RESOLUTION NO. PC-XXXXX

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ROCKLIN APPROVING A MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACTS AND A MITIGATION MONITORING PROGRAM

Panda Express Whitney Ranch

WHEREAS, the City of Rocklin's Environmental Coordinator prepared an Initial Study on the Panda Express Whitney Ranch Project (Project) which identified potentially significant effects of the Project; and

WHEREAS, revisions to and/or conditions placed on the Project, were made or agreed to by the applicant before the Mitigated Negative Declaration was released for public review, were determined by the environmental coordinator to avoid or reduce the potentially significant effects to a level that is clearly less than significant and that there was, therefore, no substantial evidence that the Project, as revised and conditioned, would have a significant effect on the environment; and

WHEREAS, the Initial Study and Mitigated Negative Declaration of environmental impacts were then prepared, properly noticed, and circulated for public review.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Rocklin as follows:

Section 1. Based on the Initial Study, the revisions and conditions incorporated into the Project, the required mitigation measures, and information received during the public review process, the Planning Commission of the City of Rocklin finds that there is no substantial evidence that the Project, as revised and conditioned, may have a significant effect on the environment.

Section 2. The Mitigated Negative Declaration reflects the independent judgment of the Planning Commission.

Section 3. All feasible mitigation measures identified in the City of Rocklin General Plan Final Environmental Impact Report which are applicable to this Project have been adopted and undertaken by the City of Rocklin and all other public agencies with authority to mitigate the Project impacts or will be undertaken as required by this Project.

Section 4. The statements of overriding considerations adopted by the City Council when approving the City of Rocklin General Plan Update are hereby readopted for the purposes

of this Mitigated Negative Declaration and the significant identified impacts of this project related to aesthetics, air quality, traffic circulation, noise, cultural and paleontological resources, biological resources, and climate change and greenhouse gases.

Section 5. A Mitigated Negative Declaration of environmental impacts and Mitigation Monitoring Program prepared in connection with the Project, included subsequently to the Initial Study and incorporated by this reference, are approved for the Project.

Section 6. The Project Initial Study is attached as Attachment 1 and is incorporated by reference. All other documents, studies, and other materials that constitute the record of proceedings upon which the Planning Commission has based its decision are located in the office of the City of Rocklin Community Development Director, 3970 Rocklin Road, Rocklin, California 95677. The custodian of these documents and other materials is the City of Rocklin Community Development Director.

Section 7. Upon approval of the Project by the Planning Commission, the City of Rocklin's environmental coordinator shall file a Notice of Determination with the County Clerk of Placer County and with the State Office of Planning and Research, pursuant to the provisions of section 21152(a) of the Public Resources Code and the California Environmental Quality Act (CEQA) Guidelines adopted pursuant thereto.

PASSED AND ADOPTED by the following vote:

AYES: Commissioners:

NOES: Commissioners:

ABSENT: Commissioners:

ABSTAIN: Commissioners:

_____
Twiana Armstrong, Chairperson

ATTEST:

_____
Terry Stemple, Secretary

COMMUNITY DEVELOPMENT DEPARTMENT
CITY OF ROCKLIN
3970 Rocklin Road
Rocklin, California 95677
(916) 625-5160

ATTACHMENT 1

INITIAL STUDY AND ENVIRONMENTAL CHECKLIST

Panda Express Whitney Ranch

Whitney Ranch Parkway between University Avenue and Ocelot Way, in the City of Rocklin
APN 017-171-046

August 23, 2024

***PREPARED BY*:**

David Mohlenbrok, Environmental Coordinator, (916) 625-5162

With Technical Support from:

HELIX Environmental Planning, Inc.
1180 Iron Point Road, Suite 130
Folsom, CA 95630

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 applicant is Ruben Rodela, Assoc. AIA with GWA Architecture Inc., and the property owner is CFT NV Developments, LLC.

SECTION 1. INTRODUCTION

A. Purpose of an Initial Study

The California Environmental Quality Act (CEQA) was enacted in 1970 for the purpose of providing decision-makers and the public with information regarding environmental effects of a project, identifying means of avoiding environmental damage, and disclosing to the public the reasons behind a project's approval even if it leads to environmental damage. The City of Rocklin has determined the proposed Panda Express Whitney Ranch Project (Project) is subject to CEQA, and no exemptions apply. Therefore, preparation of an initial study is required.

An initial study is a preliminary analysis conducted by the lead agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the initial study concludes that the project, with mitigation, may have a significant effect on the environment, an environmental impact report (EIR) should be prepared; otherwise, the lead agency may adopt a negative declaration (ND) or mitigated negative declaration (MND).

This Initial Study has been prepared in accordance with CEQA (Public Resources Code §21000 et seq.), the State CEQA Guidelines (Title 14, California Code of Regulations, §15000 et seq.), and the City of Rocklin CEQA Guidelines (1981, amended July 31, 2002).

This Initial Study has been prepared to identify and assess the anticipated environmental impacts of the proposed Project. The document relies on a combination of previous environmental documents and site-specific studies to address in detail the effects or impacts associated with the proposed Project. In particular, this Initial Study assesses the extent to which the impacts of the proposed Project have already been addressed in the certified Final EIR for the Rocklin General Plan, as adopted by the Rocklin City Council on October 9, 2012 (the "General Plan EIR"; City 2012a), and the Northwest Rocklin Annexation Area Final EIR (or Northwest Rocklin Annexation EIR) certified and adopted by the Rocklin City Council on July 9, 2002.

B. Document Format

This Initial Study is organized into five sections as follows:

Section 1. Introduction: Provides an overview of the Project and the CEQA environmental documentation process.

Section 2. Summary Information and Determination: Required summary information, listing of environmental factors potentially affected, and lead agency determination.

Section 3. Project Description: Provides a description of the Project location, Project background, and Project components.

Section 4. Evaluation of Environmental Impacts: Provides a detailed discussion of the environmental factors that would be potentially affected by this Project as indicated by the screening from the CEQA Guidelines Appendix G checklist.

Section 5. References: Provides a list of reference materials used during the preparation of this Initial Study.

C. CEQA Process

To begin the CEQA process, the lead agency identifies a project. The lead agency then prepares an initial study to identify the preliminary environmental impacts of the project. This document has been prepared in accordance with the provisions of CEQA to analyze the possible environmental impacts of the Project so that the public and the City of Rocklin decision-making bodies (Planning Commission, and/or City Council) can take these impacts into account when considering action on the required entitlements.

During the project approval process, persons and/or agencies may address either the Environmental Services staff or the City Council regarding a project. Public notification of agenda items for the City Council is posted 72 hours prior to the public meeting. The Council agenda can be obtained by contacting the Office of the City Clerk at City Hall, 3970 Rocklin Road, Rocklin, CA 95667 or via the internet at http://www.rocklin.ca.us.

Within five days of project approval, the City will file a Notice of Determination with the County Clerk. The Notice of Determination will be posted by the County Clerk within 24 hours of receipt. This begins a 30-day statute of limitations on legal challenges to the approval under CEQA. The ability to challenge the approval in court may be limited to those persons who objected to the approval of the project, and to issues that were presented to the lead agency by any person, either orally or in writing, during the public comment period.

SECTION 2. INITIAL STUDY SUMMARY AND DETERMINATION

A. Summary Information

Project Title:
Panda Express Whitney Ranch

Lead Agency Name and Address:
City of Rocklin; 3970 Rocklin Road, City of Rocklin, CA 95677

Contact Person and Phone Number:
David Mohlenbrok, Environmental Coordinator/Community Development Director, 916-625-5162

Project Location:
The Project site is located on Whitney Ranch Parkway between University Avenue and Ocelot Way (formerly Cheetah Street) in the City of Rocklin. The project is located on Assessor's Parcel Number (APN) 017-171-046.

Project Sponsor's Name:
The applicant is Ruben Rodela, Assoc. AIA with GWA Architecture Inc.

Current General Plan Designation: Mixed Use (MU)

Proposed General Plan Designation: Mixed Use (MU) (no change proposed)

Current Zoning: Planned Development Commercial (PD-C)

Proposed Zoning: Planned Development Commercial (PD-C) (no change proposed)

Description of the Project:
The Panda Express Whitney Ranch Project is proposing construction of two quick serve restaurants on a 1.6-acre parcel. One of the restaurants would be a 2,400 square foot (sf) Panda Express with a drive-through. A tenant has not been determined for the second restaurant; however, this restaurant would include a 2,100-sf building with a drive-through. The 1.6-acre parcel, identified as APN 017-171-046, is located on the western commercial lot in the Wildcat West Subdivision as envisioned in the Northwest Rocklin Annexation EIR. For more details on the proposed Project, please refer to the Project Description set forth in Section 3 of this Initial Study.

Surrounding Land Uses and Setting:
The Project site is vacant and rough graded. The site is located south of Whitney Ranch Parkway between University Avenue and Ocelot Way (formerly Cheetah Street). To the north, across Whitney Ranch Parkway, are two multi-family developments, the Vicara Condominiums, and the

Montessa Apartments. To the east is the Wildcat/Durango single-family subdivision, two approved, but not yet constructed, retail commercial project (Whitney Ranch Chevron and Car Wash and Whitney Ranch ARCO and Car Wash) and one recently completed retail commercial project, Whitney Ranch Dutch Bros, and a vacant parcel anticipated for retail commercial development; further east is Ocelot Way. To the south are the approved, but not yet constructed, Wildcat West single-family subdivision, existing single-family homes and an open space area associated with the Spring Valley subdivision. To the west is the approved, but not yet constructed, Placer Creek Apartments; further west is University Avenue.

Other Public Agencies Whose Approval May Be Required (e.g., Permits, Financing Approval, or Participation Agreement):

- Rocklin Engineering Division approval of Improvement Plan
- Rocklin Building Inspections Division issuance of Building Permits
- Placer County Water Agency approval of construction of water facilities
- South Placer Municipal Utility District approval of construction of sewer facilities
- Placer County Air Pollution Control District approval of dust control plan
- Regional Water Quality Control Board approval of a Storm Water Pollution Prevention Plan

B. Environmental Factors Potentially Affected:

Those factors checked below involve impacts that are "Potentially Significant":

☐ Aesthetics	☐ Agriculture/Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☐ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance
☐ None	☒ None with Mitigation Incorporated	

C. Determination:

On the basis of this Initial Study:

☐ I find that the proposed Project WILL NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find 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. 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 the attached Environmental Checklist. An ENVIRONMENTAL IMPACT REPORT is required, to analyze 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 (MITIGATED) NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or (MITIGATED) NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

_____ _____

David Mohlenbrok Date

Community Development Department Director

SECTION 3. PROJECT DESCRIPTION

A. Project Location

The Panda Express Whitney Ranch Project (Project) site is comprised of a 1.6-acre parcel, identified as APN 017-171-046. The Project site is located within the Wildcat West Subdivision as envisioned in the Northwest Rocklin Annexation EIR. The Project site is located south of Whitney Ranch Parkway, between University Avenue and Ocelot Way (formerly Cheetah Street), within the City of Rocklin. Jaguar Way, an access road, and Public Utility Easement (PUE), forms the eastern boundary of the project site and connects Whitney Ranch Parkway to the north and the proposed Ashera Street to the south. Please see **Figure 1** for a site and vicinity map and **Figure 2** for an aerial map (Note: All Figures are presented in Attachment A).

The City of Rocklin is located approximately 25 miles northeast of the City of Sacramento and is within the County of Placer. Surrounding jurisdictions include unincorporated Placer County to the north and northeast, the City of Lincoln to the northwest, the town of Loomis to the east and southeast, and the City of Roseville to the south and southwest.

B. Project Background

On December 20, 2022, the City of Rocklin Planning Commission approved a Tentative Parcel Map to subdivide an 11.5-acre parcel into three parcels: one 1.6-acre parcel, one 1.4-acre parcel, and one 8.6-acre parcel.

On June 13, 2023, the City of Rocklin adopted an Initial Study/Mitigated Negative Declaration (IS/MND) for the Wildcat West Subdivision and Whitney Ranch Parkway Commercial Development Project (Wildcat West Subdivision; also referenced throughout this Initial Study as Approved Project). The Wildcat West Subdivision proposed development on the three parcels noted above. The Wildcat West Subdivision proposed residential development on the 8.6-acre parcel and proposed retail commercial uses, on the 1.6-acre parcel and the 1.4-acre parcel. The Wildcat West Subdivision, or Approved Project, is incorporated by reference in this Initial Study.

On April 16, 2024, the City of Rocklin adopted an IS/MND and approved the Whitney Ranch ARCO and Car Wash project, directly east of and adjacent to the Project site. This project allows for construction and operation of a 3,349 square foot convenience store, a 300 square foot car wash, and a 4,500 square foot fuel canopy on the approximately 1.4-acre site.

The Panda Express Whitney Ranch Project proposes construction of two quick serve restaurants on the 1.6-acre parcel, as described in more detail below, that was originally proposed for retail commercial uses in the Wildcat West Subdivision.

C. Project Description

The Project proposes construction of two quick serve restaurants on a currently vacant and rough graded Project site. One of the restaurants would be a 2,400-sf Panda Express with a drive-through. The Panda Express drive-through would be able to accommodate 14 vehicles. A tenant has not been determined for the second restaurant; however, a 2,100-sf building with a drive-through is proposed. The second restaurant drive-through would also be able to accommodate 14 vehicles. A patio area is proposed to be constructed directly north and adjacent to Panda Express. See **Figure 3** for the Project site plan.

The Project would provide a total of 68 parking spaces. Four of the total parking spaces would be Americans with Disabilities Act (ADA) accessible. Access to the Project would be provided by two vehicle entrance driveways from Jaguar Way, one to the northeast of the Panda Express and another on the southeast corner of the Project site. Vehicles would only be able to turn right when entering/exiting Jaguar Way at its intersection with Whitney Ranch Parkway. Pedestrian sidewalks would be provided along the perimeter of the Project site to allow for connections to Whitney Ranch Parkway and Jaguar Way.

Landscaped areas are proposed along the site boundaries as well as throughout the Project site. A monument sign is proposed on the northern boundary of the Project site, along Whitney Ranch Parkway. A six-foot-high concrete masonry unit (CMU) screening wall is proposed along the western and southern site boundaries.

Construction of the Project is anticipated to be completed in two phases. Phase I would construct the Panda Express and the eastern portion of the parking lot. Phase I construction would start as early as June 2025 and would be completed in December 2025. The estimated timing of Phase II construction had not been determined at the time of this analysis but could commence as early as January 2026 and be completed in June 2026. Construction activities would include site preparation, grading/underground utilities, building construction, paving, and architectural coatings. The Project would not require demolition, as the site is currently vacant and undeveloped. During grading, approximately 635 cubic yards (CY) of cut and 6,015 CY of fill would be required resulting in a net import of approximately 5,380 CY of soil. During Phase I paving, approximately 691 CY (43 loads) of aggregate, concrete, and asphalt would be imported to the Project site. During Phase II paving, approximately 316 CY (20 loads) of aggregate, concrete, and asphalt would be imported to the Project site.

SECTION 4. EVALUATION OF ENVIRONMENTAL IMPACTS

A. Explanation of CEQA Streamlining and Tiering Utilized in this Initial Study

This Initial Study will evaluate this Project in light of the previously approved City of Rocklin General Plan EIR, and the Northwest Rocklin Annexation EIR, which are hereby incorporated by reference. These documents are available for review during normal business hours at the City of Rocklin Planning Department, 3970 Rocklin Road, Rocklin, CA, and can also be found on the City's website under Planning Department, 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 City of Rocklin General Plan EIR and/or the Northwest Rocklin Annexation EIR has "adequately examined" the effects of the proposed Project.

Section 15168 sets forth the legal requirements for preparing "program EIRs" and for reliance upon program EIRs in connection with "[s]ubsequent 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. Subsequent 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 covered in the program EIR" for the General Plan EIR and for the Northwest Rocklin Annexation EIR. 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 and/or the Northwest Rocklin Annexation EIR. Stated another way, these "environmental effects of the [site-specific Project] were covered in 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 "adequately examined" in the General Plan EIR, the Northwest Rocklin Annexation EIR,

or were not "within the scope" of the prior analysis. These studies are hereby incorporated by reference and 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 ND 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 MND would be appropriate.

B. 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 City of 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 (SVAB) 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.

C. 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 EIR and Northwest Rocklin Annexation EIR have been, or will be, implemented as set forth in that document, and evaluates this Project accordingly.

D. Evaluation of Environmental Checklist:

1) A brief explanation is provided for all answers except "No Impact" answers that are adequately supported by the information sources cited 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 is 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 take account of the whole action involved, including off-site as well as on-site elements, cumulative as well as project-level impacts, indirect as well as direct impacts, and construction as well as operational impacts.

3) If 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.

4) Answers of "Less than Significant Impact with Mitigation" describe the mitigation measures agreed to by the applicant and briefly explain how they reduce the effect to a less than significant level. Mitigation measures and supporting explanation from earlier EIRs or MNDs may be cross-referenced and incorporated by reference.

5) Earlier analyses may be used where an effect has been adequately analyzed in an earlier EIR or MNDs, and the City intends to use tiering. All prior EIRs and MNDs and certifying resolutions are available for review at the Rocklin Economic and Community Development Department. In this case, a brief discussion will identify the following:

    a) Which effects are within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and whether such effects are addressed by mitigation measures based on the earlier analysis; and

    b) For effects that are "Less than Significant Impact with Mitigation," the mitigation measures which are incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

E. Environmental Checklist

I. AESTHETICS **Except as provided in Public Resources Code section 21099 (where aesthetic impacts shall not be considered significant for qualifying residential, mixed-use residential, and employment centers), would the Project:**	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
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		

DISCUSSION OF DETERMINATION:

Project Impacts:

The development of a 2,400-sf Panda Express with a drive-through and a second 2,100-sf fast-food restaurant with a drive-through 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. However, as discussed below, aesthetic impacts would be less than significant.

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 as a result 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; City 2011). 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 as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will 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 in regard to 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; City 2001). 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 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.

Significance Conclusions:

a. Scenic Vista - *No Impact*. While vacant or mostly vacant areas have a natural aesthetic quality, there are no designated scenic vistas within the City of Rocklin or Planning Area. Alteration of the vacant and undeveloped Project site through the construction of two quick serve restaurants with drive-throughs would change the visual quality of the Project site and surrounding area. However, since there are no designated scenic vistas, no impact would occur.

b. Scenic Highway – *No Impact*. The City of Rocklin does not contain an officially designated State scenic highway. State Route 65 (SR 65) borders the western portion of the City and is near the Project site, but it is not considered a scenic highway. Likewise, Interstate 80 (I-80) traverses the eastern portion of the City but does not have a scenic designation. Therefore, the proposed development of two quick serve restaurants with drive-throughs at this Project site would not substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a State scenic highway. Therefore, no impact would occur.

c. Visual Character – *Less than Significant Impact.* The development of two quick serve restaurants with drive-throughs at this Project site would result in the construction of structures which would alter the aesthetics of the Project site and its surroundings.

Per Public Resources Code section 21071 (a) (2), the City of Rocklin is considered to be 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 development of two quick serve restaurants with drive-throughs at this Project site is consistent with the urbanization of this site as contemplated and analyzed for this area of Rocklin within the General Plan and Northwest Rocklin General Development Plan. The two fast-food building structures would be of consistent height and scale with the surrounding development including the nearby Montessa Apartments and Vicara Condominiums, single family residences, and anticipated future retail commercial, single-family residential and multi-family residential development. There are no unusual development characteristics of this Project which would introduce incompatible elements or create aesthetic

impacts not considered in the prior EIRs. Existing buildings in the area include two-story single-family residences and three-story apartment buildings. These buildings and the anticipated future development of buildings within the nearby and adjacent residential, mixed use, and retail commercial land use designations are collectively all of similar size and scale to the proposed Project.

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 would not conflict with applicable zoning and other regulations governing scenic quality. Also applicable to this Project is the University District Architectural Guidelines which are meant to inspire and provide designers with basic direction in developing projects that focus on high quality design and use of materials and require review by the City's Architectural Review Committee.

