project site according to the CNDDDB including: vernal pool fairy shrimp (*Branchinecta lynchi*), Monarch butterfly (*Danaus plexippus*), valley elderberry longhorn beetle (VELB) (*Desmocerus californicus dimorphus*), and vernal pool tadpole shrimp (*Lepidurus*

packardii). No special-status invertebrates are expected to be affected by the proposed Project as the Project site does not provide suitable habitat.

Reptile and amphibian species: There are four special-status reptiles and amphibians that are documented within the region of the Project site according to the CNDDDB including: California red-legged frog (*Rana draytonii*), giant garter snake (*Thamnophis gigas*), western pond turtle (*Emys marmorata*), and western spadefoot (*Spea hammondi*). These species are also documented in the USFWS IPAC database as potentially occurring within the region. There is no essential habitat for any of these four species within the Project site and therefore, no special-status reptiles or amphibians are expected to be affected by the proposed Project.

Fish: There are two special-status fish that are documented within the region of the Project site according to the CNDDDB including: Delta smelt (*Hypomesus transpacificus*) and steelhead - Central Valley DPS (*Oncorhynchus mykiss irideus*). These species are also documented in the USFWS IPAC database as potentially occurring within the region. There is no essential habitat for any of these species within the Project site and therefore, no special-status fish are expected to be affected by the proposed Project.

Mammal: Special-status mammals that are documented within the region of the Project site include: hoary bat (*Lasiurus cinereus*), silver-haired bat (*Lasionycteris noctivagans*), pallid bat (*Antrozous pallidus*), and Western red bat (*Lasiurus blossevillii*). There is no essential habitat for any of these species within the Project site and therefore, no special-status mammals are expected to be affected by the proposed Project.

Birds: Special-status birds that are documented in the CNDDDB within the region of the Project site include: American peregrine falcon (*Falco peregrinus anatum*), bald eagle (*Haliaeetus leucocephalus*), burrowing owl (*Athene cunicularia*), California black rail (*Laterallus jamaicensis coturniculus*), Loggerhead shrike (*Lanius ludovicianus*), Northern harrier (*Circus cyaneus*), purple martin (*Progne subis*), Swainson's hawk (*Buteo swainsoni*), tricolored blackbird (*Agelaius tricolor*) and white-tailed kite (*Elanus leucurus*). These species are also documented in the USFWS IPAC database as potentially occurring within the region. The Project site may provide some limited foraging habitat for a variety of potentially occurring special-status birds, including those listed above, however, given the small size (1.4 acres) combined with the surrounding development, there is a low likelihood of the Project site being regularly used for foraging. Potential nesting habitat is very limited within the Project site, but may be found in the vicinity. There are no mature trees on the Project site with the potential for raptor nests.

New sources of noise and light during the construction and operational phases of the proposed Project could adversely affect nesters if they located adjacent to the Project site in any given year. Additionally, the proposed Project would eliminate the undeveloped areas on the Project site, which serve as potential foraging habitat for birds throughout the year. Mitigation Measure BIO-1 requires preconstruction surveys and avoidance measures for nesting raptors and other birds. Implementation of the proposed project, with the Mitigation Measure BIO-1, would ensure that potential impacts to special status birds are reduced.

Conclusion: No special-status species are expected to be affected by the proposed project, although the Northwest Rocklin Annexation EIR identified the site as potential Swainson's hawk foraging habitat. Nevertheless, Mitigation Measure BIO-1 requires preconstruction surveys and avoidance measures for nesting raptors and other birds and Mitigation Measure BIO-2 addresses the loss of Swainson's hawk foraging habitat. Implementation of the following mitigation

measures, agreed to by the applicant, would ensure potential impacts are reduced to a **less than significant** level.

Mitigation Measure(s)

Mitigation Measure BIO-1: *The following preconstruction nest survey requirements apply if construction activities take place during the typical bird breeding/nesting season (typically February 1 through September 1):*

- *A pre-construction nesting bird survey shall be conducted by the Project Biologist throughout the Project area and all accessible areas within a 500-foot radius of proposed construction areas, no more than 14 days prior to the initiation of construction. If there is a break in construction activity of more than 14 days, then subsequent surveys shall be conducted.*
- *If active nests of protected birds (i.e. raptors, California black rail nest, tricolored blackbird nesting colony) are found, no construction activities shall take place within 500 feet of the nest/colony until the young have fledged. If active songbird nests are found, a 100-foot no disturbance buffer will be established. These no-disturbance buffers may be reduced if a smaller buffer is proposed by the Project Biologist and approved by the City (and CDFW if it is a California black rail nest or tricolored blackbird nesting colony) after taking into consideration the natural history of the species of bird nesting, the proposed activity level adjacent to the nest, habituation to existing or ongoing activity, and nest concealment (are there visual or acoustic barriers between the proposed activity and the nest). The Project Biologist can visit the nest as needed to determine when the young have fledged the nest and are independent of the site or the nest can be left undisturbed until the end of the nesting season.*

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts to nesting raptors and migratory birds to a less than significant level.

Mitigation Measure BIO-2: *Prior to the approval of improvement plans or grading activity, the applicant shall mitigate for the loss of Swainson's hawk foraging habitat by providing 0.5 acre of replacement Swainson's hawk habitat land for each acre of land to be developed. The mitigation may be in the form of conservation easements or fee title to an appropriate entity. The location of the habitat area is encouraged, but not required to be within Placer County. Habitats located within the north half of the Central Valley, from the Stanislaus River to Redding shall be deemed acceptable. The applicant shall verify that this condition has been met to the satisfaction of the Community Development Director.*

This mitigation measure shall be incorporated as notes on the project's Improvement Plans and shall be implemented prior to any grading or ground/vegetation-disturbing activities.

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts to Swainson's hawk foraging habitat to a less than significant level.

Responses b): Riparian Habitat – Less Than Significant Impact There is no riparian habitat on the Project site. In addition, no sensitive habitat communities occur within the portion of the Project site. Implementation of the proposed Project would have a **less than significant** impact on riparian habitats or natural communities.

Response c): Wetlands – Less Than Significant Impact. The Project site does not contain protected wetlands or other jurisdictional areas and there is no need for permitting associated with the federal or state Clean Water Acts. Absent any wetlands or jurisdictional waters, implementation of the proposed Project would have a *less than significant* impact relative to this topic.

Response d): Fish and Wildlife Movement – Less than Significant Impact. The CNDDDB record search did not reveal any documented wildlife corridors or wildlife nursery sites on or adjacent to the Project site. The field survey showed that the Project site consists of vacant land and the surrounding land uses generally consist of vacant land and developed uses. The Project site is located within a mostly developed area that includes roads, existing residential, recreational, educational institution, light industrial and office developments. The commercial facility development is not anticipated to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or wildlife nursery sites. Implementation of the proposed Project would have a *less than significant* impact relative to this topic.

Responses e): Local Policies/Ordinances – No Impact. The City of Rocklin General Plan policies OCR-42 and OCR-43 require all projects to mitigate for the loss of oak trees and the impacts to oak woodland that result from development. To comply with these policies, the City of Rocklin relies on the Oak Tree Preservation Ordinance and the Oak Tree Preservation Guidelines to determine project impacts and appropriate mitigation for the removal of and construction within the dripline of native oak trees. However, the Project site does not contain any existing oak trees or oak woodland. Therefore, there are no facts or circumstances presented by the proposed Project which create conflicts with other local policies or ordinances protecting biological resources. Implementation of the proposed Project would have a *no impact* relative to this topic.

Responses f): Habitat Conservation Plan/Natural Community Conservation Plan – No Impact. The proposed Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state Habitat Conservation Plan because the site is not subject to any such plan; therefore, there is no impact related to a conflict with a habitat conservation plan or natural community conservation plan. Implementation of the proposed Project would have *no impact* relative to this topic.

V. CULTURAL RESOURCES

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?		X		
c) Disturb any human remains, including those interred outside of formal cemeteries?		X		

Project Impacts:

The development of a commercial facility on 1.4 acres would result in ground disturbance which could potentially impact known or unknown/undiscovered historical, archaeological, sites and/or human remains as development occurs.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts that would occur to historical and cultural resources (including human remains) within the Planning area because of the future urban development that was contemplated by the General Plan. These impacts included potential destruction or damage to any historical and cultural resources (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.8-1 through 4.8-21). Mitigation measures to address these impacts are incorporated into the General Plan in the Land Use and Open Space, Recreation and Conservation Elements, and include goals and policies that encourage the preservation and protection of historical and cultural resources and the proper treatment and handling of such resources when they are discovered.

The General Plan EIR concluded that despite these goals and policies, significant cultural resources impacts will occur because of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will contribute to cumulative impacts to historic character. Findings of fact and a statement of overriding considerations were adopted by the Rocklin City Council regarding these impacts, which were found to be significant and unavoidable.

The Northwest Rocklin Annexation EIR analyzed the anticipated impacts that would occur to historical, cultural and archaeological resources within the Northwest Rocklin General Development Plan area as a result of the mixed urban development that was contemplated by the Northwest Rocklin General Development Plan. Key issues that were evaluated included potential destruction or damage to any historical, cultural, and archaeological resources (Northwest Rocklin Annexation Draft EIR, 2001, pages N-1 through N-19). Mitigation measures to address these impacts are incorporated into the Northwest Rocklin General Development Plan under Cultural Resources (Section K), and include conditions of approval that encourage the preservation and protection of historical, cultural and paleontological resources and the proper treatment and handling of such resources when they are discovered.

The Northwest Rocklin Annexation EIR concluded that despite these conditions of approval, significant cultural resources impacts as a result of development under the Northwest Rocklin General Development Plan will occur and these impacts cannot be reduced to a less than significant level. Specifically, the Northwest Rocklin Annexation EIR found that buildout of the Northwest Rocklin General Development Plan, in combination with additional development in the City and County, may disturb previously identified or unidentified cultural resources. The Rocklin City Council adopted Findings of Fact and a Statement of Overriding Considerations in recognition of this impact.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

Historically significant structures and sites as well as the potential for the discovery of unknown archaeological or cultural resources because of development activities are discussed in the Rocklin General Plan. Policies and mitigation measures have been included in the General Plan to encourage the preservation of historically significant known and unknown areas.

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

Similarly, all applicable mitigation measures from the Northwest Rocklin Annexation EIR, including the mitigation measures for cultural resources impacts incorporated as conditions of approval in the Northwest Rocklin General Development Plan will be applied in the course of processing the application to ensure consistency with the Northwest Rocklin General Development Plan.

Responses to Checklist Questions

Responses a) Historic Resources – No Impact. CEQA Statutes Section 21084.1 identifies historic resources as those listed in or eligible for listing in the California Register of Historic Resources, based on a range of criteria, including association with events or patterns of events that have made significant contributions to broad patterns of historical development in the United States or California, including local, regional, or specific cultural patterns (California Register Criterion 1), structures which are directly associated with important persons in the history of the state or country (Criterion 2), which embody the distinctive characteristics of type, period, or other aesthetic importance (Criterion 3), or which have the potential to reveal important information about the prehistory or history of the state or the nation (such as archaeological sites) (Criterion 4).

In addition to meeting at least one of the above criteria, the structure must typically be over 50 years old (a state guideline rather than a statutory requirement) and have retained historic integrity sufficient to be clearly evident as a historic resource through a combination of location, design, setting, materials, workmanship, feeling and association with historic patterns. The definition of “integrity” in this context is based on criteria established by the National Register of Historic Places.

The Project site appears to have been mass graded to a pad elevation during a larger mass grading effort for the Whitney Ranch area. There are no standing structures, and no historic resources were found during the previous grading operations. The Project site is not known to contain any historic resources as defined in §15064.5 of the CEQA Guidelines; therefore, **no impact** to historic resources is anticipated.

Responses b): Archaeological Resources – Less Than Significant Impact with Mitigation.

The Project site appears to have been mass graded to a pad elevation during a larger mass grading effort for the Whitney Ranch area, eliminating the possibility of discovering historical or archaeological resources on the Project site. No archaeological resources were found during the previous grading operations. Mitigation Measure CUL-1 is provided to address the inadvertent discovery of buried cultural resources. With implementation of this mitigation measure, agreed to by the applicant, development of the proposed Project would have a **less than significant** impact relative to this topic.

Mitigation Measure(s)

Mitigation Measure CUL-1: *If subsurface deposits believed to be historical, archaeological, paleontological, tribal, and/or human in origin are discovered during construction and/or ground disturbance, all work must halt within a 100-foot radius of the discovery. A qualified cultural resources specialist meeting the Secretary of Interior's Standards and Qualifications for Archaeology must assess the significance and determine whether the find is historical, archaeological, paleontological, tribal, and/or human in origin. Based on the assessment, the following notifications shall apply, depending on the nature of the find:*

- *If the qualified cultural resources specialist determines that the find does not represent a cultural resource, work may resume immediately and no agency notifications are required.*
- *If the qualified cultural resources specialist determines the find may be a tribal cultural resource, a Native American Representative from traditionally and culturally affiliated Native American Tribes shall be immediately contacted and invited to assess the significance of the find and make recommendations for further evaluation and treatment, as necessary. Work at the discovery location cannot resume until it is determined by the City, in consultation with culturally affiliated tribes, that the find is not a tribal cultural resource, or that the find is a tribal cultural resource and all necessary investigation and evaluation of the discovery under the requirements of the CEQA, has been satisfied. The qualified cultural resources specialist shall have the authority to modify the no-work radius as appropriate, using professional judgement.*
- *If the qualified cultural resources specialist determines that the find does represent a cultural resource from any time period or cultural affiliation, they shall immediately notify the City. The City and qualified cultural resources specialist shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be eligible for inclusion in the NRHP or CRHR. Work may not resume within the no-work radius until the City, through consultation as appropriate, determine that the site either: 1) is not eligible for the NRHP or CRHR; or 2) that the treatment measures have been completed to their satisfaction.*
- *If the find includes human remains, or remains that are potentially human, reasonable protection measures shall be taken to protect the discovery from disturbance (AB 2641). The qualified cultural resources specialist shall notify the Placer County Coroner (per §7050.5 of the Health and Safety Code). The provisions of §7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code, and Assembly Bill 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, then the Coroner will notify the Native American Heritage*

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

- *If the find includes paleontological resources, work shall not continue at the discovery site until a qualified paleontologist evaluates the find and makes a determination regarding the significance of the resource and identifies recommendations for conservation of the resource, including preserving in place or relocation, if feasible, or collecting the resource to the extent feasible and documenting the find with the University of California Museum of Paleontology.*

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts to the inadvertent discovery of buried cultural resources to a less than significant level.

Response c): Human Remains – Less Than Significant With Mitigation. The Project site appears to have been mass graded to a pad elevation during a larger mass grading effort for the Whitney Ranch area. There are human remains that were found during the previous grading operations. No evidence of human remains is known to exist at the Project site. However, if during construction activities, human remains of Native American origin are discovered on the site during project demolition, it would be necessary to comply with state laws relating to the disposition of Native American burials, which fall under the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resources Code Section 5097). In addition, State law (CEQA Guidelines Section 15064.5 and the Health and Safety Code Section 7050.5) requires that the Mitigation Measure CUL-1 be implemented should human remains be discovered; implementation of Mitigation Measure CUL-1 will reduce impacts regarding the discovery of human remains to a ***less than significant*** level.

VI. ENERGY

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

Project Impacts:

The development of 1.4 acres at the Project site would result in construction and operational activities which would be anticipated to use energy resources, but it is anticipated such use would not be in a wasteful or inefficient manner, nor would such use conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts that would occur related to the cumulative demand for electrical and natural gas services because of the future urban development that was contemplated by the General Plan. These impacts included an increased demand for electrical and natural gas services, energy consumption impacts, and a cumulative increase in demand for electrical and natural gas services and associated infrastructure and increased infrastructure expansions to serve future development (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.13-1 through 4.13-34, pages 4.13-23 through 4.13-32 and pages 5.0-47 through 5.0-48). Mitigation measures to address these impacts are incorporated into the General Plan in the Public Services and Facilities and Open Space, Conservation and Recreation Elements, and include goals and policies that encourage coordination with utility service providers and energy and resource conservation. The analysis found that while development and buildout of the General Plan can result in energy consumption impacts, these impacts would be reduced to a less than significant level through the application of California Building Energy Efficiency Standards (Title 24), through the application of development standards contained in the City’s Improvement Standards and Standard Specifications and in the Rocklin Municipal Code, through the application of General Plan goals and policies that would reduce energy consumption, and through compliance with local, state and federal standards related to energy consumption.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

The consumption of energy because of development activities is discussed in the Rocklin General Plan. Policies and mitigation measures have been included in the General Plan that encourage coordination with utility service providers and the conservation of energy and resources.

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

Responses to Checklist Questions

Response a): Wasteful, Inefficient or Unnecessary Consumption of Energy Resources – Less Than Significant Impact. Appendix F of the State CEQA Guidelines requires consideration of the potentially significant energy implications of a project. CEQA requires mitigation measures to reduce “wasteful, inefficient and unnecessary” energy usage (Public Resources Code Section 21100, subdivision [b](3)). According to Appendix F of the CEQA Guidelines, the means to achieve the goal of conserving energy include decreasing overall energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. In particular, the proposed Project would be considered “wasteful, inefficient, and unnecessary” if it were to violate state and federal energy standards and/or result in significant adverse impacts related to project energy requirements, energy inefficiencies, energy intensiveness of materials, cause significant impacts on local and regional energy supplies or generate requirements for additional capacity, fail to comply with existing energy standards, otherwise result in significant adverse impacts on energy resources, or conflict or create an inconsistency with applicable plan, policy, or regulation.

The proposed Project includes the construction of a commercial facility. The amount of energy used at the Project site would directly correlate to the energy consumption of associated appliances, equipment, and outdoor lighting. Other major sources of energy consumption include fuel used by vehicle trips generated during project construction and operation, and fuel used by off-road construction vehicles during construction.

The proposed Project would use energy resources for the operation of project buildings (electricity and natural gas), for on-road vehicle trips (e.g., gasoline and diesel fuel) generated by the proposed Project, and from off-road construction activities associated with the proposed Project (e.g., diesel fuel). Each of these activities would require the use of energy resources. The proposed Project would be responsible for conserving energy, to the extent feasible, and relies heavily on reducing per capita energy consumption to achieve this goal, including through Statewide and local measures.

The proposed Project would be in compliance with all applicable federal, state, and local regulations regulating energy usage. For example, PG&E is responsible for the mix of energy resources used to provide electricity for its customers, and it is in the process of implementing the Statewide Renewable Portfolio Standard (RPS) to increase the proportion of renewable energy (e.g., solar and wind) within its energy portfolio. PG&E is expected to procure at least 50% of its electricity resources from renewable energy resources by 2030. Additionally, energy-saving regulations, including the latest State Title 24 building energy efficiency standards (“part 6”), would be applicable to the proposed Project. Other statewide measures, including those intended to improve the energy efficiency of the statewide passenger and heavy-duty truck vehicle fleet (e.g., the Pavley Bill and the Low Carbon Fuel Standard) are improving vehicle fuel economies, thereby conserving gasoline and diesel fuel. These energy savings would continue to accrue over time.

As a result, the proposed Project would not result in any significant adverse impacts related to project energy requirements, energy use inefficiencies, and/or the energy intensiveness of materials by amount and fuel type for each stage of the proposed Project including construction, operations, maintenance, and/or removal. PG&E, the electricity and natural gas provider to the Project site, maintains sufficient capacity to serve the proposed project. The proposed Project would comply with all existing energy standards, including those established by the City of Rocklin, and would not result in significant adverse impacts on energy resources. Therefore, the

proposed Project would not be expected cause an inefficient, wasteful, or unnecessary use of energy resources nor cause a significant impact on any of the threshold as described by Appendix F of the CEQA Guidelines. This is a *less than significant* impact.

Response b): Conflict or Obstruct with State or Local Plan – Less Than Significant Impact. The Project site is not part of a state or local plan for renewable energy and the proposed Project itself does not conflict with or obstruct a state or local plan for energy efficiency. As noted above, the proposed Project would be required to comply with CalGreen energy efficiency requirements. Therefore, the proposed Project would have a *less than significant* impact regarding conflicting with or obstructing a state or local plan for renewable energy or energy efficiency.

VII. GEOLOGY AND SOILS

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

Project Impacts:

Branches of the Foothill Fault system, which are not included on the Alquist-Priolo maps, pass through or near the City of Rocklin and could pose a seismic hazard to the area including ground shaking, seismic ground failure, and landslides. Construction of the proposed project will involve clearing and grading of the site, which could render the site susceptible to a temporary increase in erosion from the grading and construction activities. Grading and building design must be designed and constructed in accordance with the geotechnical engineering report.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts of local soils and geology on development that would occur because of the future urban development that was contemplated by the General Plan. These impacts included seismic hazards such as groundshaking and liquefaction, erosion, soil stability, and wastewater conflicts (City of Rocklin General Plan Update Draft EIR, 2011 pages 4.6-1 through 4.6-27). The analysis found that while development and buildout of the General Plan can result in geological impacts, these impacts would be reduced to a less than significant level through the application of development standards contained in the City’s Improvement Standards and Standard Specifications and in the Rocklin Municipal Code, the application of General Plan goals and policies that would assist in minimizing or avoiding geologic hazards and compliance with local, state and federal standards related to geologic conditions.

These goals, policies and standards include, but are not limited to, erosion control measures in the City’s Improvement Standards and Standard Specifications, the City’s Grading and Erosion and Sediment Control Ordinance, the City’s Stormwater Runoff Pollution Control Ordinance, and goals and policies in the General Plan Community Safety Element requiring soils and geotechnical reports for all new development, enforcement of the building code, and limiting development of severe slopes.

The Northwest Rocklin Annexation EIR analyzed the anticipated impacts of local soils and geology on development that would occur as a result of the mixed urban development that was contemplated by the Northwest Rocklin General Development Plan. Key issues that were evaluated included seismic hazards such as geotechnical hazards and the potential need for special construction methods, increased soil erosion, and in combination with buildout of the General Plan, a cumulative exposure of a greater number of people and property to seismic hazards (Northwest Rocklin Annexation Draft EIR, 2001 pages O-1 through O-17). The analysis found that while development and buildout of the Northwest Rocklin General Development Plan can result in geological impacts, mitigation measures to address these impacts are available and have been incorporated into the Northwest Rocklin General Development Plan under Geology, Soils and Seismicity (Section L), and include conditions of approval requiring soils and geotechnical analyses and procedures for blasting activities. In addition, these impacts would be reduced to a less than significant level through the application of development standards, Ordinances and General Plan goals and policies that would assist in minimizing or avoiding geology and soils impacts, as noted above.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Similarly, all applicable mitigation measures from the Northwest Rocklin Annexation EIR, including the mitigation measures for geology and soils impacts incorporated as conditions of approval in the Northwest Rocklin General Development Plan will be applied to the project in the course of processing the application to ensure consistency with the Northwest Rocklin General Development Plan.