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 General Plan and Northwest Rocklin General Development Plan. As noted above, the General Plan EIR and Northwest Rocklin Annexation EIR concluded that development under the General Plan and Northwest Rocklin General Development Plan will result in significant unavoidable aesthetic impacts and Statements of Overriding Consideration were adopted by the Rocklin City Council in regard to these cumulative impacts. The Project does not result in a change to these findings in the General Plan EIR and Northwest Rocklin Annexation EIR because the site would be developed with typical urban uses that are consistent and compatible with surrounding existing and anticipated future development. Therefore, the impact would be less than significant.

d. Light and Glare – ***Less than Significant Impact.*** The development of two quick serve restaurants with drive-throughs at this Project site would result in the construction of structures which would alter the light and glare of the Project site and its surroundings.

There are no specific features within the proposed Project that would create unusual light and glare. New and/or increased sources of light and glare would be introduced to the Project area. However, 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 shall be compliant with "Dark-Sky" Guidelines and be designed and installed to avoid adverse glare on adjacent properties, 2) Cut-off shoebox type or decorative light fixtures, or equivalent, shall be used and mounted such that all light is projected directly toward the ground, 3) light poles shall be a maximum of 20 feet in height as measured from grade to the top of the light, and 4) the lighting design plan shall be approved by the Community Development Director for compliance with these conditions. However, the 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.

The General Plan EIR and Northwest Rocklin Annexation 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 noted above, the General Plan EIR and Northwest Rocklin Annexation EIR concluded that development under the General Plan will result in significant unavoidable aesthetic impacts and a Statement of Overriding Consideration was adopted by the Rocklin City Council in regard to these cumulative impacts. The 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 development. Therefore, the impact would be less than significant.

II. AGRICULTURAL AND FORESTRY RESOURCES **In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the Project:**					
	Potentially Significant Impact	**Less Than Significant With Mitigation**	**Less Than Significant Impact**	**No Impact**	**Impact for which General Plan EIR is Sufficient**
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 12220 (g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?				**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**	

DISCUSSION OF DETERMINATION:

Project Impacts:

The Project site does not contain agricultural or forestry resources. Therefore, as discussed below, no impact would occur to agriculture and forestry resources.

Significance Conclusions:

a., b., and e. Conversion of Farmland, Conflict with Agricultural Zoning or Williamson Act - *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 (DOC). The FMMP land classification system is cited by the CEQA Guidelines as the preferred information source for determining the agricultural significance of a property (CEQA Guidelines, Appendix G). The DOC, 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 farmland to a non-agricultural use.

Also, the Project site does not contain parcels that are under a Williamson Act contract. Therefore, because the Project would not convert important farmland to non-agricultural uses, would not conflict with existing agricultural or forestry use zoning or Williamson Act contracts, or involve other changes that could result in the conversion of important farmlands to non-agricultural uses, no impact would occur for questions a), b), and e).

c. and d. Rezone or Conversion of Timberland, Forest Land – *No Impact*. The Project site does not contain parcels that are considered forestry lands or timberland. Therefore, because the Project would not conflict with existing forestry use zoning or involve other changes that could result in the conversion of forest lands to non-forest uses, no impact would occur for questions c) and d).

III. AIR QUALITY **Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determination. Would the Project:**					
	Potentially Significant Impact	**Less Than Significant With Mitigation**	**Less Than Significant Impact**	**No Impact**	**Impact for which General Plan EIR is Sufficient**
a) Conflict with or obstruct implementation of 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**		

DISCUSSION OF DETERMINATION:

Project Impacts:

The Project site is designated Mixed-Use in the City General Plan and zoned PD-C. The Project would be consistent with the City's General Plan, land use designation and zoning. As such, the Project's growth would be accounted for in the applicable air quality plan—the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan. The Project's emissions would not exceed the Placer County Air Pollution Control District (PCAPCD) development Project ozone threshold.

The Project would result in emissions of criteria air pollutants during construction and operation. Project emissions of criteria pollutants during construction or operation would not exceed the PCAPCD development Project construction or operational thresholds. Therefore, construction and operational emissions of criteria pollutants and precursors associated with implementation of the proposed Project would not substantially contribute to the PCAPCD's nonattainment status for ozone or particulate matter less than 10 microns (PM_{10}).

Construction of the Project would not result in exposure of sensitive receptors to significant quantities of toxic air contaminants (TAC). Implementation of the Project would not result in

other emissions (such as those leading to odors) adversely affecting a substantial number of people. Therefore, as discussed below, impacts to air quality would be less than significant.

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 as a result 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; City 2011). 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 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 as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan and other development within the Sacramento Valley Air Basin (SVAB) 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. 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 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; City 2001). 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 (PM_{10}). 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 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 Environmental Analysis:

The firm of HELIX Environmental Planning, Inc., a Sacramento area consulting firm with recognized expertise in air quality, prepared an Air Quality and Greenhouse Gas Emissions Technical Report for the proposed Project in August 2024. The report 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 Initial Study by reference. City staff have reviewed the documentation and find that HELIX Environmental Planning, Inc. 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, Inc. report, which are summarized below.

Regulatory Setting

The Project site is located within the Placer County portion of the Sacramento Valley Air Basin (SVAB). Air quality in the Placer County portion SVAB is regulated by the U.S. Environmental Protection Agency (USEPA) at the federal level, by the California Air Resources Board (CARB) at the State level, and by the PCAPCD at the regional level.

Air Pollutants of Concern

Criteria Pollutants

Criteria pollutants are defined by state and federal law as a risk to the health and welfare of the public. In general, criteria air pollutants include the following compounds:

- Ozone (O_3)
- Carbon monoxide (CO)
- Nitrogen dioxide (NO_2)
- Particulate matter (PM), which is further subdivided:
  - Coarse PM, 10 microns or less in diameter (PM_{10})
  - Fine PM, 2.5 microns or less in diameter ($PM_{2.5}$)
- Sulfur dioxide (SO_2)
- Lead (Pb)

Criteria pollutants can be emitted directly from sources (primary pollutants; e.g., CO, SO_2, PM_{10}, $PM_{2.5}$, and lead), or they may be formed through chemical and photochemical reactions of precursor pollutants in the atmosphere (secondary pollutants; e.g., ozone, NO_2, PM_{10}, and $PM_{2.5}$). PM_{10} and $PM_{2.5}$ can be both primary and secondary pollutants. The principal precursor pollutants of concern are reactive organic gases ([ROG] also known as volatile organic compounds [VOC])[1] and nitrogen oxides (NO_X).

Toxic Air Contaminants

The Health and Safety Code (§39655, subd. (a).) defines a TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health." A substance that is listed as a hazardous air pollutant pursuant to subsection (b) of Section 112 of the Federal Clean Air Act (CAA) (42 United States Code Section 7412[b]) is a TAC. Under State law, the California Environmental Protection Agency (CalEPA), acting through CARB, is authorized to identify a substance as a TAC if it determines the substance is an air pollutant that may cause or contribute to an increase in mortality or an increase in serious illness, or that may pose a present or potential hazard to human health.

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

[1] CARB defines and uses the term ROGs while the USEPA defines and uses the term VOCs. The compounds included in the lists of ROGs and VOCs and the methods of calculation are slightly different. However, for the purposes of estimating criteria pollutant precursor emissions, the two terms are often used interchangeably.

in diameter (CARB 2024a). 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. DPM has a notable effect on California's population—it is estimated that about 70 percent of total known cancer risk related to air toxins in California is attributable to DPM (CARB 2024a).

Federal Air Quality Regulations

Federal Clean Air Act

Air quality is defined by ambient air concentrations of specific pollutants identified by the USEPA to be of concern with respect to health and welfare of the public. The USEPA is responsible for enforcing the CAA of 1970 and its 1977 and 1990 Amendments. The CAA required the USEPA to establish National Ambient Air Quality Standards (NAAQS), which identify concentrations of pollutants in the ambient air below which no adverse effects on the public health and welfare are anticipated. In response, the USEPA established both primary and secondary standards for several criteria pollutants. On February 7, 2024, the USEPA announced a final rule to lower the annual arithmetic mean (AAM) primary NAAQS for $PM_{2.5}$ from 12 µg/m^3 to 9 µg/m^3. The new final rule retains the existing 24-hour primary NAAQS for $PM_{2.5}$ of 35 µg/m^3 and the existing AAM secondary NAAQS for $PM_{2.5}$ of 15.0 µg/m^3 (USEPA 2024a). Table 1, *Ambient Air Quality Standards*, shows the federal and state ambient air quality standards for these pollutants.

Table 1
AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	California Standards	Federal Standards Primary[1,2]	Federal Standards Secondary[3]
O_3	1 Hour	0.09 ppm (180 µg/m^3)	–	–
	8 Hour	0.070 ppm (137 µg/m^3)	0.070 ppm (137 µg/m^3)	Same as Primary
PM_{10}	24 Hour	50 µg/m^3	150 µg/m^3	Same as Primary
	AAM	20 µg/m^3	–	Same as Primary
$PM_{2.5}$	24 Hour	–	35 µg/m^3	Same as Primary
	AAM	12 µg/m^3	9 µg/m^3	15.0 µg/m^3
CO	1 Hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)	–
	8 Hour	9.0 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)	–
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)	–	–
NO_2	1 Hour	0.18 ppm (339 µg/m^3)	0.100 ppm (188 µg/m^3)	–
	AAM	0.030 ppm (57 µg/m^3)	0.053 ppm (100 µg/m^3)	Same as Primary
SO_2	1 Hour	0.25 ppm (655 µg/m^3)	0.075 ppm (196 µg/m^3)	–
	3 Hour	–	–	0.5 ppm (1,300 µg/m^3)
	24 Hour	0.04 ppm (105 µg/m^3)	–	–

Pollutant	Averaging Time	California Standards	Federal Standards Primary[1,2]	Federal Standards Secondary[3]
Lead	30-day Avg.	1.5 µg/m^3	–	–
	Calendar Quarter	–	1.5 µg/m^3	Same as Primary
	Rolling 3-month Avg.	–	0.15 µg/m^3	Same as Primary
Visibility Reducing Particles	8 Hour	Extinction coefficient of 0.23 per km – visibility ≥ 10 miles (0.07 per km – ≥30 miles for Lake Tahoe)	No Federal Standards	No Federal Standards
Sulfates	24 Hour	25 µg/m^3	No Federal Standards	No Federal Standards
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	No Federal Standards	No Federal Standards
Vinyl Chloride	24 Hour	0.01 ppm (26 µg/m^3)	No Federal Standards	No Federal Standards

Source: CARB 2016

[1] National Primary Standards: The levels of air quality necessary, within an adequate margin of safety, to protect public health.

[2] The AAM primary NAAQS for PM2.5 was reduced from 12 µg/m3 to 9 µg/m3 by a USEPA final rule issued on February 7, 2024.

[3] National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

O_3 = ozone; ppm: parts per million; µg/m^3 = micrograms per cubic meter; PM_{10} = particulate matter with an aerodynamic diameter of 10 microns or less; AAM = Annual Arithmetic Mean; $PM_{2.5}$ = fine particulate matter; CO = carbon monoxide; mg/m^3 = milligrams per cubic meter; NO_2 = nitrogen dioxide; SO_2 = sulfur dioxide; km = kilometer; – = No Standard

The USEPA has classified air basins (or portions thereof) as being in "attainment," "nonattainment," "maintenance," or "unclassified" for each criteria air pollutant, based on whether the NAAQS have been achieved. Upon attainment of a standard for which an area was previously designated nonattainment, the area will be classified as a maintenance area. If an area is designated unclassified, it is because inadequate air quality data were available as a basis for a nonattainment or attainment designation.

The Project site is located within the Placer County portion of the SVAB and, as such, is in an area designated as a nonattainment area for certain pollutants that are regulated under the CAA. Table 2, *Placer County Attainment Status*, lists the federal and State attainment status of Placer County for the criteria pollutants. With respect to federal air quality standards, the USEPA classifies Placer County as unclassified/attainment or unclassified for $PM_{2.5}$, CO, NO_2, SO_2, and lead, in nonattainment for ozone (8 hour), and unclassified for PM_{10} (CARB 2022a).

Table 2
PLACER COUNTY ATTAINMENT STATUS

Criteria Pollutant	Federal Designation	State Designation
O_3	Nonattainment	Nonattainment
CO	Unclassified/Attainment	Unclassified
PM_{10}	Unclassified	Nonattainment
$PM_{2.5}$	Unclassified/Attainment	Unclassified
NO_2	Unclassified/Attainment	Attainment
SO_2	Unclassified/Attainment	Attainment
Lead	Unclassified/Attainment	Attainment
Sulfates	(No federal standard)	Attainment
Hydrogen Sulfide	(No federal standard)	Unclassified
Visibility	(No federal standard)	Unclassified

Source: CARB 2022a

California Air Quality Regulations

California Clean Air Act

The federal CAA allows states to adopt ambient air quality standards and other regulations if they are at least as stringent as federal standards. CARB, a part of the CalEPA, is responsible for the coordination and administration of both federal and State air pollution control programs within California, including setting the California Ambient Air Quality Standards (CAAQS). CARB also conducts research, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

In addition to primary and secondary AAQS, the State has established a set of episode criteria for ozone, CO, NO2, SO2, and PM. These criteria refer to episode levels representing periods of short-term exposure to air pollutants that actually threaten public health. Table 2, above, lists the State attainment status of Placer County for the criteria pollutants. Under State designation, Placer County is currently in nonattainment for ozone (1-hour and 8-hour) and PM_{10}, and attainment or unclassified for all other criteria pollutants.

State Implementation Plan

The CAA requires areas with unhealthy levels of ozone, inhalable particulate matter, carbon monoxide, nitrogen dioxide, and sulfur dioxide to develop plans, known as State Implementation Plans (SIPs). SIPs are comprehensive plans that describe how an area will attain the NAAQS. The 1990 amendments to the CAA set deadlines for attainment based on the severity of an area's air pollution problem.

SIPs are not single documents—they are a compilation of new and previously submitted plans, programs (e.g., monitoring, modeling, permitting), district rules, State regulations and federal controls. Many of California's SIPs rely on a core set of control strategies, including emission standards for cars and heavy trucks, fuel regulations and limits on emissions from consumer products. State law makes CARB the lead agency for all purposes related to the SIP. Local air districts and other agencies prepare SIP elements and submit them to CARB for review and approval. CARB forwards the SIP revisions to the USEPA for approval and publication in the Federal Register. The Code of Federal Regulations (CFR) Title 40, Chapter I, Part 52, Subpart F, Section 52.220 lists all of the items that are included in the California SIP (CARB 2009). At any one time, several California submittals are pending USEPA approval.

California Energy Code

California Code of Regulations (CCR) Title 24 Part 6, California's Energy Efficiency Standards for Residential and Nonresidential Buildings, were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. Energy-efficient buildings require less electricity, natural gas, and other fuels. Electricity production from fossil fuels and on-site fuel combustion (typically for space and water heating) results primarily in greenhouse gas (GHG) emissions.

Local Air Quality Regulations

Placer County Air Quality Pollution Control District

As a regional agency, PCAPCD works directly with local governments and cooperates actively with all federal and State government agencies. The PCAPCD develops rules and regulations; establishes permitting requirements for stationary sources; inspects emissions sources; and enforces such measures through educational programs or fines, when necessary.

Air Quality Plans

The applicable air plan is the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan, developed by the air districts in the Sacramento region to bring the region into attainment for the ozone NAAQS and CAAQS. The plan is a joint Project between the Sacramento Metropolitan Air Quality Management District (SMAQMD), the PCAPCD and three other air districts in the Sacramento region. The plan covers the western portion of Placer County, including the City of Rocklin and the Project site (SMAQMD 2017).

PCAPCD Rules and Regulations

The Project is subject to rules and regulations adopted by the PCAPCD in effect at the time of construction. Specific rules applicable to implementation of the proposed Project include, but are not limited to, the following (PCAPCD 2017):

Rule 202 Visible Emissions

A person shall not discharge into the atmosphere from any single source of emissions whatsoever any air contaminant for a period or periods aggregating more than three (3) in any one (1) hour which is (PCAPCD 1993a):

a) As dark or darker in shade as that designated as No. 1 on the Ringelmann Chart, as published by the United States Bureau of Mines, or
b) Of such opacity as to obscure an observer's view to a degree equal to or greater than does smoke described in Subsection (A) above.

Rule 205 Nuisance

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause to have a natural tendency to cause injury or damage to business or property (PCAPCD 1993b).

Rule 218 Architectural Coatings

Rule 218 limits the quantity of VOCs in architectural coatings supplied, sold, offered for sale, applied, solicited for application, or manufactured for use within Pacer County (PCAPCD 2010).

Rule 228 Fugitive Dust

Rule 228 establishes standards to be met by activities generating fugitive dust. Among these standards to be met is a prohibition on visible dust crossing the property boundary, generation of high levels of visible dust (dust sufficient to obscure vision by 40 percent), controls on the track-out of dirt and mud on to public roads, the requirement for control of wind-driven fugitive dust. The regulation also establishes minimum dust mitigation and control requirements (PCAPCD 2003).

Methodology

Criteria pollutant and GHG emissions were calculated using the California Emissions Estimator Model (CalEEMod), Version 2022.1. CalEEMod is a computer model used to estimate air emissions resulting from land development projects throughout the state of California. CalEEMod was developed by the California Air Pollution Control Officers Association (CAPCOA) in collaboration with the California air quality management and air pollution control districts. The calculation methodology, source of emission factors used, and default data is described in the CalEEMod User's Guide, and Appendices C, D, and G (CAPCOA 2022).

In brief, CalEEMod is a computer model that estimates criteria air pollutant and greenhouse gas emissions from mobile (i.e., on-road vehicular) sources, area sources (e.g., fireplaces,

woodstoves, landscape maintenance equipment, and consumer products), energy use (electricity and natural gas used in space heating, ventilation, and cooling; lighting; and plug-in appliances), water use and wastewater generation, solid waste disposal, and refrigerants. Emissions are estimated based on land use information input to the model by the user.

In the first module, the user defines the specific land uses that would occur at the project site. The user also selects the appropriate land use setting (urban or rural), operational year, location, climate zone, and utility provider. The input land uses, size features, and population are used throughout CalEEMod in determining default parameters and calculations in each of the subsequent modules. The input land use information consists of land use subtypes (such as convenience store with gas pumps) and their unit or square footage quantities.

Subsequent modules include construction and operations, each of which contains submodules including off-road equipment, mobile sources (on-road vehicle emissions), area sources (e.g., architectural coatings [painting], consumer products [cleansers, aerosols, solvents]), water and wastewater, solid waste, and refrigerants. Each module comprises multiple components including an associated mitigation module to account for further reductions in the reported baseline calculations. Other inputs include trip generation rates, trip lengths, vehicle fleet mix (percentage autos, trucks, etc.), trip distribution (percent work to home, etc.), duration and schedule of construction activities, construction equipment usage, construction material import and export, as well as other parameters.

Construction Emissions

CalEEMod has the capability to calculate reductions in construction emissions from the effects of dust control, diesel-engine classifications, and other selected emissions reduction measures. In compliance with PCAPCD Rule 228, fugitive dust emissions calculations assume application of water on exposed surfaces a minimum of two times per day. CalEEMod estimates construction emissions for each year of construction activity based on the annual construction equipment profile and other factors determined as needed to complete all phases of construction by the target completion year. As such, each year of construction activity has varying quantities of GHG emissions.

Construction Activities

Construction emissions were estimated based on the timeline provided by the project engineer for Phase I and on CalEEMod defaults for Phase II. Phase I construction would commence in June 2025 and be complete in December 2025. The estimated timing of Phase II construction had not been determined at the time of this analysis but could commence as early as January 2026 and be complete in June 2026. The quantity, duration, and intensity of construction activity influence the amount of construction emissions and related pollutant concentrations that occur at any one time. As such, the emission forecasts provided herein reflect a specific set of conservative assumptions based on the expected construction scenario wherein a relatively large amount of construction activity is occurring in a relatively intensive manner. Because of this conservative

assumption, actual emissions could be less than those forecasted. If construction would be delayed or occur over a longer time period, emissions could be reduced because of: (1) a more modern and cleaner-burning construction equipment fleet mix than assumed in the modeling; and/or (2) a less intensive buildout schedule (i.e., fewer daily emissions occurring over a longer time interval).

Construction activities would include site preparation, grading/underground utilities, building construction, paving, and architectural coatings. The project would not require demolition, as the site is currently vacant and undeveloped. Phase I construction would include site preparation and grading/underground utilities for the entire Project site. Construction was assumed to occur five days per week with equipment operating up to eight hours per day. During grading, approximately 635 cubic yards (CY) of cut and 6,015 CY of fill would be required resulting in a net import of approximately 5,380 CY of soil. During Phase I paving, approximately 691 CY (43 loads) of aggregate, concrete, and asphalt would be imported to the Project site. During Phase II paving, approximately 316 CY (20 loads) of aggregate, concrete, and asphalt would be imported to the Project site.

Construction would require the use of heavy off-road equipment. All construction equipment estimates are based on default values in CalEEMod, with additional equipment added for underground utilities excavation, and a water truck added for fugitive dust control.

Worker commute trips and vendor delivery trips were modeled based on CalEEMod defaults. Worker trips are anticipated to vary between 2 and 18 trips per day, depending on construction activity. Importing soil to the site during grading would result in approximately 28 one-way haul trips per day. Importing asphalt and concrete to the site during paving would result in approximately 6 to 8 one-way haul trips per day. The CalEEMod default worker, vendor and haul trip distances were used in the model.

Architectural coatings applied during construction were assumed to be interior and exterior building coatings and traffic marking coatings, all with a maximum VOC content of 100 grams per liter (g/L) per CalEEMod defaults for Placer County.

Operational Emissions

Operational impacts were estimated using CalEEMod. Operational sources of emissions include area, energy, transportation, water use, and solid waste.

Area Sources

Area sources include emissions from landscaping equipment, the use of consumer products, and the reapplication of architectural coatings for maintenance. Emissions associated with area sources were estimated using the CalEEMod default values.

Energy Sources

Development within the Project site would use electricity and natural gas for lighting, heating, cooling, and restaurant appliances. Electricity generation typically entails the combustion of fossil fuels, including natural gas and coal, which is then transmitted to end users. A building's electricity use is thus associated with the off-site or indirect emission of GHGs at the source of electricity generation (power plant). Emissions associated with energy sources were estimated using the CalEEMod default values.

Vehicular (Mobile) Sources

Operational emissions from mobile source emissions are associated with Project-related vehicle miles traveled (VMT; calculated in the model from trip generation and trip lengths). A trip generation analysis for the Project was provided in the Transportation Impact Analysis (TIA). Including reductions for internal capture and pass-by trips, the Project would generate 598 average daily trips (ADT) for operation of Phase I only, and 1,243 ADT for final Project operation after buildout of Phase I and Phase II (KOA 2024). Because the trip generation includes reductions for internal capture and pass-by trips, the CalEEMod trips were set to 100 percent primary trips. The CalEEMod default trip distances and purposes were used.

Solid Waste Sources

The disposal of solid waste produces GHG emissions from anaerobic decomposition in landfills, incineration, and transportation of waste. CalEEMod determines the GHG emissions associated with disposal of solid waste into landfills. Portions of these emissions are biogenic. CalEEMod methods for quantifying GHG emissions from solid waste are based on the United Nations Intergovernmental Panel on Climate Change (IPCC) method using the degradable organic content of waste. Solid waste was modeled using CalEEMod defaults.

Water Sources

Water-related GHG emissions are from the conveyance and treatment of water and wastewater. Water and wastewater were modeled using CalEEMod defaults.

Refrigerants

CalEEMod calculates GHG emissions associated with refrigerants (typically hydrofluorocarbons [HFC] or blends of gases containing HFC) which are emitted through leakage or maintenance from Project refrigeration systems, freezers, and air conditioning systems. Refrigerant emissions were calculated using CalEEMod defaults.

Significance Criteria

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

(1) Conflict with or obstruct implementation of the applicable air quality plan; or

(2) 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

(3) Expose sensitive receptors to substantial pollutant concentrations; or

(4) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Appendix G of the 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 3, *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 3
AIR QUALITY SIGNIFICANCE THRESHOLDS

Pollutant	Maximum Daily Emissions Thresholds (pounds per day)	
	Construction	Operation
ROG	82	55
NO_X	82	55
CO	None	None
SO_X	None	None
PM_{10}	82	82
$PM_{2.5}$	None	None

Source: PCAPCD 2017
ROG = reactive organic gas; NO_X = nitrogen oxides; CO = carbon monoxide; PM_{10} = coarse particulate matter with a diameter of 10 microns or less; $PM_{2.5}$ = fine particulate matter with a diameter of 2.5 microns or less; SO_X = sulfur oxides

For a Type A project (siting a new source of emissions), the PCAPCD recommends the following thresholds for the project's incremental contribution to community health risks (PCAPCD 2017):

- Cancer Risk – An increased risk of 10 in 1 million for the maximally exposed individual to project emissions.

- Chronic and Acute Health Risk – A Hazard Index of 1 for the maximally exposed individual to project emissions.

Significance Conclusions:

a. Conflict with or obstruct implementation of the applicable air quality plan – *Less Than Significant Impact.* This impact was analyzed in the Approved Project as combined impacts a) and b) (pp. 26-28 of the Approved Project), which concluded that the construction and operation of the Approved Project would not exceed any of the PCAPCD's thresholds of significance. The Approved Project would not conflict with the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan and the impact would be less than significant. This previously-reached conclusion is considered to be conservative, since at the time the Approved Project considered the development of three parcels, including the 1.6 acre parcel where the Panda Express Whitney Ranch Project is being proposed, in addition to residential development on an 8.6-acre parcel, and retail commercial development on a 1.4 acre parcel.

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 in Air Quality Impact b and shown in Tables 4, 5, 6, and 7, below, the 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 MU and is zoned PD-C. The Project's proposed restaurants would be permitted use in the zone district and would be consistent with the land uses analyzed in the Approved Project. Therefore, the Project's contribution to employment growth in the city 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 Project would not result in criteria pollutant emissions in excess of thresholds and the Project would be consistent with regional growth projections, the Project would not conflict with or obstruct implementation of the Sacramento Regional 8 Hour Ozone Attainment and Reasonable Further Progress Plan. The Project would not exceed the significance determination as analyzed in the Approved Project, and the impact would be less than significant. This previously-reached conclusion is considered to be conservative, since at the time the Approved Project considered the development of three parcels, including the 1.6 acre parcel where the Panda Express Whitney Ranch Project is being proposed, in addition to residential development on an 8.6-acre parcel, and retail commercial development on a 1.4 acre parcel.

b. Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or State ambient air quality standard – *Less Than Significant Impact*. This impact was analyzed in the Approved Project as combined impacts a) and b) (pp. 26-28 of the Approved Project). The Approved Project concluded that construction or operations of the Approved Project would not result in emissions of ROG, NO_X, or PM_{10} exceeding the PCAPCD thresholds of significance, and the impact would be less than significant. This previously-reached conclusion is considered to be conservative, since at the time the Approved Project considered the development of three parcels, including the 1.6 acre parcel where the Panda Express Whitney Ranch Project is being proposed, in addition to residential development on an 8.6-acre parcel, and retail commercial development on a 1.4 acre parcel.

By its very nature, air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development within the region. The Project would generate criteria pollutants and precursors in the short-term during construction and the long-term during operation. To determine whether a project would result in cumulatively considerable emissions that would violate an air quality standard or contribute substantially to an existing or projected air quality violation, a project's emissions are evaluated based on the quantitative emission thresholds established by the PCAPCD.

Construction

The Project construction emissions were estimated using the CalEEMod model. The results of the calculations for the construction of the Project are compared to the PCAPCD thresholds in Table 4, *Maximum Daily Construction Emissions*. 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 4
MAXIMUM DAILY CONSTRUCTION EMISSIONS

Activity	Pollutant Emissions (pounds per day)					
	ROG	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Site Preparation	0.6	4.9	6.7	<0.1	0.5	0.3
Grading/Underground Utilities	1.4	14.3	13.0	<0.1	3.3	1.7
Phase I Building Construction	0.5	5.2	7.0	<0.1	0.2	0.2
Concurrent Phase I Building Construction and Paving	1.2	10.2	13.1	<0.1	0.7	0.5
Concurrent Phase I Building Construction and Architectural Coating	2.3	6.0	8.1	<0.1	0.3	0.2
Phase I Maximum Daily Emissions	**2.3**	**14.3**	**13.1**	**<0.1**	**3.3**	**1.7**
Phase II Building Construction	0.5	4.8	7.0	<0.1	0.2	0.2
Phase II Paving	0.9	5.0	6.3	<0.1	0.5	0.3
Phase II Architectural Coating	3.5	0.9	1.1	<0.1	<0.1	<0.1
Phase II Maximum Daily Emissions	**3.5**	**5.0**	**7.0**	**<0.1**	**0.5**	**0.3**
Threshold	*82*	*82*	*None*	*None*	*82*	*None*
Exceed Threshold?	***No***	***No***	***No***	***No***	***No***	***No***

Source: CalEEMod; Thresholds PCAPCD 2017
ROG = reactive organic gas; NO_X = nitrogen oxides; CO = carbon monoxide; SO_X = sulfur oxides;
PM_{10} = particulate matter 10 microns or less in diameter; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter

As shown in Table 4, the Project's short-term construction-related emissions would not exceed the PCAPCD's significance thresholds for emissions of ROG, NO_X, and PM_{10}. Accordingly, construction activities associated with development of the proposed Project would not substantially contribute to the PCAPCD's nonattainment status for ozone and PM_{10}. Therefore, construction of the proposed Project would not violate an air quality standard or contribute to an existing or projected air quality violation.

Operation

The Project operational emissions were estimated using CalEEMod. Table 5, *Phase I Maximum Daily Operational Emissions*, shows the Phase I only operational emissions in 2026.

Table 5
PHASE I MAXIMUM DAILY OPERATIONAL EMISSIONS

Source	Pollutant Emissions (pounds per day)					
	ROG	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Mobile	2.9	3.2	27.0	<0.1	5.3	1.4
Area	<0.1	<0.1	0.1	<0.1	<0.1	<0.1
Energy	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Total Maximum Daily Emissions[1, 2]	**3.0**	**3.3**	**27.2**	**<0.1**	**5.3**	**1.4**
Threshold	*55*	*55*	*None*	*None*	*82*	*None*
Exceed Threshold?	***No***	***No***	***No***	***No***	***No***	***No***

Source: CalEEMod; Thresholds PCAPCD 2017
[1] Total may not sum due to rounding.
[2] Maximum daily emissions of ROG and CO occur during summer, maximum daily emission of NO_X occur during winter, emissions of SO_X, PM_{10} and $PM_{2.5}$ are not seasonally dependent.
lb./day = pounds per day; ROG = reactive organic gas; NO_X = nitrogen oxides; CO = carbon monoxide;
SO_2 = sulfur dioxide; PM_{10} = particulate matter 10 microns or less in diameter;
$PM_{2.5}$ = particulate matter 2.5 microns or less in diameter

The Panda Express restaurant (Phase I) is anticipated to be operational before construction of the Phase II restaurant is completed. Table 6, *Phase I Operational and Phase II Construction Maximum Daily Emissions*, shows the combined Phase 1 operational and Phase II construction daily emissions.

Table 6
PHASE I OPERATIONAL AND PHASE II CONSTRUCTION MAXIMUM DAILY EMISSIONS

Source	Pollutant Emissions (pounds per day)					
	ROG	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Phase I Operation	3.0	3.3	27.2	<0.1	5.3	1.4
Phase II Construction	3.5	5.0	7.0	<0.1	0.5	0.3
Total Maximum Daily Emissions[1, 2]	**6.5**	**8.3**	**34.2**	**<0.1**	**5.8**	**1.7**

Source	Pollutant Emissions (pounds per day)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Threshold	*55*	*55*	*None*	*None*	*82*	*None*
Exceed Threshold?	***No***	***No***	***No***	***No***	***No***	***No***

Source: CalEEMod; Thresholds PCAPCD 2017

[1] Total may not sum due to rounding.

[2] Maximum daily emissions of ROG and CO occur during summer, maximum daily emission of NO_X occur during winter, emissions of SO_X, PM_{10} and $PM_{2.5}$ are not seasonally dependent.

ROG = reactive organic gas; NO_X = nitrogen oxides; CO = carbon monoxide; SO_2 = sulfur dioxide; PM_{10} = particulate matter 10 microns or less in diameter; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter

The final operational emissions in 2027, after buildout of Phase I and Phase II, are shown in Table 7, *Final Maximum Daily Operational Emissions*.

Table 7
FINAL MAXIMUM DAILY OPERATIONAL EMISSIONS

Source	Pollutant Emissions (pounds per day)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Final Operational Mobile	5.8	6.2	54.0	0.1	11.0	2.9
Final Operational Area	0.1	<0.1	0.2	<0.1	<0.1	<0.1
Final Operational Energy	<0.1	0.1	0.1	<0.1	<0.1	<0.1
Total Maximum Daily Emissions[1, 2]	**6.0**	**6.3**	**54.4**	**0.1**	**11.0**	**2.9**
Threshold	*55*	*55*	*None*	*None*	*82*	*None*
Exceed Threshold?	***No***	***No***	***No***	***No***	***No***	***No***

Source: CalEEMod; Thresholds PCAPCD 2017

[1] Total may not sum due to rounding.

[2] Maximum daily emissions of ROG and CO occur during summer, maximum daily emission of NO_X occur during winter, emissions of SO_X, PM_{10} and $PM_{2.5}$ are not seasonally dependent.

ROG = reactive organic gas; NO_X = nitrogen oxides; CO = carbon monoxide; SO_2 = sulfur dioxide; PM_{10} = particulate matter 10 microns or less in diameter; $PM_{2.5}$ = particulate matter 2.5 microns or less in diameter

As shown in Tables 5, 6, and 7, the Project's operational emissions, including consideration of concurrent construction and operational emissions, of ROG, NO_X and PM_{10} would be below the applicable PCAPCD thresholds of significance. Accordingly, the Project's operational emissions would not substantially contribute to the Placer County nonattainment status for ozone and PM_{10}. Therefore, long-term operation of the Project would not violate an air quality standard or contribute to an existing or projected air quality violation.

The proposed Project's construction and operational emissions of ROG, NOx, and PM_{10} would be below the applicable PCAPCD thresholds of significance. Therefore, the Project's construction and operational emissions would not contribute to the PCAPCD's nonattainment status of ozone and PM, operations of the Project would not violate an air quality standard or contribute to an existing or projected air quality violation and the impact would be less than significant.

For cumulative emissions, the PCAPCD recommends using the region's existing attainment plans as a basis for analysis of cumulative emissions and the PCAPCD concluded that if a project's ozone precursor (i.e., ROG, NO_X) and PM_{10} 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 Tables 5, 6, and 7, ROG, NO_X and PM_{10} emissions resulting from implementation of the Project would not exceed the PCAPCD's operational thresholds. Therefore, the Project would not 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.

The Project would not exceed the significance determination as analyzed in the Approved Project and impact would be less than significant.

c. Sensitive Receptors – *Less than Significant Impact.* This impact was analyzed in the Approved Project Impact c) (pp. 29-33 of the Approved Project). The Approved Project concluded that the Approved Project would not result in significant impacts to sensitive receptors from DPM emissions during construction or operational CO hotspots. The impact would be less than significant. This previously-reached conclusion is considered to be conservative, since at the time the Approved Project considered the development of three parcels, including the 1.6 acre parcel where the Panda Express Whitney Ranch Project is being proposed, in addition to residential development on an 8.6-acre parcel, and retail commercial development on a 1.4 acre parcel.

Construction Activities Impacts

Fugitive Dust

Construction of the Project would not result in emission of PM in excess of the PCAPCD thresholds. In addition, the Project would be required to implement fugitive dust control measures in compliance with PCAPCD Rule 228.

Toxic Air Contaminants (DPM)

Implementation of the 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 Project would not be substantially different from DPM emissions for the Approved Project.

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 to 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 would 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 Project would not expose sensitive receptors to substantial DPM concentrations.

Operational Activities Impacts

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. However, the volume of traffic required for CO concentrations to exceed the NAAQS and CAAQS is very high. The Bay Area Air Quality Management District (BAAQMD) provide screening guidance in their CEQA Guidelines concerning the volume of traffic which could result in a CO Hotspot: intersections which carry more than 44,000 vehicles per hour; or intersections which carry more than 24,000 vehicles per hour and where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway) (BAAQMD 2023).

The highest volume intersection in the Project area would be the SR 65 and Whitney Ranch Parkway interchange. Per the California Department of Transportation (Caltrans) 2021 traffic census, SR 65 carries a peak hour traffic volume of 6,700 ADT in the area of Whitney Ranch Parkway (Caltrans 2023). This traffic volume is an order of magnitude below the 44,000 vehicles per hour screening level for CO hotpots suggested by the BAAQMD. In addition, the maximum number of vehicles idling in the Project's drive-through lanes would not exceed the Project's peak hour trip generation of 183 vehicles (KOA 2024), and number of vehicles idling on the project site would be far below the BAAQMD's 44,000 vehicles per hour CO hotpot screening level. Therefore, long-term operation of the Project would not expose sensitive receptors to substantial localized concentrations of CO.

Implementation of the Project would not expose sensitive receptors to substantial pollutant concentrations, including short term construction emission of DPM and long-term operational

localized CO concentrations. The Project would not exceed the significance determination as analyzed in the Approved Project and the impact would be less than significant.

d. Odors – *Less Than Significant Impact.* This impact was analyzed in the Approved Project Impact d) (pp. 33-34 of the Approved Project), which concluded that the Approved Project would not create objectionable odors that would affect a substantial number of people and the impact would be less than significant. This previously-reached conclusion is considered to be conservative, since at the time the Approved Project considered the development of three parcels, including the 1.6 acre parcel where the Panda Express Whitney Ranch Project is being proposed, in addition to residential development on an 8.6-acre parcel, and retail commercial development on a 1.4 acre parcel.

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 Project, involving two quick serve restaurants, 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.

Implementation of the Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. The Project would not exceed the significance determination in the Approved Project and the impact would be less than significant.

IV. BIOLOGICAL RESOURCES Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
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 U.S. Fish and Wildlife Service?				**X**	
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				**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**	

DISCUSSION OF DETERMINATION:

Project Impacts:

The Project site has been previously graded and is bordered by urban uses, including residential uses to the east, south and west and a major roadway to the north, with residential development beyond. The site is undeveloped and is covered with grass and some previously stockpiled materials. The proposed Project would modify habitats through the removal of native and other plant material, but the Project site does not contain any trees. Impacts to special status animal and plant species could occur due to their presence or potential presence on the Project site.

Impacts to riparian areas and wetlands would not occur due to their lack of presence on the Project site.

Therefore, as discussed below, impacts to biological resources would be less than significant with mitigation.

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 as a result 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; City 2011). 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 as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will 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 in regard to 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; City 2001). 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 resource 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 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.

Significance Conclusions:

a. Effect on Protected Species – ***Less Than Significant Impact with Mitigation*****.** The Project site is located in a mostly disturbed environment which has been previously graded and is mostly surrounded by urban development. Although no special-status plant or animal species have been known to occupy the site, there is the potential for ground nesting birds protected by the Migratory Bird Treaty Act to inhabit the Project site. In addition, the Northwest Rocklin Annexation EIR identified the Project site as potential Swainson's hawk foraging habitat.

To address the Project's potential impacts to nesting raptors and migratory birds, Mitigation Measure IV.-1, agreed to by the applicant, would be implemented under the proposed Project. Implementation of Mitigation Measure IV.-1 would reduce potential impacts to nesting raptors and migratory birds to a less than significant level. Additionally, to address the potential impact of the loss of Swainson's hawk foraging habitat, Mitigation Measure IV.-2, agreed to by the applicant, would be implemented under the proposed Project. Implementation of Mitigation Measure VI.-2 would reduce potential impacts to Swainson's hawk foraging habitat to a less than significant level.