In addition, the proposed Project would be subject to the provisions of the City’s Grading and Erosion and Sediment Control Ordinance. Chapter 15.28 of the Rocklin Municipal Code, Grading and Erosion Sediment Control, regulates grading activity on all property within the City of Rocklin

to safeguard life, limb, health, property, and public welfare; to avoid pollution of watercourses with nutrients, sediments, or other earthen materials generated or caused by surface runoff on or across the permit area; to comply with the City's National Pollutant Discharge Elimination System permit issued by the California Regional Water Quality Control Board; and to ensure that the intended use of a graded site is consistent with the City of Rocklin General Plan, provisions of the California Building Standards Code as adopted by the City relating to grading activities, City of Rocklin improvement standards, and any applicable specific plans or other land use entitlements. This chapter (15.28) also establishes rules and regulations to control grading and erosion control activities, including fills and embankments; establishes the administrative procedure for issuance of permits; and provides for approval of plans and inspection of grading construction and erosion control plans for all graded sites.

Also, a geotechnical report, prepared by a qualified engineer, will be required with the submittal of project improvement plans. The report will provide site-specific recommendations for the construction of all features of the building foundations and structures to ensure that their design is compatible with the soils and geology of the Project site.

Responses to Checklist Questions

Responses a.i), - a.iv): Fault Rupture, Ground Shaking, Liquefaction, Landslides – Less than Significant Impact. The Project site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone, and known surface expression of active faults does not exist within the Project site. However, the Project site is located within a seismically active region. The Foothill Fault System has been identified in previous environmental studies as potentially posing a seismic hazard to the area; however, the Foothill Fault system is located near Folsom Lake, and not within the boundaries of the City of Rocklin. There are, however, two known and five inferred inactive faults within the City of Rocklin.

Potential seismic hazards resulting from a nearby moderate to major earthquake could generally be classified as primary and secondary. The primary seismic hazard is ground rupture, also called surface faulting. The common secondary seismic hazards include ground shaking and ground lurching. Because the property does not have known active faults crossing the Project site, and the Project site is not located within an Earthquake Fault Special Study Zone, ground rupture is unlikely at the subject property.

According to the California Geological Survey's Probabilistic Seismic Hazard Assessment Program, Rocklin is within an area that is predicted to have a 10 percent probability that a seismic event would produce horizontal ground shaking of 10 to 20 percent within a 50-year period. This level of ground shaking correlates to a Modified Mercalli intensity of V to VII, light to strong. As a result of these factors the California Geological Survey has defined the entire county as a seismic hazard zone. There will always be a potential for groundshaking caused by seismic activity anywhere in California, including the Project site.

To minimize potential damage to the buildings and site improvements, all construction in California is required to be designed in accordance with the latest seismic design standards of the California Building Code. The California Building Code, Title 24, Part 2, Chapter 16 addresses structural design and Chapter 18 addresses soils and foundations. Collectively, these state requirements, which have been adopted by the City of Rocklin, include design standards and requirements that are intended to minimize impacts to structures in seismically active areas of California. Section 1613 specifically provides structural design standards for earthquake loads. Section 1803.5.11 and 1803.5.12 provide requirements for geotechnical investigations for structures assigned varying Seismic Design Categories in accordance with Section 1613. Design

in accordance with these standards and policies would reduce any potential impact to a less than significant level.

Liquefaction normally occurs when sites underlain by saturated, loose to medium dense, granular soils are subjected to relatively high ground shaking. During an earthquake, ground shaking may cause certain types of soil deposits to lose shear strength, resulting in ground settlement, oscillation, loss of bearing capacity, landsliding, and the buoyant rise of buried structures. The potential for liquefaction due to earthquakes and groundshaking is considered minimal due to the site-specific characteristics that exist in Rocklin; Rocklin is located over a stable granite bedrock formation and much of the area is covered by volcanic mud (not unconsolidated soils which have liquefaction tendencies).

The Project site is not susceptible to landslides because the area is essentially flat.

Conclusion: To minimize potential damage to the buildings and site improvements, all construction in California is required to be designed in accordance with the latest seismic design standards of the California Building Code. The California Building Code, Title 24, Part 2, Chapter 16 addresses structural design and Chapter 18 addresses soils and foundations. Collectively, these state requirements, which have been adopted by the City of Rocklin, include design standards and requirements that are intended to minimize impacts to structures in seismically active areas of California. Section 1613 specifically provides structural design standards for earthquake loads. Section 1803.5.11 and 1803.5.12 provide requirements for geotechnical investigations for structures assigned varying Seismic Design Categories in accordance with Section 1613. Additionally, the City of Rocklin has adopted Design and Construction Standards and incorporated numerous policies relative to seismicity to ensure the health and safety of all people. Design in accordance with these standards and policies would reduce any potential impact to a less than significant level. Because all development in the Project site must be designed in conformance with these state and local standards and policies, any potential impact would be considered *less than significant*.

Responses b): Soil Erosion – Less Than Significant Impact. According to the Project site plans prepared for the proposed project, development of the proposed Project would result in the creation of new impervious surface areas throughout the Project site. The development of the Project site would also cause ground disturbance of topsoil. The ground disturbance would be limited to the areas proposed for grading and excavation, drainage, sewer, and water infrastructure improvements. After grading and excavation, and prior to overlaying the disturbed ground surfaces with impervious surfaces and structures, the potential exists for wind and water erosion to occur, which could adversely affect downstream storm drainage facilities.

Standard erosion control measures are required of all projects, including revegetation and slope standards. The Project applicant will be required to prepare an erosion and sediment control plan through the application of the City's Improvement Standards and Standard Specifications as a part of the City's development review process. The erosion and sediment control plan are reviewed against the Placer County Stormwater Management Manual and the Regional Water Quality Control Board's Erosion and Sediment Control Field Manual. The erosion and sediment control plan includes the implementation of Best Management Practices/Best Available Technology (BMPs/BATs) to control construction site runoff. The proposed Project will also be required to comply with the City's Grading and Erosion and Sedimentation Control Ordinance (Rocklin Municipal Code, Chapter 15.28), and the Stormwater Runoff Pollution Control Ordinance (Rocklin Municipal Code, Chapter 8.30). The application of standard erosion control measures to the proposed commercial development Project, as well as compliance with the above noted

Ordinances, would reduce potential erosion-related impacts to a *less than significant* level for on-site grading.

Responses c), d): Unstable and Expansive Soil – Less Than Significant Impact. Future development of the proposed Project could expose people or structures to adverse effects associated with unstable soils and/or soil expansion. In accordance with Policy S-1 of the City of Rocklin General Plan and Rocklin Municipal Code Section 15.28.140, a *Geotechnical Engineering Report* was prepared to explore the existing soil, rock, and groundwater conditions at the Project site, and to provide geotechnical engineering conclusions and recommendations regarding the design and construction of the commercial facility. The report found that the proposed Project is feasible from a geotechnical standpoint, if grading and construction are designed and performed in compliance with the recommendations of the *Geotechnical Engineering Report*. These recommendations have been incorporated into Mitigation Measure GEO-1.

Additionally, the City of Rocklin has adopted CBC (Municipal Code Chapter 15.04), with amendments, which prescribes regulations for the erection, construction, enlargement, alteration, repair, improving, removal, conversion, demolition, occupancy, equipment, use, height, area and maintenance of all buildings and structures. The CBC includes standards related to soils and foundations, structural design, building materials, and structural testing and inspections to minimize hazards during a seismic event. The proposed Project would be required to comply with the applicable regulations in the CBC, which would reduce potential impacts associated with strong seismic ground shaking, as well as the *Geotechnical Engineering Report* prepared for the proposed Project, which would be confirmed upon completion of grading and earthwork operations. The City of Rocklin's Building and Engineering Divisions of the Community Development Department would review Project construction plans for compliance with the *Geotechnical Engineering Report*, CBC, and the Rocklin Municipal Code. Through the preparation of such a report and implementation of its recommendations as required by City policy during the development review process, impacts associated with unstable soil or geologic conditions for the proposed development project would be reduced to a *less than significant* level.

Response e): Inadequate Soils for Disposal - No Impact. The proposed Project has been designed to connect to the existing public sewer system and septic systems will not be used. Therefore, *no impact* would occur related to soils incapable of adequately supporting the use of septic tanks.

Response f): Paleontological Resource and Unique Geological Feature – Less Than Significant Impact. Known paleontological resources or sites are not located on the Project site. Additionally, unique geologic features are not located on the Project site. As discussed in Section V, Cultural Resources, should artifacts or unusual amounts of stone, bone, or shell be uncovered during construction activities, an archeologist should be consulted for an evaluation. Implementation of Mitigation Measure CUL-1 would require investigations and avoidance methods if a previously undiscovered cultural resource is encountered during construction activities. With implementation of Mitigation Measure CUL-1, impacts to paleontological resources or unique geologic features are not expected. This is a *less than significant* impact.

VIII. GREENHOUSE GAS EMISSIONS

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		X		
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?			X	

Project Impacts:

Construction emissions are below the thresholds; however, operational emissions exceeded the threshold of significance. By its nature, the operational impact constitutes a cumulative impact. Mitigation is provided to ensure the impact is reduced in accordance with requirements from the already approved IS/MND. There is no conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gas emissions.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts that would occur related to climate change and greenhouse gas emissions because of the future urban development that was contemplated by the General Plan. These impacts included consistency with greenhouse gas reduction measure, climate change environmental effects on the City and generation of greenhouse gas emissions (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.15-1 through 4.15-25). Mitigation measures to address these impacts are incorporated into the General Plan in the Land Use and Circulation Elements, and include goals and policies that encourage the use of alternative modes of transportation and promote mixed use and infill development.

The General Plan EIR concluded that despite these goals and policies, significant greenhouse gas emission impacts will occur because of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will result in the generation of greenhouse gas emissions which are cumulatively considerable. Findings of fact and a statement of overriding considerations were adopted by the Rocklin City Council regarding this impact, which was found to be significant and unavoidable.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

Generation of greenhouse gas emissions because of development activities are discussed in the Rocklin General Plan. Policies and mitigation measures have been included in the General Plan that encourage the use of alternative modes of transportation and promote mixed use and infill development.

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

Project Level Environmental Analysis

The firm of Helix Environmental Planning, a Folsom area consulting firm with recognized expertise in air quality, prepared an Air Quality and Greenhouse Gas Technical Report (AQGHG) report for the proposed Project. The report, dated June 2023, is available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA and is incorporated into this Mitigated Negative Declaration by reference. City staff, and the City's consultant De Novo Planning Group, have both reviewed the documentation and find that Helix Environmental Planning has a professional reputation that makes its conclusions presumptively credible and prepared in good faith. Based on a review of the analysis and these other considerations, City staff accepts the conclusions in the Helix Environmental Planning report, which are summarized below.

Greenhouse Gas Setting: Various gases in the Earth's atmosphere, classified as atmospheric greenhouse gases (GHGs), play a critical role in determining the Earth's surface temperature. Solar radiation enters Earth's atmosphere from space, and a portion of the radiation is absorbed by the Earth's surface. The Earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation.

Naturally occurring GHGs include water vapor (H₂O), carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and ozone (O₃). Several classes of halogenated substances that contain fluorine, chlorine, or bromine are also GHGs, but they are, for the most part, solely a product of industrial activities. Although the direct GHGs, including CO₂, CH₄, and N₂O, occur naturally in the atmosphere, human activities have changed their atmospheric concentrations. From the pre-industrial era (i.e., ending about 1750) to 2011, concentrations of these three GHGs have increased globally by 40, 150, and 20 percent, respectively (IPCC, 2013).

Greenhouse gases, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO₂), methane (CH₄), ozone (O₃), water vapor, nitrous oxide (N₂O), and chlorofluorocarbons (CFCs).

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. In California, the transportation sector is the largest emitter of GHGs, followed by the industrial and electricity generation sectors (California Energy Commission, 2020).

As the name implies, global climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern, respectively. California produced 425 million gross metric tons of carbon dioxide equivalents (MMTCO₂e) in 2018 (California Air Resources Board, 2020a).

Carbon dioxide equivalents are a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential of a GHG, is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO₂ were being emitted.

Consumption of fossil fuels in the transportation sector was the single largest source of California's GHG emissions in 2023, accounting for 39% of total GHG emissions in the state. This category was followed by the industrial sector (22%), the electricity generation sector (including both in-state and out of-state sources) (16%) and the agriculture sector (8%) (California Air Resources Board, 2023).

Thresholds of Significance: Given the relatively small levels of emissions generated by a typical development in relationship to the total amount of GHG emissions generated on a national or global basis, individual development projects are not expected to result in significant, direct impacts with respect to climate change. However, given the magnitude of the impact of GHG emissions on the global climate, GHG emissions from new development could result in significant, cumulative impacts with respect to climate change. Therefore, the potential for a significant GHG impact is limited to cumulative impacts.

According to Appendix G of the CEQA Guidelines, a project would have a significant environmental impact if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

The PCAPCD has established GHG thresholds of significance or other guidance for determining the significance of a land use development project's GHG impacts. For project level short-term construction GHG emissions, the PCAPCD has adopted a threshold of 10,000 MT CO₂e per year. For non-residential land use development project long-term operational GHG emissions, the PCAPCD has adopted an efficiency threshold of 26.5 MT CO₂e per 1,000 SF of building space per year for projects in urban areas, or a de minimis level of 1,100 MT CO₂e per year (PCAPCD 2017).

Responses to Checklist Questions

Responses a), b): Generate Greenhouse Gas and Conflict with Greenhouse Gas Plan – Less Than Significant Impact. The impact to Greenhouse Gas Emissions were analyzed in the Wildcat West Subdivision and Whitney Ranch Parkway Commercial Development IS/MND, which concluded that the Wildcat Subdivision would not result in annual construction emissions exceeding the PCAPCD threshold, however, operational emissions would exceed the PCAPCD's operational residential and non-residential efficiency screening thresholds. Mitigation to require off-street electric vehicle (EV) parking for commercial land uses in accordance with CALGreen Tier 2 Nonresidential Voluntary Measures would reduce the impact to less than significant.

Construction GHG Emissions: Project construction (Short-term) emissions of GHG associated with construction of the proposed Project are estimated to be 116 MTCO₂e/year, which is below the PCAPCD's Threshold of 10,000 MTCO₂e/year threshold. Construction GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change. Due to the size of the proposed Project, the proposed Project's estimated construction-related GHG contribution to global climate change would be considered negligible on the overall global emissions scale.

Operational GHG Emissions: Project operational GHG emissions were estimated using CalEEMod. The calculated annual operational emissions for the project for the first full year of

operation (2025) are shown Table GHG-1, Estimated Operational GHG Emissions, and compared to the PCAPCD land use development project operational non-residential efficiency threshold.

TABLE GHG-1: ESTIMATED OPERATIONAL GHG EMISSIONS

<i>EMISSION SOURCE</i>	<i>2025 EMISSIONS (MT CO₂E)</i>
Vehicular (Mobile)	1,434
Area	<0.1
Energy	53
Water/Wastewater	3
Solid Waste	7
Refrigerants	115
Total Annual project Emissions ¹	1,611
Annual project Emissions per 1,000 SF	26.5
PCAPCD Threshold	1,100
Exceed Threshold?	Yes

Source: CalEEMod and Helix Environmental Planning, 2023

¹ Totals may not sum due to rounding.

GHG = greenhouse gas; MT = metric tons; CO₂e = carbon dioxide equivalent; SF = square feet

The operational GHG emissions estimate show the GHG emissions would exceed the PCAPCD operational non-residential efficiency threshold.

Cumulative GHG Emissions: Implementation of the proposed Project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO₂) and, to a lesser extent, other GHG pollutants, such as methane (CH₄) and nitrous oxide (N₂O) associated with mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. Because the proposed Project involves increased vehicle use in the area, the GHG emissions related to increased vehicle use in the area must be analyzed. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO₂ equivalents (MT CO₂e), based on the global warming potential of the individual pollutants.

The PCAPCD has identified the approximate size of a project for selected land use categories that would result in operational GHG emissions equal to the threshold of 10,000 MTCO₂e/yr and the screening level threshold of 1,100 MTCO₂e/yr based on CalEEMod modeling. Thus, if a project is equal to or less than the size identified by the PCAPCD, the proposed Project would not be expected to result in emissions of GHG more than the applicable thresholds of significance.

The operational GHG emissions estimate show the GHG emissions would exceed the PCAPCD operational non-residential efficiency threshold. This would constitute a cumulative impact, in addition to the project-level impact identified under operational emissions.

Consistency with Adopted Plans: Neither the City nor Placer County have adopted GHG emissions reduction plans. There are numerous State plans, policies, and regulations adopted for the purpose of reducing GHG emissions. Statewide plans and regulations such as GHG emissions standards for vehicles (AB 1493), the LCFS, and regulations requiring an increasing fraction of electricity to be generated from renewable sources are being implemented at the statewide level; as such, compliance at the project level is not addressed. Therefore, the project would not conflict with those plans and regulations.

The CARB Scoping Plan is the primary State plan for achieving the GHG reduction goals mandated by AB 32, SB 32, and AB 1279. Achieving the State's 2045 net zero GHG emissions goal will require almost complete transition away from the use of fossil fuels. To achieve net zero GHG emissions for building energy, the use of natural gas must be phased out. The project would be all electric and would not install any natural gas infrastructure or appliances. A key to the transition away from fossil fuels for transportation is the installation of EV charging infrastructure to enable and encourage the expanded use of EVs. As required by mitigation measure VIII.-1 from the Approved Project IS/MND, the project would install EV charging infrastructure in accordance with CALGreen voluntary non-residential Tier 2 standards. Therefore, the project would not conflict with the CARB Scoping Plan.

Transportation-related emissions consistently contribute the most GHG emissions in California (41 percent in 2017), transportation-related emissions comprise 89 percent of project operational GHG emission. Regional metropolitan plans such as SACOG's 2020 MTP/SCS aim to reduce GHG emissions in the transportations sector. A key to accomplishing this is to reduce the VMT for cars and light trucks.

As part of the 2019 update to the CEQA Statutes and Guidelines that became effective on January 1, 2019, the guidelines for assessing transportation impacts were revised to reflect SB 743, which mandates a change in transportation impact analysis from a consideration of the project's congestion impacts to a consideration of a project's VMT impacts. In response to this anticipated change, the Office of Planning and Research (OPR) released the Technical Advisory on Evaluating Transportation Impacts in CEQA to assist CEQA practitioners with the implementation of SB 743. The technical advisory contains the following recommendations for the transportation analysis of retail development projects (OPR 2018):

Because new retail development typically redistributes shopping trips rather than creating new trips, estimating the total change in VMT (i.e., the difference in total VMT in the area affected with and without the project) is the best way to analyze a retail project's transportation impacts.

By adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT. Thus, lead agencies generally may presume such development creates a less-than-significant transportation impact. Regional-serving retail development, on the other hand, which can lead to substitution of longer trips for shorter ones, may tend to have a significant impact.

Per the OPR's technical advisory guidance, retail projects with less than 50,000 SF of building space are generally considered local serving. The project, consisting of a convenience store, gas station and car wash, proposes a total of 6,349 SF of building space and would be considered local serving and would not result in regional increases in VMT. In consideration of the OPR's technical advisory, the project would not conflict with the SACOG's 2020 RTP/SCS.

Conclusion: The project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, including the CARB Scoping Plan and the SACOG's 2020 MTP/SCS. The impact would be less than significant and would not exceed the significance determination in the Approved Project IS/MND.

Implementation of the project would not result in annual construction emissions exceeding the PCAPCD threshold; however, operational emissions would exceed the PCAPCD's operational non-

residential efficiency screening threshold, and the impact would be potentially significant. The California State goal of net zero GHG emissions by 2045, mandated by Assembly Bill (AB) 1279 and implemented by the CARB Scoping Plan, requires almost complete transition away from fossil fuels. A key to this transition is the installation of EV charging infrastructure to enable and encourage the expanded use of EVs. Mitigation measure VIII.-1 from the Wildcat West Subdivision and Whitney Ranch Parkway Commercial Development IS/MND would require the proposed Project to provide a minimum of four EV capable spaces in accordance with CALGreen Tier 2 Non-Residential Voluntary Measures. Therefore, with implementation of Mitigation Measure GHG-1 (below), agreed to by the applicant, to require off-street electric vehicle (EV) parking for commercial land uses in accordance with CALGreen Tier 2 Nonresidential Voluntary Measures would reduce the impact to **less than significant**.

Mitigation Measure(s)

Mitigation Measure GHG-1: *Prior to the issuance of improvement plans and building permits for each commercial parcel, the City shall verify that the applicant has designed the proposed commercial parking areas to provide, at a minimum, electric vehicle (EV) charging stations equal to the Tier 2 Nonresidential Voluntary Measures of the California Green Building Standards Code Section A5.106.5.3.2. Per Section A5.106.5.3.2, the number of required electric vehicle charging stations is dictated by Table 5.106.5.3.1 and is based upon a ratio according to the overall number of parking spaces being provided. See Table 5.106.5.3.1 below:*

TABLE 5.106.5.3.1

Total Number of Actual Park Spaces	Number of Required EV Capable Spaces	Number of EVCS (EV Capable Spaces Provided with EVSE)²
0-9	0	0
10-25	4	0
26-50	8	2
51-75	13	3
76-100	17	4
101-150	25	6
151-200	35	9
201 and over	20 percent of total ¹	25 percent of EV capable spaces ¹

Source: CALGreen Section A5.106.5.3.2

- 1 Calculation for spaces shall be rounded up to the nearest whole number.
- 2 The number of required EVCS (EV capable spaces provided with EVSE) in column 3 count toward the total number of required EV capable spaces shown in column 2.

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts to GHG operational emissions to a less than significant level.

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		X		
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		X		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	

Project Impacts:

The development of 1.4 acres as a commercial facility with fuel dispensing would result in activities that transport, store, or use hazards and hazardous materials. As discussed below, compliance with the mitigation measures incorporated into the General Plan goals and policies and applicable City Code and compliance with applicable Federal, State, and local laws and regulations would reduce impacts related to hazards and hazardous materials to a less-than-significant level.

Prior Environmental Analysis:

As a "program EIR" under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated human health and hazards impacts that would occur because of the future urban development that was contemplated by the General Plan. These impacts included wildland fire hazards, transportation, use and disposal of hazardous materials, and emergency response and evacuation plans (City of Rocklin General Plan Update Draft EIR, 2011 pages 4.7-1 through 4.7-30). The analysis found that while development and buildout of the Rocklin General Plan can

introduce a variety of human health and hazards impacts, these impacts would be reduced to a less than significant level through the application of development standards in the Rocklin Municipal Code, the application of General Plan goals and policies that would assist in minimizing or avoiding hazardous conditions, and compliance with local, state and federal standards related to hazards and hazardous materials.

The Northwest Rocklin Annexation EIR analyzed the anticipated human health and hazards impacts that would occur as a result of the mixed urban development that was contemplated by the Northwest Rocklin General Development Plan. Key issues that were evaluated included the generation, transportation, use and disposal of hazardous materials, exposure to contaminated soil and/or groundwater, and wildland fire hazards (Northwest Rocklin Annexation Draft EIR, 2001 pages L-1 through L-17). The analysis found that while development and buildout of the Northwest Rocklin General Development Plan can introduce a variety of human health and hazards impacts, mitigation measures to address these impacts are available and have been incorporated into the Northwest Rocklin General Development Plan under Public Safety and Hazards (Section I), and include conditions of approval requiring Phase I Environmental Site Assessments and application of recommendations from such reports, as well as procedures to be followed in the event of encountering soils or groundwater contamination. In addition, these impacts would be reduced to a less than significant level through the application of development standards and General Plan goals and policies that would assist in minimizing or avoiding hazardous conditions, and compliance with local, state and federal standards related to hazards and hazardous materials, as noted above.