Mitigation Measure IV.-1: Nesting Raptors and Migratory Birds

The applicant/developer shall attempt to time the removal of potential nesting habitat for raptors and migratory birds to avoid the nesting season (February 1 through September 15.).

If tree and vegetation removal and/or project grading or construction activities would occur during the nesting season for raptors and migratory birds (February-August), the developer and/or contractor shall hire a qualified biologist approved by the City to conduct pre-construction surveys no more than 14 days prior to initiation of tree and vegetation removal activities. The survey shall cover all areas of suitable nesting habitat within 500 feet of project activity and shall be valid for one construction season. Prior to the start of tree and vegetation removal activities, documentation of the survey shall be provided to the City of Rocklin Public Services Department and if the survey results are negative, no further mitigation is required, and necessary tree and vegetation removal may proceed. If there is a break in construction activities of more than 14 days, then subsequent surveys shall be conducted.

If the survey results are positive (active nests are found), impacts shall be avoided by the establishment of appropriate buffers. The biologist shall consult with the California Department of Fish and Wildlife (CDFW) and the City to determine the size of an appropriate buffer area (CDFW guidelines recommend implementation of 500-foot buffers). Monitoring of the nest by a qualified biologist may be required if the activity has the potential to adversely affect an active nest.

If construction activities are scheduled to occur during the non-breeding season (September 16 - January), a survey is not required, and no further studies are necessary.

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.

Mitigation Measure IV.-2: Swainson's Hawk Foraging Habitat

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.

b. and c. Riparian Habitat and Wetlands – *No Impact.* Based upon a review of wetlands data in the General Plan EIR, the Northwest Rocklin Annexation EIR and the United States Fish and Wildlife Service's National Wetlands Inventory mapping program, the Project site contains no wetlands or riparian habitat. Therefore, no impact would occur for questions b) and c).

d. Fish and Wildlife Movement – *Less than Significant Impact.* Wildlife corridors link together areas of suitable habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. The fragmentation of undeveloped land by urbanization creates isolated "islands" of wildlife habitat. Fragmentation can also occur when a portion of one or more habitats is converted into another habitat, such as when woodland or scrub habitat is altered or converted into grasslands after a disturbance such as fire, mudslide, or grading activities. Wildlife corridors mitigate the effects of this fragmentation by (1) allowing animals to move between remaining habitats, thereby permitting depleted populations to be replenished and promoting genetic exchange and diversity, (2) providing escape routes from fire, predators, and human disturbances, thus reducing the risk of catastrophic events (such as fire or disease) on population or local species extinction, and (3) serving as a travel routes for individual animals as they move within their home ranges in search of food, water, mates and other needs.

The Project site consists of disturbed habitat. The surrounding land uses include Whitney Ranch Parkway and existing multi-family residences to the north and single-family residences to the south, west and east. The Project site is located in a developed area that includes roads and existing residential developments, which isolate the Project site from any adjacent natural habitats, and there are no water bodies on the Project site. As such, the Project site does not link two significant natural areas and is not considered a wildlife migration corridor. Therefore, the proposed Project 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. Therefore, the impact would be less than significant.

e. Local Policies/Ordinances – *No Impact.* The City of Rocklin General Plan policies OCR-42 and OCR-43 require projects to mitigate 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 with a trunk diameter of 6 inches or more at 4.5 feet above ground level. Seven oak species and five hybrids between these species are defined as "native oaks" by the City. Per the City's oak tree ordinance, the diameter at breast height (DBH) of a multiple trunk tree is the measurement of the largest trunk only, and heritage trees are defined as native oak trees with a trunk diameter of 24 inches or more.

The City of Rocklin commissioned the firm of Phytosphere Research to evaluate, characterize, and make recommendations on the City's urban forest, and from that effort, a 2006 report titled "Planning for the Future of Rocklin's Urban Forest" was produced. One of the findings of this report was that the City's overall tree canopy cover has increased from 11 percent in 1952 to 18 percent in 2003 (a 63 percent increase) due to the protection of existing oaks and growth of both new and existing trees. This finding supports the City's on-going practice of requiring mitigation for oak tree removal through its Oak Tree Preservation Ordinance as being an effective way to maintain or even increase urban forest canopy. There are no native oak trees within the boundaries of the Project site that would be regulated by the City's Oak Tree Preservation Ordinance.

There are no facts or circumstances presented by the proposed Project which create conflicts with other local policies or ordinances protecting biological resources. Therefore, no impact would occur.

f. Habitat Conservation Plan/Natural Communities Conservation Plan – ***No Impact.*** The 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, no impact would occur.

V. CULTURAL RESOURCES Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?			X		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		X			
c) Disturb any human remains, including those interred outside of dedicated cemeteries?		X			

DISCUSSION OF DETERMINATION:

Project Impacts:

The development of two quick serve restaurants with drive-throughs at this Project site would result in ground disturbance which could potentially impact unknown/undiscovered historical, archaeological, sites and/or human remains as development occurs.

Therefore, as discussed below, impacts to cultural resources would be less than significant with mitigation.

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 as a result 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; City 2011). 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 as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will contribute to cumulative impacts to historic character. Findings of fact and a statement of overriding considerations 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 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; City 2001). 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 resource 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 paleontological resources as a result 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 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.

Significance Conclusions:

a. Historic Resources – *Less Than Significant Impact.* CEQA Guidelines 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 does not contain any historic resources as defined in section 15064.5 (the Northwest Rocklin Annexation EIR project archaeologist concluded that there are no identified cultural resources on the project site that are considered eligible for the National or State Register of Historic Places/Resources). Therefore, the impact would be less than significant.

b. Archaeological Resources – *Less Than Significant Impact with Mitigation.* The Project site may contain unknown/undiscovered cultural resources. To address the Project's potential impact from the discovery of unknown cultural resources, Mitigation Measure V.-1, agreed to by the applicant, would be implemented under the proposed Project. Implementation of Mitigation Measure V.-1 would reduce potential impacts to unknown/ undiscovered cultural resources to a less than significant level.

Mitigation Measure V.-1: Inadvertent Discoveries of Unknown Cultural Resources

If an inadvertent discovery of cultural materials (e.g., unusual amounts of shell, charcoal, animal bone, bottle glass, ceramics, burned soil, structure/building remains) or tribal cultural resources is made during project-related construction activities, ground disturbances in the area of the find shall be halted and a qualified professional archaeologist, the Environmental Services Manager and the Native American Heritage Commission shall be notified regarding the discovery. The archaeologist shall determine whether the resource is potentially significant as per CEQA (i.e., whether it is a historical resource, a unique archaeological resource, a unique paleontological resource, or a tribal cultural resource) and shall develop specific measures to ensure preservation of the resource or to mitigate impacts to the resource if it cannot feasibly be preserved in light of costs, logistics, technological considerations, the location of the find, and the extent to which avoidance and/or preservation of the find is consistent or inconsistent with the design and objectives of the project. Specific measures for significant or potentially significant resources would include, but are not necessarily limited to, preservation in place, in-field documentation, archival research, subsurface testing, and excavation. The specific type of measure necessary would be determined according to evidence indicating degrees of resource integrity, spatial and

temporal extent, and cultural associations, and would be developed in a manner consistent with CEQA guidelines for preserving or otherwise mitigating impacts to archaeological and cultural artifacts and tribal cultural resources.

In the event of the accidental discovery or recognition of any human remains, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains, until compliance with the provisions of Sections 15064.5 (e)(1) and (2) of the CEQA Guidelines, as well as Public Resources Code Section 5097.98, has occurred. If any human remains are discovered, all work shall stop in the immediate vicinity of the find and the County Coroner shall be notified, according to Section 7050.5 of the California Health and Safety Code. The City's Environmental Services Manager shall also be notified. If the remains are Native American, the Coroner will notify the Native American Heritage Commission, which in turn will inform a most likely descendant. The descendant will then recommend to the landowner appropriate disposition of the remains and any grave goods, and the landowner shall comply with the requirements of AB2641 (2006).

This mitigation measure shall be incorporated as notes on the project's Improvement Plans.

c. Human Remains – *Less Than Significant Impact with Mitigation.* No evidence of human remains is known to exist at the Project site. However, in the event that 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 Mitigation Measure V.-1 be implemented should human remains be discovered. Therefore, implementation of Mitigation Measure V.-1 would reduce impacts regarding the discovery of human remains to a less than significant level.

VI. ENERGY Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
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		

DISCUSSION OF DETERMINATION:

Project Impacts:

The development of two quick serve restaurants with drive-throughs 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.

Therefore, as discussed below, energy impacts would be less than significant.

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 as a result 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; City 2011). 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 as a result 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 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.

Significance Conclusions:

a. Wasteful, Inefficient or Unnecessary Consumption of Energy Resources – *Less Than Significant Impact.* The development of two quick serve restaurants with drive-throughs at this Project site would result in construction and operational activities which would be anticipated to use energy resources. The Project would use energy resources for the operation (i.e., electricity and natural gas), for on-road vehicle trips (i.e., gasoline, diesel fuel and electricity) generated by the Project, and from off-road vehicles generated by and associated with the construction of the Project.

The Pacific Gas & Electric Company (PG&E) provides both electrical and natural gas service within the City of Rocklin. According to the California Energy Commission (CEC), in 2022 Placer County used a total of 3,089 million kWh of electricity. The Project would increase electricity use in the County by a minimal amount. PG&E's electrical service area extends far beyond Placer County, and draws on a variety of sources for electricity, including hydroelectric, natural gas, nuclear and renewable resources. According to the CEC, in 2022 Placer County used approximately 99.4 million therms of natural gas. Similar to electricity, the Project's natural gas use would represent a minimal increase in natural gas usage within the County, and a smaller portion of PG&E's total natural gas service. PG&E would be able to absorb the additional demand for electricity and natural gas that would result from the Project because it would represent a very minimal increase compared to PG&E's current demand and supply, and because PG&E plans for additional development within its service area, including the City of Rocklin.

Project construction and operation would comply with California Green Building Standards Code (CALGreen) energy efficiency requirements, which would ensure that electricity use associated with the operation of the Project would not be wasteful or inefficient. Once constructed, the Project would also increase the annual use of transportation fuel from travel to and from the site. The Project is located in proximity to commercial services, pedestrian, and bicycle facilities, which could reduce vehicle use and the associated fuel consumption. The Project does not include any elements that would result in an unusually high use of transportation fuel as compared to other, similar, developments.

The Project would be in compliance with all applicable Federal, State, and local regulations regulating energy usage. In addition, energy providers are actively implementing measures to reduce reliance on fossil fuels and to improve energy efficiency. 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. According to PG&E, in 2021 renewable resources provided 50 percent of their electricity supply, and 93 percent of the electricity supply came from greenhouse gas free resources. 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), would improve vehicle fuel economies, thereby conserving gasoline and diesel fuel. These energy savings would continue to accrue over time.

The 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 Project including construction, operations, maintenance, and/or removal. PG&E, the electricity and natural gas provider to the site, maintains sufficient capacity to serve the Project. The 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. Although improvements to the City's pedestrian, bicycle, and public transit systems would provide further opportunities for alternative transit, the Project would be linked closely with existing networks that, in large part, are sufficient for most employees of the Project and the City of Rocklin as a whole. Therefore, the impact would be less than significant.

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 Project itself does not conflict with or obstruct a State or local plan for energy efficiency. As noted above, the Project would be required to comply with CALGreen energy efficiency requirements. Therefore, the impact would be less than significant.

VII. GEOLOGY AND SOILS Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zone 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?			**X**		
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 l8-1-B of the Uniform Building Code (l994), 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 geological feature?			**X**		

DISCUSSION OF DETERMINATION:

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 would

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.

Therefore, as discussed below, geology and soil impacts would be less than significant.

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 as a result of the future urban development that was contemplated by the General Plan. These impacts included seismic hazards such as ground shaking 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; City 2011). 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; City 2001). 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 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 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, would 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.

Significance Conclusions:

a., i. and ii. Fault Rupture, Ground Shaking – *Less than Significant Impact*. The City of Rocklin is located in an area known to be subject to seismic hazards, but it is not near any designated Alquist-Priolo active earthquake faults. 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 two known and five inferred inactive faults within the City of Rocklin. Existing building code requirements are considered adequate to reduce potential seismic hazards related to the

construction and operation of the proposed Project. Therefore, the impact would be less than significant for questions a. i) and a. ii).

a., iii. and iv. Liquefaction, Landslides – *Less than Significant Impact*. The site does not contain significant grade differences and therefore, does not possess the slope/geological conditions that involve landslide hazards. The potential for liquefaction due to earthquakes and ground shaking 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). 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 would reduce potential impacts from liquefaction and landslides for the Project. Therefore, the impact would be less than significant for questions a. iii) and a. iv).

b. Soil Erosion – *Less Than Significant Impact*. Standard erosion control measures are required of all projects, including revegetation and slope standards. The Project proponents 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 Project would 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 development Project, as well as compliance with the above noted Ordinances, would reduce potential erosion-related impacts for on-site grading. Therefore, the impact would be less than significant.

c. and d. Unstable and Expansive Soil – *Less Than Significant Impact.* A geotechnical report, prepared by a qualified engineer, would be required with the submittal of the Project improvement plans. The report would be required to 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. 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 for questions c) and d).

e. Inadequate Soils for Disposal - *No Impact.* Sewer service is available to the Project site and the development Project would be served by public sewer. Septic tanks or alternative wastewater disposal systems would not be necessary. Therefore, no impact would occur.

f. Paleontological Resource and Unique Geological Feature – *Less Than Significant Impact*. The Project site and Project area are not known or considered likely to contain a unique paleontological resource or a unique geological feature. Therefore, direct or indirect impacts from the Project to these resources would be less than significant.

VIII. GREENHOUSE GAS EMISSIONS Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
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 gases?			X		

DISCUSSION OF DETERMINATION:

Project Impacts:

An individual project, even a very large project, does not in itself generate enough greenhouse gas emissions to measurably influence global climate change. Global climate change is therefore by definition a cumulative impact. A project contributes to this potential cumulative impact through its cumulative incremental contribution combined with the emissions of all other sources of greenhouse gases (GHG).

Implementation of the Project would not result in construction period annual emissions of GHGs exceeding the PCAPCD screening threshold. Long-term operation of the Project would not result in GHG emissions exceeding the PCAPCD's threshold, however, the Project would be required to implement mitigation from the Approved Project which requires installation of electric vehicle (EV) charging infrastructure in accordance with CALGreen non-residential voluntary Tier 2 measures.

The Project would not conflict with the California Air Resource Board's (CARB's) Scoping Plan. The Project's commercial land use would be considered local serving and the VMT and associated mobile source GHG emissions would not be new to the region. The Project would not conflict with the Sacramento Area Council of Governments' (SACOG's) 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).

Therefore, as discussed below, impacts to GHG emissions would be less than significant with mitigation.

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 as a result 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; City 2011). 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 as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will result in 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 in regard to this impact, which was found to be significant and unavoidable.

Mitigation Measures from Uniformly Applied Development Policies and Standards:

Generation of greenhouse gas emissions as a result 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 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, Inc., a Sacramento area consulting firm with recognized expertise in air quality, prepared an Air Quality and Greenhouse Gas Emissions Technical Report for the proposed Project in August 2024. The report 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 Initial Study by reference. City staff have reviewed the documentation and find that HELIX Environmental Planning, Inc. 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, Inc. report, which are summarized below.

Regulatory Setting

Global climate change refers to changes in average climatic conditions on Earth including temperature, wind patterns, precipitation, and storms. Global temperatures are moderated by atmospheric gases. These gases are commonly referred to as GHGs because they function like a

greenhouse by letting sunlight in but preventing heat from escaping, thus warming the Earth's atmosphere.

GHGs are emitted by natural processes and human (anthropogenic) activities. Anthropogenic GHG emissions are primarily associated with (1) the burning of fossil fuels during motorized transport, electricity generation, natural gas consumption, industrial activity, manufacturing, and other activities, (2) deforestation, (3) agricultural activity, and (4) solid waste decomposition.

The temperature record shows a decades-long trend of warming, with earth's average surface temperature in 2023 confirmed the warmest on record. Per scientists at the National Aeronautics and Space Administration's [NASA's] Goddard Institute for Space Studies, global temperatures in 2023 were around 2.1 degrees Fahrenheit (°F; 1.2 degrees Celsius) above NASA's 1951-1980 baseline period average (NASA 2024). GHG emissions from human activities are the most significant driver of observed climate change since the mid-20th century (IPCC 2013). The IPCC constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. The statistical models show a "high confidence" that temperature increase caused by anthropogenic GHG emissions could be kept to less than two degrees Celsius relative to pre-industrial levels if atmospheric concentrations are stabilized at about 450 parts per million (ppm) carbon dioxide equivalent (CO_2e) by the year 2100 (IPCC 2014).

Types of Greenhouse Gases

The GHGs defined under California's Assembly Bill (AB) 32 include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF_6).

Federal GHG Regulations

Federal Clean Air Act

The U.S. Supreme Court ruled on April 2, 2007, in *Massachusetts v. U.S. Environmental Protection Agency* that CO_2 is an air pollutant, as defined under the CAA, and that the USEPA has the authority to regulate emissions of GHGs. The USEPA announced that GHGs (including CO_2, CH_4, N_2O, HFC, PFC, and SF_6) threaten the public health and welfare of the American people (USEPA 2024b). This action was a prerequisite to finalizing the USEPA's GHG emissions standards for light-duty vehicles, which were jointly proposed by the USEPA and the United States Department of Transportation's National Highway Traffic Safety Administration (NHTSA).

Light-Duty Vehicle Greenhouse Gas Emissions Standards and Corporate Average Fuel Economy Standards

The USEPA and the NHTSA worked together on developing a national program of regulations to reduce GHG emissions and improve fuel economy of light-duty vehicles. The USEPA established the first-ever national GHG emissions standards under the CAA, and the NHTSA established

Corporate Average Fuel Economy (CAFE) standards under the Energy Policy and Conservation Act. On April 1, 2010, the USEPA and NHTSA announced a joint Final Rulemaking that established standards for 2012 through 2016 model year vehicles. This was followed up on October 15, 2012, when the agencies issued a Final Rulemaking with standards for model years 2017 through 2025.

California GHG Regulations

California Code of Regulations, Title 24, Part 6

CCR Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. Energy-efficient buildings require less electricity, natural gas, and other fuels. Electricity production from fossil fuels and on-site fuel combustion (typically for space or water heating) results in GHG emissions. The Title 24 standards are updated approximately every three years to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2022 Title 24 standards became effective on January 1, 2023. The 2022 update to the Building Energy Efficiency Standards focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings. New for the 2022 Title 24 standards are non-residential on-site photovoltaic (solar panels) electricity generation requirements (California Energy Commission [CEC] 2022).

The standards are divided into three basic sets. First, there is a basic set of mandatory requirements that apply to all buildings. Second, there is a set of performance standards—the energy budgets—that vary by climate zone (of which there are 16 in California) and building type; thus, the standards are tailored to local conditions. Finally, the third set constitutes an alternative to the performance standards, which is a set of prescriptive packages that are basically a recipe or a checklist compliance approach.

California Green Building Standards Code

The California Green Building Standards Code (CALGreen; CCR Title 24, Part 11) is a code with mandatory requirements for all nonresidential buildings (including industrial buildings) and residential buildings for which no other State agency has the authority to adopt green building standards. CALGreen also contains voluntary measures (i.e., Tier 1, Tier 2) which exceed minimum regulatory requirements. The 2022 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings became effective on January 1, 2023 (California Building Standards Commission [CBSC] 2022).

The development of CALGreen is intended to (1) cause a reduction in GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the directives by the Governor. In short, the code is established to reduce construction waste; make buildings more efficient in the use of materials and energy; and reduce environmental impact during and after construction.

CALGreen contains requirements for storm water control during construction; construction waste reduction; indoor water use reduction; material selection; natural resource conservation; site irrigation conservation; and more. The code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The code also requires building commissioning, which is a process for the verification that all building systems, like heating and cooling equipment and lighting systems, are functioning at their maximum efficiency.