These goals, policies and standards include, but are not limited to, Chapter 2.32 of the Rocklin Municipal Code which requires the preparation and maintenance of an emergency operations plan, preventative measures in the City's Improvement Standards and Standard Specifications, compliance with local, state and federal standards related to hazards and hazardous materials and goals and policies in the General Plan Community Safety and Open Space, Conservation and Recreation Elements requiring coordination with emergency management agencies, annexation into fee districts for fire prevention/suppression and medical response, incorporation of fuel modification/fire hazard reduction planning, and requirements for site-specific hazard investigations and risk analysis.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable mitigation measures from the General Plan EIR, including the mitigation measures for human health and hazards impacts incorporated as goals and policies in the General Plan and the City's Improvement Standards, will be applied to the proposed Project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with the Rocklin Municipal Code and other City rules and regulations.

Similarly, all applicable mitigation measures from the Northwest Rocklin Annexation EIR, including the mitigation measures for hazards and hazardous materials impacts incorporated as conditions of approval in the Northwest Rocklin General Development Plan will be applied to the project in the course of processing the application to ensure consistency with the Northwest Rocklin General Development Plan.

In addition, Chapter 2.32 of the Rocklin Municipal Code requires the development of emergency procedures in the City through the Emergency Operations Plan. The Emergency Operations Plan provides a framework to guide the City's efforts to mitigate and prepare for, respond to, and recover from major emergencies or disasters. To implement the Emergency Operations Plan, the

City has established a Disaster Council, which is responsible for reviewing and recommending emergency operations plans for adoption by the City Council. The Disaster Council plans for the protection of persons and property in the event of fires, floods, storms, epidemic, riot, earthquake, and other disasters.

Responses to Checklist Questions

Responses a), b): Transport, Use or Disposal of Hazardous Materials, Release of Hazardous Materials –Less than Significant Impact. The proposed Project would place a convenience store, carwash, and gasoline pumps in an area of the City that currently contains mostly residential, and some commercial uses, and is located along an arterial roadway.

Project Construction: During project construction, small quantities of hazardous materials such as construction equipment fuels, lubricants, and hydraulic fluid would be used for construction vehicles. The storage and handling of these materials would be managed in accordance with applicable laws and regulations, which include developing project-specific hazardous materials management and spill control plans, storing incompatible hazardous materials separately, using secondary containment for hazardous materials storage, requiring the contractor to use trained personnel for hazardous materials handling, keeping spill clean-up kits available on-site, and designating appropriate sites within the construction area as refueling stations for construction vehicles. Therefore, routine transport, storage, use, or disposal of hazardous materials during construction would not create substantial hazards to the public or the environment, and impacts would be less than significant.

Project Operation: Project operation would involve the routine transport, use, or disposal of hazardous materials, namely flammable fuel. Underground Storage Tanks (USTs) would be installed to store the flammable gas and diesel fuel on the Project site. The USTs would be double-walled storage tanks with leak detection sensors. Furthermore, because of the nature of the proposed Project, and particularly the gas station, the proposed Project would be subject to routine inspection by federal, state, and local regulatory agencies with jurisdiction over fuel-dispensing facilities.

To be operational after construction, the proposed Project, including the USTs and all associated fuel delivery infrastructure (i.e., gas pumps), would be required to comply with all applicable federal, state, and local regulations, including but not limited to those provisions established by Section 2540.7, Gasoline Dispensing and Service Stations, of the California Occupational Safety and Health (Cal/OSHA) Regulations; Chapter 38, Liquefied Petroleum Gases, of the California Fire Code; RCRA; and the Rocklin Fire Department. Collectively, the routine inspection of the gas station, the USTs, and all associated fuel delivery infrastructure, along with the continued mandated compliance with all federal, state, and local regulations, would ensure that the proposed Project is operated in a non-hazardous manner. Therefore, long-term impacts associated with handling, storing, and dispensing of hazardous materials would be less than significant.

Conclusion: Through compliance with existing federal, state, and local regulations, operation of the proposed Project would not result in creation of a significant hazard. Therefore, the proposed Project would have a *less than significant* impact relative to this issue.

Response c): Hazardous Emissions Near Schools – No Impact. The Project site is located over ¼ mile from an existing school. The nearest schools include Whitney High School (approximately 0.50 miles northeast), the Maria Montessori Charter Academy (approximately 0.71 miles southeast) and Sunset Ranch Elementary School (approximately 0.91 miles east). Because the

Project site is beyond the ¼-mile radius of a school, Implementation of the proposed Project would result in ***no impact*** relative to this topic.

Response d): Hazardous Site List – No Impact. The Project site is not on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Government Code 65962.5 is known as the Cortese List. The Cortese database identifies public drinking water wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with Underground USTs having a reportable release and all solid waste disposal facilities from which there is known migration. The Department of Toxic Substances Control (DTSC) EnviroStor database and State Water Resources Control Board GeoTracker database were searched on January 4, 2024 and no open hazardous sites were identified on the Project site. Therefore, there is ***no impact*** related to this topic.

Response e): Public Airport Hazards – No Impact. The Federal Aviation Administration (FAA) establishes distances of ground clearance for take-off and landing safety based on such items as the type of aircraft using the airport. The Project site is not located within the vicinity of a private airstrip or public airport. The closest airport or airstrip is the Lincoln Regional Airport, located approximately 5.79 miles north of the Project site. Therefore, there is ***no impact*** with regards to this topic.

Response f): Emergency Response Plan – Less than Significant Impact. The City’s existing street system, particularly arterial and collector streets, function as emergency evacuation routes (Whitney Ranch Road). The proposed Project does not include any actions that would impair or physically interfere with any of Placer County Office of Emergency Services (OES emergency plans or evacuation routes). Construction activities are not expected to result in any unknown significant road closures, traffic detours, or congestion that could hinder emergency vehicle access or evacuation in the event of an emergency. Implementation of the proposed Project would have a ***less than significant*** impact relative to this topic.

Response g): Wildland Fires – Less Than Significant Impact. The Project site is in an area with a “Local Responsibility Zone (LRA) Unzoned” rank. The Project site is also not located on a steep slope, and the Project site is essentially flat. The Project site is also located in an urban area, with existing or future urban development located on all sides. Additionally, the proposed Project has been reviewed by the Rocklin Fire Department and has been designed with adequate emergency access for use by the Rocklin Fire Department to reduce the risk of loss, injury or death involving wildland fires. Therefore, this is a ***less than significant impact*** relative to this topic.

X. HYDROLOGY AND WATER QUALITY

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) Result in substantial erosion or siltation on- or off-site;			X	
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			X	
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
(iv) Impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

Project Impacts:

The development of 1.4 acres as a commercial facility would require grading activities that would remove some limited vegetation cover, but would expose soil to wind and water erosion and potentially impact water quality. Waterways in the Rocklin area have the potential to flood and expose people or structures to flooding. Additional impervious surfaces would be created with the development of the proposed project.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated hydrology and water quality impacts that would occur because of the future urban development that was contemplated by the General Plan. These impacts included water quality, ground water quality and supply, drainage, flooding, risks of seiche, tsunami and mudflow (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.9-1 through 4.9-37). The analysis found that while development and buildout of the General Plan can result in hydrology and water quality impacts, these impacts would be reduced to a less than significant level through the

application of development standards contained in the City's Improvement Standards and Standard Specifications and in the Rocklin Municipal Code, the application of General Plan goals and policies related to hydrology, flooding and water quality, and compliance with local, state, and federal water quality standards and floodplain development requirements.

These goals, policies and standards include, but are not limited to, flood prevention and drainage requirements in the City's Improvement Standards and Standard Specifications, the City's Grading and Erosion and Sediment Control Ordinance, the Stormwater Runoff Pollution Control Ordinance, the State Water Resources Control Board General Construction Activity Storm Water Permit requirements, and goals and policies in the General Plan Open Space, Conservation and Recreation and Safety Elements requiring the protection of new and existing development from flood and drainage hazards, the prevention of storm drainage run-off in excess of pre-development levels, the development and application of erosion control plans and best management practices, the annexation of new development into existing drainage maintenance districts where warranted, and consultation with the Placer County Flood Control and Water Conservation District and other appropriate entities.

The Northwest Rocklin Annexation EIR analyzed the anticipated hydrology and water quality impacts that would occur as a result of the mixed urban development that was contemplated by the Northwest Rocklin General Development Plan. Key issues that were evaluated included flooding, impacts to water quality, and cumulative impacts related to water quality and flooding (Northwest Rocklin Annexation Draft EIR, 2001, pages P-1 through P-27). Mitigation measures to address these impacts are incorporated into the Northwest Rocklin General Development Plan under Hydrology, Water Quality and Drainage (Section M), and include conditions of approval to master plan the drainage, to operate and maintain privately-owned drainage facilities and improvements, to implement mosquito control, to plan for and design detention basins, require the preparation of hydraulic and drainage studies, require the preparation of stormwater pollution prevention plans and use of Best Management Practices/Best Available Technology (BMPs/BATs), and to require participation in a regional retention facility under specific conditions. The analysis found that while development and buildout of the Northwest Rocklin General Development Plan can result in hydrology and water quality impacts, with the exception of one impact, these impacts would be reduced to a less than significant level through the application of mitigation measures which have been incorporated into conditions of approval in the Northwest Rocklin General Development Plan. In addition, these impacts would be reduced to a less than significant level through the application of development standards contained in the City's Improvement Standards and Standard Specifications and in the Rocklin Municipal Code, General Plan goals and policies related to hydrology, flooding and water quality, and compliance with local, state, and federal water quality standards and floodplain development requirements, as noted above.

The Northwest Rocklin Annexation EIR concluded that despite the above-noted conditions of approval, a significant cumulative water quality impact will occur and this impact cannot be reduced to a less than significant level. Specifically, the Northwest Rocklin Annexation EIR found that the buildout of the Northwest Rocklin General Development Plan, in combination with other development in the City of Rocklin and the Orchard Creek and Pleasant Grove Creek watersheds, may cumulatively increase urban contaminant loading adversely affecting water quality. The Rocklin City Council adopted Findings of Fact and Statement of Overriding Considerations in recognition of this impact.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable mitigation measures from the General Plan EIR as well as relevant standards from the City's Improvement Standards for hydrology and water quality impacts will be applied to the proposed Project. These serve as uniformly applied development policies and standards and/or as conditions of approval for this project to ensure consistency with the General Plan and compliance with the Rocklin Municipal Code and other City rules and regulations.

Similarly, all applicable mitigation measures from the Northwest Rocklin Annexation EIR, including the mitigation measures for hydrology and water quality impacts incorporated as conditions of approval in the Northwest Rocklin General Development Plan, will be applied to the project in the course of processing the application to ensure consistency with the Northwest Rocklin General Development Plan.

The proposed Project would be subject to the provisions of the City's Grading and Erosion and Sediment Control Ordinance. Chapter 15.28 of the Rocklin Municipal Code, Grading and Erosion Sediment Control, regulates grading activity on all property within the City of Rocklin to safeguard life, limb, health, property, and public welfare; to avoid pollution of watercourses with nutrients, sediments, or other earthen materials generated or caused by surface runoff on or across the permit area; to comply with the City's National Pollutant Discharge Elimination System permit issued by the California Regional Water Quality Control Board; and to ensure that the intended use of a graded site is consistent with the City of Rocklin General Plan, provisions of the California Building Standards Code as adopted by the City relating to grading activities, City of Rocklin improvement standards, and any applicable specific plans or other land use entitlements. This chapter (15.28) also establishes rules and regulations to control grading and erosion control activities, including fills and embankments; establishes the administrative procedure for issuance of permits; and provides for approval of plans and inspection of grading construction and erosion control plans for all graded sites. Chapter 8.30 of the Rocklin Municipal Code, Stormwater Runoff Pollution Control Ordinance, prohibits the discharge of any materials or pollutants that cause or contribute to a violation of applicable water quality standards, other than stormwater, into the municipal storm drain system or watercourse. Discharges from specified activities that do not cause or contribute to the violation of plan standards, such as landscape irrigation, lawn watering, and flows from fire suppression activities, are exempt from this prohibition.

The proposed Project would also be subject to the City's Flood Hazard Area Ordinance and City General Plan policies related to floodplain protection and encroachment; these tools are designed to minimize public and private losses due to flood conditions by having legally enforceable regulations that are applied uniformly throughout the City to all publicly and privately owned land within flood prone or flood related erosion areas, they allow the City to protect regulatory floodplains from encroachment by development that would impede flood flows or pose a hazard to occupants, and they ensure that regulatory floodplains, based on the most current information, are not adversely affected by new development, both upstream and downstream.

In addition, the proposed Project would be required to prepare an erosion and sediment control plan through the application of the City's Improvement Standards and Standard Specifications that are a part of the City's development review process.

Responses to Checklist Questions

Response a), b), c), e): Water Quality Standards and Groundwater Management – Less than Significant Impact. There are no rivers, streams, or water courses located on or immediately

adjacent to the Project site. As such, there is no potential for the proposed Project to alter a water course, which could lead to on or offsite flooding. Drainage improvements associated with the Project site would be located on the Project site, and the proposed Project would not alter or adversely impact offsite drainage facilities.

The grading proposed will be sufficient to provide appropriate stormwater management and sloping for utilities and fuel lines. The proposed project is designed to have several high and low points throughout the site to convey and collect stormwater drainage appropriately. The proposed storm drain system consists of a series of inlets and pipes that ultimately convey runoff to a stormwater quality treatment device. The stormwater management will include full trash capture if required by the jurisdiction.

The proposed Project is located within the Whitney Ranch subsection of the Northwest Rocklin Annexation Area. Whitney Ranch was master planned for drainage prior to implementation of low-impact development (LID); therefore, the Whitney Ranch ARCO and Carwash project is exempt from LID design standards. Public Services does not require a separate LID-related submittal for the proposed Project. However, the applicant/developer will be required to confirm the project-specific drainage criteria meets or exceeds those included in the Northwest Rocklin Annexation Drainage Master Plan. Also, design elements and/or best management practices will be recommended to prevent runoff generated from car wash operations from entering the curb, gutter, storm drain, and tracking onto adjacent roadways.

To address the potential for polluted water runoff during Project construction, the proposed Project would be required to prepare an erosion and sediment control plan through the application of the City's Improvement Standards and Standard Specifications as a part of the City's development review process. The erosion and sediment control plan are reviewed against the Placer County Stormwater Management Manual and the Regional Water Quality Control Board's Erosion and Sediment Control Field Manual. The erosion and sediment control plan includes the implementation of Best Management Practices/Best Available Technology (BMPs/BATs) to control construction site runoff. The proposed Project will also be required to comply with the City's Grading and Erosion and Sedimentation Control Ordinance (Rocklin Municipal Code, Chapter 15.28), and the Stormwater Runoff Pollution Control Ordinance (Rocklin Municipal Code, Chapter 8.30), which includes the preparation of a Stormwater Pollution Prevention Plan (SWPPP).

The proposed Project would increase impervious surfaces throughout the Project site. The proposed Project would require the installation of storm drainage infrastructure to ensure that storm waters properly drain from the Project site. The proposed storm drainage plan includes an engineered network of storm drain lines, manholes, inlets, and a water quality basin. The storm drainage plan was designed and engineered to ensure proper construction of storm drainage infrastructure to control runoff and prevent flooding, erosion, and sedimentation. The City Engineer reviews all storm drainage plans as part of the improvement plan submittal to ensure that all facilities are designed to the City's standards and specifications. The City Engineer also reviews all storm drainage plans to ensure that post-project runoff does not exceed pre-project runoff. The City Engineer's review of pre- and post-project runoff is intended to ensure that the capacity of the existing storm drainage system is not exceeded. This determination is ultimately made by the City Engineer during the improvement plan review and approval.

The proposed Project storm drainage plan will require the construction of new storm water drainage facilities on the Project site; however, the construction of these facilities would not substantially alter the existing drainage pattern of the area, or alter the course of a stream or

river, in a manner that would result in substantial erosion or siltation, substantially increase the rate or amount of surface runoff in a manner that would result in flooding, or create or contribute runoff water which would exceed the capacity of existing or planned drainage systems or provide substantial additional sources of polluted runoff.

The proposed Project will use domestic water from the Placer County Water Agency and not use wells or groundwater; therefore, existing groundwater resources will not be depleted. The proposed Project site itself is not a substantial recharge area because of its smaller size in comparison to the overall groundwater recharge area.

The implementation of all applicable mitigation measures from the General Plan EIR as well as relevant standards from the City's Improvement Standards for hydrology and water quality impacts would reduce potential impacts. Implementation of the proposed Project would result in a *less than significant* impact relative to this topic.

Response d): Release of Pollutants in Flood Hazard, Tsunami or Seiche Zones - Less Than Significant Impact. The risks of flooding hazards on the Project site and immediate surroundings are limited to storm events. The Project site is not anticipated to be inundated by a tsunami or seiche, nor is it anticipated to expose people or structures to a significant risk of loss, injury, or death, involving flooding because of the failure of a levee or dam.

These risks of flooding are greatest during the rainy season between November and March. Flooding events can result in damage to structures, injury or loss of human and animal life, exposure to waterborne diseases, and damage to infrastructure. According to Federal Emergency Management Agency (FEMA), the Project site is located outside the 100, 200, and 500-year flood zone. The Project site is categorized as an area with minimal risk of flooding.

The City's Flood Hazard Area Ordinance and City General Plan policies are designed to minimize public and private losses due to flood conditions by having legally enforceable regulations that are applied uniformly throughout the City to all publicly and privately-owned land within flood prone or flood related erosion areas. They allow the City to protect regulatory floodplains from encroachment by development that would impede flood flows or pose a hazard to occupants, and they ensure that regulatory floodplains, based on the most current information, are not adversely affected by new development, both upstream and downstream.

Implementation of the proposed Project would have a *less than significant* impact relative to this topic.

XI. LAND USE AND PLANNING

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

Project Impacts:

The development of 1.4 acres as a commercial facility would not physically divide the community, and there are no conflicts with land use plans, policies, or regulations.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts on land use because of the future urban development that was contemplated by the General Plan. These impacts included dividing an established community and potential conflicts with established land uses within and adjacent to the City (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.1-1 through 4.1-38). The analysis found that while development and buildout of the General Plan can result in land use impacts, these impacts would be reduced to a less than significant level through the application of General Plan goals and policies that would assist in minimizing or avoiding land use impacts.

These goals and policies include, but are not limited to goals and policies in the General Plan Land Use Element requiring buffering of land uses, reviewing development proposals for compatibility issues, establishing, and maintaining development standards and encouraging communication between adjacent jurisdictions. The Northwest Rocklin Annexation EIR analyzed the anticipated impacts on land use as a result of the mixed urban development that was contemplated by the Northwest Rocklin General Development Plan. Key issues that were evaluated included conversion of agricultural/grazing land, land use compatibility, consistency with the City’s General Plan, policies and ordinances, and potential right-of-way impacts for a SR 65 interchange. (Northwest Rocklin Annexation Draft EIR, 2001, pages E-1 through E-22). The analysis found that while development and buildout of the Northwest Rocklin General Development Plan can result in land use impacts, mitigation measures to address these impacts are incorporated into the Northwest Rocklin General Development Plan under Land Use (Section B), and include conditions of approval that ensure that adequate right-of-way is provided for highway interchange improvements. In addition, these impacts would be reduced to a less than significant level through the application of General Plan goals and policies that would assist in minimizing or avoiding land use impacts, as noted above.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Similarly, all applicable mitigation measures from the Northwest Rocklin Annexation EIR, including the mitigation measures for land use impacts incorporated as conditions of approval in the Northwest Rocklin General Development Plan, will be applied to the project in the course of processing the application to ensure consistency with the Northwest Rocklin General Development Plan.

Responses to Checklist Questions

Response a): Division of Community – No Impact. The Project site is currently vacant and located within the City of Rocklin city limits. The proposed Project is consistent with the surrounding uses and would not physically divide an established community. Implementation of the proposed Project would have *no impact* relative to this topic.

Response b): Plan, Policy, or Regulation Conflict – Less than Significant Impact. The key planning documents that are directly related to, or that establish a framework within which the proposed Project must be consistent, include:

- City of Rocklin General Plan; and
- City of Rocklin Zoning Ordinance.

The Project site is designated has a Mixed-Use land use designation under the General Plan. The Project site is in the Northwest Rocklin General Development Plan, which zones the Project site as Planned Development Commercial (PD-C). Convenience stores and gasoline service stations are permitted, and car wash facilities are allowed with approval of a Conditional Use Permit. As proposed, the proposed Project is consistent with the Mixed-Use General Plan designation and the PD-C zoning district.

The proposed Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Implementation of the proposed Project would have a *less than significant* relative to this topic.

XII. MINERAL RESOURCES

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

Project Impacts:

No impact is anticipated because the project site does not contain known mineral resources, and is not a mineral resource recovery area.

Responses to Checklist Questions

Responses a), b): Mineral Resources – No Impact. The California Geological Survey identifies areas that contain, or that could contain, significant mineral resources to provide context for local agency land use decisions and to protect availability of known mineral resources. Classifications ranging from MRZ-1 to MRZ-4 are based on knowledge of a resource’s presence and the quality of the resource.

No mineral extraction operations are known to exist in or adjacent to the Project site. The Project site is not in a designated Mineral Resource Zone as delineated by the Mineral Resources and Mineral Hazards Mapping Program (MRMHMP) (California Department of Conservation, 2012). The proposed Project would not result in the loss of an available known mineral resources nor result in the loss of availability of locally-important mineral resource recovery sites delineated in a local general plan, specific plan, or other land use plan. Additionally, there are no oil and gas extraction wells within or near the property. Therefore, there is **no impact** relative to this topic.

XIII. NOISE

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

Project Impacts:

As discussed below, development of the proposed project will result in an increase in noise from construction and operational activities. Compliance with the mitigation measures incorporated into the General Plan goals and policies, and the City of Rocklin Construction Noise Guidelines, in addition to specific mitigation measures provided herein, would reduce noise related impacts to a less-than-significant level.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts of noise associated with the future urban development that was contemplated by the General Plan. These impacts included construction noise, traffic noise, operational noise, groundborne vibration, and overall increased in noise resulting from implementation of the General Plan Update (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.5-1 through 4.5-48).

Mitigation measures to address these impacts are incorporated into the General Plan in the Noise Element, which includes policies that require acoustical analyses to determine noise compatibility between land uses, application of stationary and mobile noise source sound limits/design standards, restriction of development of noise-sensitive land uses unless effective noise mitigations are incorporated into projects, and mitigation of noise levels to ensure that the noise level design standards of the Noise Element are not exceeded.

The General Plan EIR concluded that, despite these goals and policies, significant noise impacts will occur because of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will result in exposure of persons to, or generation of, noise levels more than applicable noise standards, will result in exposure to surface transportation noise sources and stationary noise sources more than applicable noise standards and will contribute to cumulative transportation noise impacts within the Planning Area. Findings of fact and a

statement of overriding consideration were adopted by the Rocklin City Council in regard to these impacts, which were found to be significant and unavoidable.

The Northwest Rocklin Annexation EIR analyzed the anticipated noise impacts that would occur as a result of the mixed urban development that was contemplated by the Northwest Rocklin General Development Plan. Key issues that were evaluated included construction noise, exposure to traffic noise levels and stationary noise sources, and noise from athletic fields and recreation areas. (Northwest Rocklin Annexation Draft EIR, 2001, pages H-1 through H-17). Mitigation measures to address these impacts are available and have been incorporated into the Northwest Rocklin General Development Plan under Noise (Section E), and include conditions of approval regulating construction noise, requirements for acoustical studies under certain circumstances, and the use of site design techniques such as setbacks, barriers or other measures. The analysis found that while development and buildout of the Northwest Rocklin General Development Plan can result in noise impacts, with the exception of one impact, these impacts would be reduced to a less than significant level through the application of conditions of approval from the Northwest Rocklin General Development Plan. In addition, these impacts would be reduced to a less than significant level through the application of General Plan goals and policies related to noise, as noted above.

The Northwest Rocklin Annexation EIR concluded that despite the above-noted conditions of approval, a significant noise impact will occur and this impact cannot be reduced to a less than significant level. Specifically, the Northwest Rocklin Annexation EIR found that the operation of open athletic fields and recreation areas, including the assemblage of large crowds and the use of public address systems, may result in noise levels that will adversely affect adjacent residents. The Rocklin City Council adopted Findings of Fact and Statement of Overriding Considerations in recognition of this impact.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Similarly, all applicable mitigation measures from the Northwest Rocklin Annexation EIR, including the mitigation measures for noise impacts incorporated as conditions of approval in the Northwest Rocklin General Development Plan, will be applied to the project in the course of processing the application to ensure consistency with the Northwest Rocklin General Development Plan.

Project Level Analysis

The firm of Bollard Acoustical Consultants (BAC), a Loomis area consulting firm with recognized expertise in acoustical analysis, prepared an Environmental Noise & Vibration Assessment for the proposed Project. The report, dated May 31, 2023, is contained in Appendix C and is available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA. This document is incorporated into this Initial Study by reference. City staff, and the City's consultant De Novo Planning Group, have both reviewed the documentation and find that BAC has a professional reputation that makes its conclusions presumptively credible and prepared in good faith. Based on a review of the analysis and these other

considerations, City staff accepts the conclusions in the Bollard Acoustical Consultants report, which are summarized below.

Noise-Sensitive Land Uses in the Project Vicinity. Noise-sensitive land uses are generally defined as locations where people reside or where the presence of unwanted sound could adversely affect the primary intended use of the land. Places where people live, sleep, recreate, worship, and study are generally considered to be sensitive to noise because intrusive noise can be disruptive to these activities. Nearby noise-sensitive land uses which would potentially be affected by the project consist of existing single-family residential to the southeast and future/planned residential to the south. The locations of the residential uses are shown in Figure 1 in the noise report (Appendix C).

Existing Overall Ambient Noise Environment within the Project Vicinity. The existing ambient noise environment within the immediate project vicinity is defined primarily by traffic on Whitney Ranch Parkway, Wildcat Boulevard, University Avenue, and by distant traffic on State Route 65 (SR 65) to the west. To quantify existing ambient noise environment within the immediate project vicinity, BAC conducted a continuous (24-hour) ambient noise level survey on April 12th, 2023. The ambient noise measurement location is identified as Site 1 in Figure 1 in the noise report (Appendix C). Photographs of the noise survey location and equipment are provided in Appendix B of the noise report (Appendix C).

A Larson Davis Laboratories (LDL) Model 820 precision integrating sound level meter was used to complete the continuous ambient noise level survey. The meter was calibrated immediately before use with an LDL Model CA200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all specifications of the American National Standards Institute requirements for Type 1 sound level meters (ANSI S1.4). The results of the ambient noise survey are shown numerically and graphically in Appendices C and D of the noise report (respectively) (Appendix C) and are summarized in Table Noise-1.

TABLE NOISE-1: SUMMARY OF LONG-TERM AMBIENT NOISE SURVEY RESULTS – APRIL 12TH, 2023

LOCATION	DNL (DB)	AVERAGE MEASURED HOURLY NOISE LEVELS, DB			
		DAYTIME (7AM-10PM)		NIGHTTIME (10PM-7AM)	
		<i>L_{EQ}</i>	<i>L_{MAX}</i>	<i>L_{EQ}</i>	<i>L_{MAX}</i>
Site 1: Southeast end of project parcel	53	49	66	46	58

SOURCE: BOLLARD ACOUSTICAL CONSULTANTS, INC. 2023.

Noise level measurements obtained at the BAC survey site, located at the southeastern project property boundary, are believed to be representative of the existing ambient noise level environment within the project area and at the nearest existing residential uses to the southeast.

Thresholds of Significance. The following criteria based on standards established by the Federal Interagency Commission on Noise (FICON), Federal Transit Administration (FTA) and City of Rocklin General Plan were used to evaluate the significance of environmental noise and vibration resulting from the project:

- A significant noise impact would be identified if the project would expose persons to or generate noise levels that would exceed applicable noise standards presented in the Rocklin General Plan.

- A significant impact would be identified if project-generated off-site traffic would substantially increase noise levels at existing sensitive receptors in the vicinity. A substantial increase would be identified relative to the FICON noise level increase significance criteria.

In terms of determining the temporary noise increase due to project on-site operations and construction activities at existing sensitive receptors in the vicinity, an impact would occur if those activities would noticeably increase ambient noise levels above background levels at those locations. The threshold of perception of the human ear is approximately 3 to 5 dB – a 5 dB change is clearly noticeable. For the analysis of project on-site operations and construction activity noise level increases at existing sensitive receptors, a noticeable increase in ambient noise levels is assumed to occur where those activities would result in an increase by 5 dB or more over existing ambient noise levels.

- A significant impact would be identified if project construction activities or proposed on-site operations would expose existing sensitive receptors to excessive groundborne vibration levels. Specifically, an impact would be identified if groundborne vibration levels due to these sources would exceed the FTA vibration impact criteria.

Response a): Noise increases beyond established standards.

Increases in Existing Off-Site Traffic Noise Levels due to the Project. Construction of this project would result in increased traffic on the local roadway network. BAC utilized the FHWA Model (FHWA-RD-77-108), trip generation data from the project transportation consultant (Fehr & Peers), and the results from the BAC ambient noise level survey to determine whether traffic noise impacts (relative to the FICON criteria) would occur because of this project.

The FHWA Model was used in conjunction with the CALVENO reference noise emission curves, and accounts for vehicle volume and speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the project vicinity, and is generally considered to be accurate within 1.5 dB if the input variables are properly accounted for. The FHWA Model was developed to predict hourly Leq values for free-flowing traffic conditions. To calculate a day-night average (DNL), average daily traffic (ADT) volume data is manipulated based on the assumed day/night distribution of traffic.

Based on a review of the project site plan, the greatest impact from project-generated off-site traffic is expected to be along Whitney Ranch Parkway. Based on the results from the BAC ambient noise level survey, the measured day-night average noise level at the project site was 53 dB DNL at approximately 300 feet from the centerline of Whitney Ranch Parkway. When projected to 100 feet from the roadway, day-night average noise level exposure is calculated to be approximately 60 dB DNL.

According to trip generation estimates provided by Fehr & Peers, the project (i.e., gas station/c-store and automated car wash uses) is estimated to generate a total of 4,071 average daily vehicle trips (ADT). Based on an ADT of 4,071, project-generated traffic noise level exposure is predicted to be 60 dB DNL at the outdoor activity areas of the closest existing residences along Whitney Ranch Parkway located approximately 100 feet from the roadway centerline.

Pursuant to FICON increase significance criteria, a 5 dB increase in noise levels due to a project is required for a finding of significant noise impact where ambient noise levels without the

project are less than 60 dB DNL. Based on the measured ambient noise levels and estimates of project-generated vehicle trip generation stated above, project-related increase in traffic noise level exposure along Whitney Ranch Parkway is calculated to be 3.1 dB DNL. Because project-related traffic is not predicted to result in increases in ambient noise levels that would exceed the applicable FICON increase significance criteria at existing sensitive uses within the project vicinity, this impact is identified as being *less than significant*.

On-Site Passenger Vehicle Circulation Noise at Nearby Residential Uses: According to the Project site plan, passenger vehicle access points to the Project site will be located off Whitney Ranch Parkway and Ocelot Way. The locations of the passenger vehicle access points are shown in Figure 2 of the Environmental Noise & Vibration Assessment (Appendix C).

To quantify project-generated on-site traffic circulation noise level exposure, the Environmental Noise & Vibration Assessment utilized specific automobile passby noise level measurements with trip generation data provided by the project transportation consultant (Fehr & Peers, 2023). The Environmental Noise & Vibration Assessment vehicle passby measurements included a series of individual noise measurements of multiple vehicle types arriving and departing a parking area. The results of those measurements revealed that individual vehicle passbys generated mean noise levels of approximately 70 dB SEL at a reference distance of 50 feet. To compute hourly average (Leq) noise levels generated by project on-site vehicle circulation, the approximate number of hourly vehicle trips is required. According to data provided by Fehr & Peers, the proposed Project is estimated to generate the following peak hour vehicle trips:

- Gas Station/C-Store: 193 AM peak hour trips, 221 PM peak hour trips.
- Automated Car Wash: 50 AM peak hour trips, 78 PM peak hour trips.

Based on the Environmental Noise & Vibration Assessment measurement data and peak hour trip generation estimates provided above, project on-site passenger vehicle circulation noise exposure at nearby existing and future residential uses was calculated and the results of those calculations are presented in Table Noise-2.

TABLE NOISE-2: ON-SITE PASSENGER VEHICLE CIRCULATION NOISE LEVELS AT NEARBY RESIDENTIAL USES

RECEIVER	PREDICTED NOISE LEVEL, <i>L_{EQ}</i> (DB)		CITY NOISE LEVEL STANDARDS, <i>L_{EQ}</i> (DB)	
	DAYTIME (7AM-10PM)	NIGHTTIME (10PM-7AM)	DAYTIME (7AM-10PM)	NIGHTTIME (10PM-7AM)
Existing Residential – Southeast	45	41	55	45
Future Residential – South	57	52		

SOURCE: BOLLARD ACOUSTICAL CONSULTANTS, INC. 2023.

As indicated in Table Noise-2, project on-site passenger vehicle circulation noise level exposure is predicted to satisfy the City of Rocklin daytime and nighttime exterior noise level standards at the existing residential uses to the southeast. However, the Table Noise-2 data indicate that on-site passenger vehicle circulation noise level exposure is predicted to exceed the General Plan daytime and nighttime exterior noise level standards at the future residential uses to the south.

Standard residential construction (e.g., stucco siding, STC-27 windows, door weather-stripping, exterior wall insulation, composition plywood roof), typically results in an exterior to interior noise reduction of approximately 25 dB with windows closed and approximately 15 dB with windows open. Given the predicted exterior noise levels provided in Table Noise-2, and after consideration of the exterior to interior noise level reduction typically provided by standard

residential construction (i.e., at least 25 dB with windows closed and approximately 15 dB with windows open), project on-site passenger vehicle circulation noise levels are expected to comply with the General Plan Policy N-3 interior noise level standard of 45 dBA within the nearest residences.

Table Noise-1 of the noise and vibration report (Appendix C) contains the results from the long-term ambient noise survey at the Project site, which are believed to be representative of the existing ambient noise environment at the closest existing residential uses to the southeast. Using the average measured noise levels during the survey, ambient plus project passenger vehicle circulation noise level increases were calculated at the closest existing residential uses to the southeast. According to the results from that exercise, the project-generated increase in ambient daytime noise levels at the closest existing residential use to the southeast is calculated to be 1.6 dB L_{eq} . Additionally, the project-generated increase in ambient nighttime noise levels is calculated to be 0.6 dB L_{eq} . The calculated increases above would be well below the applied increase significance criterion of 5 dB.

Because project on-site passenger vehicle circulation noise exposure is predicted to exceed the City's daytime and nighttime exterior noise level standards at the future residential uses to the south (Table Noise-2), this impact is identified as potentially significant. However, after implementation of the following Mitigation Measure (NOI-1), project on-site passenger vehicle circulation noise levels are calculated to be reduced to 47 dB L_{eq} during daytime hours and 42 dB L_{eq} during nighttime hours at the closest future residential uses to the south. The calculated mitigated on-site passenger vehicle noise levels above would satisfy the City's daytime and nighttime exterior noise level standards of 55 and 45 dB L_{eq} , respectively. Therefore, implementation of the following mitigation measure, agreed to by the applicant, will ensure that these potential impacts are reduced to a ***less than significant*** level.

Mitigation Measure(s)

Mitigation Measure NOI-1: *The construction of an 8-foot-tall solid noise barrier along the southern project property line. The location of the 8-foot noise barrier is illustrated in Figure 4 of the Environmental Noise & Vibration Assessment. The solid noise barrier could take the form of a masonry wall. Other materials may be acceptable but should be reviewed by an acoustical consultant prior to construction.*

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts of on-site passenger vehicle circulation noise to a less than significant level.

Car Wash Drying Assembly Noise at Nearby Residential Uses. Noise levels generated by car washes are primarily due to the drying portion of the operation. The Project proposes the installation of a Stealth Predator (120 HP) drying system manufactured by International Drying Corporation (IDC). According to sound measurement data provided by the equipment manufacturer (presented in Appendix E of the Environmental Noise & Vibration Assessment), the assembly generates a maximum (L_{max}) noise level of approximately 72 dB at 30 feet from the tunnel entrance/exit.

It is the experience of BAC in similarly configured car wash projects that the average car wash cycle is approximately 5 minutes in duration. The dryers would operate during the last 1 minute of the cycle. Therefore, during a worst-case busy hour, the car wash would go through 12 full cycles and the dryers would operate for approximately 12 minutes during that hour. Based on

the above operations assumptions, the resulting hourly average (Leq) dryer noise level is calculated to be 65 dB at 30 feet.

The noise level generation of car wash drying assemblies vary depending on the orientation of the measurement position relative to the tunnel opening. Worst-case drying assembly noise levels occur at a position directly facing the car wash exit, considered to be 0 degrees off-axis. At off-axis positions, the tunnel building facade provides varying degrees of noise level reduction. At positions 45 degrees off-axis relative to the facade of the car wash exit and entrance, drying assembly noise levels are approximately 5 dB lower. At 90 degrees off-axis, drying assembly noise levels are approximately 10 dB lower.

Car wash drying assembly noise level exposure was calculated based on the orientation to tunnel entrance/exit. Noise attenuation due to distance was calculated based on standard spherical spreading loss from a point source (-6 dB per doubling of distance). Car wash drying assembly noise exposure was calculated at nearby existing and future residential uses and the results of those calculations are presented in Table Noise-3.

TABLE NOISE-3: PREDICTED CAR WASH DRYING ASSEMBLY NOISE LEVELS AT NEARBY RESIDENTIAL USES

RECEIVER	PREDICTED NOISE LEVEL, L_{EQ} (DB)	CITY NOISE LEVEL STANDARDS, L_{EQ} (DB)	
		DAYTIME (7AM-10PM)	NIGHTTIME (10PM-7AM)
Existing Residential – Southeast	35	55	45
Future Residential – South	55		

SOURCE: BOLLARD ACOUSTICAL CONSULTANTS, INC. 2023.

The Table Noise-3 data indicate that project car wash drying assembly noise levels are predicted to satisfy the Rocklin General Plan daytime and nighttime exterior noise level standards at the existing residential uses to the southeast. However, car wash drying assembly noise levels are predicted to exceed the General Plan nighttime exterior noise level standard at the future residential uses to the south.

Standard residential construction (e.g., stucco siding, STC-27 windows, door weather-stripping, exterior wall insulation, composition plywood roof), typically results in an exterior to interior noise reduction of approximately 25 dB with windows closed and approximately 15 dB with windows open. Given the predicted exterior noise levels provided in Table Noise-3, and after consideration of the exterior to interior noise level reduction typically provided by standard residential construction (i.e., at least 25 dB with windows closed and approximately 15 dB with windows open), project car wash drying assembly noise levels are expected to comply with the General Plan Policy N-3 interior noise level standard of 45 dBA within the nearest residences.

Using the average measured noise levels during the survey, ambient plus project car wash drying assembly noise level increases were calculated at the closest existing residential uses to the southeast. According to the results from that exercise, the project-generated increase in ambient daytime noise levels at the closest existing residential use to the southeast is calculated to be 0.2 dB Leq. Additionally, the project-generated increase in ambient nighttime noise levels is calculated to be 0.2 dB Leq. The calculated increases above would be well below the applied increase significance criterion of 5 dB.

Because project car wash drying assembly noise exposure is predicted to exceed the City’s nighttime exterior noise level standard at the future residential uses to the south (Table Noise-3), this impact is identified as potentially significant. To satisfy the City’s exterior noise level criteria at the closest future residential uses to the south, the specific noise mitigation measure NOI-2 would be required of the proposed Project. Implementation of the following mitigation measure, agreed to by the applicant, will ensure that these potential impacts are reduced to a **less than significant** level.

Mitigation Measure(s)

Mitigation Measure NOI-2: All car wash operations shall occur within daytime hours only (8:00 a.m. to 8:00 p.m.) to minimize noise nuisances at the adjacent sensitive receptors.

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts of the car wash drying assembly noise exposure to a less than significant level.

Vacuum Noise at Nearby Residential Uses: The Project proposes the installation of a central vacuum piping system offered by Vacutech. The Project site plan indicates that there will be two vacuum areas containing a total of 10 vacuum stalls (13 vacuum suction nozzles). The Project site plan further indicates that the system’s noise-generating vacuum turbine producer will be contained within a 6-foot-tall solid masonry enclosure. Based on the Environmental Noise & Vibration Assessment, noise impacts due to the operation of the vacuum turbine producer are not expected due to the screening that would be provided by the solid 6’ masonry enclosure. As a result, no further analysis would be warranted for the vacuum turbine producer.

The primary noise-generating aspects of central vacuum piping systems are use of the suction nozzles located at each of the stalls – specifically, noise associated with active suction nozzles hanging off nozzle hangers. Reference sound level data obtained from the proposed vacuum system manufacturer (Vacutech) is provided as Appendix F of the noise report (Appendix C). The sound level data provided in Appendix F (of Appendix C) show measured and projected sound levels from 19 vacuum hoses off their respective nozzle hangers at distances ranging from 45 to 85 feet.

For the purposes of this analysis, it was conservatively assumed that all proposed vacuum suction nozzles would be in concurrent operation (worst-case noise exposure). Based on the manufacturer sound level data, operations assumptions above, and assuming standard spherical spreading loss (-6 dB per doubling of distance from a stationary source), worst-case project vacuum equipment noise exposure at nearby existing and future residential uses was calculated and the results of those calculations are presented in Table Noise-4.

TABLE NOISE-4: PREDICTED WORST-CASE VACUUM SUCTION NOZZLE NOISE LEVELS AT NEARBY RESIDENTIAL USES

RECEIVER	PREDICTED NOISE LEVEL, <i>L</i> _{EQ} (DB)	CITY NOISE LEVEL STANDARDS, <i>L</i> _{EQ}	
		DAYTIME (7AM-10PM)	NIGHTTIME (10PM-7AM)
Existing Residential – Southeast	35	55	45
Future Residential – South	46		

SOURCE: BOLLARD ACOUSTICAL CONSULTANTS, INC. 2023.

As shown in Table Noise-4, project vacuum system noise levels are predicted to satisfy the Rocklin General Plan daytime and nighttime exterior noise level standards at the existing residential uses to the southeast. However, vacuum noise levels are predicted to exceed the General Plan nighttime exterior noise level standard at the future residential uses to the south.

Standard residential construction (e.g., stucco siding, STC-27 windows, door weather-stripping, exterior wall insulation, composition plywood roof), typically results in an exterior to interior noise reduction of approximately 25 dB with windows closed and approximately 15 dB with windows open. Given the predicted exterior noise levels provided in Table Noise-4, and after consideration of the exterior to interior noise level reduction typically provided by standard residential construction (i.e., at least 25 dB with windows closed and approximately 15 dB with windows open), project vacuum system noise levels are expected to comply with the General Plan Policy N-3 interior noise level standard of 45 dBA within the nearest residences.

The project-generated increase in ambient daytime noise levels at the closest existing residential use to the southeast is calculated to be 0.2 dB Leq. Additionally, the project-generated increase in ambient nighttime noise levels is calculated to be 0.2 dB Leq. The calculated increases above would be well below the applied increase significance criterion of 5 dB.

Because project vacuum equipment noise exposure is predicted to exceed the City's nighttime exterior noise level standard at the future residential uses to the south (Table Noise-4), this impact is identified as potentially significant. To satisfy the City's exterior noise level criteria at the closest future residential uses to the south, the specific noise mitigation measure NOI-3 would be required of the proposed Project. Implementation of the following mitigation measure, agreed to by the applicant, will ensure that these potential impacts are reduced to a *less than significant* level.

Mitigation Measure(s)

Mitigation Measure NOI-3: *All vacuum system operations shall occur daytime hours only (8:00 a.m. to 8:00 p.m.) to minimize noise nuisances at the adjacent sensitive receptors.*

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts of the vacuum system operations to a less than significant level.

On-Site Truck Circulation Noise at Residential Uses: The gas station component of the proposed Project will receive deliveries from heavy fueling trucks for the purpose of refilling the underground storage tanks. On-site truck passbys are expected to be relatively brief and will occur at low speeds. According to the Environmental Noise & Vibration Assessment file data, single-event heavy and medium truck passby noise levels are approximately 83 and 76 dB SEL (respectively) at a reference distance of 50 feet. For the purposes of predicting hourly average noise levels for comparison against the City's hourly average (Leq) noise standards, it was assumed that 1 heavy fueling truck and 2 medium duty trucks could have store deliveries during the same worst-case busy hour.

Based on a conservative 1 heavy fueling truck and 2 medium truck and trips per hour, and SEL's of 83 and 76 dB SEL per passby, the hourly average noise level generated by project delivery truck circulation computes to 49 dB Leq at a reference distance of 50 feet from the passby route during the worst-case hour of deliveries. Based on the reference noise level data and operations assumptions above, project on-site truck circulation noise exposure at nearby existing and future residential uses was calculated and the results of those calculations are presented in Table Noise-5.

TABLE NOISE-5: PREDICTED ON-SITE TRUCK CIRCULATION NOISE LEVELS AT NEARBY RESIDENTIAL USES

RECEIVER	PREDICTED NOISE LEVEL, L_{EQ} (DB)	CITY NOISE LEVEL STANDARDS, L_{EQ}	
		DAYTIME (7AM-10PM)	NIGHTTIME (10PM-7AM)
Existing Residential – Southeast	32	55	45
Future Residential – South	44		

SOURCE: BOLLARD ACOUSTICAL CONSULTANTS, INC. 2023.

Table Noise-5 data indicate that project on-site truck circulation noise levels are predicted to satisfy the Rocklin General Plan daytime and nighttime exterior noise level standards at the closest existing and future residential uses.

Standard residential construction (e.g., stucco siding, STC-27 windows, door weather-stripping, exterior wall insulation, composition plywood roof), typically results in an exterior to interior noise reduction of approximately 25 dB with windows closed and approximately 15 dB with windows open. Given the predicted exterior noise levels provided in Table Noise-5, and after consideration of the exterior to interior noise level reduction typically provided by standard residential construction (i.e., at least 25 dB with windows closed and approximately 15 dB with windows open), project on-site truck circulation noise levels are expected to comply with the General Plan Policy N-3 interior noise level standard of 45 dBA within the nearest residences.