Executive Order S-3-05

On June 1, 2005, Executive Order (EO) S-3-05 proclaimed that California is vulnerable to climate change impacts. It declared that increased temperatures could reduce snowpack in the Sierra Nevada, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To avoid or reduce climate change impacts, EO S-3-05 calls for a reduction in GHG emissions to the year 2000 level by 2010, to year 1990 levels by 2020, and to 80 percent below 1990 levels by 2050.

Assembly Bill 32 – Global Warming Solution Act of 2006

The California Global Warming Solutions Act of 2006, widely known as AB 32, requires that CARB develop and enforce regulations for the reporting and verification of Statewide GHG emissions. CARB is directed by AB 32 to set a GHG emission limit, based on 1990 levels, to be achieved by 2020. The bill requires CARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG emission reductions.

Executive Order B-30-15

On April 29, 2015, EO B-30-15 established a California GHG emission reduction target of 40 percent below 1990 levels by 2030. The EO aligns California's GHG emission reduction targets with those of leading international governments, including the 28 nation European Union. California is on track to meet or exceed the target of reducing GHGs emissions to 1990 levels by 2020, as established in AB 32. California's new emission reduction target of 40 percent below 1990 levels by 2030 will make it possible to reach the goal established by EO S-3-05 of reducing emissions 80 percent under 1990 levels by 2050.

Senate Bill 32

Senate Bill (SB) 32 (Amendments to the California Global Warming Solutions Action of 2006) extends California's GHG reduction programs beyond 2020. SB 32 amended the Health and Safety Code to include Section 38566, which contains language to authorize CARB to achieve a Statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030. SB 32 codified the targets established by EO B-30-15 for 2030, which set the next interim step in the State's continuing efforts to pursue the long-term target expressed in EO B-30-15 of 80 percent below 1990 emissions levels by 2050.

Assembly Bill 197

A condition of approval for SB 32 was the passage of AB 197. AB 197 requires that CARB consider the social costs of GHG emissions and prioritize direct reductions in GHG emissions at mobile sources and large stationary sources. AB 197 also gives the California legislature more oversight over CARB through the addition of two legislatively appointed members to the CARB Board and the establishment a legislative committee to make recommendations about CARB programs to the legislature.

Assembly Bill 1493 – Vehicular Emissions of Greenhouse Gases

AB 1493 (Pavley) requires that CARB develop and adopt regulations that achieve "the maximum feasible reduction of GHGs emitted by passenger vehicles and light-duty truck and other vehicles determined by CARB to be vehicles whose primary use is noncommercial personal transportation in the State." On September 24, 2009, CARB adopted amendments to the Pavley regulations that intend to reduce GHG emissions in new passenger vehicles from 2009 through 2016. The amendments bind California's enforcement of AB 1493 (starting in 2009), while providing vehicle manufacturers with new compliance flexibility. In January 2012, CARB approved a new emissions-control program for model years 2017 through 2025. The program combines the control of smog, soot, and global warming gases and requirements for greater numbers of zero-emission vehicles into a single packet of standards called Advanced Clean Cars (CARB 2024b).

Assembly Bill 341

The State legislature enacted AB 341 (California Public Resource Code Section 42649.2), increasing the diversion target to 75 percent Statewide. AB 341 requires all businesses and public entities that generate 4 cubic yards or more of waste per week to have a recycling program in place. The final regulation was approved by the Office of Administrative Law on May 7, 2012, and went into effect on July 1, 2012.

Executive Order S-01-07

This EO, signed by Governor Schwarzenegger on January 18, 2007, directs that a Statewide goal be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by the year 2020. It orders that a Low Carbon Fuel Standard (LCFS) for transportation fuels be established for California and directs CARB to determine whether a LCFS can be adopted as a discrete early action measure pursuant to AB 32. CARB approved the LCFS as a discrete early action item with a regulation adopted and implemented in April 2010. Although challenged in 2011, the Ninth Circuit reversed the District Court's opinion and rejected arguments that implementing LCFS violates the interstate commerce clause in September 2013. CARB is therefore continuing to implement the LCFS Statewide.

Senate Bill 350

Approved by Governor Brown on October 7, 2015, SB 350 increases California's renewable electricity procurement goal from 33 percent by 2020 to 50 percent by 2030. This will increase the use of Renewables Portfolio Standard eligible resources, including solar, wind, biomass, and geothermal. In addition, large utilities are required to develop and submit Integrated Resource Plans to detail how each entity will meet their customers resource needs, reduce GHG emissions, and increase the use of clean energy.

Senate Bill 375

SB 375, the Sustainable Communities and Climate Protection Act of 2008, supports the State's climate action goals to reduce GHG emissions through coordinated transportation and land use planning with the goal of more sustainable communities. Under the Sustainable Communities Act, CARB sets regional targets for GHG emissions reductions from passenger vehicle use. In 2010, CARB established these targets for 2020 and 2035 for each region covered by one of the State's metropolitan planning organizations (MPOs). CARB periodically reviews and updates the targets, as needed.

Each of California's MPOs must prepare a Sustainable Communities Strategy (SCS) as an integral part of its regional transportation plan (RTP). The SCS contains land use, housing, and transportation strategies that, if implemented, would allow the region to meet its GHG emission reduction targets. Once adopted by the MPO, the RTP/SCS guides the transportation policies and investments for the region. CARB must review the adopted SCS to confirm and accept the MPO's determination that the SCS, if implemented, would meet the regional GHG targets. If the combination of measures in the SCS would not meet the regional targets, the MPO must prepare a separate alternative planning strategy (APS) to meet the targets. The APS is not a part of the RTP. Qualified projects consistent with an approved SCS or Alternative Planning Strategy categorized as "transit priority projects" would receive incentives to streamline CEQA processing.

Senate Bill 100

Approved by Governor Brown on September 10, 2018, SB 100 extends the renewable electricity procurement goals and requirements of SB 350. SB 100 requires that all retail sales of electricity to California end-use customers be procured from 100 percent eligible renewable energy resources and zero-carbon resources by the end of 2045.

Executive Order N-79-20

EO N-79-20, signed by Governor Newsom on September 23, 2020, establishes three goals for the implementation of zero emissions vehicles in California: first, 100 percent of in-State sales of new passenger cars and trucks will be zero-emissions by 2035; second, 100 percent of medium- and heavy-duty vehicles in the State will be zero-emissions vehicles by 2045 for all operations where

feasible, and by 2035 for drayage trucks; and third, 100 percent of off-road vehicles and equipment will be zero emissions by 2035 where feasible.

Assembly Bill 1279

Approved by Governor Newsom on September 16, 2022, AB 1279, the California Climate Crisis Act, declares the policy of the State to achieve net zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net negative GHG emissions thereafter, and to ensure that by 2045, Statewide anthropogenic GHG emissions are reduced to at least 85 percent below the 1990 levels. AB 1279 anticipates achieving these policies through direct GHG emissions reductions, removal of CO_2 from the atmosphere (carbon capture), and an almost complete transition away from fossil fuels.

Senate Bill 905

Approved by Governor Newsom on September 16, 2022, SB 905, Carbon Sequestration: Carbon Capture, Removal, Utilization, and Storage Program, requires CARB to establish a Carbon Capture, Removal, Utilization, and Storage Program to evaluate the efficacy, safety, and viability of carbon capture, utilization, or storage technologies and CO_2 removal technologies and facilitate the capture and sequestration of CO_2 from those technologies, where appropriate. SB 905 is an integral part of achieving the State policies mandated in AB 1279.

California Air Resources Board: Scoping Plan

The Scoping Plan is a strategy CARB develops and updates at least once every five years, as required by AB 32. It lays out the transformations needed across California's society and economy to reduce emissions and reach climate targets. The current 2022 Scoping Plan is the third update to the original plan that was adopted in 2008. The initial 2008 Scoping Plan laid out a path to achieve the AB 32 mandate of returning to 1990 levels of GHG emissions by 2020, a reduction of approximately 15 percent below business as usual. The 2008 Scoping Plan included a mix of incentives, regulations, and carbon pricing, laying out the portfolio approach to addressing climate change and clearly making the case for using multiple tools to meet California's GHG emission targets. The 2013 Scoping Plan assessed progress toward achieving the 2020 mandate and made the case for addressing short-lived climate pollutants (SLCPs). The 2017 Scoping Plan also assessed the progress toward achieving the 2020 limit and provided a technologically feasible and cost-effective path to achieving the SB 32 mandate of reducing GHGs by at least 40 percent below 1990 levels by 2030.

On December 15, 2022, CARB approved the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan). The 2022 Scoping Plan lays out a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045, as directed by Assembly Bill 1279. The actions and outcomes in the plan will achieve significant reductions in fossil fuel combustion by deploying clean technologies and fuels; further reductions in SLCPs; support for sustainable development; increased action on natural and

working lands to reduce emissions and sequester carbon; and the capture and storage of carbon (CARB 2022b).

Regional GHG Regulations

The City has not adopted a Climate Action Plan or similar program-level GHG reduction plan.

The Sacramento Area Council of Governments (SACOG) is the MPO for the Sacramento region, including the western portion of Placer County and the City of Rocklin. As required by the Sustainable Communities and Climate Protection Act of 2008 (SB 375), SACOG has developed the 2020 MTP/SCS. This plan seeks to reduce GHG and other mobile source emissions through coordinated transportation and land use planning to reduce VMT (SACOG 2019).

Methodology

See *Air Quality* for a discussion on the methodology for construction and operational activities.

Significance Criteria

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:

(1) Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or

(2) 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 metric tons (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 metric tons (MT) CO_2e per 1,000 square feet of building space per year for projects in urban areas, or a de minimis level of 1,100 MT CO_2e per year (PCAPCD 2017).

Significance Conclusions:

a. Generate Greenhouse Gas – *Less Than Significant Impact with Mitigation.* This impact was analyzed in the Approved Project under combined impacts a) and b) (pp. 56 58 of the Approved Project), which concluded that the Approved Project 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. The Approved Project concluded mitigation to require off-street EV parking for commercial land uses in accordance with CALGreen Tier 2 Nonresidential Voluntary Measures would reduce the impact to less than significant.

Construction Emissions

Project construction GHG emissions were estimated using the CalEEMod model. The modeling shows that short-term construction of Phase I would result in a 141 MT CO_2e during 2025, and short-term construction of Phase II would result in a 73 MT CO_2e during 2026. Project construction emissions would not exceed the PCAPCD project-level construction GHG threshold of 10,000 MT CO_2e per year.

Operational Emissions

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 TIA, which cites the above OPR's technical advisory guidance, retail projects with less than 50,000 square feet of building space are generally considered local serving. The project,

consisting of two quick serve restaurants, proposes a total of 4,500 square feet of building space, would be considered local serving, and would not result in regional increases in VMT (KOA 2024).

Because the project would not result in an increase in regional VMT, the mobile source GHG emissions generated by the project (2,061 MT CO_2e per year, as calculated in CalEEMod) would not be new to the region—the emissions would be a redistribution of existing mobile source GHG emissions. The project operational GHG emissions new to the region (from area sources, energy use, water use, solid waste generation, and refrigerant leaks) are compared to the PCAPCD threshold in Table 8*, New Regional Operational GHG Emissions*.

Table 8
NEW REGIONAL OPERATIONAL GHG EMISSIONS

Emission Source	First Full Year (2027) Emissions (MT CO_2e)
Area	<0.1
Energy	50.5
Water/Wastewater	2.3
Solid Waste	16.2
Refrigerants	1.2
Total Annual Project Emissions[1]	**70.2**
PCAPCD Threshold	**1,100**
Exceed Threshold?	**No**

Source: CalEEMod
[1] Totals may not sum due to rounding.
GHG = greenhouse gas; MT = metric tons; CO_2e = carbon dioxide equivalent

As shown in Table 8, project operational emissions would not exceed the PCAPCD operational non-residential efficiency threshold.

Implementation of the Project would not result in annual construction or operational emissions exceeding the PCAPCD threshold; however, the Approved Project concluded that the operational GHG emissions impact would be potentially significant. Therefore, to address the Project's potential impact regarding operational GHG emissions, Mitigation Measure VIII.-1, from the Approved Project and agreed to by the applicant, would be implemented under the proposed Project.

The State goal of net zero GHG emissions by 2045, mandated by 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 would require the Project to provide EV-capable spaces in accordance with CALGreen Tier 2 Non-Residential Voluntary Measures. Therefore, implementation of Mitigation Measure VIII.-1 would reduce potential impacts from operational GHG emissions to a less than significant level.

Mitigation Measure VIII.-1: Electric Vehicle Charging

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 (reproduced here as Table 9, CALGreen EV Parking Requirements) and is based on a ratio according to the overall number of parking spaces being provided.

Table 9
CALGREEN TIER 2 EV PARKING REQUIREMENTS

Total Number of Actual Parking 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.

EVSE = electric vehicle supply equipment

Overall, Implementation of the Project would not result in annual construction or operational emissions exceeding the PCAPCD threshold; however, the Approved Project concluded that the operational GHG emissions impact would be potentially significant. Therefore, Mitigation Measure VIII.-1 would be implemented to reduce potential impacts from operational GHG emissions to a less than significant level.

b. Conflict with Greenhouse Gas Plan – *Less Than Significant Impact*. This impact was analyzed in the Approved Project under combined impacts a) and b) (pp. 56-58 of the Approved Project), which concluded that the Approved Project would not hinder the State's ability to reach the GHG reduction target nor conflict with any applicable plan, policy, or regulation for the purpose of reducing emissions of GHGs. The impact would be less than significant. This previously-reached conclusion is considered to be conservative, since at the time the Approved Project considered the development of three parcels, including the 1.6 acre parcel where the Panda Express Whitney Ranch Project is being proposed, in addition to residential development on an 8.6-acre parcel, and retail commercial development on a 1.4 acre parcel.

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. The Project would be considered local serving. Adding local serving retail/service opportunities tends to shorten vehicle trips and reduce VMT (OPR 2018). A reduction in regional VMT (and VMT-related GHG emissions) is a primary objective of SACOG's 2020 MTP/SCS. Implementation of the MTP/SCS plans in the State's metropolitan areas to reduce VMT is a key component of the mobile source GHG emissions reduction policies and control measures in the CARB 2022 Scoping Plan.

The Project would be constructed in accordance with the energy-efficiency standards, water reduction goals, and other requirements contained in the applicable Title 24 Part 6 Building Energy Efficiency Standards and Title 24 Part 11 CALGreen Standards. As discussed in question a) above, Project GHG emissions would not exceed the PCPACD's thresholds and would be less than significant. In addition, a key component of growth assumptions in the CARB's 2022 Scoping Plan and the SACOG's 2020 MTP/SCS 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 MU and is zoned PD-C. The Project's proposed restaurants would be permitted use in the zone district and would be consistent with the land uses analyzed in the Approved Project. Therefore, the 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 CARB's 2022 Scoping Plan and the SACOG's 2020 RTP/SCS. Therefore, the Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

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. Therefore, the Project would not exceed the significance determination in the Approved Project and the impact would be less than significant.

IX. HAZARDS AND HAZARDOUS MATERIALS Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
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**		

DISCUSSION OF DETERMINATION:

Project Impacts:

The development and operation of two quick serve restaurants with drive-throughs at this Project site would result in construction and operational activities which would include associated potential hazards and hazardous materials.

As discussed below, the Project would comply with the mitigation measures incorporated into the General Plan goals and policies, applicable City Code, and applicable federal, State, and local laws and regulations related to hazards and hazardous materials.

Therefore, as discussed below, impacts from hazards and hazardous materials would be less than significant.

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 as a result 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; City 2011). 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; City 2001). 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 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.

Significance Conclusion:

a. and b. Transport, Use or Disposal of Hazardous Materials, Release of Hazardous Materials – ***Less than Significant Impact.*** Construction, operation, and maintenance activities would use hazardous materials, including fuels (gasoline and diesel), oils and lubricants, paints and paint thinners, glues, cleaners (which could include solvents and corrosives in addition to soaps and detergents), and fertilizers, pesticides, herbicides, and yard/landscaping equipment. While these products noted above may contain known hazardous materials, the volume of material would not create a significant hazard to the public through routine transport, use, or disposal and would not result in a reasonably foreseeable upset and accident condition involving the release of hazardous materials. Compliance with various federal, State, and local laws and regulations (including but not limited to Titles 8 and 22 of the Code of California Regulations, Uniform Fire Code, and Chapter 6.95 of the California Health and Safety Code) addressing hazardous materials management and environmental protection would be required to ensure that there is not a significant hazardous materials impact associated with the construction, operation, and maintenance of the Project. Compliance with the various regulations would ensure that the development, operation, and maintenance of the Project would result in a less than significant impact for questions a) and b).

c. Hazardous Emissions Near Schools – *Less Than Significant Impact.* There are no schools within one-quarter mile (1,320 feet) of the Project site. The closest schools are Whitney High School on Wildcat Boulevard, which is approximately 1,700 feet away, William Jessup University on University Avenue which is approximately 2,700 feet away, and the Maria Montessori Academy on Wildcat Boulevard, which is approximately 3,000 feet away. As stated previously, the proposed Project would be required to comply with existing rules and regulations, as indicated above, that address hazardous materials management and environmental protection. In addition, although restaurant projects of this nature would not typically emit any significant amounts of hazardous materials, substances, or waste or be involved in the transportation of hazardous materials, substances, or waste, there are existing laws and regulations, as indicated above, that address hazardous materials management and environmental protection. Therefore, the impact would be less than significant.

d. Hazardous Site List – *Less Than Significant 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 Storage Tanks (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 August 8, 2024, and no open hazardous sites were identified on the Project site. Therefore, the impact would be less than significant.

e. Public Airport Hazards – *No Impact.* The Project site is not located within an airport land use plan, or within two miles of a public airport or public use airport. Therefore, no impact would occur.

f. Emergency Response Plan – *Less than Significant Impact.* The City's existing street system, particularly arterial and collector streets, function as emergency evacuation routes. Access to the Project would be provided by two vehicle entrance driveways from Jaguar Way, one to the northeast of the Panda Express and another on the southeast corner of the Project site. Vehicles would only be able to turn right when entering/existing Jaguar Way at its intersection with Whitney Ranch Parkway. The Project site's layout and design would not impair or physically interfere with the street system emergency evacuation route or impede an emergency evacuation plan. Therefore, the impact would be less than significant.

g. Wildland Fires – *Less Than Significant Impact*. The Project site is located in an urban area, mostly surrounded by residential uses, as well as one arterial roadway and some vacant, sparsely vegetated parcels identified for future development. There are no site or project characteristics such as slope, prevailing winds, and other factors that would exacerbate wildfire risks and thereby expose project customers and employees to risk of loss, injury or death from a wildfire or the uncontrolled spread of a wildfire. No impacts from wildland fires are anticipated. 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 to a less than significant level. Therefore, the impact would be less than significant.

X. HYDROLOGY AND WATER QUALITY Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater 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:			X		
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		

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed Project would involve grading activities that would remove vegetation and 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.

Therefore, as discussed below, impacts to hydrology and water quality would be less than significant.

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 as a result 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; City 2011). 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; City 2001). 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 (BMP/BAT), 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 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 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 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 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.

Significance Conclusions:

a., b., c., and e. Water Quality Standards and Groundwater Management – *Less than Significant Impact.* Storm water runoff from the Project site would be collected in stormwater drainage pipes and then directed through water quality treatment devices/areas as BMP and/or Low Impact Development (LID) features and then into the City's storm drain system. The purposes of the BMP/LID features are to ensure that potential pollutants are filtered out before they enter the storm drain system and to provide opportunities for groundwater recharge. The City's storm drain system maintains the necessary capacity to support the Project site. Therefore, violations of water quality standards or waste discharge requirements are not anticipated.

To address the potential for polluted water runoff during Project construction, the 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 BMP/BAT to control construction site runoff. The Project would 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 not alter the course of a stream or a river.