The project-generated increase in ambient daytime noise levels at the closest existing residential use to the southeast is calculated to be 0.1 dB Leq. Additionally, the project-generated increase in ambient nighttime noise levels is calculated to be 0.1 dB Leq. The calculated increases above would be well below the applied increase significance criterion of 5 dB. Based on the analysis provided above, this impact is identified as being **less than significant**.

Truck Delivery Activity Noise at Residential Uses: The primary noise sources associated with delivery activities are trucks stopping (air brakes), trucks backing into position (back-up alarms), and pulling away from the loading/unloading area (revving engines).

For a conservative assessment of daily truck delivery noise levels at the proposed c-store, it was assumed that 4 medium duty trucks/vans would deliver products to the store on a typical busy day. For the purposes of predicting hourly average noise levels for comparison against the City’s hourly average (Leq) noise standards, it was assumed that 2 medium duty trucks could have store deliveries during the same worst-case hour.

Data indicates that noise levels associated with medium-duty truck deliveries (including side-step vans) are approximately 76 dB SEL at 100 feet. Based on 2 medium duty truck deliveries during any given hour and an SEL of 76 dB, the hourly average noise level computes to 43 dB Leq at a reference distance of 100 feet during the worst-case busy hour of deliveries. Assuming standard spherical spreading loss (-6 dB per doubling of distance), project on-site truck delivery operations noise exposure at nearby existing and future residential uses was calculated and the results of those calculations are presented in Table Noise-6.

TABLE NOISE-6: PREDICTED TRUCK DELIVERY NOISE LEVELS AT NEARBY RESIDENTIAL USES

RECEIVER	PREDICTED NOISE LEVEL, L_{EQ} (DB)	CITY NOISE LEVEL STANDARDS, L_{EQ}	
		DAYTIME (7AM-10PM)	NIGHTTIME (10PM-7AM)
Existing Residential – Southeast	30	55	45
Future Residential – South	41		

SOURCE: BOLLARD ACOUSTICAL CONSULTANTS, INC. 2023.

As indicated in Table Noise-6, project truck delivery activity noise levels are predicted to satisfy the Rocklin General Plan daytime and nighttime exterior noise level standards at the closest existing and future residential uses.

Standard residential construction (e.g., stucco siding, STC-27 windows, door weather-stripping, exterior wall insulation, composition plywood roof), typically results in an exterior to interior noise reduction of approximately 25 dB with windows closed and approximately 15 dB with windows open. Given the predicted exterior noise levels provided in Table 11, and after consideration of the exterior to interior noise level reduction typically provided by standard residential construction (i.e., at least 25 dB with windows closed and approximately 15 dB with windows open), project truck delivery noise levels are expected to comply with the General Plan Policy N-3 interior noise level standard of 45 dBA within the nearest residences.

The project-generated increase in ambient daytime noise levels at the closest existing residential use to the southeast is calculated to be less than 0.1 dB Leq. Additionally, the project-generated increase in ambient nighttime noise levels is calculated to be less than 0.1 dB Leq. The calculated increases above would be well below the applied increase significance criterion of 5 dB. Based on the analysis provided above, this impact is identified as being **less than significant**.

Air/Water Unit Noise at Nearby Residential Uses. The Project proposes the installation and operation of an air/water unit for patron usage. To quantify project air/water unit noise for the purposes of this analysis, the Environmental Noise & Vibration Assessment conducted measurements of a unit at an existing ARCO AM/PM located at 2998 Foothills Boulevard, Auburn, California on March 18, 2023. The results of that effort indicate that air/water unit noise was measured to have a maximum noise level of 65 dB Lmax at distance of 10 feet from the equipment. For the purposes of this analysis, it was reasonably assumed that the project air/water unit could be in operation for 30 minutes during a given worst-case busy hour of operations. The resulting hourly average (Leq) would be approximately 3 dB less than the measured maximum (Lmax) noise level.

Given the operations assumption above, and assuming standard spherical spreading loss (-6 dB per doubling of distance), project air/water unit noise exposure at nearby existing and future residential uses was calculated and the results of those calculations are presented in Table Noise-7.

TABLE NOISE-7: PREDICTED AIR/WATER UNIT NOISE LEVELS AT NEARBY RESIDENTIAL USES

RECEIVER	PREDICTED NOISE LEVEL, <i>L</i> _{EQ} (DB)	CITY NOISE LEVEL STANDARDS, <i>L</i> _{EQ}	
		DAYTIME (7AM-10PM)	NIGHTTIME (10PM-7AM)
Existing Residential – Southeast	30	55	45
Future Residential – South	42		

SOURCE: BOLLARD ACOUSTICAL CONSULTANTS, INC. 2023.

As shown in Table Noise-7, project air/water unit noise levels are predicted to satisfy the Rocklin General Plan daytime and nighttime exterior noise level standards at the closest existing and future residential uses.

Standard residential construction (e.g., stucco siding, STC-27 windows, door weather-stripping, exterior wall insulation, composition plywood roof), typically results in an exterior to interior noise reduction of approximately 25 dB with windows closed and approximately 15 dB with windows open. Given the predicted exterior noise levels provided in Table 12, and after consideration of the exterior to interior noise level reduction typically provided by standard residential construction (i.e., at least 25 dB with windows closed and approximately 15 dB with windows open), project air/water unit noise levels are expected to comply with the General Plan Policy N-3 interior noise level standard of 45 dBA within the nearest residences.

Table Noise-7 of this report contains the results from the long-term ambient noise survey at the Project site, which are believed to be representative of the existing ambient noise environment at the closest existing residential uses to the southeast. Using the average measured noise levels during the survey, ambient plus project air/water unit noise level increases were calculated at the closest existing residential uses to the southeast. According to the results from that exercise, the project-generated increase in ambient daytime noise levels at the closest existing residential use to the southeast is calculated to be 0.1 dB Leq. Additionally, the project-generated increase in ambient nighttime noise levels is calculated to be 0.1 dB Leq. The calculated increases above would be well below the applied increase significance criterion of 5 dB.

Based on the analysis provided above, this impact is identified as being **less than significant**.

C-Store Mechanical Equipment (HVAC) Noise at Nearby Residential Uses. Heating, ventilating, and air conditioning (HVAC) requirements for the proposed c-store will most likely be met using packaged roof-mounted systems. To generally quantify project HVAC equipment noise exposure, the Environmental Noise & Vibration Assessment utilized reference file data collected for previous studies. Reference file data for HVAC systems indicate that a 12.5-ton packaged unit can be expected to generate an A-weighted sound power level of 85 dB. Using this sound power data, and assuming standard spherical spreading loss (-6 dB per doubling of distance), project HVAC equipment noise exposure at nearby existing and future residential uses was calculated and the results of those calculations are presented in Table Noise-8.

TABLE NOISE-8: PREDICTED C-STORE HVAC EQUIPMENT NOISE LEVELS AT NEARBY RESIDENTIAL USES

RECEIVER	PREDICTED NOISE LEVEL, L_{EQ} (DB)	CITY NOISE LEVEL STANDARDS, L_{EQ}	
		DAYTIME (7AM-10PM)	NIGHTTIME (10PM-7AM)
Existing Residential – Southeast	33	55	45
Future Residential – South	48		

SOURCE: BOLLARD ACOUSTICAL CONSULTANTS, INC. 2023.

Table Noise-8 data indicate that project HVAC equipment noise level exposure is predicted to satisfy the Rocklin General Plan daytime and nighttime exterior noise level standards at the existing residential uses to the southeast. However, project HVAC equipment noise level exposure is predicted to exceed the General Plan nighttime exterior noise level standard at the future residential uses to the south.

Standard residential construction (e.g., stucco siding, STC-27 windows, door weather-stripping, exterior wall insulation, composition plywood roof), typically results in an exterior to interior noise reduction of approximately 25 dB with windows closed and approximately 15 dB with windows open. Given the predicted exterior noise levels provided in Table 13, and after consideration of the exterior to interior noise level reduction typically provided by standard residential construction (i.e., at least 25 dB with windows closed and approximately 15 dB with windows open), project HVAC equipment noise levels are expected to comply with the General Plan Policy N-3 interior noise level standard of 45 dBA within the nearest residences.

The project-generated increase in ambient daytime noise levels at the closest existing residential use to the southeast is calculated to be 0.1 dB Leq. Additionally, the project-generated increase in ambient nighttime noise levels is calculated to be 0.1 dB Leq. The calculated increases above would be well below the applied increase significance criterion of 5 dB.

For the purposes of this analysis, it was reasonably assumed that c-store HVAC equipment would need be in operation during both daytime and nighttime hours, regardless of proposed hours of operation for the store. Because project HVAC equipment noise exposure is predicted to exceed the City's nighttime exterior noise level standard at the future residential uses to the south (Table Noise-8), this impact is identified as potentially significant. To satisfy the City's exterior noise level criteria at the closest future residential uses to the south, the specific noise mitigation measure NOI-1 would be required of the proposed Project. After implementation of Mitigation Measure NOI-1, project HVAC equipment noise levels are calculated to be reduced to 40 dB Leq at the closest future residential uses to the south, which would satisfy the City's nighttime exterior noise level standard of 45 dB Leq.

Implementation of the following mitigation measure will ensure that these potential impacts are reduced to a **less than significant** level.

Mitigation Measure(s)

Implement Mitigation Measure NOI-1.

Cumulative (Combined) Noise at Nearby Residential Uses. The calculated cumulative (combined) noise levels from analyzed project on-site noise sources at nearby existing and future residential uses are presented in Tables Noise-9 and Noise-10. It should be noted that due to the

logarithmic nature of the decibel scale, the sum of two noise values which differ by 10 dB equates to an overall increase in noise levels of 0.4 dB. When the noise sources are equivalent, the sum would result in an overall increase in noise levels of 3 dB.

The predicted noise levels for all analyzed noise sources contained in Table Noise-9 and Table Noise-10 include implementation of Mitigation Measures NOI-1 through NOI-3, as outlined in previous impact discussions.

TABLE NOISE-9: CALCULATED CUMULATIVE (MITIGATED) ON-SITE OPERATIONS NOISE LEVELS AT EXISTING RESIDENTIAL USES – DAYTIME L_{eq}

RECEIVER	PREDICTED NOISE LEVELS, L_{EQ} (DB)							CALCULATED CUMULATIVE, L_{EQ} (DB)	CITY DAYTIME NOISE STANDARD, L_{EQ} (DB)
	VEHICLE CIRC.	CAR WASH DRYERS	VACUUMS	TRUCK CIRC.	TRUCK DELIVERIES	AIR/WATER UNIT	HVAC		
Existing Residential – SE	45	35	35	32	30	30	33	47	55
Future Residential – S	47	46	36	35	32	35	40	50	

SOURCE: BOLLARD ACOUSTICAL CONSULTANTS, INC. 2023.

TABLE NOISE-10: CALCULATED CUMULATIVE (MITIGATED) ON-SITE OPERATIONS NOISE LEVELS AT EXISTING RESIDENTIAL USES – NIGHTTIME L_{eq}

RECEIVER	PREDICTED NOISE LEVELS, L_{EQ} (DB)							CALCULATED CUMULATIVE, L_{EQ} (DB)	CITY DAYTIME NOISE STANDARD, L_{EQ} (DB)
	VEHICLE CIRC.	CAR WASH DRYERS	VACUUMS	TRUCK CIRC.	TRUCK DELIVERIES	AIR/WATER UNIT	HVAC		
Existing Residential – SE	40	--	--	32	30	30	33	42	45
Future Residential – S	42	--	--	35	32	35	40	45	

SOURCE: BOLLARD ACOUSTICAL CONSULTANTS, INC. 2023.

Provided that the project design includes implementation of Mitigation Measures NOI-1 through NOI-3, cumulative noise levels from project on-site operations are calculated satisfy the Rocklin General Plan daytime and nighttime exterior noise level standards at the closest existing and future residential uses (Tables Noise-9 and Noise-10).

Standard residential construction typically results in an exterior to interior noise reduction of approximately 25 dB with windows closed and approximately 15 dB with windows open. Given the predicted exterior noise levels provided in Tables Noise-9 and Noise-10, and after consideration of the exterior to interior noise level reduction typically provided by standard residential construction, cumulative project-generated noise levels are expected to comply with the General Plan Policy N-3 interior noise level standard of 45 dBA within the nearest residences.

The cumulative (mitigated) project-generated increase in ambient daytime noise levels at the closest existing residential use to the southeast is calculated to be 3.8 dB Leq. Additionally, the cumulative (mitigated) project-generated increase in ambient nighttime noise levels is calculated to be 1.6 dB Leq at the nearest existing residential use to the southeast. The calculated increases above would be below the applied increase significance criterion of 5 dB. Provided that the project design includes implementation of Mitigation Measures NOI-1 through NOI-4, this impact is identified as *less than significant*.

On-Site Construction Noise Levels at Residential Uses. During project construction, heavy equipment would be used for grading excavation, paving, and building construction, which would increase ambient noise levels when in use. Noise levels would vary depending on the type of equipment used, how it is operated, and how well it is maintained. Noise exposure at any single point outside the project work area would also vary depending upon the proximity of equipment activities to that point.

Table Noise-11 includes the range of maximum noise levels for equipment commonly used in general construction projects at full-power operation at 50 feet. Not all these construction activities would be required of this project. Table Noise-11 data also include predicted maximum equipment noise levels at the nearest existing residential uses (southeast of project), which assumes a standard spherical spreading loss of 6 dB per doubling of distance.

TABLE NOISE-11: CONSTRUCTION EQUIPMENT REFERENCE AND PREDICTED NOISE LEVELS AT EXISTING RESIDENTIAL

TYPE OF EQUIPMENT	REFERENCE NOISE LEVEL AT 50 FEET, LMAX (DB)	PREDICTED EQUIPMENT NOISE LEVEL, LMAX (DB)
		EXISTING RESIDENTIAL – SE
Air compressor	80	65
Backhoe	80	65
Ballast equalizer	82	67
Ballast tamper	83	68
Compactor	82	67
Concrete mixer	85	70
Concrete pump	82	67
Concrete vibrator	76	61
Crane, mobile	83	68
Dozer	85	70
Excavator	85	70
Generator	82	67
Grader	85	70
Impact wrench	85	70
Loader	80	65
Paver	85	70
Pneumatic tool	85	70
Pump	77	62
Saw	76	61
Scarifier	83	68
Scraper	85	70
Shovel	82	67
Spike driver	77	62
Tie cutter	84	69
Tie handler	80	65

Tie inserter	85	70
Truck	84	69
	Low	61
	High	70
	Average	68

SOURCE: FEDERAL TRANSIT ADMINISTRATION NOISE AND VIBRATION IMPACT ASSESSMENT MANUAL, TABLE 7-1 (2020).

The City of Rocklin has established a noise policy on all construction projects within or near residential areas which would be applicable to this project. Specifically, that policy states that there shall be no construction noise on weekdays before 7:00 a.m. or after 7:00 p.m., and weekends before 8:00 a.m. or after 7:00 p.m. It is reasonably assumed for the purposes of this analysis that all noise-generating on-site project construction equipment and activities would occur pursuant to City's construction noise policy.

Noise from heavy equipment operations during on-site construction activities would add to the noise environment in the immediate vicinity of the work area. In terms of determining the temporary noise increase due to project-related construction activities, an impact would occur if construction activity were to noticeably increase ambient noise levels above background levels. As mentioned previously, the threshold of perception of the human ear is approximately 3 to 5 dB – a 5 dB change is clearly noticeable. For this analysis, a noticeable increase in ambient noise levels is assumed to occur where noise levels increase by 5 dB or more over existing ambient noise levels.

The Environmental Noise & Vibration Assessment contains the results from the long-term ambient noise survey at the Project site, which are believed to be representative of the existing ambient noise environment at the closest existing residential uses to the southeast. Using the average measured hourly daytime maximum noise levels during required construction hours (7:00 a.m. to 7:00 p.m.), and the calculated average of predicted construction equipment maximum noise levels shown in Table Noise-11, ambient plus project construction equipment noise level increases were calculated at the closest existing residential uses to the southeast of the Project site. The results of those calculations indicate that the increase in ambient maximum noise levels from project construction activities would be 4.7 dB L_{max} at the closest existing residential uses to the southeast during construction hours. The calculated ambient daytime maximum noise level increase of 4.7 dB L_{max} is below the applied increase significance criterion of 5 dB.

Based on the analysis provided above, project construction activities are calculated to not result in generation of a substantial temporary or permanent increase in ambient noise levels at the closest existing residential uses to the Project site. The following mitigation measure is intended to provide an assurance that all precautions are taken to reduce the potential annoyance at nearby existing residences. With implementation of the following mitigation measure, agreed to by the applicant, the impact would be ***less than significant***.

Mitigation Measure(s)

Implement Mitigation Measure NOI-4: *The following measures shall be incorporated into project improvement plans, and implemented during project construction:*

- *All on-site noise-generating construction activities shall occur pursuant to the hours and days specified by the City of Rocklin construction noise policy.*

- All noise-producing project equipment and vehicles using internal-combustion engines shall be equipped with manufacturers-recommended mufflers and be maintained in good working condition.
- All mobile or fixed noise-producing equipment used on the project site that are regulated for noise output by a federal, state, or local agency shall comply with such regulations while during project activity.
- Electrically powered equipment shall be used instead of pneumatic or internal-combustion-powered equipment, where feasible.
- Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive uses.
- Project area and site access road speed limits shall be established and enforced during the construction period.
- Nearby residences shall be notified of construction schedules so that arrangements can be made, if desired, to limit their exposure to short-term increases in ambient noise levels.

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts of construction noise to a less than significant level.

Response b): Vibration Generated by Project Construction and On-Site Operations. During project construction, heavy equipment would be used for grading, excavation, paving, and building construction, which would generate localized vibration in the immediate vicinity of those activities. The nearest identified existing structure, a newer engineered residence (not highly susceptible to damage by vibration), is located approximately 150 feet from where construction activities could occur within the Project site.

Table Noise-12 includes the range of vibration levels for equipment commonly used in general construction projects at 25 feet. The Table Noise-12 data also include projected equipment vibration levels at the closest existing structure (residence to southeast of project)

TABLE NOISE-12: PREDICTED C-STORE HVAC EQUIPMENT NOISE LEVELS AT NEARBY RESIDENTIAL USES

EQUIPMENT	REFERENCE MAXIMUM VIBRATION LEVEL AT 25 FEET, VdB (RMS)	PROJECTED MAXIMUM VIBRATION LEVEL, VdB (RMS)
		150 FEET (RESIDENCE)
Vibratory Roller	94	60
Hoe Ram	87	60
Large bulldozer	87	60
Loaded trucks	86	5
Jackhammer	79	57
Small bulldozer	58	<55

SOURCE: 2018 FTA TRANSIT NOISE AND VIBRATION IMPACT ASSESSMENT MANUAL AND BAC CALCULATIONS.

As shown in Noise-12 vibration levels generated from on-site construction activities are below the FTA threshold for damage to engineered structures (98 VdB) at 25 feet from those activities. In addition, the construction-related vibration levels shown in Table Noise-12 are projected to

be below the human threshold of perception (65 VdB) at the nearest structure (residence). Based on the analysis provided above, on-site construction within the Project site is not expected to result in excessive groundborne vibration levels at nearby existing residences.

During a site visit on April 11th, 2023 as documented within the Environmental Noise & Vibration Assessment, vibration levels were below the threshold of perception within the Project site. Therefore, it is expected that the proposed Project would not result in the exposure of persons to excessive groundborne vibration levels at proposed uses of the development.

Because vibration levels due to and upon the proposed Project are expected to be satisfactory relative to the applicable FTA vibration impact criteria for damage to structures and annoyance, this impact is *less than significant*.

Response c): There are no airports within two miles of the Project vicinity. Therefore, implementation of the proposed Project would have *no impact* relative to this topic.

XIV. POPULATION AND HOUSING

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

Project Impacts:

The proposed project will result in the construction of commercial facility, which would not induce substantial population growth or displace substantial numbers of people.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated population and housing impacts that would occur because of the future urban development that was contemplated by the General Plan. These impacts included population growth and availability of housing opportunities (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.11-1 through 4.11-13). The analysis found that while development and buildout of the General Plan can result in population and housing impacts, implementation of the General Plan would not contribute to a significant generation of growth that would substantially exceed any established growth projections nor would it displace substantial numbers of housing units or people. Moreover, the proposed Project will not construct off-site infrastructure that would induce substantial development, unplanned or otherwise. As such, population and housing impacts were determined to be less than significant.

The Northwest Rocklin Annexation EIR analyzed the anticipated population and housing impacts that would occur as a result of the mixed urban development that was contemplated by the Northwest Rocklin General Development Plan. Key issues that were evaluated included population growth, availability of affordable housing opportunities, and affects to the citywide jobs/housing ratio (Northwest Rocklin Annexation Draft EIR, 2001, pages I-1 through I-12). The analysis found that while development and buildout of the Northwest Rocklin General Development Plan can result in population and housing impacts, implementation of the Northwest Rocklin General Development Plan would not contribute to a significant generation of growth that would substantially exceed any established growth projections nor would it displace substantial numbers of housing units or people. As such, population and housing impacts were determined to be less than significant.

Responses to Checklist Questions

Response a): Population Growth – Less than Significant Impact. Implementation of the proposed Project would result in the construction of a commercial facility on the Project site. The Project site is in the Whitney Ranch area, which is an existing urbanized area of Rocklin. The proposed Project is intended to provide some limited commercial and service uses mostly for residents living in the general vicinity. This use is provided as a convenience, and is not anticipated to be a project that generates population growth. There is existing infrastructure (roads, water, sewer, etc.) in the immediate vicinity of the Project site, and the proposed Project

would not expand infrastructure beyond what is needed to serve the proposed Project. Implementation of the proposed Project would not directly or indirectly induce population growth. Implementation of the proposed Project would have a *less than significant* relative to this topic.

Response b): Displace Substantial Numbers of Existing People or Housing – No Impact. The Project site is currently vacant undeveloped land, and there would be no displacement of people or housing. Implementation of the proposed Project would have *no impact* relative to this topic.

XV. PUBLIC SERVICES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a.i) Fire protection?			X	
a.ii) Police protection?			X	
a.iii) Schools?			X	
a.iv) Parks?			X	
a.v) Other public facilities?			X	

Project Impacts:

The proposed project would create a need for the provision of new and/or expanded public services or facilities.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts on the demand for fire and police protection and school and recreation facilities because of the future urban development that was contemplated by the General Plan. These impacts included increased demand for fire, police and school services, provision of adequate fire flow, and increased demand for parks and recreation (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.12-1 through 4.12-45). The analysis found that while development and buildout of the General Plan can result in public services and facilities impacts, these impacts would be reduced to a less than significant level through compliance with state and local standards related to the provision of public services and facilities and through the application of General Plan goals and policies that would assist in minimizing or avoiding impacts to public services and facilities.

These goals, policies and standards include, but are not limited to the California Fire Code, the California Health and Safety Code, Chapters 8.12 and 8.20 of the Rocklin Municipal Code, and goals and policies in the General Plan Community Safety and Public Services and Facilities Elements requiring studies of infrastructure and public facility needs, proportional share participation in the financial costs of public services and facilities, coordination of private development projects with public facilities and services needed to serve the proposed Project, maintaining inter-jurisdictional cooperation and coordination and requiring certain types of development that may generate higher demand or special needs to mitigate the demands/needs.

The Northwest Rocklin Annexation EIR analyzed the anticipated impacts on the demand for fire and police protection and school and recreation facilities as a result of the mixed urban development that was contemplated by the Northwest Rocklin General Development Plan. Key issues that were evaluated included increased demand for fire and police services and facilities, development on slopes and farther than the two mile service area to the closest fire station, potential deficiencies with emergency radio communications systems, and increased demand for

schools, parks and recreation facilities (Northwest Rocklin Annexation Draft EIR, 2001, pages K-1 through K-31). The analysis found that while development and buildout of the Northwest Rocklin General Development Plan can result in public services and facilities impacts, mitigation measures to address these impacts are available and have been incorporated into the Northwest Rocklin General Development Plan under Public Services (Section G), and include conditions of approval to ensure adequate fire access, financing of fire protection and emergency medical response, potential use of fire sprinkler systems, installation of radio repeater towers as necessary, dedication of park sites, requirements for plant materials in park sites adjacent to open space areas, and maintenance of public parks and right of way landscaping. In addition, compliance with state and local standards related to the provision of public services and facilities and the application of General Plan goals and policies would assist in minimizing or avoiding impacts to public services and facilities, as noted above.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Similarly, all applicable mitigation measures from the Northwest Rocklin Annexation EIR, including the mitigation measures for impacts to public services incorporated as conditions of approval in the Northwest Rocklin General Development Plan, will be applied to the project in the course of processing the application to ensure consistency with the Northwest Rocklin General Development Plan.

California Fire Code, the California Health and Safety Code, Chapters 8.12 and 8.20 of the Rocklin Municipal Code, and the goals and policies in the General Plan Community Safety, and Public Services and Facilities Elements requiring studies of infrastructure and public facility needs, proportional share participation in the financial costs of public services and facilities, coordination of private development project with public facilities and services needed to serve the proposed Project, maintaining inter-jurisdictional cooperation and coordination, and requiring certain types of development that may generate higher demand or special need to mitigate the demands/needs.

Responses to Checklist Questions

Response a.i): Fire Protection – Less than Significant Impact. The development of the Project site has been anticipated in the planning, staffing, equipping and location of fire stations within the City of Rocklin; the closest fire station to the Project site is Fire Station #25 on Wildcat Boulevard, which is approximately 0.96 road miles away. All new development creates a necessary need for increased fire protection services. The City collects construction taxes for use in acquiring capital facilities such as fire suppression equipment. Operation and maintenance funding for fire suppression is provided through financing districts and from general fund sources. The proposed Project would pay fees, participate in any applicable financing districts, and contribute to the general fund through property and sales taxes. Participation in these funding mechanisms would ensure that fire protection service can be adequately provided to the Project site. Implementation of the proposed Project is *less than significant* relative to this topic.

Response a.ii): Police Protection – Less than Significant Impact. The development of the Project site is anticipated by the Rocklin Police Department in association with their efforts to

review land use planning documents for the City to plan, staff, and equip the police station and provide police services within the City of Rocklin. All new development creates a necessary need for increased police protection services. Funding for police services is primarily from the general fund, and is provided for as part of the City's budget process. The proposed Project would pay fees, participate in any applicable financing districts, and contribute to the general fund through property and sales taxes. Participation in these funding mechanisms would ensure that police protection service can be adequately provided to the Project site. Implementation of the proposed Project is *less than significant* relative to this topic.

Response a.iii): Parks – Less than Significant Impact. The development of the Project site is anticipated in the planning, staffing, and maintenance of park and recreation facilities within the City of Rocklin. Development of the Project site would have limited, to no effect on the use of nearby park and recreation facilities. Funding for park and recreation facilities development and maintenance is primarily from the development fees, the general fund and financing districts, and is provided for as part of the City's budget process. The proposed Project would pay fees, participate in any applicable financing districts, and contribute to the general fund through property and sales taxes. Participation in these funding mechanisms would ensure that recreational service can be adequately provided. Implementation of the proposed Project is *less than significant* relative to this topic.

Response a.iv), a.v): Schools and Other Public Facilities – Less than Significant Impact. The proposed Project is not a residential project that would generate students. The assessment of school impact fees is regulated through the State Government Code. Proposition 1A/Senate Bill 50 (SB50, Chapter 407, Statutes of 1998) establishes the base amount that developers can be assessed per square foot of residential and non-residential development. If a district meets certain standards, the base adjustment can be adjusted upward a certain amount. Under SB 50, payment of the identified fees by a developer is deemed to be "full and complete mitigation" of impacts on schools resulting from new development. Participation in these funding mechanisms, as applicable, will reduce any school impacts to a less than significant level as a matter of state law. Given that the proposed Project would not directly generate any new students, there would be no direct impact on school facilities. The need for other public facilities, such as libraries, would not be anticipated to be created by the proposed Project. Implementation of the proposed Project is *less than significant* relative to this topic.

XVI. RECREATION

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Project Impacts:

The proposed project, the development and occupation of a commercial site and would not be anticipated to increase the use of, and demand for, recreational facilities.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts on the demand for recreation facilities because of the future urban development that was contemplated by the General Plan. These impacts included increased demand for parks and recreation (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.12- 30 through 4.12-45). The analysis found that while development and buildout of the General Plan can result in recreation facilities impacts, these impacts would be reduced to a less than significant level through the application of General Plan goals and policies that would assist in minimizing or avoiding impacts to recreation facilities. The General Plan has established a parkland standard of five acres per 1,000 population, and has adopted goals and policies to ensure that this standard is met. These goals and policies call for the provision of new park and recreational facilities as needed by new development through parkland dedication and the payment of park and recreation fees. These programs and practices are recognized in the General Plan Open Space, Conservation and Recreation Element, which mitigates these impacts to a less than significant level.

The Northwest Rocklin Annexation EIR analyzed the anticipated impacts on the demand for recreation facilities as a result of the mixed urban development that was contemplated by the General Plan. Key issues that were evaluated included project-specific and cumulative increased demand for parks and recreation facilities (Northwest Rocklin Annexation Draft EIR, 2001, pages K-26 through K-21). The analysis found that while development and buildout of the Northwest Rocklin General Development Plan can result in recreation facilities impacts, mitigation measures to address these impacts are available and have been incorporated into the Northwest Rocklin General Development Plan under Public Services (Section G), and include conditions of approval for dedication of park sites, requirements for plant materials in park sites adjacent to open space areas, and maintenance of public parks and right of way landscaping. In addition, compliance with state and local standards related to the provision of public services and facilities and the application of General Plan goals and policies would assist in minimizing or avoiding impacts to public services and facilities, as noted above.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Similarly, all applicable mitigation measures from the Northwest Rocklin Annexation EIR, including the mitigation measures for impacts to public services incorporated as conditions of approval in the Northwest Rocklin General Development Plan, will be applied to the project in the course of processing the application to ensure consistency with the Northwest Rocklin General Development Plan.

Responses to Checklist Questions

Responses a), b): Increase Park Usage and Construction or Expansion of Recreational Facilities - Less than Significant Impact. The proposed Project would not result in the construction of any new homes, and would provide limited to no population growth. Therefore, the use of existing parks and other recreational facilities would not be substantially increased, and no new or expanded facilities would be required. As such, there is **no impact** relative to this topic.

XVII. TRANSPORTATION

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?			X	
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		X		
d) Result in inadequate emergency access?			X	

Project Impacts:

The development of the proposed Project would result in construction activities and the occupation of the commercial buildings that would result in transportation impacts because an undeveloped site will become developed, but not to a degree that would result in a substantial increase in Vehicle Miles Traveled (VMT). The proposed Project is local serving, which provides beneficial VMT impacts, and is exempt from a more detailed VMT analysis. There are potential safety issues, but all can be mitigated with mitigation measures presented in this document.

Prior Environmental Review:

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

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

The General Plan EIR concluded that, despite these goals and policies, significant transportation impacts will occur because of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will result in increased traffic volumes at state/interstate highway intersections and impacts to state/interstate highway segments. Findings of fact and a statement of overriding consideration were adopted by the Rocklin City Council regarding these impacts, which were found to be significant and unavoidable.

The Northwest Rocklin Annexation EIR analyzed the anticipated impacts on transportation that would occur as a result of the mixed urban development that was contemplated by the Northwest Rocklin General Development Plan. Key issues that were evaluated included impacts to roadway intersections and segments in Rocklin and Roseville, impacts to state highway segments and intersections, transit service, bicycle and pedestrian facilities, and traffic and parking related to schools (Northwest Rocklin Annexation Draft EIR, 2001, pages F-1 through F 4-49). Mitigation measures to address these impacts are incorporated into the Northwest Rocklin General Development Plan under Transportation/Circulation (Section C), and include conditions of approval regarding payment of traffic fees, coordination with transit services, requirements for revised traffic studies, provisions for adequate parking and bus turnouts, specifications for roadway and median widths, and preferred construction access routes.

The Northwest Rocklin Annexation EIR concluded that, despite these conditions of approval, significant transportation impacts as a result of development under the Northwest Rocklin General Development Plan will occur and these impacts cannot be reduced to a less than significant level. Specifically, the Northwest Rocklin Annexation EIR found that buildout of the Northwest Rocklin General Development Plan will result in increased traffic volumes at state highway intersections and segments, and to City of Roseville roadway intersections and segments. The Rocklin City Council adopted Findings of Fact and Statement of Overriding Considerations in recognition of this impact.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Similarly, all applicable mitigation measures from the Northwest Rocklin Annexation EIR, including the mitigation measures for impacts to transportation/circulation incorporated as conditions of approval in the Northwest Rocklin General Development Plan, will be applied to the project in the course of processing the application to ensure consistency with the Northwest Rocklin General Development Plan.

Project-Level Environmental Analysis:

The firm of Fehr & Peers, a Roseville area consulting firm with recognized expertise in transportation, prepared an Access & Circulation Study Memorandum (report) for the proposed project. The report is contained in Appendix D and is available for review during normal business hours at the City of Rocklin Planning Division, 3970 Rocklin Road, Rocklin, CA, and is incorporated into this Initial Study by this reference. City staff, and the City's consultant De Novo Planning Group, have both reviewed the documentation and find that Fehr & Peers has a professional reputation that makes its conclusions presumptively credible and prepared in good faith. Based on its review of the analysis and these other considerations, City staff accepts the conclusions in the Fehr and Peers report, which is summarized below.

Previous Analysis. The Wildcat West Subdivision ("Wildcat West Subdivision Traffic Impact Study (TIS)") (July 8, 2022) analyzed a mixed-use project that included a single-family residential subdivision to the south of the proposed ARCO, future retail uses to the west of the proposed ARCO, and a gas station on the proposed ARCO site. The gas station analyzed in the Wildcat West Subdivision TIS featured a larger convenience store and more fueling positions than the proposed

ARCO gas station and car wash. Therefore, the proposed ARCO gas station and car wash would generate fewer trips than the gas station evaluated in the Wildcat West Subdivision TIS. Consequently, the proposed ARCO project's impact on traffic operations at City intersections is adequately covered by the TIS and not analyzed in the study. However, differences in the gas station site plan and driveway placement warrant further evaluation of on-site circulation and an updated analysis of vehicle queues at project driveways and on adjacent streets.

Site Access. The proposed vehicular access points and permitted turn movements at each driveway. Below is a description of each proposed Project access.

- Whitney Ranch Parkway Project Driveway would be located approximately 220 feet¹ west of the Whitney Ranch Parkway/ Ocelot Way intersection. This driveway would serve a 35-foot-wide access easement that bisects two commercial parcels: the proposed ARCO project on the east and a future general retail site on the west. The raised landscaped median on Whitney Ranch Parkway restricts this driveway to right-turn movements only. The Wildcat West Subdivision draft staff report notes that the access easement from this driveway will provide a full vehicular access to the proposed residential Wildcat West Subdivision to the south of the proposed ARCO project¹.
- Ocelot Way Project Driveway would be located approximately 160 feet² south of the intersection of Whitney Ranch Parkway / Ocelot Way. This driveway would provide access to the ARCO site and permit all movements (i.e., left-turns and right-turns).

A third exit-only driveway is provided on the southwest corner of the proposed ARCO site exclusively for those who wish to exit before entering the car wash tunnel.

Vehicle Trip Generation. The study estimated the proposed Project's trip generation based on published trip generation data contained in the Trip Generation Manual, 11th Edition (Institute of Transportation Engineers, 2021). Table TRAN-1 presents the estimated daily, AM peak hour, and PM peak hour vehicle trip generation for the proposed Project. Table TRAN-1 shows the gross vehicle trip generation (i.e., the total number of trips that would travel to/from the Project site), the amount of "pass-by" trips to the site, internal trip capture, and the net new external vehicle trips generated by the proposed Project.

¹ Information provided via email by Bret Finning, Planning Services Manager, City of Rocklin on May 9, 2023.

² Distances referenced from the centerline of the driveway to the edge of the adjacent intersection.

TABLE TRAN-1: PROJECT VEHICLE TRIP GENERATION ESTIMATE

LAND USE (ITE CODE)	QUANTITY	DAILY						
		TOTAL	TOTAL	IN	OUT	TOTAL IN	IN	OUT
Convenience Store/ Gas Station (2-4k GFA) (945)	12 Fueling Positions	3,181	193	96	97	221	111	110
Automated Car Wash (948)	1 tunnel	890	50	25	25	78	39	39
Total Gross Trip Generation		4,071	243	121	122	299	150	149
On-site Trip Capture (gas station & car wash)		668	38	19	19	60	30	30
Other Trip Capture (retail & residential)		84	7	4	3	13	7	6
Pass-by Trips		2,489	149	75	74	170	85	85
Net New External Project Trips		830	49	23	26	56	28	28

SOURCE: FEHR & PEERS, 2023.

Table TRAN-1 shows two types of internal trips: customer trips that patronize both the proposed gas station/convenience store and car wash on-site, and trips that travel between the Project site and immediately adjacent land uses (i.e., the future residential subdivision to the south or retail to the west). Data provided by the Project applicant is used to estimate the on-site trips between the gas station/convenience store and car wash, while the MXD+ mixed-use development trip generation model from the Wildcat West Subdivision TIS is used to estimate the trip capture between the adjacent land uses.

After accounting for pass-by and internal trips, the proposed Project is estimated to generate approximately 830 net new daily vehicle trips, 49 net new AM peak hour vehicle trips, and 56 net new PM peak hour vehicle trips.

Trip Distribution. The Project trips were assigned to the project driveways on Whitney Ranch Parkway and Ocelot Way in accordance with the cumulative plus project trip distribution used in the Wildcat West Subdivision TIS, permitted movements, and ease of ingress/egress. Approximately half of vehicles visiting the Project site would enter or exit via the driveway on Whitney Ranch Parkway, and the other half would utilize the driveway on Ocelot Way.

Response a) Conflict with Program, Plan, Ordinance or Policy Addressing the Circulation System – Less than Significant Impact with Mitigation. The project will be conditioned to contribute its fair share to the cost of circulation improvements via the existing citywide traffic impact mitigation (TIM) fee program that would be applied as a uniformly applied development policy and standard. The traffic impact mitigation fee program is one of the various methods that the City of Rocklin uses for financing improvements identified in the Capital Improvement Program (CIP). The CIP, which is overseen by the City’s Public Services Department, is updated periodically to respond to changing conditions and to assure that growth in the City and surrounding jurisdictions does not degrade the level of service on the City’s roadways. The roadway improvements that are identified in the CIP in response to anticipated growth in population and development in the City are consistent with the City’s Circulation Element. The traffic impact fee program collects funds from new development in the City to finance a portion

of the roadway improvements that result from traffic generated by the new development. Fees are calculated on a citywide basis, differentiated by type of development in relationship to their relative traffic impacts. The intent of the fee is to provide an equitable means of ensuring that future development contributes their fair share of roadway improvements, so that the City's General Plan Circulation policies and quality of life can be maintained.

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

Highway 65 Interchange Improvement Fee. The cities of Rocklin and Roseville and Placer County have established the "Bizz Johnson" Highway Interchange Joint Powers Authority that has adopted an interchange traffic fee on all new development within Rocklin, Roseville and affected portions of Placer County. The purpose of the fee is to finance four interchanges on State Route 65 to reduce the impact of increased traffic from local development; the proposed project would be subject to payment of such a fee. The development of the proposed project and the resulting addition of the proposed multifamily project would not result in project-specific significant effects as demonstrated by the summary of the project's traffic impact analysis presented above.

Evaluation of Transit, Bicycle, and Pedestrian Impacts. The City of Rocklin seeks to promote the use of public transit through development conditions requiring park-and-ride lots, and bus turnouts. Transit service in the project vicinity is provided by Placer County Transit (PCT). There are not currently any bus stops on Whitney Ranch Parkway. The bus route closest to the project site is the Lincoln/Rocklin/Sierra College which runs a continuous route between Lincoln and Sierra College, with stops nearest the project site being at Sunset Boulevard/Lonetree Boulevard, Sunset Boulevard/Atherton Road (to the south), or Twelve Bridges/Colonnade Drive (to the north). The project does not conflict with these bus route or stop locations or other policies or programs promoting alternative transportation.

The site plan shows striped pedestrian paths/crossings between the electric vehicle charging spaces, car wash, convenience store, trash enclosure, and the sidewalk on Ocelot Way north of the Project driveway. These proposed crossings are appropriately located to serve the logical desired pedestrian travel routes. The site plan shows about 20 feet between the exit of car wash building and the crosswalk. This would provide enough space for a vehicle to wait for a crossing pedestrian without hindering car wash operations.

Bike lanes are typically required along arterial and collector streets. The project does not conflict with bike lane locations. The latest site plan submittal for the proposed Project and final traffic report comply with the necessary provisions for bicycle parking facilities. Therefore, implementation of the proposed Project does not conflict with transit or pedestrian plans or policies or the City of Rocklin and California Building Code requirements. Impacts from project implementation would be considered *less than significant* relative to this topic.

Response b) Conflict or Inconsistency with CEQA Guidelines section 15064.3 (b) Conflict with Congestion Management Program – Less Than Significant Impact. Senate Bill 743 (SB 743), which was signed by Governor Brown on September 27, 2013, created a process to change the way transportation impacts are analyzed under CEQA by moving away from the more traditional traffic flow and delay metric of Level of Service (LOS) to an alternative metric known as Vehicle Miles Traveled (VMT). Vehicle Miles of Travel (VMT) is a transportation performance metric that is used as an input to air quality and noise analyses. VMT not only addresses the number of trips generated by a given land use, but also the length of those trips. By doing so, the placement of a given land use in proximity to complementary land uses, and available transit, walking and bicycling facilities are all considered. VMT can also be used to quantify the effects of proposed changes to a roadway network, transportation demand strategies, and investments in non-auto travel modes. VMT may be expressed in absolute numbers of as “per capita” rations, such as VMT per person, household, dwelling unit, employee, or service population (persons plus employees). The requirement to incorporate VMT as a metric in CEQA documents became effective on December 28, 2018 with the addition of section 15064.3 to the CEQA Guidelines. Per section 15064.3 (c), the provisions of section 15064.3 shall apply statewide, beginning on July 1, 2020.

In 2018, the Secretary of the Natural Resources Agency promulgated and certified CEQA Guidelines Section 15064.3 to implement Public Resources Code Section 21099(b)(2). Public Resources Code Section 21099(b)(2) states that, “upon certification of the guidelines by the Secretary of the Natural Resources Agency pursuant to this section, automobile delay, as described solely by level of service or similar measures of vehicle capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any.”

After the certification of the CEQA Guidelines, the Governor’s Office of Planning and Research (OPR) published the Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018). OPR’s advisory document identifies a potential approach which an agency could utilize as the basis for determining significant transportation impacts. Specifically, the OPR technical guidance recommends consideration of whether the project is consistent with the applicable Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The guidance aligns with CEQA Guidelines Section 15125(d), which requires that an EIR should discuss inconsistencies between the proposed project and the regional transportation plan. For the SACOG region, this consists of the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).

The project would construct a 1.4-acre commercial facility within an area designated as an Established Community in the 2020 MTP/SCS. The MTP/SCS is aimed at reducing greenhouse gas emissions through VMT reduction, and these efforts are primarily focused on urban areas, where investments in the roadway system and transit, bike and pedestrian infrastructure are built into the MTP/SCS to achieve identified air quality and GHG emissions reduction targets.

According to the MTP/SCS, Established Community areas are typically areas adjacent to, or surrounding, Center and Corridor Communities. Many are characterized as “first tier,” “inner ring,” or mature subdivision communities. Local land use patterns aim to maintain the existing character and land use pattern in these areas. Land uses in Established Communities are typically made up of existing low- to medium-density residential neighborhoods, office and industrial parks, or commercial strip centers. Depending on the density of existing land uses, some Established Communities have bus service; others may have commuter bus service or very little service. The MTP/SCS assumes that over the next two decades, the region will attract roughly

168,000 new homes and 228,000 new jobs to infill areas in cities, suburbs, and towns across the region. This is about 64 percent of new housing and 84 percent of the new jobs expected in the region by 2040.

Figures 3-10 and 3-11 of the 2020 MTP/SCS show the projected 2040 vehicle miles traveled per capita for the six-County SACOG region. The sub-region in which the project is located is shown as having \leq 85-100% of the regional average VMT per capita. The MTP/SCS anticipates some increased activity/growth within Established Communities. Additionally, these areas are recognized as typically having high VMT per capita both now and in the future (2040 MTP/SCS Planning Period). The introduction of additional local serving retail commercial on the Project site would provide opportunities for individuals residing in the vicinity to travel less distance for the basic goods and services than they might otherwise be required to travel. This is a beneficial impact relative to VMT. The project is a small local serving retail commercial project and it is exempt from further VMT analysis based on the requirements of OPR.

Responses c), d): Hazards and Emergency Access – Less than Significant Impact. The traffic study used the SimTraffic microsimulation traffic operations software to estimate the maximum vehicle queues on Ocelot Way, Whitney Ranch Parkway, and Project driveways. The Study included proposed recommendations based on potential safety or operational issues identified. These recommendations have been incorporated as mitigation measures as described below.

Ocelot Way / Whitney Ranch Parkway Intersection. The Wildcat West Subdivision TIS made the following operation enhancement recommendations for the Ocelot Way / Whitney Ranch Parkway intersection:

- On northbound Ocelot Way approach, modify lane assignment in current left/through/right lane to become a through/right lane.
- Operate northbound and southbound approaches with protected left-turn phasing.
- Stripe a 150-foot two-way left-turn lane (TWLTL) on Ocelot Way south of the Ocelot Way / Whitney Ranch Parkway intersection.

Subsequent to the Wildcat West Subdivision TIS and as a part of the Whitney Ranch ARCO Access & Circulation Study, the City Engineer has determined that for the northbound Ocelot Way approach, the current lane assignment of a left/through/right lane should remain as is (the first recommendation above).

These recommendations enable the intersection to operate more safely and efficiently, and allow both crosswalks across Whitney Ranch Parkway to remain. These modifications were assumed in the SimTraffic simulation of vehicle queues provided below. Implementation of Mitigation Measure TRAN-1 through TRAN-2, agreed to by the applicant, would be required to reduce this impact to *less than significant*.

Mitigation Measure(s)

Mitigation Measure TRAN-1: *The Project applicant shall ensure that the northbound and southbound approaches to the Project site are with protected left-turn phasing.*

Mitigation Measure TRAN-2: *The Project applicant shall stripe a 150-foot two-way left-turn lane (TWLTL) on Ocelot Way south of the Ocelot Way / Whitney Ranch Parkway intersection.*

The applicant is agreeable to the above mitigation measures; implementation of the above measures will reduce potential safety or operational impacts to a less than significant level.