The proposed Project would not substantially alter the existing drainage pattern of the site or area because the City's policies of requiring new developments to detain on-site drainage such that the rate of runoff flow is maintained at pre-development levels (unless the Placer County Flood Control and Water Conservation District's Flood Control Manual requires otherwise) and to coordinate with other projects' master plans to ensure no adverse cumulative effects would be applied. Whether the Project is located within the Dry Creek watershed or the Pleasant Grove Creek watershed, the City's application of conditions of approval requiring a registered civil engineer to prepare a final drainage plan and study consistent with the City's policies would ensure that development would not increase stormwater runoff rates beyond pre-development levels. Per the Placer County Flood Control and Water Conservation District Dry Creek Watershed Flood Control Plan, onsite stormwater detention is generally not recommended anywhere in the Dry Creek watershed because it has been determined that on-site detention would be detrimental to the overall watershed, unless existing downstream drainage facilities cannot handle post-construction runoff from the Project site. Substantial erosion, siltation, or flooding, on- or off-site, and exceedance of the capacity of existing or planned drainage systems would not be anticipated to occur.

Therefore, violations of water quality standards or waste discharge requirements would not be anticipated to occur with the Project, surface or groundwater quality would not be substantially degraded, and conflicts with or obstruction of a water quality control plan would not occur, and the impact would be less than significant.

The Project would use domestic water from the Placer County Water Agency and not use wells or groundwater; therefore, existing groundwater resources would not be depleted. The Project site itself is not a substantial recharge area because of its smaller size in comparison to the overall groundwater recharge area. The City's policies of requiring new developments to retain on-site drainage such that the rate of runoff flow is maintained at pre-development levels and implementation of Low Impact Development features would ensure that groundwater recharge rates are also maintained at pre-development levels. Therefore, groundwater quality would not be substantially degraded, or supplies decreased and conflicts with, obstruction of or impediment of a sustainable groundwater management plan would not occur, and the impact would be less than significant for questions a), b), c), and e).

d. Release of Pollutants in Flood Hazard, Tsunami or Seiche Zones – *Less Than Significant Impact.* According to Federal Emergency Management Agency (FEMA) flood maps (Map Panel 06061C0933H, effective date November 2, 2018), the Project site is located in flood zone X, which indicates that the Project is in an area of minimal flood hazard and not located within a 100-year flood hazard area and outside of the 500-year flood hazard area.

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.

The Project site is not located within the potential inundation area of any dam or levee failure, nor is the Project site located sufficiently near any significant bodies of water or steep hillsides to be at risk from inundation by a tsunami or seiche. Therefore, the Project would not risk release of pollutants due to Project inundation in flood hazard, tsunami or seiche zones and the impact would be less than significant.

XI. LAND USE AND PLANNING Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
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		

DISCUSSION OF DETERMINATION:

Project Impacts:

Approval of the Project would allow construction of a 2,400-sf Panda Express with a drive-through and a second 2,100-sf fast-food restaurant with a drive-through.

Therefore, as discussed below, land use and planning impacts would be less than significant.

Prior Environmental Analysis:

As a "program EIR" under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts on land use as a result 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; City 2011). 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; City 2001). 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 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.

Significance Conclusions:

a. Division of Community – *No Impact.* The proposed Project site is currently vacant, and the entire Project is within the City of Rocklin. The proposed Project would construct a 2,400-sf Panda Express with a drive-through and a second 2,100-sf fast-food restaurant with a drive-through at this location. Therefore, the Project would not physically divide an established community and no impact would occur.

b. Plan, Policy or Regulation Conflict – *Less than Significant Impact.* The Project site is designated MU on the General Plan land use map and is zoned PD-C. The Project would be consistent with the site's land use and zoning designations and would not conflict with land use plans, policies, or regulations. Therefore, the impact would be less than significant.

XII. MINERAL RESOURCES **Would the Project:**	**Potentially Significant Impact**	**Less Than Significant With Mitigation**	**Less Than Significant Impact**	**No Impact**	**Impact for which General Plan EIR is Sufficient**
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**	

DISCUSSION OF DETERMINATION:

Project Impacts:

The Project site does not contain known mineral resources. Therefore, as discussed below, no impact would occur to mineral resources.

Significance Conclusions:

a. and b. Mineral Resources – *No Impact.* The Rocklin General Plan and associated EIR analyzed the potential for "productive resources" such as, but not limited to, granite and gravel (City of Rocklin General Plan Update Draft EIR, 2011, pages 4.6-4 through 4.6-5 and 4.6-17; City 2011). The City of Rocklin planning area has no mineral resources as classified by the State Geologist. The Planning Area has no known or suspected mineral resources that would be of value to the region and to residents of the State. The Project site is not delineated in the City General Plan or any other plans as a mineral resource recovery site. Mineral resources of the Project site have not changed with the passage of time since the General Plan EIR was adopted. Based on this discussion, no impact would occur for questions a) and b).

XIII. NOISE Would the Project result in:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
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 in other applicable local, State, or federal standards?			**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**		

DISCUSSION OF DETERMINATION:

Project Impacts:

Development of the Project would not result in a temporary or permanent increase in ambient noise levels in excess of City Standards. The Project would not result in the generation of excessive ground borne vibration, and the Project would not expose persons to excessive noise from aircraft or airport operations. The Project would result in an increase in short-term noise impacts from construction activities; however, the Project would comply with the mitigation measure incorporated into the General Plan goals and policies, and the City of Rocklin Construction Noise Guidelines.

Therefore, as discussed below, impacts from noise would be less than significant with mitigation.

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; City 2011).

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 as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will result in exposure of persons to, or generation of, noise levels in excess of applicable noise standards, will result in exposure to surface transportation noise sources and stationary noise sources in excess of 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; City 2001). 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 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 Environmental Analysis:

The firm of HELIX Environmental Planning, Inc., a Sacramento area consulting firm with recognized expertise in acoustics, prepared a Noise and Vibration Assessment for the proposed Project on July 31, 2024. The report 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 Initial Study by reference. City staff have reviewed the documentation and find that HELIX Environmental Planning, Inc. 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, Inc. report, which are summarized below.

Environmental Setting

Existing Noise Environment

Noise sources in the Project vicinity are dominated by traffic noise from Whitney Ranch Parkway. Additional existing noise sources in the area include building heating, ventilation, and air conditioning (HVAC) systems for the single-family and multi-family residential buildings in the Project vicinity to the north and southeast, and suburban residential noise (e.g., landscape maintenance equipment, dogs, multi-family-residential parking lots). Potential future noise sources include a convenience store with gas station and carwash planned for the commercial lot east of the Project site, a single-family residential neighborhood (part of the Approved Project) adjacent to the southern border of the Project site, and a drive-through coffeeshop (under construction at the time of this analysis) approximately 500 feet east of the Project site.

Noise-Sensitive Land Uses

Noise-sensitive land uses (NSLU) are land uses that may be subject to stress and/or interference from excessive noise, including residences, hospitals, schools, hotels, resorts, libraries, sensitive wildlife habitat, or similar facilities where quiet is an important attribute of the environment. Noise receptors (receivers) are individual locations that may be affected by noise. The closest existing NSLUs to the Project site are multi-family residential buildings located approximately 175 feet across Whitney Ranch Parkway to the north. Additional existing sensitive receptors are single family homes approximately 300 feet to the southeast and approximately 350 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 Approved Project) adjacent to the Project site to the south.

Noise Survey

A site visit and noise survey were conducted on April 9, 2024, which included two short-term (15 minute) ambient noise measurements. Measurement M1 was conducted within the Project site approximately 100 feet from the Project site's southern border. Traffic counts on Whitney Ranch Parkway were conducted during measurement M1. Measurement M2 was conducted on the sidewalk adjacent to Whitney Ranch Parkway on the Project site's norther border. See **Figure 4**, *Measurement Locations and Modeled Receivers* in the above-reference Noise and Vibration Assessment. The measured noise levels are shown on Table 10, *Noise Measurement Results*.

Table 10
NOISE MEASUREMENT RESULTS

M1	
Date	April 9, 2024
Time	11:35 a.m. – 11:50 a.m.
Location	Within the Project site approximately 100 feet from the Project site's southern border
Noise Level	49.0 dBA L_{EQ}
Notes	Noise primarily from vehicular traffic on Whitney Ranch Parkway and construction noise (jackhammer and backup alarms) from a construction site approximately 650 feet to the east
M2	
Date	April 9, 2024
Time	11:52 a.m. – 12:07 p.m.
Location	Sidewalk on Whitney Ranch Parkway, northern border of the Project site
Noise Level	60.5 dBA L_{EQ}
Notes	Noise primarily from traffic on Whitney Ranch Parkway. Traffic count: 110 cars, 2 medium trucks

Regulatory Setting

City of Rocklin General Plan Noise Element

The Noise Element of the City of Rocklin General Plan regulates noise emissions from public roadway traffic on new development of residential or other noise sensitive land uses. Policies N-4, N-5, and N-6, and Table 2-1 from the Noise Element provide exterior noise level design standards for new projects affected by or including stationary noise sources. Per Table 2-1 from the Noise Element, the exterior level standard, measured at least five feet inside the property line of the receiving noise sensitive land use, is 55 dBA L_{EQ} during daytime hours (7 a.m. to 10 p.m.) and 45 dBA L_{EQ} during nighttime hours (10 p.m. to 7 a.m.). Policies N-7, N-8, and N-9, and Table 2-2 from the Noise Element provide maximum allowable noise exposure from

transportation noise sources. Per Table 2-2 from the Noise Element, for residential land the maximum acceptable noise level from transportation sources is 60 L_{DN} or CNEL for outdoor activity areas and 45 L_{DN} or CNEL for interior spaces. The Noise Element of the General Plan does not contain noise compatibility standards for commercial retail/restaurant land uses (City 2012b).

City of Rocklin Municipal Code

The City Municipal Code Section 17.08.080, *Commerce or industry abutting residential zone*, requires a solid masonry wall, a minimum of six feet in height to be erected on the property line which forms the boundary between the residential and commercial or industrial zones.

City of Rocklin General Plan Update Draft EIR

The General Plan Update Draft EIR analyzed the potential impacts of noise resulting from anticipated development associated with implementation of the City's General Plan. Mitigation measures to address potential noise impacts are incorporated into the General Plan Noise Element policies (see the Noise Element Section, above for a discussion of policies applicable to the Project). The General Plan Update Draft EIR concluded that buildout of the Rocklin General Plan would result in significant and unavoidable impacts related to exposure of persons to, or generation of, noise levels exceeding applicable noise standards for transportation and stationary noise (City 2011).

Northwest Rocklin Annexation Draft EIR

The Northwest Rocklin Annexation Draft EIR analyzed the potential impacts of noise resulting from anticipated development associated with implementation of the City's General Plan. Mitigation measures to address potential noise impacts are incorporated into the Northwest Rocklin General Development Plan Conditions of Approval, discussed below.

Northwest Rocklin General Development Plan Conditions of Approval

The City has published standard conditions of approval applicable to development withing the Northwest Rocklin Area. Section E, Noise, contains the following conditions of approval that would be applicable to the Project (City 2019):

1. The following items shall be conditions of construction activity and be included in the note on the face of the Improvement Plans:

    a. All heavy construction equipment and all stationary noise sources (such as diesel generators) shall have manufacturer installed mufflers.

    b. Equipment warm-up areas, water tanks, and equipment storage areas shall be located in an area as far as possible from exiting residences as feasible.

c. Those engaged in construction activity shall comply with the City of Rocklin Construction Noise Compatibility Guidelines, including restricting construction-related noise generating activities within or near residential areas to between 7:00 a.m. and 7:00 p.m. on weekdays and 8:00 a.m. and 7:00 p.m. on weekends to the satisfaction of the Public Works Director or Building Official.

2. Upon review of an application for a Subsequent Entitlement, the Community Development Director shall determine the need for the applicant to prepare a noise analysis to determine the noise impacts to or generated by the proposed project. Mitigation measures for noise impacts identified by the study shall be incorporated into or made conditions of the project. Mitigation measures may include, but not limited to, increased setback, site design alternatives, residential design alterations, noise attenuation walls where appropriate, and special building materials, to the satisfaction of the City of Rocklin.

Methodology and Assumptions

Noise Modeling Software

Project construction noise was analyzed using the U.S. Department of Transportation (USDOT) Roadway Construction Noise Model ([RCNM]; USDOT 2008), which utilizes estimates of sound levels from standard construction equipment.

Modeling of the exterior noise environment for this report was accomplished using the Computer Aided Noise Abatement (CadnaA) model version 2023. Traffic noise was evaluated within CadnaA using the U.S. Department of Transportation Federal Highway Administration (FHWA) Traffic Noise Model (TNM) version 2.5, as implemented within CadnaA. The noise models used in this analysis were developed from the site plan provided by the Project architect. Input variables included building mechanical equipment reference noise levels, fast food order board speaker reference noise levels, road alignment, lane configuration, projected traffic volumes, estimated truck composition percentages, and vehicle speeds.

Off-Site Traffic Noise

The one-hour L_{EQ} traffic noise level is calculated utilizing peak-hour traffic. For typical urban and suburban traffic patterns, the model-calculated afternoon peak hour (PM peak hour) L_{EQ} noise output is equivalent to the CNEL (Caltrans 2009). The traffic noise modeling does not account for noise attenuation from terrain, buildings, or structures (e.g., sound walls). PM peak hour traffic volumes for road segments adjacent to exiting or planned residences affected by the Project were calculated from intersection tuning counts provided in the Project Transportation Impact Analysis (TIA) for the following scenarios: Existing (2024), Existing (2024) plus Project; Near Term (2024)(includes existing traffic plus approved/planned projects in the area); Near Term (2024) plus Project; Cumulative (2040); and Cumulative (2024) plus Project (KOA 2024). The PM peak hour traffic volumes used in the analysis are shown in Table 11, *PM Peak Hour Traffic Volumes*. Traffic as modeled at the posted speed limit of 45 miles per hour (MPH) for analyzed segments

of Whitney Ranch Parkway and at 25 MPH for all other analyzed road segments. Traffic was assumed to be comprised of a typical mix of vehicles for suburban streets in California: 96 percent cars and light trucks; 3 percent medium trucks and buses; and 1 percent heavy trucks.

Table 11
PM PEAK HOUR TRAFFIC VOLUMES

Roadway Segment	Existing (2024)	Existing (2024) + Project	Near Term (2024)	Near Term (2024) + Project	Cumulative (2040)	Cumulative (2040) + Project
Whitney Ranch Parkway						
University Avenue to Jaguar Way	860	894	1672	1,706	3001	3,033
Jaguar Way to Ocelot Way	861	921	1538	1,598	3117	3,177
Ocelot Way to Wildcat Boulevard	777	891	2149	2,263	3281	3,356
Jaguar Way						
Project Driveway 2 to Ashera Street	-	-	123	184	123	184
Ashera Street						
Jaguar Way to Ocelot Way	-	-	162	223	162	223
Ocelot Way						
Whitney Ranch Parkway to Cheetah Street	51	112	394	455	625	686

Source: KOA 2024
Near Term = existing traffic plus approved and planned projects; Cumulative = existing traffic plus approved and planned projects, plus growth; - street does not exist in this scenario.

On-Site Noise Sources

Heating, Ventilation, and Air Conditioning

The Project would use commercial-sized HVAC units located on the rooftop of the buildings. The units would be located behind a parapet wall of equal or greater height to the HVAC units, which would provide substantial noise attenuation. The exact HVAC models have not been determined as of this analysis. For the purposes of this analysis, Carrier 50PG 12-ton HVAC units, with a sound power level (S_{WL}) of 80.0 dBA, were used to model the noise impacts from the proposed Project's HVAC systems (Carrier 2008). The manufacturer's noise data for the HVAC units is provided below in Table 12, *HVAC Condenser Noise Data.* Standard HVAC planning assumes approximately one ton of HVAC for every 350 SF of habitable space (American Society of Heating, Refrigeration, and Air Conditioning Engineers [ASHRAE] 2012). Based on the building sizes, one Carrier 50PG 12-ton unit (or similar systems) would be required for each Project restaurant building.

Table 12
HVAC CONDENSER NOISE DATA

63 Hz[1]	125 Hz[1]	250 Hz[1]	500 Hz[1]	1 kHz[1]	2 kHz[1]	4 kHz[1]	8 kHz[1]	Overall Noise Level[1]
90.4	83.1	80.9	77.8	75.2	70.0	66.1	57.6	80.0

Source: Carrier 2008
[1] Sound Power Levels (S_{WL}), dBA
Hz = Hertz; kHz = kilohertz

Commercial Refrigeration

Specific information for the restaurants' planned refrigeration condensers was not available at the time of the analysis. This analysis assumes the use of two Hussman Proto-Air 3280 units per Project Restaurant Building. The units would use 0.5-horsepower (HP), 1150 revolutions per minute (RPM) motors and variable speed drives (fan speed controllers). The fan was assumed to operate at 1150 RPM for daytime operations and 850 RPM for nighttime operations. The modeled noise levels from the refrigeration unit fans are shown in Table 13, *Typical Refrigeration Condenser Unit Fan Noise.* This model of condenser has high and low speed fan settings, used depending on the outside air temperature and cooling load. To be conservative, the Project refrigeration condensers were assumed to operate steady state at the noisier high fan speed.

Table 13
TYPICAL REFRIGERATION CONDENSER UNIT FAN NOISE

Fan Type	63 Hz[1]	125 Hz[1]	250 Hz[1]	500 Hz[1]	1 KHz[1]	2 KHz[1]	4 KHz[1]	Overall Noise Level
Single Fan 1,150 RPM	90.6	93.6	89.6	86.6	84.6	79.6	75.6	86.3
Single Fan 850 RPM	80.6	83.6	79.6	76.6	74.6	69.6	65.5	79.3

Source: Hussman 2015
[1] Sound Power Levels (S_{WL}), dBA
Hz = Hertz; kHz = kilohertz RPM = revolutions per minute

Drive-Through Speakers

The Project would include three drive-through speakers, two for the Panda Express and one for the other restaurant. Specifications for the proposed speaker systems were not available at the time of this analysis. This analysis used measurements of noise from a speaker at a fast-food restaurant drive-through lane (HELIX 2016). A sound level meter at approximately five feet from a typical speaker measured 86.4 dBA L_{EQ}. The summed measurement time period data (20-second averages) are shown in octave format in Table 14, *Octave Data of Measured Drive-through Speaker*.

Table 14
OCTAVE DATA OF MEASURED DRIVE-THROUGH SPEAKER

Octave Band Center Frequency (Hz)	63Hz	125Hz	250Hz	500Hz	1KHz	2KHz	4KHz	8KHz	dBA L_{EQ*}
Measured Sound Pressure dBA[1]	79.9	75.8	72.8	75.4	85.4	80.6	61.7	52.5	86.4

[1] Drive-through speaker measured at a distance of five feet from the source.
Hz = Hertz; kHz = kilohertz RPM = revolutions per minute

The measurement data in Table 14 depicts the dBA L_{EQ} during the continuous use of a speaker for one hour. Data for Project drive-through volumes was not available at the time of this analysis. Analysis assumes up to 60 customers per hour for each speaker and 30 seconds of speaker use per order.

Drive-Through Queues

Noise from vehicles idling in the drive-through queues (two for the Panda Express and one for the other restaurant) were modeled in CadnaA as road sources with 60 vehicles per hour per queue traveling at an average speed of two miles per hour.

Significance Criteria

Based on Appendix G of the CEQA Guidelines, implementation of the Project would result in a significant adverse impact if it would:

(1) Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the City of Folsom General Plan or noise ordinance;

(2) Generate excessive ground-borne vibration or ground borne noise levels; or

(3) 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 use airport or private airstrip, expose people residing or working in the Project area to excessive noise.

In accordance with the City of Rocklin Construction Noise Guidelines, Project construction activity would be prohibited from occurring before 7:00 a.m. or after 7:00 p.m. on weekdays, or before 8:00 a.m. or after 7:00 p.m. on weekends to the satisfaction of the City Engineer or Building Official. Construction noise associated with City-approved grading and building construction permits is not subject to the City's General Plan non-transportation noise standards.