Vehicle Queuing. Table TRAN-2 reports the maximum vehicle queues for key movements at the Ocelot Way / Whitney Ranch Parkway intersection and two project driveways under cumulative plus project conditions. The analysis assumes the operational enhancements at the Ocelot Way / Whitney Ranch Parkway intersection identified in mitigation measures provided above.

TABLE TRAN-2: MAXIMUM VEHICLE QUEUES – CUMULATIVE PLUS PROJECT CONDITIONS

INTERSECTION	TRAFFIC CONTROL	MOVEMENT	AVAILABLE STORAGE	MAXIMUM VEHICLE QUEUE	
				AM PEAK HR	PM PEAK HR
Ocelot Way / Whitney Ranch Parkway	Signal	Northbound Left	150 feet	175 feet	175 feet
		Northbound Through/Right	150 feet	100 feet	125 feet
		Eastbound Left/U-turn	190 feet	125 feet	175 feet
		Westbound Left	175 feet	225 feet	225 feet
Project Driveway / Whitney Ranch Parkway	Side-Street Stop	Northbound Right	40 feet	100 feet	200 feet
Project Driveway / Ocelot Way	Side-Street Stop	Eastbound Left/Right	20 feet	75 feet	75 feet

SOURCE: FEHR & PEERS, 2023.

Table TRAN-2 indicates that four movements near the Project site would have inadequate storage under cumulative plus project conditions. At the Ocelot Way / Whitney Ranch Parkway intersection, spillover from the northbound left-turn storage pocket would be accommodated by the two-way left-turn lane on Ocelot Way. However, the maximum queue in the single westbound left-turn pocket on Whitney Ranch Parkway would extend into the adjacent westbound through lane. This spillover may cause safety issues on this high-speed corridor. Accordingly, implementation of Mitigation Measure TRAN-3, agreed to by the applicant, would be required to reduce this impact to **less than significant**.

Mitigation Measure(s)

Mitigation Measure TRAN-3: *The Project applicant shall open the currently striped out second westbound left-turn lane on Whitney Ranch Parkway to vehicular traffic and provide a second southbound receiving lane on Ocelot Way.*

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce vehicle queuing impacts to a less than significant level.

This recommendation is consistent with a similar recommendation in the Wildcat West Subdivision TIS. Simulation modeling showed that with the addition of the second westbound left-turn lane, the maximum queue would be 150 feet or less in each lane.

Ocelot Way has a 45-foot-wide cross-section for roughly 200 feet beginning 60 feet south of Whitney Ranch Parkway to the location of the future Chevron driveway. Thus, widening of the street may be necessary to accommodate the second receiving lane. The second southbound lane on Ocelot Way should merge at the Project site’s southern boundary, or about 230 feet south of Whitney Ranch Parkway. This would allow sufficient space for merging to occur.

At the Project driveway on Whitney Ranch Parkway, the Access & Circulation Study forecasts the maximum outbound vehicle queue to be 8 vehicles (200 feet) in the PM peak hour, though the average queue would be approximately 3 vehicles (75 feet). This outbound queue would block access to the proposed ARCO access point, which may cause inbound vehicles to the proposed ARCO staging in the driveway. This could potentially block ingress movements from Whitney Ranch Parkway, causing queues that spill back into the public right-of-way. Accordingly, implementation of Mitigation Measure TRAN-4, agreed to by the applicant, would be required to reduce this impact to ***less than significant***.

Mitigation Measure(s)

Mitigation Measure TRAN-4: *The Project applicant shall review the site plan for the future retail development west of the Whitney Ranch Parkway driveway. If the future retail development proposes an access opposite the proposed ARCO access point, then the Project applicant shall install a “Keep Clear” pavement marking to prevent outbound queues on the Whitney Ranch Parkway driveway from blocking egress movements from the future retail development.*

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce vehicle queuing impacts to a less than significant level.

The Project driveway appears wide enough to stripe the left-turn lane without changes to the driveway design. The storage provided by the striped southbound left-turn lane would accommodate up to two vehicles entering the proposed ARCO. This would allow these entering vehicles to queue without blocking entering traffic, which would reduce the likelihood of queues spilling into the public right-of-way. The outbound vehicle queues at the internal driveway are discussed in more detail in the Internal Circulation section below.

At the Project driveway on Ocelot Way, the TWLTL would reduce outbound vehicle queues by providing two-stage gap acceptance. However, outbound vehicles queues could disrupt inbound vehicles from accessing the car wash or block access to the vacuum stalls immediately west of the convenience market. This is discussed in more detail in the Internal Circulation section below.

Driveway Placement and Design. According to the City of Rocklin Standard Drawings (2016), driveways on arterial streets should be situated at least 185 feet upstream of major intersections (see Zone 5 in DWG#3-38). The Project’s proposed driveway on Whitney Ranch Parkway would be situated about 220 feet from Ocelot Way. Thus, this standard would be met. This driveway would be approximately 40 feet wide, which also conforms with applicable City driveway design standards (see DWG#3-22). During the PM peak hour, this driveway would accommodate 150 eastbound right-turning vehicles. To accommodate their deceleration needs, implementation of Mitigation Measure TRAN-5, agreed to by the applicant, would be required to reduce this impact to ***less than significant***.

Mitigation Measure(s)

Mitigation Measure TRAN-5: *Install a right-turn deceleration lane on eastbound Whitney Ranch Parkway at the Project driveway.*

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce vehicle queuing impacts to a less than significant level.

Because this driveway would be situated at the end of the existing right-turn lane to Ocelot Way, the deceleration lane would effectively be an extension of the existing right-turn pocket.

The driveway on Ocelot Way would be about 160 feet south of Whitney Ranch Parkway. It would be 35 feet wide, which conforms with applicable City driveway design standards (see DWG#3-22). Inbound movements would occur from the outside southbound lane, which merges into a single lane south of the Project driveway.

The Project driveway on Ocelot Way would be offset about 120 feet north of the proposed Chevron driveway on the east side of Ocelot Way. With this driveway alignment, northbound left-turns into the Project driveway and southbound left-turns into the Chevron driveway would occur in the same TWLTL area. Anticipated northbound left-turning traffic into the Project driveway is expected to be minimal, as most trips will arrive from Whitney Ranch Parkway. Therefore, vehicular conflicts in the TWLTL are expected to be limited.

Truck Access & Circulation. A truck swept path analysis performed by Barghausen Consulting Engineers shows that a fuel truck would be able to successfully maneuver by entering at the Ocelot Way driveway, access the fuel tanks at the north portion of the site, and exit via the Whitney Ranch Parkway driveway.

Passenger Vehicle On-Site Circulation. Drive aisles surrounding the gas pumps and perimeter parking, as well as between the gas station and car wash queuing space are generally wide enough to allow bi-directional movement of passenger vehicles.

The drive aisle between the convenience store and Ocelot Way would encounter a variety of traffic movements, speeds, and types. Beyond vehicles ingressing/egressing at the driveway, car wash customers could circulate southbound from the fuel pumps/convenience store. This may cause conflicts with the vehicles parked at the vacuum stalls abutting the convenience store.

The southern portion of the site proposes one-way circulation with double entry lanes toward the car wash pay stations. Field observations conducted at car washes partnered with gas stations in the Sacramento region documented maximum queues between two to three vehicles at these facilities. The site plan shows approximately 3 vehicles (75 feet) of stacking space in each lane east of the pay stations and gates, which should accommodate car wash customer queues.

XVIII. TRIBAL CULTURAL RESOURCES

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

Project Impacts:

The Project site does not contain any resources that are listed with the California Register of Historical Resources or that have been determined by the lead agency to have significance to a California Native American Tribe. No impacts to tribal cultural resources are anticipated.

Prior Environmental Analysis:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts that would occur to historical, cultural, and paleontological resources within the Planning area because of the future urban development that was contemplated by the General Plan. These impacts included potential destruction or damage to any historical, cultural, and paleontological resources (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.8-1 through 4.8-21). Mitigation measures to address these impacts are incorporated into the General Plan in the Land Use and Open Space, Recreation and Conservation Elements, and include goals and policies that encourage the preservation and protection of historical, cultural, and paleontological resources and the proper treatment and handling of such resources when they are discovered.

The General Plan EIR concluded that despite these goals and policies, significant cultural resources impacts will occur because of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will contribute to cumulative impacts to historic character. Findings of fact and a statement of overriding considerations were adopted by the Rocklin City Council regarding these impacts, which were found to be significant and unavoidable.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

Historically significant structures and sites as well as the potential for the discovery of unknown archaeological or paleontological resources because of development activities are discussed in

the Rocklin General Plan. Policies and mitigation measures have been included in the General Plan to encourage the preservation of historically significant known and unknown areas.

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

Responses to Checklist Questions

Responses a), b): Tribal Cultural Resources –Less Than Significant Impact. The City of Rocklin General Plan and subsequent EIR does not identify the site as having prehistoric period cultural resources. Additionally, the Project site does not have any surface evidence of tribal cultural resources. The Project site was previously graded and there are no records of subsurface tribal cultural resources found during those previous grading activities. There are no unique cultural resources known to occur on, or within the immediate vicinity of the Project site. No instances of cultural resources or human remains have been unearthed on the Project site. Based on the above information, the Project site has a low potential for the discovery of prehistoric, ethnohistoric, or historic archaeological sites that may meet the definition of tribal cultural resources.

As of the writing of this document, the United Auburn Indian Community (UAIC), the Ione Band of Miwok Indians (IBMI), the Shingle Springs Band of Miwok Indians (SSBMI) and the Torres Martinez Desert Cahuilla Indians (TMDCI) are the only tribes that are traditionally and culturally affiliated with the project area that have requested notification. Consistent with Public Resources Code (PRC) Section 21080.3.1 (d) and per AB-52, the City of Rocklin provided formal notification of the project and the opportunity to consult on it to the designated contacts of the UAIC, IBMI, SSBMI and TMDCI in a letter dated 9/27/2023, and received by those organizations on 11/1/2023, 11/1/ 2023, 11/1/2023 and 11/2/2023, respectively. All tribes had 30 days to request consultation on the project pursuant to AB-52, and none of the tribes responded within the 30-day consultation period requesting consultation.

Although no tribal cultural resources have been documented on the Project site, the Project site is in a region where tribal cultural resources have been recorded and there remains a potential that undocumented archaeological resources that may meet the Tribal Cultural Resource definition could be unearthed or otherwise discovered during ground-disturbing and construction activities. Examples of significant archaeological discoveries that may meet the Tribal Cultural Resources definition would include villages and cemeteries, among other resources. Implementation of Mitigation Measures CUL-1 would require appropriate steps to preserve and/or document any previously undiscovered resources that may be encountered during construction activities, including human remains. Implementation of this measure would reduce this impact to a **less than significant** level.

Mitigation Measure(s)

Implement Mitigation Measure CUL-1.

XIX. UTILITIES AND SERVICE SYSTEMS

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Require or result in the relocation or construction of new or expanded water, wastewater or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?			X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Project Impacts:

The proposed Project will increase the need for utility and service systems, but not to an extent that will impact the ability of the utility and service providers to adequately provide such services.

Prior Environmental Review:

As a “program EIR” under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts on utilities and service systems that would occur because of the future urban development that was contemplated by the General Plan. These impacts included increased generation of wastewater flow, provision of adequate wastewater treatment, increased demand for solid waste disposal, and increased demand for energy and communication services (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.13-1 through 4.13-34). The analysis found that while development and buildout of the General Plan can result in utilities and service system impacts, these impacts would be reduced to a less than significant level through the application of General Plan goals and policies that would assist in minimizing or avoiding impacts to utilities and service systems.

These goals and policies include, but are not limited to, requiring studies of infrastructure needs, proportional share participation in the financial costs of public services and facilities, coordination of private development projects with public facilities and services needed to serve the proposed Project and encouraging energy conservation in new developments.

The Northwest Rocklin Annexation EIR analyzed the anticipated impacts on utilities and service systems that would occur as a result of the mixed urban development that was contemplated by the Northwest Rocklin General Development Plan. Key issues that were evaluated included increased demand for water supply and water conveyance and treatment infrastructure, increased generation of wastewater flow and demand for wastewater treatment, increased demand for solid waste disposal and increased demand for energy and communication services (Northwest Rocklin Annexation Draft EIR, 2001, pages J-1 through J-33). The analysis found that while development and buildout of the Northwest Rocklin General Development Plan can result in utilities and service system impacts, mitigation measures to address these impacts are available and have been incorporated into the Northwest Rocklin General Development Plan under Public Utilities (Section F), and include conditions of approval that ensure an adequate water supply, and the provision of infrastructure for water, wastewater and other utilities. In addition, these impacts would be reduced to a less than significant level through the application of General Plan goals and policies that would assist in minimizing or avoiding utility and service system impacts, as noted above.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Similarly, all applicable mitigation measures from the Northwest Rocklin Annexation EIR, including the mitigation measures for impacts to utilities and service systems incorporated as conditions of approval in the Northwest Rocklin General Development Plan, will be applied to the project in the course of processing the application to ensure consistency with the Northwest Rocklin General Development Plan.

Responses to Checklist Questions

Responses a), c): Relocation, New or Expanded Utilities – Less than Significant Impact.

Water: The Project site is located within the Placer County Water Agency (PCWA) service area. The PCWA has a Master Plan (2022), which is periodically updated, to provide water to projects located within their service boundary. The plan includes future expansion as necessary, and includes the option of constructing additional treatment plants. The PCWA collects hook-up fees to finance the maintenance and expansion of its facilities.

The PCWA service area is divided into five zones that provide treated and raw water to Colfax, Auburn, Loomis, Rocklin, Lincoln, small portion of Roseville, unincorporated areas of western Placer County, and a small community in Martis Valley near Truckee. The Project site is in Zone 1, which is the largest of the five zones. Zone 1 provides water service to Auburn, Bowman, Ophir, Newcastle, Penryn, Loomis, Rocklin, Lincoln, and portions of Granite Bay.

PCWA has planned for growth in the City of Rocklin and sized the water supply infrastructure to meet this growth and reasonably foreseeable future development during normal, dry, and multiple dry years. As a condition of project approval, the proposed Project will be required to seek a service letter from PCWA indicating that the proposed Project is within their service area and eligible for service upon execution of a facilities agreement and payment of all required fees and charges.

The Project site would be served by the Foothill WTP, which treats water diverted from the American River Pump Station near Auburn, and the proposed Project's estimated maximum daily water treatment demands would not exceed the plant's permitted capacity. Because the proposed Project would be served by a water treatment plant that has adequate capacity to meet the proposed Project's projected demand and would not require the construction of a new water treatment plant, the proposed Project's water supply and treatment facility impacts would be considered *less than significant*.

Wastewater: The Project site is within the South Placer Municipal Utility District (SPMUD) service area for wastewater collection. The proposed Project site is located within the South Placer Municipal Utility District (SPMUD) service area for sewer. SPMUD has a System Evaluation and Capacity Assurance Plan, which is periodically updated, to provide sewer to projects located within their service boundary. The plan includes future expansion as necessary. SPMUD collects participation fees to finance the maintenance and expansion of its facilities. The proposed Project is responsible for complying with all requirements of SPMUD, including compliance with wastewater treatment standards established by the Central Valley Water Quality Control Board. As a condition of project approval, the proposed Project will be required to seek a service letter from SPMUD indicating that the proposed Project is within their service area and eligible for service, provided that the SPMUD's condition requirements and standard specifications are met.

SPMUD has recently completed a new *Sewer System Management Plan (SSMP)* (2021) and *System Evaluation and Capacity Assurance Plan (SECAP)* (2020), which addresses treatment and infrastructure capacity for their service area including the City of Rocklin. This SPMUD study area in the 2020 SECAP coincides with the study area identified in the 2015 SECAP and the District's urban growth area (UGA). The UGA is also identified in the South Placer Wastewater Authority (SPWA) *2020 Wastewater Systems Evaluation Project* (2020), which evaluated the combined systems of the regional partners discharging to the two regional wastewater treatment plants. Information from Rocklin's General Plan has been used to determine the trunk sewer sizes and capacity needed to serve to the City.

The Dry Creek Wastewater Treatment Plant (DCWWTP) and Pleasant Grove Wastewater Treatment Plant (PGWWTP) operate under a Federal NPDES permit. The DCWWTP current design capacity is 18 million gallons per day (mgd), while the PGWWTP design capacity is 12 mgd. Both plants provide tertiary level wastewater treatment using conventional secondary treatment, as well as full nitrification, filtration, chlorination, and disinfection. The average dry weather flow (ADWF) at DCWWTP has decreased from 10.5 mgd in 2009 to approximately 8.6 mgd as of 2019. Current ADWF at the PGWWTP is approximately 7.6 mgd.

The SPMUD estimates wastewater generation rates of 850 gallons per day per acre for commercial or industrial uses. As described in the Project Description section above, the proposed Project would result in 1.4 acres of commercial uses. Using the SPMUD wastewater generation estimates, it is anticipated that the proposed Project would generate roughly 1,334.5 gallons per day (or 0.00133 mgd) of wastewater. Wastewater generated by the proposed Project would be treated at the Dry Creek Wastewater Treatment Plant. The Dry Creek Wastewater Treatment Plant's current design capacity is 18 mgd. The ADWF at Plant has decreased from 10.5 mgd in 2009 to approximately 8.6 mgd as of 2019. The proposed Project's wastewater generation would represent less than one percent of the treatment plant's total remaining dry weather estimated capacity. This increased demand would not be expected to adversely affect the wastewater treatment plant's capacity. Therefore, the additional wastewater volume produced by the proposed Project would not have a significant adverse impact on the wastewater treatment services provided by SPMUD.

The proposed Project's internal wastewater conveyance system would be constructed, as needed, and would be adequately sized to accommodate Project-related wastewater flows. The SPMUD requires all facilities to conform to the district's Standard Specifications and the Sewer Code. The City of Rocklin relies on the SPMUD Sewer Code for all sewer related facilities installed within the city limits. The existing SPMUD laterals and lines currently located in Whitney Ranch Road will be used to serve the proposed Project.

As noted above, wastewater generated by the proposed Project would be treated at the Dry Creek Wastewater Treatment Plant. The proposed Project's wastewater generation would represent less than one percent of the treatment plant's total remaining capacity. This increased demand would not be expected to adversely affect the wastewater treatment plant's capacity. Because the proposed Project would be served by a wastewater treatment plant that has adequate capacity to meet the proposed Project's projected demand and would not require the construction of a new wastewater treatment plant, the proposed Project's wastewater impacts would be considered *less than significant*.

Storm Drainage: The proposed Project site is located within an area of the City of Rocklin that has been contemplated for urban development in the Rocklin General Plan. Infrastructure for municipal storm drainage is typically installed on a master infrastructure level as part of a city-wide storm drain system, and then subsequently, on a project-site level in accordance with engineering based on project design. The proposed Project would be conditioned to require connection into the City's storm drain system, with Best Management Practices and/or Low Impact Development features located within the proposed Project's drainage system at a point prior to where the Project site runoff will enter the existing City's storm drain system. Other than on-site improvements, new drainage facilities or expansion of existing facilities would not be required for this Project. On-site storm drainage improvements would not have significant adverse impacts. Implementation of the proposed Project would have a *less than significant* impact relative to this topic.

Electricity/Natural Gas: The Project site is within the Pacific Gas & Electric (PG&E) service area for electric power and natural gas, and as new development occurs, PG&E builds infrastructure on an as needed basis. Upgrades to existing infrastructure within existing easements (such as roadway rights-of-way) are not anticipated to result in significant environmental effects because existing rights-of-way are typically paved or otherwise modified from their original natural condition.

Implementation of the proposed Project would not require, or result in, the relocation or construction of new or expanded electrical or natural gas facilities that would be anticipated to have significant environmental effects. There are existing electrical or natural gas facilities utilities in place proximate to the Project site, and connections will be made within utility rights-of-way. Implementation of the proposed Project would have a *less than significant* impact relative to this topic.

Communications: The Project site is within the service area for AT&T, CCI Communications, Wave Broadband, and various wireless service telecommunications providers. Infrastructure for telephone and cable services is typically installed at the point of initial development and in accordance with service demand. Like electric power and natural gas, upgrades to existing telecommunications infrastructure within existing easements (such as roadway rights-of-way) are not anticipated to result in significant environmental effects because existing rights-of-way are typically paved or otherwise modified from their original natural condition.

Implementation of the proposed Project would not require, or result in, the relocation or construction of new or expanded telecommunications facilities that would be anticipated to have significant environmental effects. There are existing telecommunication utilities in place proximate to the Project site, and connections will be made within utility rights-of-way. Implementation of the proposed Project would have a *less than significant* impact relative to this topic.

Responses b): Water Supplies – Less than Significant Impact. The Project site is located within the Placer County Water Agency (PCWA) service area, and specifically in Zone 1. PCWA has planned for growth in the City of Rocklin and sized the water supply infrastructure to meet this growth and reasonably foreseeable future development during normal, dry, and multiple dry years. The PCWA utilizes a demand factor of 0.79 acre-feet per year (af/yr) for potable water demand. Based on this demand factor, the 1.4-acre development would demand 1.24 af/yr. As a condition of project approval, the proposed Project will be required to seek a service letter from PCWA indicating that the proposed Project is within their service area and eligible for service upon execution of a facilities agreement and payment of all required fees and charges. Water would be distributed to the proposed Project from the Foothill WTP. The proposed Project's estimated water demand would not exceed the water supply capacity. Implementation of the proposed Project would have a *less than significant* impact relative to this topic.

Responses d), e): Solid Waste – Less than Significant Impact. The Western Regional landfill, which serves the Rocklin area, has a total capacity of 36 million cubic yards and a remaining capacity of 29 million cubic yards. The estimated closure year for the landfill is approximately 2036. Development of the Project site with urban land uses was included in the lifespan and capacity calculations of the landfill, and a less than significant landfill capacity impact would be anticipated. Federal and State regulations regarding solid waste consist of the Federal Environmental Protection Agency regulations and the California Integrated Waste Management Act regulating waste reduction. These regulations primarily affect local agencies and other agencies such as the Landfill Authority. The proposed Project will comply with all Federal, State, and local regulations regarding trash and waste and other nuisance-related issues as may be applicable. Recology would provide garbage collection services to the Project site, provided their access requirements are met.

The proposed Project will generate solid waste in the form a landfill waste and recyclables. Much of the waste will consist of cardboards and plastics, both of which are recyclable. A much smaller amount of landfill waste will be generated from the proposed Project. Overall, the proposed Project is not expected to include any unusual elements that would generate solid waste more than State and local standards, or more than the capacity of local infrastructure or otherwise impair the attainment of solid waste reduction goals, and the proposed Project would comply with solid waste regulations and the impact would be *less than significant*.

XX. WILDFIRE

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X	
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X	
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	

Project Impacts

The Project site is not located in or near a State Responsibility Area (SRA). The City of Rocklin is not categorized as a "Very High" Fire Hazard Severity Zone (FHSZ) by CalFire.