Per the City General Plan Noise Element, impacts related to the generation of noise on the Project site would be significant if noise levels measured at off-site residential uses would exceed 55 dBA L_{EQ} from 7:00 a.m. to 10:00 p.m. and 45 dBA L_{EQ} from 10:00 p.m. to 7:00 a.m., measured 5 feet

inside off-site residential property boundaries (City 2012b). For traffic-related noise, in areas where ambient noise levels do not exceed the acceptable exterior noise compatibility limit of 60 CNEL for residential land uses (as defined in the City General Plan), impacts would be considered significant if the Project would cause ambient noise levels at nearby NSLUs to increase by 3.0 CNEL or more, a just perceptible increase in typical urban and suburban outdoor environments. In areas which exceed the City's residential acceptable noise compatibility limit without consideration of the Project's contribution to traffic, impacts would be considered significant if the Project would cause ambient noise levels at nearby NSLUs to increase by 1.5 CNEL.

Excessive ground-borne vibration would occur if construction-related ground-borne vibration exceeds the "distinctly perceptible" vibration annoyance potential criteria for disruption of sleep of 0.035 inch per second PPV for steady-state sources or exceeds the damage potential criteria of 0.4 inch per second PPV for residential buildings in good repair with gypsum board walls (Caltrans 2020).

Significance Conclusions:

a. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the Rocklin General Plan or noise ordinance – *Less than Significant Impact with Mitigation.*

Construction Noise

Noise impacts would be temporary and would cease completely at the finish of Project construction. The closest existing NSLUs to the Project site are multi-family residential buildings located approximately 175 feet across Whitney Ranch Parkway to the north. Heavy earthmoving equipment used during grading and excavation for underground utilities would have the potential to be used along the Project's periphery, including rubber-tired dozers, backhoes, and graders. Because the equipment would move within the Project site during earth moving activities, the average closest distance equipment would be working to the nearest exiting NSLUs within an hour would be 250 feet. Modeling with the RCNM shows that the combined noise from a dozer, backhoe and grader would result in 69.2 dBA L_{EQ} at a distance of 250 feet.

In accordance with the City of Rocklin Construction Noise Guidelines, Project construction activity would be prohibited before 7:00 a.m. or after 7:00 p.m. on weekdays, or before 8:00 a.m. or after 7:00 p.m. on weekends to the satisfaction of the City Engineer or Building Official. Construction noise associated with City approved grading and building construction permits is not subject to the City's General Plan non-transportation noise standards. Furthermore, the calculated short-term construction noise would be approximately 3 dBA higher than the 66 CNEL calculated ambient traffic noise for the nearest multi-family residential building, across Whitney Ranch Parkway from the Project site (see the off-site traffic noise discussions, below). A 3 dBA increase in ambient noise levels is generally just perceptible in typical outdoor environments. Project construction would not generate a substantial temporary increase in ambient noise levels in the vicinity, and the impact would be less than significant.

Operational Noise

Off-Site Traffic Noise

As described above, modeling of the exterior noise environment for this report was accomplished using CadnaA and the TNM. Future traffic noise levels presented in this analysis are based on traffic volumes (as described above) for the existing (2024), near term (2024 including existing, Project, and approved/planned projects), existing (2024) plus Project; cumulative (2040); and cumulative (2040) plus Project scenarios. The modeling does not account for intervening terrain or structures (e.g., sound walls, buildings).

As discussed in the Methodology Section above, traffic noise was calculated for six scenarios: Existing (2024), Exiting (2024) plus Project; Near Term (2024; includes existing traffic and contribution from planned and approved projects in the area); Near Term (2024) plus Project; cumulative (2024; includes existing traffic plus approved and planned projects, and future growth); and Cumulative (2040) plus Project. The Project's calculated contribution to off-site traffic noise levels are shown in Table 15, *Project Effect on Off-Site Exiting Traffic Noise Levels,* Table 16, *Project Effect on Off-Site Near Term Traffic Noise Levels,* and Table 17, *Project Effect on Off-Site Cumulative Traffic Noise Levels*. In typical outdoor environments, a 3 dBA increase in ambient noise level is considered just perceptible and a 5 dBA increase is considered distinctly perceptible. In areas where existing or future ambient noise exceeds the land use compatibility standards, an individual project's contribution to increases in ambient noise level could be considered significant if it exceeds 1.5 dBA. Because modeling indicates noise levels along all of the analyzed road segments exceed the land use noise compatibility standard listed in the City's General Plan (60 dBA CNEL) without consideration of the Project's contribution to traffic, this analysis uses a threshold of a 1.5 dBA CNEL increase to determine significance of the impact.

Table 15
PROJECT EFFECT ON OFF-SITE EXISTING TRAFFIC NOISE LEVELS

Roadway Segment	Existing (2024) (CNEL)	Existing (2024) + Project (CNEL)	Project Effect (CNEL)	Standard (CNEL)	Exceed Standard?
Whitney Ranch Parkway					
University Avenue to Jaguar Way	65.8	66.0	+0.2	+1.5	No
Jaguar Way to Ocelot Way	65.1	65.4	+0.3	+1.5	No
Ocelot Way to Wildcat Boulevard	65.0	65.6	+0.6	+1.5	No
Jaguar Way					
Project Driveway 2 to Ashera Street	-	-	-	-	-
Ashera Street					
Jaguar Way to Ocelot Way	-	-	-	-	-

Roadway Segment	Existing (2024) (CNEL)	Existing (2024) + Project (CNEL)	Project Effect (CNEL)	Standard (CNEL)	Exceed Standard?
Ocelot Way					
Whitney Ranch Parkway to Cheetah Street	-	-	-	-	-

Source: CadnaA

CNEL = Community Noise Equivalent Level in A-weighted decibels (dBA); - = street does not exist, or Project traffic would not be able to access road segment in this scenario.

Table 16
PROJECT EFFECT ON OFF-SITE NEAR TERM TRAFFIC NOISE LEVELS

Roadway Segment	Near Term (2024) (CNEL)	Near Term (2024) + Project (CNEL)	Project Effect (CNEL)	Standard (CNEL)	Exceed Standard?
Whitney Ranch Parkway					
University Avenue to Jaguar Way	68.8	68.9	+0.1	+1.5	No
Jaguar Way to Ocelot Way	68.0	68.2	+0.2	+1.5	No
Ocelot Way to Wildcat Boulevard	69.4	69.6	+0.2	+1.5	No
Jaguar Way					
Project Driveway 2 to Ashera Street	60.9	61.4	+0.5	+1.5	No
Ashera Street					
Jaguar Way to Ocelot Way	60.4	60.9	+0.5	+1.5	No
Ocelot Way					
Whitney Ranch Parkway to Cheetah Street	62.2	62.7	+0.5	+1.5	No

Source: CadnaA

CNEL = Community Noise Equivalent Level in A-weighted decibels (dBA)

Table 17
PRJOECT EFFECT ON OFF-SITE CUMULATIVE TRAFFIC NOISE LEVELS

Roadway Segment	Cumulative (2040) (CNEL)	Cumulative (2040) + Project (CNEL)	Project Effect (CNEL)	Standard (CNEL)	Exceed Standard?
Whitney Ranch Parkway					
University Avenue to Jaguar Way	71.3	71.4	+0.1	+1.5	No
Jaguar Way to Ocelot Way	70.8	70.9	+0.1	+1.5	No
Ocelot Way to Wildcat Boulevard	71.3	71.3	+<0.1	+1.5	No
Jaguar Way					
Project Driveway 2 to Ashera Street	63.0	63.3	+0.3	+1.5	No
Ashera Street					
Jaguar Way to Ocelot Way	62.3	62.6	+0.3	+1.5	No
Ocelot Way					
Whitney Ranch Parkway to Cheetah Street	64.3	64.6	+0.3	+1.5	No

Source: CadnaA
CNEL = Community Noise Equivalent Level in A-weighted decibels (dBA)

As shown in Table 15, Table 16, and Table 17, the maximum change in CNEL because of Project-generated traffic would be 0.6 dBA CNEL along Whitney Ranch Parkway in the Existing (2024) plus Project scenario and 0.3 CNEL in the Cumulative (2040) plus Project scenario. A 0.6 dBA change in ambient noise level would be lower than the threshold and would not be discernable. Therefore, the Project's contribution to traffic would not generate a substantial permanent increase in ambient noise levels in the Project vicinity, and the impact would be less than significant.

On-Site Noise

Potential noise sources generated on the Project site, including roof-top mounted HVAC systems and refrigeration condensers, restaurant drive-through speakers, and vehicles queueing in drive-through lanes were analyzed using the CadnaA software. Modeling assumed one hour of continuous operation of HVAC and refrigeration condensers, 30 minutes per hour operation for each of the three drive-through speakers, and 60 cars per hour for each of the three drive-through queues. Modeled noise levels were analyzed at receivers placed five feet inside the property line of nearby NSLUs at a height of five feet above the ground. See Figure 4 for modeled receiver locations. The modeled 1-hour (L_{EQ}) noise level at the adjacent property lines is compared with the City nighttime standard in Table 18, *Operational On-Site Noise*.

Table 18
EXTERIOR NOISE FROM PROJECT OPERATIONAL ON-SITE NOISE

Receptor	Modeled Peak 1-Hour Noise (dBA L_{EQ})	Standard Daytime/Nighttime (dBA L_{EQ})	Exceed Exterior Standards?
FR1	43.0	55/45	No
FR2	42.9	55/45	No
FR3	42.8	55/45	No
FR4	42.8	55/45	No
FR5	42.1	55/45	No
FR6	40.4	55/45	No
FR7	39.0	55/45	No
FR8	37.9	55/45	No
ER1	36.0	55/45	No
ER2	33.5	55/45	No
ER3	39.5	55/45	No
ER4	40.9	55/45	No
ER5	43.4	55/45	No
ER6	41.4	55/45	No
ER7	37.4	55/45	No
ER8	37.6	55/45	No

Source: CadnaA; City Noise Element Table 2-1.

As shown in Table 18, noise generated on the Project site would not exceed the City's General Plan daytime standard of 55 dBA L_{EQ} or nighttime standard of 45 dBA L_{EQ}, measured at five feet above the ground and a minimum of five feet inside the property line at the nearest residential land uses surrounding the Project site. Noise levels were also calculated at the exterior facades of residential buildings at the approximate height of second story window (above any sound walls). Noise levels at the second story exteriors ranged from 35.1 to 48.8 dBA L_{EQ}. Typical materials and design standards for residential buildings meeting current building codes results in about 25 dBA of exterior-to-interior noise reduction with windows closed resulting in interior noise levels for residential land uses around the Project site well below the 45 dBA interior noise standard from Project on-site generated noise. Therefore, the noise generated on the Project would not generate a substantial permanent increase in ambient noise levels in the Project vicinity, and the impact would be less than significant.

Impact Conclusion

Project construction activities would be prohibited outside the hours of 7:00 a.m. and 7:00 p.m. weekdays and 8:00 a.m. to 7:00 p.m. weekends. Short-term and temporary construction noise impacts would be less than significant.

The addition of Project operational-generated traffic to roadways in the Project vicinity would not result in a discernable increase in ambient transportation noise levels. Long-term operation of the Project would not result in noise levels from on-site sources, including HVAC systems, refrigeration condensers, drive-through speakers, and vehicle queueing in drive-through lanes exceeding the City general plan standards, measured at the closest existing and future NSLUs to the Project site.

The requirements of Mitigation Measure VIII.-1 from the Wildcat West Subdivision and Whitney Ranch Parkway Commercial Development IS/MND are satisfied by the analysis summarized above, and no further mitigation would be required.

b. Generate excessive ground-borne vibration or ground borne noise levels – *Less than Significant Impact.* An on-site source of vibration during Project construction would be a vibratory roller (primarily used to achieve soil compaction as part of the foundation and paving construction), which could be used within approximately 175 feet of the existing multi-family residences across Whitney Ranch Parkway to the west. A large vibratory roller creates approximately 0.21 in/sec PPV at a distance of 25 feet, a vibratory roller would create a PPV of 0.025 in/sec.[2] This would not exceed the Caltrans "distinctly perceptible" vibration annoyance potential criteria for disruption of sleep of 0.035 inch per second PPV for steady-state sources or exceeds the damage potential criteria of 0.4 inch per second PPV for residential buildings in good repair with gypsum board walls. Once operational, the Project would not be a source of ground borne vibrations. Therefore, the Project would not result in the generation of excessive ground borne vibration or ground borne noise levels, and the impact would be less than significant.

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 use airport or private airstrip, expose people residing or working in the Project area to excessive noise – *Less than Significant Impact*. The closest airport to the Project site is the Lincoln Regional Airport, approximately 5.7 miles to the northwest, and Sacramento McClellan Airport, approximately 11.8 miles to the southwest. There are no private airstrips in the vicinity of the Project site. Therefore, although the Project site is subject to normal overflight by aircraft in the region, the customers of the proposed Project or people working in the Project area would not be exposed to excessive levels of noise due to aircraft or airport operations, and the impact would be less than significant.

[2] Equipment PPV = Reference PPV * $(25/D)^n$(in/sec), where Reference PPV is PPV at 25 feet, D is distance from equipment to the receptor in feet, and n= 1.1 (the value related to the attenuation rate through the ground); formula from Caltrans 2020. VdB = 20 * Log(PPV/4/10^{-6}).

XIV. POPULATION AND HOUSING Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
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**		

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed Project would result in the construction of a 2,400-sf Panda Express with a drive-through and a second 2,100-sf fast-food restaurant with a drive-through, which would not induce substantial population growth or displace substantial numbers of people.

Therefore, as discussed below, population and housing impacts would be less than significant.

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 as a result 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; City 2011). 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 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 effects to the Citywide jobs/housing ratio (Northwest Rocklin Annexation Draft EIR, 2001, pages I-1 through I-12; City 2001). 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.

Significance Conclusions:

a. Population Growth – ***Less than Significant Impact.*** The Project site is currently designated on the City's General Plan land use map as MU and the Project does not propose to change this designation. The Project site is currently zoned as PD-C and the Project does not propose to change this designation. The proposed quick serve restaurants would not induce substantial growth in the City. The Project would bring in customers for a temporary period of time and would not result in permanent population growth. It is anticipated that employees associated with the proposed Project would reside locally. However, if future employees move to the City for work, it would be within the planned buildout of the General Plan. Therefore, the impact would be less than significant.

b. Displace Substantial Numbers of Existing People or Housing – ***Less than Significant Impact.*** The Project site is currently vacant. Construction of two quick serve restaurants on a vacant site would not result in the displacement of substantial numbers of existing people or housing necessitating the construction of replacement housing elsewhere. The impact would be less than significant.

XV. PUBLIC SERVICES Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
Fire protection?			X		
Police protection?			X		
Schools?			X		
Parks?			X		
Other public facilities?			X		

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed Project would not create a need for the provision of new and/or expanded public services or facilities. Therefore, as discussed below, impacts to public services would be less than significant.

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 as a result 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; City 2011). 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 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; City 2001). 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 Project. These serve as uniformly applied development policies and standards and/or as conditions of approval for the 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 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.

Significance Conclusions:

a. Fire Protection – *Less than Significant Impact.* The development of this 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 (aka #3) on Wildcat Boulevard, which is approximately 1.2 road miles away. Development of the proposed Project could increase the need for 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 construction taxes, participate in any applicable financing districts, and contribute to the general fund through property and sales taxes. Therefore, with participation with these funding mechanisms, the impact would be less than significant.

Police Protection – *Less than Significant Impact.* The development of this Project site has been reviewed by the Rocklin Police Department in association with their efforts to plan, staff, and equip the police station and provide police services within the City of Rocklin. The development of the proposed Project could increase the need for police patrol and police services to the site. Funding for police services is primarily from the general fund and is provided as part of the City's budget process. The proposed Project would pay construction taxes, participate in any applicable financing districts, and contribute to the general fund through property and sales taxes. Therefore, with participation in these funding mechanisms, the impact would be less than significant.

Parks – *Less than Significant Impact.* The development of this Project site has been anticipated in the planning, staffing, and maintenance of park and recreation facilities within the City of Rocklin. The proposed Project, which includes construction of two quick serve restaurants with drive-throughs, is not anticipated to increase the use of, and demand for, recreational facilities. The proposed Project does not include construction of a residential development and would not increase the use of park and recreational facilities from an expanded population.

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 Project would pay construction taxes, participate in any applicable financing districts, and contribute to the general fund through property and sales taxes. Therefore, with participation in these funding mechanisms, the impact would be less than significant.

Schools and Other Public Facilities – *Less than Significant Impact.* The proposed Project does not include residential units, and therefore, would not generate demand for school services. The proposed Project would be required to pay applicable school impact fees in effect at the time of

building permit issuance to finance school facilities. The assessment of developer 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, would reduce school impacts to a less than significant level as a matter of State law. The need for other public facilities would not be created by this Project and the impact would be less than significant.

XVI. RECREATION Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			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		

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed Project, the development of a 2,400-sf Panda Express with a drive-through and a second 2,100-sf fast-food restaurant with a drive-through, would not increase the use of, and demand for, recreational facilities. Therefore, as discussed below, recreation impacts would be less than significant.

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 as a result 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; City 2011). 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; City 2001). 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 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.

Significance Conclusions:

a. and b. Increase Park Usage and Construction or Expansion of Recreational Facilities – *Less than Significant Impact.* The proposed Project, which includes construction of two quick serve restaurants with drive-throughs, is not anticipated to increase the use of, and demand for, recreational facilities. The proposed Project does not include construction of a residential development and would not increase the use of park and recreational facilities from an expanded population.

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 Project would pay construction taxes, participate in any applicable financing districts, and contribute to the general fund through property and sales taxes. Therefore, with participation in these funding mechanisms, the impact would be less than significant for questions a) and b).

XVII. TRANSPORTATION Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?			X		
b) 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		

DISCUSSION OF DETERMINATION:

Project Impacts:

The development of two quick serve restaurants with drive-throughs at this Project site could result in transportation impacts because an undeveloped site would become developed, but not to a degree that would result in a substantial increase in vehicle miles traveled (VMT).

Therefore, as discussed below, transportation impacts would be less than significant with mitigation.

Prior Environmental Review:

As a "program EIR" under CEQA Guidelines section 15168, the General Plan EIR analyzed the anticipated impacts on transportation that would occur as a result of the future urban development 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; City 2011).

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 as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will result in increased traffic volumes at State/interstate highway intersections and impacts to State/interstate highway segments. Findings of fact and a statement of overriding consideration were adopted by the Rocklin City Council in regard to these impacts, which were found to be significant and unavoidable.

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; City 2001). 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 Project. These serve as uniformly applied development policies and standards and/or as conditions of approval for the 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:

KOA, a Lochner Company, prepared a Transportation Impact Analysis (TIA) on July 29, 2024, to evaluate the potential transportation impacts of the proposed Project. The TIA is incorporated into this Initial Study by reference.

The TIA is an update to an approved July 2022 Final Transportation Impact Study (TIS) for Wildcat West Subdivision (July 2022 TIS) prepared by Fehr & Peers. The July 2022 TIS evaluated the Wildcat West Subdivision, which included construction of 90 single-family homes and a convenience store/gas station. As the type of land use on the Project site changed from general commercial retail use to a higher intensity fast-food restaurant use, the TIA is necessary to evaluate potential traffic impacts not captured by the July 2022 TIS.

The following traffic scenarios were evaluated in the TIA:

- Existing (2024) Conditions
- Existing (2024) Plus Project Conditions
- Existing (2024) Plus Approved Project Conditions
- Existing (2024) Plus Approved Projects Plus Proposed Project Conditions
- Cumulative Year (2040) Conditions
- Cumulative Year (2040) Plus Proposed Project Conditions

Standards of Significance

The TIA was prepared using guidance provided by the City. The City's analysis methodology for calculating project driveway and intersection operations is based on the most current version of the Highway Capacity Manual (HCM). CEQA's analysis methodology is based upon VMT impacts. The TIA includes a level of service and access and circulation analyses. It was predicted that the Project would be required to provide CEQA VMT analysis. Because the City has not formally adopted VMT policies and guidelines, KOA utilized the December 2018 *Governor's Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts in CEQA* (the "OPR Technical Advisory") as guidance for the VMT analysis.