Prior Environmental Review:

As a "program EIR" under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts of wildland fires that would occur because of the future urban development that was contemplated by the General Plan. These impacts included exposure of people or structures to significant risk of loss, injury or death involving wildland fires, impairment, or interference with implementation of emergency response and evacuation plans and cumulative hazard impacts (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.7-20 through 4.7-28). The analysis found that while development and buildout of the General Plan can result in wildland fire and emergency response impacts, these impacts would be reduced to a less than significant level through the application of General Plan goals and policies that would assist in minimizing or avoiding impacts to utilities and service systems.

These goals and policies include, but are not limited to, maintaining emergency operations plans, coordination with emergency management agencies, annexation into financing districts for fire prevention/suppression and emergency response, incorporation of fuel modification/fire hazard reduction planning, and maintaining interjurisdictional cooperation and coordination.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

All applicable policies and standards, including the mitigation measures addressing impacts of urban development under the General Plan on wildland fire and emergency response incorporated as goals and policies in the General Plan, will be applied to the proposed Project. These serve as uniformly applied development policies and standards and/or as conditions of

approval for this project to ensure consistency with the General Plan and compliance with City rules and regulations.

Responses to Checklist Questions

Response a): The Project site will connect to an existing network of City streets. The proposed circulation improvements would allow for greater emergency access relative to existing conditions. The proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts from project implementation would be considered *less than significant* relative to this topic.

Response b): The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents) and topography (degree of slope). Steep slopes contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point. The Project site is flat, has low fuel loading, and is in an area that is predominately urban, which is not considered at a significant risk of wildfire. Therefore, impacts from Project implementation would be considered *less than significant* relative to this topic.

Response c): The Project site is contemplated for urban development in the Rocklin General Plan, and the development of the Project site does not occur in an area where an exacerbation of fire risk would occur due to slope, prevailing winds, and other factors. The proposed Project includes development of infrastructure (water and storm drainage) that would allow for decreased fire risk relative to existing conditions. The proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts from Project implementation would be considered *less than significant* relative to this topic.

Response d): Landslides include rockfalls, deep slope failure, and shallow slope failure. Factors such as the geological conditions, drainage, slope, vegetation, and others directly affect the potential for landslides. One of the most common causes of landslides is construction activity that is associated with road building (i.e. cut and fill). The Project site is relatively flat; therefore, the potential for a landslide in the Project site is essentially non-existent. Project implementation would have a *less than significant* impact relative to this topic.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
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)?			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

Project Impacts:

The preceding analysis demonstrates that these effects will not occur because of the proposed Project.

Responses to Checklist Questions**Response a): Degradation of Environment Quality – Less than Significant with Mitigation.**

This Initial Study includes an analysis of the impacts associated with aesthetics, agricultural and forest resources, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation and traffic, and utilities and service systems. The analysis covers a broad spectrum of topics relative to the potential for the proposed Project to have environmental impacts. This includes the potential for the proposed Project 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.

Although the proposed project could cause a significant effect on the environment, there will not be a significant effect in this case because of the project design and the application of the recommended mitigation measures and the City's uniformly applied development policies and standards that will reduce the potential impacts to a less than significant level. With the implementation of mitigation measures presented in this Initial Study, the proposed Project would have a *less than significant* impact relative to this topic.

Response b): Cumulatively Considerable Impacts – Less than Significant Impact.

Development in the South Placer region will contribute to regional air pollutant emissions, thereby delaying attainment of Federal and State air quality standards, regardless of development activity in the City of Rocklin and application of mitigation measures. As a result of this potential degradation of the quality of the environment, the General Plan EIR, which assumed the development of the proposed project site, determined that there would be significant and unavoidable cumulative air quality impacts. The project-specific air quality analysis discussed above demonstrated that the proposed project would have a less than significant cumulative air quality and greenhouse gas emissions impact. Therefore, the project would have less than significant impacts.

Development in the City and the South Placer region will alter viewsheds as mixed urban development occurs on vacant land. In addition, new development will also generate new sources of light and glare; as a result, the General Plan EIR determined that there would be significant and unavoidable cumulative aesthetic impacts. Development of the proposed project represents conversion of the same vacant land area that was analyzed in the General Plan EIR. Therefore, the project would have less than significant impacts.

Development in the City and the South Placer region will result in cumulative, long-term impacts on biological resources (vegetation and wildlife), due to the introduction of domestic landscaping, homes, paved surfaces, and the relatively constant presence of people and pets, all of which negatively impact vegetation and wildlife habitat. As a result, the General Plan EIR, which assumed the development of the proposed project site, determined that there would be significant and unavoidable cumulative biological resource impacts, both at a project-specific Rocklin General Plan buildout level as it relates to biological resources solely within the City of Rocklin, as well as in the context of a cumulative contribution from Rocklin General Plan buildout as it relates to biological resources in the region. Development of the proposed project represents conversion of the same vacant land area that was analyzed in the General Plan EIR. Therefore, the project would have less than significant impacts.

Development in the City and the South Placer region will result in significant noise impacts because of the introduction of new noise sources and additional traffic and people. As a result, the General Plan EIR, which assumed the development of the proposed project site, determined that there would be significant and unavoidable cumulative noise impacts. The project-specific noise analysis discussed above demonstrated that the proposed project would have a less than significant cumulative noise impact. Therefore, the project would have less than significant impacts.

Development in the City and the South Placer region will result in significant transportation/traffic impacts because of the creation of additional housing, employment and purchasing opportunities which generate vehicle trips. As a result, the General Plan EIR, which assumed the development of the proposed project site, determined that there would be significant and unavoidable cumulative transportation/traffic impacts. The project-specific traffic analysis discussed above demonstrated that the proposed project would have a less than significant cumulative traffic impact. Therefore, the project would have less than significant impacts.

The approval of the proposed project would not result in any new impacts that are limited, but cumulatively considerable, that are not already disclosed in the previously prepared environmental documents cited in this report. Therefore, the project would have ***less than significant*** impacts.

Responses c): Adverse Effects to Humans - Less than Significant with Mitigation. The construction phase could affect surrounding neighbors through increased air emissions, noise, and traffic; however, the construction effects are temporary and are not substantial. The operational phase could also affect surrounding neighbors through increased air emissions, noise, and traffic; however, mitigation measures have been incorporated into the proposed Project. In addition, because the development of the proposed project represents conversion of the same land area that was analyzed in the General Plan EIR, the project would not have environmental effects that would cause substantial adverse effect on human beings, either directly or indirectly beyond those that were previously identified in the General Plan EIR. Therefore, the project would have *less than significant* impacts.

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MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT

**Whitney Ranch ARCO Project
(DR2023-0010, U2023-0004, and ENV2023-0009)**

LEAD AGENCY NAME AND ADDRESS

City of Rocklin
Community Development Department, Planning Division
3970 Rocklin Road
Rocklin, CA 95677

PROPERTY OWNER/PROJECT APPLICANT

The property owner is Oakwood Trails 7V LLC. The project applicant is Linda Petroleum, Inc.

PROJECT TITLE

Whitney Ranch ARCO Project

PROJECT LOCATION

The Project site is 60,984 square feet (1.4 Acres) located at the southwest corner of Whitney Ranch Parkway and Ocelot Way in Rocklin, California. The Project site is located on a portion of an approximately 11.6-acre parcel, identified as Assessor’s Parcel Number (APN) 017-171-039-000, by the Placer County Assessor’s Office. In December 2022, the Rocklin Planning Commission approved a Tentative Parcel Map to subdivide this 11.6-acre parcel into three (3) lots, but this map has not yet been recorded.

The Project site is generally flat and appears to have been mass graded to a pad elevation during a larger mass grading effort for the Whitney Ranch area. There is limited vegetation, no trees, and no structures on the Project site. Frontage improvements (i.e., curb/gutter/sidewalk) exist on the north side of the parcel, full frontage improvements have not been installed along the east side of the Project site along Ocelot Way. The south and west side of the parcel abut open land anticipated for residential development.

PROJECT DESCRIPTION

The proposed Project consists of the construction of a gas station facility consisting of a convenience store (3,349 square feet), 30-by 100-foot car wash (3,000 square feet), and a 50- by 90-foot fuel canopy (4,500 square feet) with six (6) multi-product dispensers (MPDs) that results in a total of twelve (12) vehicle fueling positions (VFPs). The fueling facility will require the installation of two (2) underground storage tanks. The business will operate 24 hours a day and sell beer, wine, spirits, and tobacco products. The car wash will operate from 8 a.m. to 8 p.m.

BASIS FOR MITIGATION NEGATIVE DECLARATION DETERMINATION

The City of Rocklin finds that as originally submitted the proposed Project could have a significant effect on the environment. However, revisions in the project have been made by or agreed to by the project proponent, which will avoid these effects or mitigate these effects to a point where clearly no significant effect will occur. Therefore, a MITIGATED NEGATIVE DECLARATION has been prepared. The Initial Study supporting the finding stated above and describing the mitigation measures including in the Project is incorporated herein by this reference. This determination is based upon the criteria of the Guidelines of the State Secretary of Resources Section 15064 – Determining the Significance of the Environmental Effects Caused by a Project, Section 15065 – Mandatory Findings of Significance, and 15070 – Decision to Prepare a Negative Declaration or Mitigated Negative Declaration, and the mitigation measures described in the Mitigation Monitoring Plan for this Project.

Date Circulated for Review: _____

Date Adopted: _____

Signature: _____
David Mohlenbrok, Community Development Department Director

MITIGATION MONITORING PROGRAM

Whitney Ranch ARCO Project

(DR2023-0010, U2023-0004, and ENV2023-0009)

The California Environmental Quality Act (CEQA, Public Resources Code Section 21000 et seq., as amended by Chapter 1232) requires all lead agencies before approving a proposed project to adopt a reporting and monitoring program for adopted or required changes to mitigate or avoid significant environmental effects. The reporting or monitoring program shall be designed to ensure compliance during project implementation as required by AB 3180 (Cortese) effective on January 1, 1989 and Public Resources Code Section 21081.6. This law requires the lead agency responsible for the certification of an environmental impact report or adoption of a mitigated negative declaration to prepare and approve a program to both monitor all mitigation measures and prepare and approve a report on the progress of the implementation of those measures.

The responsibility for monitoring assignments is based upon the expertise or authority of the person(s) assigned to monitor the specific activity. The City of Rocklin Community Development Director or his designee shall monitor to assure compliance and timely monitoring and reporting of all aspects of the mitigation monitoring program.

The Mitigation Monitoring Plan identifies the mitigation measures associated with the project and identifies the monitoring activities required to ensure their implementation through the use of a table format. The columns identify Mitigation Measure, Implementation and Monitoring responsibilities. Implementation responsibility is when the project through the development stages is checked to ensure that the measures are included prior to the actual construction of the project such as: Final Map (FM), Improvement Plans (IP), and Building Permits (BP). Monitoring responsibility identifies the department responsible for monitoring the mitigation implementation such as: Community Development (CD), Public Services (PS), Community Facilities (CFD), Police (PD), and Fire Departments (FD).

The following table presents the Mitigation Monitoring Plan with the Mitigation Measures, Implementation, and Monitoring responsibilities. After the table is a general Mitigation Monitoring Report Form, which will be used as the principal reporting form for this, monitoring program. Each mitigation measure will be listed on the form and provided to the responsible department.

Revisions in the project plans and/or proposal have been made and/or agreed to by the applicant prior to this Negative Declaration being released for public review which will avoid the effects or mitigate those effects to a point where clearly no significant effects will occur. There is no substantial evidence before the City of Rocklin that the project as revised may have a significant effect on the environment, pursuant to CEQA Guidelines, Section 15070. These mitigation measures are as follows:

MITIGATION MEASURES

Mitigation Measure BIO-1: *The following preconstruction nest survey requirements apply if construction activities take place during the typical bird breeding/nesting season (typically February 1 through September 1):*

- *A pre-construction nesting bird survey shall be conducted by the Project Biologist throughout the Project area and all accessible areas within a 500-foot radius of proposed construction areas, no more than 14 days prior to the initiation of construction. If there is a break in construction activity of more than 14 days, then subsequent surveys shall be conducted.*
- *If active nests of protected birds (i.e. raptors, California black rail nest, tricolored blackbird nesting colony) are found, no construction activities shall take place within 500 feet of the nest/colony until the young have fledged. If active songbird nests are found, a 100-foot no disturbance buffer will be established. These no-disturbance buffers may be reduced if a smaller buffer is proposed by the Project Biologist and approved by the City (and CDFW if it is a California black rail nest or tricolored blackbird nesting colony) after taking into consideration the natural history of the species of bird nesting, the proposed activity level adjacent to the nest, habituation to existing or ongoing activity, and nest concealment (are there visual or acoustic barriers between the proposed activity and the nest). The Project Biologist can visit the nest as needed to determine when the young have fledged the nest and are independent of the site or the nest can be left undisturbed until the end of the nesting season.*

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts to nesting raptors and migratory birds to a less than significant level.

IMPLEMENTATION/TIMING:

If active nests of protected birds (i.e. raptors, California black rail nest, tricolored blackbird nesting colony) are found within the project site, prior to the start of grading or construction activities.

RESPONSIBILITY

Applicant
Qualified Project Biologist
California Department of Fish and Wildlife
Community Development Department

Mitigation Measure BIO-2: *Prior to the approval of improvement plans or grading activity, the applicant shall mitigate for the loss of Swainson's hawk foraging habitat by providing 0.5 acre of replacement Swainson's hawk habitat land for each acre of land to be developed. The mitigation may be in the form of conservation easements or fee title to an appropriate entity. The location of the habitat area is encouraged, but not required to be within Placer County. Habitats located within the north half of the Central Valley, from the Stanislaus River to Redding shall be deemed acceptable. The applicant shall verify that this condition has been met to the satisfaction of the Community Development Director.*

This mitigation measure shall be incorporated as notes on the project's Improvement Plans and shall be implemented prior to any grading or ground/vegetation-disturbing activities

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts to Swainson's hawk foraging habitat to a less than significant level.

IMPLEMENTATION/TIMING:

Prior to the approval of improvement plans or grading activity.

RESPONSIBILITY

Applicant
Qualified Project Biologist
California Department of Fish and Wildlife
U.S. Fish and Wildlife Service

Community Development Department

Mitigation Measure CUL-1: *If subsurface deposits believed to be historical, archaeological, paleontological, tribal, and/or human in origin are discovered during construction and/or ground disturbance, all work must halt within a 100-foot radius of the discovery. A qualified cultural resources specialist meeting the Secretary of Interior's Standards and Qualifications for Archaeology must assess the significance and determine whether the find is historical, archaeological, paleontological, tribal, and/or human in origin. Based on the assessment, the following notifications shall apply, depending on the nature of the find:*

- *If the qualified cultural resources specialist determines that the find does not represent a cultural resource, work may resume immediately and no agency notifications are required.*
- *If the qualified cultural resources specialist determines the find may be a tribal cultural resource, a Native American Representative from traditionally and culturally affiliated Native American Tribes shall be immediately contacted and invited to assess the significance of the find and make recommendations for further evaluation and treatment, as necessary. Work at the discovery location cannot resume until it is determined by the City, in consultation with culturally affiliated tribes, that the find is not a tribal cultural resource, or that the find is a tribal cultural resource and all necessary investigation and evaluation of the discovery under the requirements of the CEQA, has been satisfied. The qualified cultural resources specialist shall have the authority to modify the no-work radius as appropriate, using professional judgement.*
- *If the qualified cultural resources specialist determines that the find does represent a cultural resource from any time period or cultural affiliation, they shall immediately notify the City. The City and qualified cultural resources specialist shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be eligible for inclusion in the NRHP or CRHR. Work may not resume within the no-work radius until the City, through consultation as appropriate, determine that the site either: 1) is not eligible for the NRHP or CRHR; or 2) that the treatment measures have been completed to their satisfaction.*
- *If the find includes human remains, or remains that are potentially human, reasonable protection measures shall be taken to protect the discovery from disturbance (AB 2641). The qualified cultural resources specialist shall notify the Placer County Coroner (per §7050.5 of the Health and Safety Code). The provisions of §7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code, and Assembly Bill 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, then the Coroner will notify the Native American Heritage Commission, which then will designate a Native American Most Likely Descendant (MLD) for the project (§5097.98 of the Public Resources Code). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, then the NAHC can mediate (§5097.94 of the Public Resources Code). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (Section 5097.98 of the Public Resources Code). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agency, through consultation as appropriate, determines that the treatment measures have been completed to their satisfaction.*
- *If the find includes paleontological resources, work shall not continue at the discovery site until a qualified paleontologist evaluates the find and makes a determination regarding the significance of the resource and identifies recommendations for conservation of the resource, including preserving in place or relocation, if feasible, or collecting the resource to the extent feasible and documenting the find with the University of California Museum of Paleontology.*

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts to the inadvertent discovery of buried cultural resources to a less than significant level.

IMPLEMENTATION/TIMING:

If subsurface deposits believed to be historical, archaeological, paleontological, tribal, and/or human in origin are discovered during construction activities.

RESPONSIBILITY

Applicant
 Qualified Cultural Resources Specialist
 Community Development Department

Mitigation Measure GHG-1: Prior to the issuance of improvement plans and building permits for each commercial parcel, the City shall verify that the applicant has designed the proposed commercial parking areas to provide, at a minimum, electric vehicle (EV) charging stations equal to the Tier 2 Nonresidential Voluntary Measures of the California Green Building Standards Code Section A5.106.5.3.2. Per Section A5.106.5.3.2, the number of required electric vehicle charging stations is dictated by Table 5.106.5.3.1 and is based upon a ratio according to the overall number of parking spaces being provided. See Table 5.106.5.3.1 below:

TABLE 5.106.5.3.1

Total Number of Actual Park Spaces	Number of Required EV Capable Spaces	Number of EVCS (EV Capable Spaces Provided with EVSE) ²
0-9	0	0
10-25	4	0
26-50	8	2
51-75	13	3
76-100	17	4
101-150	25	6
151-200	35	9
201 and over	20 percent of total ¹	25 percent of EV capable spaces ¹

Source: CALGreen Section A5.106.5.3.2

¹ Calculation for spaces shall be rounded up to the nearest whole number.

² The number of required EVCS (EV capable spaces provided with EVSE) in column 3 count toward the total number of required EV capable spaces shown in column 2.

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts to GHG operational emissions to a less than significant level.

IMPLEMENTATION/TIMING:

Prior to the issuance of improvement plans and building permits for each commercial parcel.

RESPONSIBILITY

Applicant
 Community Development Department

Mitigation Measure NOI-1: The construction of an 8-foot-tall solid noise barrier along the southern project property line. The location of the 8-foot noise barrier is illustrated in Figure 4 of the Environmental Noise & Vibration Assessment. The solid noise barrier could take the form of a masonry wall. Other materials may be acceptable but should be reviewed by an acoustical consultant prior to construction.

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts of on-site passenger vehicle circulation noise to a less than significant level.

IMPLEMENTATION/TIMING:

Prior to the issuance of building permits.

RESPONSIBILITY

Applicant
 Engineering Department

Community Development Department

Mitigation Measure NOI-2: *All car wash operations shall occur within daytime hours only (8:00 a.m. to 8:00 p.m.) to minimize noise nuisances at the adjacent sensitive receptors.*

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts of the car wash drying assembly noise exposure to a less than significant level.

IMPLEMENTATION/TIMING:

During project operation.

RESPONSIBILITY

Applicant
Community Development Department

Mitigation Measure NOI-3: *All vacuum system operations shall occur daytime hours only (8:00 a.m. to 8:00 p.m.) to minimize noise nuisances at the adjacent sensitive receptors.*

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts of the vacuum system operations to a less than significant level.

IMPLEMENTATION/TIMING:

During project operation.

RESPONSIBILITY

Applicant
Community Development Department

Implement Mitigation Measure NOI-4: *The following measures shall be incorporated into project improvement plans, and implemented during project construction:*

- *All on-site noise-generating construction activities shall occur pursuant to the hours and days specified by the City of Rocklin construction noise policy.*
- *All noise-producing project equipment and vehicles using internal-combustion engines shall be equipped with manufacturers-recommended mufflers and be maintained in good working condition.*
- *All mobile or fixed noise-producing equipment used on the project site that are regulated for noise output by a federal, state, or local agency shall comply with such regulations while during project activity.*
- *Electrically powered equipment shall be used instead of pneumatic or internal-combustion-powered equipment, where feasible.*
- *Material stockpiles and mobile equipment staging, parking, and maintenance areas shall be located as far as practicable from noise-sensitive uses.*
- *Project area and site access road speed limits shall be established and enforced during the construction period.*
- *Nearby residences shall be notified of construction schedules so that arrangements can be made, if desired, to limit their exposure to short-term increases in ambient noise levels.*

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce impacts of construction noise to a less than significant level.

IMPLEMENTATION/TIMING:

Prior to approval of improvement plans and during project construction.

RESPONSIBILITY

Applicant
Community Development Department

Mitigation Measure TRAN-1: *The Project applicant shall ensure that the northbound and southbound approaches to the Project site are with protected left-turn phasing.*

The applicant is agreeable to the above mitigation measures; implementation of the above measures will reduce potential safety or operational impacts to a less than significant level.

IMPLEMENTATION/TIMING:

Prior to approval of improvement plans.

RESPONSIBILITY

Applicant
Engineering Department
Community Development Department

Mitigation Measure TRAN-2: *The Project applicant shall stripe a 150-foot two-way left-turn lane (TWLTL) on Ocelot Way south of the Ocelot Way / Whitney Ranch Parkway intersection.*

The applicant is agreeable to the above mitigation measures; implementation of the above measures will reduce potential safety or operational impacts to a less than significant level.

IMPLEMENTATION/TIMING:

Prior to approval of improvement plans.

RESPONSIBILITY

Applicant
Engineering Department
Community Development Department

Mitigation Measure TRAN-3: *The Project applicant shall open the currently striped out second westbound left-turn lane on Whitney Ranch Parkway to vehicular traffic and provide a second southbound receiving lane on Ocelot Way.*

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce vehicle queuing impacts to a less than significant level.

IMPLEMENTATION/TIMING:

Prior to approval of improvement plans.

RESPONSIBILITY

Applicant
Engineering Department
Community Development Department

Mitigation Measure TRAN-4: *The Project applicant shall review the site plan for the future retail development west of the Whitney Ranch Parkway driveway. If the future retail development proposes an access opposite the proposed ARCO access point, then the Project applicant shall install a "Keep Clear" pavement marking to prevent outbound queues on the Whitney Ranch Parkway driveway from blocking egress movements from the future retail development.*

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce vehicle queuing impacts to a less than significant level.

IMPLEMENTATION/TIMING:

If the future retail development proposes an access opposite the proposed ARCO access point, prior to approval of improvement plans.

RESPONSIBILITY

Applicant
Engineering Department
Community Development Department

Mitigation Measure TRAN-5: Install a right-turn deceleration lane on eastbound Whitney Ranch Parkway at the Project driveway.

The applicant is agreeable to the above mitigation measure; implementation of the above measure will reduce vehicle queueing impacts to a less than significant level.

IMPLEMENTATION/TIMING:

Prior to approval of improvement plans.

RESPONSIBILITY

Applicant
Engineering Department
Community Development Department

Mitigation Measures from Uniformly Applied Development Policies and Standards:

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

Similarly, all applicable mitigation measures from the Northwest Rocklin Annexation EIR, including the mitigation measures incorporated as conditions of approval in the Northwest Rocklin General Development Plan, will be applied in the course of processing the application to ensure consistency with the Northwest Rocklin General Development Plan.