The study area contains the following five intersections:

1. University Avenue and Whitney Ranch Parkway
2. Ocelot Way (formerly Cheetah Street) and Whitney Ranch Parkway
3. Wildcat Boulevard and Whitney Ranch Parkway

4. Jaguar Way and Ashera Street (new intersection)
5. Ocelot Way and Cheetah Street (new intersection)

Additionally, this TIA discusses and evaluates the Project's potential effect on Project site access points and on-site circulation based on the net Project trips. These locations include:

6. Jaguar Way and Whitney Ranch Parkway
7. Jaguar Way and Project Driveway 1
8. Jaguar Way and Project Driveway 2

The Project's transportation effects were based on the City's evaluation criteria outlined in the City of Rocklin's General Plan Circulation Element (2012) which notes the following Policy C-10:

A. Maintain a minimum traffic Level of Service "C" for all signalized intersections during the PM peak hour on an average weekday, except in the circumstances described in C-10.B and C. below.

B. Recognizing that some signalized intersections within the City serve and are impacted by development located in adjacent jurisdictions, and that these impacts are outside the control of the City, a development project which is determined to result in a Level of Service worse than "C" may be approved, if the approving body finds (1) the diminished level of service is an interim situation which will be alleviated by the implementation of planned improvements or (2) based on the specific circumstances described in Section C. below, there are no feasible street improvements that will improve the Level of Service to "C" or better as set forward in the Action Plan for the Circulation Element.

C. All development in another jurisdiction outside of Rocklin's control which creates traffic impacts in Rocklin should be required to construct all mitigation necessary in order to maintain a level of service (LOS) C in Rocklin unless the mitigation is determined to be infeasible by the Rocklin City Council. The standard for determining the feasibility of the mitigation would be whether or not the improvements create unusual economic, legal, social, technological, physical, or other similar burdens and considerations.

Methodology and Thresholds

The analysis of existing and cumulative weekday AM and PM peak-hour traffic conditions at the study intersections was performed using established traffic engineering practices. The analysis was performed using Trafficware's Synchro software (Synchro 11) to evaluate the traffic operations at the study intersections. Signal timing plans from the City were used at the two existing signalized intersections (Ocelot Way (formerly Cheetah Street) and Whitney Ranch Parkway and Wildcat Boulevard and Whitney Ranch Parkway).

The first methodology used to analyze and evaluate traffic operations at the study intersections is based on procedures outlined in the *Highway Capacity Manual, Sixth Edition: A Guide for*

Multimodal Mobility Analysis. The HCM methodology determines intersection LOS based on operational vehicle delay. For unsignalized, two-way stop-controlled intersections, the operational delay corresponds to the delay for the stop-controlled movements. The intersection LOS operations will be determined acceptable or deficient based on the City of Rocklin General Plan LOS policy.

The second methodology consisted of a Synchro queuing analysis in order to evaluate potential issues associated with queued vehicles accessing the Project site via Jaguar Way and Whitney Ranch Parkway, Jaguar Way and Project Driveway 1, and Jaguar Way and Project Driveway 2. The Synchro network was constructed to include these locations. Queuing conditions at these locations were evaluated to identify potential queuing issues associated with spillover of vehicles accessing the site on the local roadway.

Trip Generation

Trip generation rates for a fast-food restaurant with drive-thru window is provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition, 2021 under Land Use Code (LUC) 934. However, the City Community Director felt that Panda Express is not a typical fast-food restaurant, and since this would be the first project of its kind in the City, requested that empirical data be utilized for the Panda Express restaurant. The Panda Express operational information and trip generation were provided by the applicant. The data is based on transactions for a full week at three Panda Express sites in Placer County, which are similar in size and operation to the proposed Panda Express.

In addition to the Panda Express, an additional approximately 2,100 square foot pad for an undetermined fast-food restaurant on the western side of Project site would be developed. For this fast-food restaurant, ITE LUC 934 was applied. Combined, these two restaurants make up the Project.

The Project is estimated to generate approximately 898 net daily vehicle trips, 51 net AM peak hour (22 inbound, 29 outbound), and 125 net PM peak hour vehicle trips (67 inbound, 58 outbound). The Project is expected to exceed the trip generation that was evaluated for the approved Development in the July 2022 TIS. These peak-hour trips were distributed to the study intersections and Project access for this analysis.

Significance Conclusions:

a. **Conflict with Program, Ordinance or Policy Addressing the Circulation System – *Less than Significant Impact.*** The Project would 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 developments 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. Similar to 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.

Evaluation of Transit 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). Policy C-50 of the City of Rocklin General Plan (2012) calls for the City to work with transit providers to plan, fund and implement additional transit services that are cost effective and responsive to existing and future resident needs. Bus turnouts have already been constructed in each direction of Whitney Ranch Parkway a short distance from the Project site, though it is noted that a shelter or bench is not provided, and buses currently do not stop at either stop. The Project would not disrupt or interfere with existing or planned transit facilities or services. Therefore, the impact would be less than significant.

Evaluation of Bicycle Impacts

Bike lanes are typically required along arterial and collector streets. Wildcat Boulevard and Whitney Ranch Parkway east of Wildcat Boulevard both have Class I bike paths. West of Wildcat Boulevard, Whitney Ranch Parkway and University Avenue's both have Class II bike lanes. Whitney Ranch Parkway's bike lanes currently end at University Avenue, and University Avenue north of Whitney Ranch Parkway only has bike lanes on its east side. However, cycling infrastructure on all other major roadways around the Project extends along their corridors. The Project does not conflict with these bike lane locations or with other policies or programs promoting alternative transportation. The Project would not disrupt of interfere with an existing bicycle facility and would not preclude construction of any planned bicycle facilities identified in the *City of Rocklin Parks and Trails Master Plan* (2017). Therefore, the impact would be less than significant.

Evaluation of Pedestrian Impacts

Wildcat Boulevard and Ocelot Way have sidewalks on both sides of the street, as does Whitney Ranch Parkway east of University Avenue and University Avenue south of Whitney Ranch Parkway. University Avenue north of Whitney Ranch Parkway and several local streets, such as Cheetah Street, Lion Street, Puma Street, and Panther Court, only have sidewalks on one side of the street. Because of the lack of sidewalks on portions of Whitney Ranch Parkway and University Avenue, the intersection of these two streets has marked crosswalks at its southern and eastern legs. The intersections of Whitney Ranch Parkway at Ocelot Way and Wildcat Boulevard have marked crosswalks.

The Project would not disrupt or interfere with an existing pedestrian facility and would not preclude the construction of any planned pedestrian facilities identified in the *City of Rocklin Parks and Trails Master Plan* (2017). Therefore, the impact would be less than significant.

The proposed Project was evaluated by City staff to assess potential conflicts with adopted policies, plans or programs regarding public transit, bicycle, and pedestrian facilities and whether Proposed projects would decrease the performance or safety of such facilities. Through these reviews and any required changes, it was determined that the Project would not conflict with programs, plans, ordinances, or policies related to transit, bicycle or pedestrian facilities and the impact would be less than significant.

b. Conflict or Inconsistency with CEQA Guidelines section 15064.3, subdivision (b) – *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 LOS to an alternative metric known as VMT. 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."

Following the passage of Senate Bill 743 (SB 743), the State of California's Governor's Office of Planning and Research (OPR) was tasked with developing new guidelines for evaluating transportation impacts under CEQA. These guidelines are intended to promote the reduction of greenhouse gas emissions and develop multimodal and diverse transportation networks by shifting the transportation performance metric from automobile delay and LOS to VMT. As a result, OPR determined that under the proposed update to the CEQA guidelines, VMT would be established as the primary metric for evaluating environmental and transportation impacts.

The City has not formally adopted VMT policies or guidelines, therefore, in following the OPR Technical Advisory, VMT impacts for retail projects are to be evaluated using the total change in VMT, the difference in total VMT in the area affected with and without the project. The Project is smaller than 50,000 square feet and is considered a local-serving development. Local serving developments are not required to perform a CEQA VMT analysis, as their VMT impacts are assumed to be less than significant. Therefore, the Project with a combined square footage of 4,500 square feet of fast-food restaurant uses is assumed to have a less than significant VMT impact and requires no additional VMT analysis.

Therefore, it can be concluded that the Project's impact associated with VMT would be less than significant.

c. Substantially Increase Hazards due to a Geometric Design Feature or Incompatible Uses – *Less than Significant Impact with Mitigation*. The Project site would only be accessible from Jaguar Way, which connects Whitney Ranch Parkway to the north and to the proposed Ashera Street to the south. The Project site would provide two driveways, one to the northeast of the Panda Express and another on the southeast corner of the Project site. Both driveways would provide full access to the Project site. Vehicles would only be able to turn right when entering or exiting Jaguar Way at its intersection with Whitney Ranch Parkway. Internal to the site, two drive-throughs would be provided along with two-way drive aisles located throughout the Project site.

A queuing analysis was conducted to determine the turning movements that could be allowed in and out of Project driveways along Jaguar Way. Queuing conditions at the following Project access locations/driveways were evaluated:

1. Jaguar Way and Whitney Ranch Parkway
2. Jaguar Way and Project Driveway 1
3. Jaguar Way and Project Driveway 2

Project Driveway 1 is planned to be located approximately 52 feet south of Whitney Ranch Parkway on Jaguar Way and would be located across from a planned driveway associated with the parcel to the east of the Project site. A second driveway, referred to as Project Driveway 2, would be provided approximately 196 feet south of Project Driveway 1 and would also be located across from a second driveway associated with the development of the parcel to the east of the Project site. Both driveways would operate as a two-way stop-controlled intersection with vehicles on Jaguar Way traveling freely while eastbound and westbound approaches (i.e., driveways) would be required to stop for gaps in traffic.

Queuing conditions were analyzed at the Project access points that are integral to the operation of the Project site. All of the Project access locations are unsignalized. The unsignalized intersections do not currently experience extensive vehicle queuing during the peak hours, with intersection approaches exhibiting queues between less than one vehicle length to six vehicle lengths (Jaguar Way and Whitney Ranch Parkway). After completion of the Project, the intersection approaches are expected to experience nominal increases. The intersection of Jaguar Way and Whitney Ranch Parkway would experience an increase of between two-to-three vehicles. The queues for the northbound right-turn at this intersection could cause vehicles to block Project Driveway 1 along with the planned driveway associated with the parcel to the east of the Project site (Project Driveway 2).

As outlined in the TIA, the addition of a second westbound left-turn lane at the intersection of Whiteney Ranch Parkway and Ocelot way to provide additional capacity for anticipated vehicle trips has already been implemented in the Wildcat West Subdivision and has been accounted for in the TIA.

The TIA also identified several roadway improvements to be implemented to address projected future operational deficiencies along Whitney Ranch Parkway, and it identified the need for the

project's fair-share contribution towards the costs to implement these roadway improvements, as outlined in Mitigation Measure XVII.-1. Therefore, implementation of Mitigation Measure XVII.-1 would reduce potential impacts to a less than significant level.

Mitigation Measure XVII.-1: Fair-Share Contribution to Roadway Improvements

To address operational deficiencies along Whitney Ranch Parkway, the Project shall be responsible for its fair-share costs of the following roadway improvements:

- *Coordinate the traffic signals along Whitney Ranch Parkway between University Avenue and Wildcat Boulevard.*
- *Eliminate the pedestrian crossing at the intersection of Whitney Ranch Parkway & Ocelot Way.*
- *Extend the northbound left-turn lane at the intersection of Whitney Ranch Parkway & Wildcat Boulevard*

The fair-share cost shall be estimated based upon its traffic contribution to the total future growth in traffic, or similar improvements, to the satisfaction of the City Engineer. Prior to issuance of improvement plans, the applicant shall provide the City with an updated cost estimate for these off-site improvements. Prior to development, this fee shall be paid to the satisfaction of the City Engineer. With implementation of these improvements, delays at the Whitney Ranch Park and Ocelot Way intersection shall be reduced.

Drive-Through Queuing

To determine whether the Project would experience queuing that extends past the proposed drive-through storage capacities for each restaurant pad, a queuing analysis was conducted that examined multiple factors that included the Project's peak-hour arrival rates for both the Panda Express and undetermined fast-food restaurant use and the assumed service rate of the drive-through operations. For the purpose of this analysis, the main queuing concern is vehicles arriving at the site and queuing in the drive-through, not departing vehicles.

<u>Panda Express Restaurant</u>

For the Panda Express restaurant use, the PM peak hour trip generation estimates were utilized since the restaurant does not operate in the AM peak hour. The peak hour for vehicle arrivals in the PM peak hour is when a total of 93 vehicles are expected to arrive at Panda Express. However, of the 93 vehicles visiting, only a proportion of the trips would be utilizing the drive-through while other trips would be parking. It can be assumed that approximately 51 of the 93 vehicle trips would be utilizing the drive-through service and it is estimated that the average time that a vehicle spends in the queue would be approximately 2.00 minutes (or 120 seconds) based on a review of other Panda Express projects and studies. With an average vehicle storage time of 2.00 minutes (or 120 seconds), the drive-through can service a total of 68 vehicles per hour.

As calculated using an M/M/1 single-server model and assuming a Poisson distribution of vehicle arrivals, the 50th percentile vehicle queue length would be approximately one-to two vehicles and the 95th percentile vehicle queue length would be approximately nine vehicles. The maximum queue length is anticipated to reach 13 vehicles. The drive-through has a storage capacity for up to 14 vehicles. Therefore, based on this analysis, it is expected that the number of vehicles arriving during the peak hour of business operations can be accommodated within the proposed drive-through. If queues were to exceed the drive-through storage capacity, the queue would remain on site and is not anticipated to spillover onto Jaguar Way. Therefore, the impact would be less than significant.

Undetermined Restaurant

For the undetermined fast-food restaurant use, the AM peak hour trip generation estimates were utilized since they were higher than the PM peak. The peak hour for vehicle arrivals over the course of the business day would occur during the AM peak period, when a total of 48 vehicles are expected to arrive within the peak hour. To be conservative, it was assumed that all 48 vehicles would utilize the drive-through since the specifics of the restaurant are unknown. Similar to the Panda Express, an estimated average time that a vehicle spends in the queue would be approximately 2.00 minutes (or 120 seconds). With an average vehicle storage time of 2.00 minutes (or 120 seconds), the drive-through can service a total of 66 vehicles per hour.

As calculated using an M/M/1 single-server model and assuming a Poisson distribution of vehicle arrivals, the 50th percentile vehicle queue length would be approximately one-to two vehicles and the 95th percentile vehicle queue length would be approximately nine vehicles. The maximum queue length is anticipated to reach 13 vehicles. The drive-through has a storage capacity for up to 14 vehicles. Therefore, based on this analysis, it is expected that the number of vehicles arriving during the peak hour of business operations can be accommodated within the proposed drive-through. As such, no queue spillback is anticipated. If queues were to exceed the drive-through storage capacity, the queue would be maintained on site and is not expected to spill over onto Jaguar Way. Therefore, the impact would be less than significant.

d. **Result in Inadequate Emergency Access –** ***Less than Significant Impact.*** Access to the Project would be provided by two vehicle entrance driveways from Jaguar Way, one to the northeast of the Panda Express and another on the southeast corner of the Project site. Vehicles would only be able to turn right when entering/existing Jaguar Way at its intersection with Whitney Ranch Parkway.

Rocklin Fire Station 25 is located on Wildcat Boulevard north of West Stanford Ranch Road. This station is within a five-minute drive to the project site. Emergency pre-emption devices are present at traffic signals along Wildcat Boulevard and Whitney Ranch Parkway. Additionally, the proposed Project is evaluated by the City's Engineering Services Manager to assess such items as hazards due to a design feature or incompatible uses. The Project is also evaluated by representatives of the City of Rocklin's Fire and Police Departments to ensure that adequate

emergency access is provided. Through these reviews and any required changes, the impact would be less than significant.

XVIII. TRIBAL CULTURAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or		**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 for in subdivision (c) of Public Resource Code section 5024.1 the lead agency shall consider the significance of the resource to a California Native American tribe.		**X**			

DISCUSSION OF DETERMINATION:

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.

Therefore, as discussed below, impacts to tribal cultural resources (TCR) would be less than significant with mitigation.

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 as a result 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; City 2011). 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 as a result of development under the General Plan and further, that these impacts cannot be reduced to a less than significant level. Specifically, the General Plan EIR found that buildout of the Rocklin General Plan will contribute to cumulative impacts to historic character. Findings of fact and a statement of overriding considerations were adopted by the Rocklin City Council in regard to 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 as a result 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 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.

Significance Conclusions:

a. and b. Tribal Cultural Resources – *Less Than Significant Impact with Mitigation.* Per Assembly Bill 52 (AB 52), as of July 1, 2015, Public Resources Code Sections 21080.3.1 and 21080.3 require public agencies to consult with the Native American Heritage Commission (NAHC) and Native American tribes for the purpose of mitigating impacts to tribal cultural resources; that consultation process is described in part below:

> Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal

notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section (Public Resources Code Section 21080.1 (d))

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 mailed to those organizations on September 27, 2023.

The formal notification letters were received by the UAIC, IBMI, and TMDCI on October 2, 2023, and by the SSBMI on October 3, 2023, respectively. All tribes had 30 days to request consultation on the Project pursuant to AB 52. None of the tribes responded within the 30-day consultation period requesting consultation, and therefore, consultation was formally closed.

To address the Project's potential impacts to undiscovered tribal cultural resources, Mitigation Measure XVIII.-1, agreed to by the applicant, would be implemented under the proposed Project. Therefore, implementation of Mitigation Measure XVIII.-1 would reduce potential impacts to a less than significant level for questions a) and b).

Mitigation Measure XVIII.-1: Discovery of Tribal Cultural Resources

If any suspected TCRs are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. A Tribal Representative from a California Native American tribe that is traditionally and culturally affiliated with a geographic area shall be immediately notified and shall determine if the find is a TCR (PRC §21074). The Tribal Representative shall make recommendations for further evaluation and treatment, as necessary.

When avoidance is infeasible, preservation in place is the preferred option for mitigation of TCRs under CEQA, and every effort shall be made to preserve the resources in place, including through project redesign, if feasible. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, or returning objects to a location within the project area where they shall not be subject to future impacts. Permanent curation of TCRs shall not take place unless approved in writing by the California Native American Tribe that is traditionally and culturally affiliated with the project area.

The contractor shall implement any measures deemed by the CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find, as necessary. Treatment that preserves or restores the cultural character and integrity of a TCR may include Tribal Monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil.

Work at the discovery location cannot resume until all necessary investigation and evaluation of the discovery under the requirements of the CEQA, including AB 52, have been satisfied.

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

XIX. UTILITIES AND SERVICE SYSTEMS Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication 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 project's projected demand in addition to the provider's 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**		

DISCUSSION OF DETERMINATION:

Project Impacts:

The proposed development of a 2,400-sf Panda Express with a drive-through and a second 2,100-sf fast-food restaurant with a drive-through would increase the need for utility and service systems, but not to an extent that would impact the ability of the utility and service providers to adequately provide such services.

Therefore, as discussed below, impacts to utilities and service systems would be less than significant.

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 as a result 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; City 2011). 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 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; City 2001). 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 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.

Significance Conclusions:

a. and c. Relocation, New or Expanded Utilities – *Less than Significant Impact.* The proposed Project site is located within the South Placer Municipal Utility District (SPMUD) service area for sewers. SPMUD has indicated that the Project is within their service area and eligible for service, provided that their condition requirements and standard specifications are met. 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.

The South Placer Wastewater Authority (SPWA) was created by the City of Roseville, Placer County and SPMUD to provide regional wastewater and recycled water facilities in southwestern Placer County. The regional facilities overseen by the SPWA include the Dry Creek and Pleasant Grove Wastewater Treatment Plants, both of which receive flows from SPMUD (and likewise from Rocklin). To project future regional wastewater needs, the SPWA prepared the South Placer Regional Wastewater and Recycled Water Systems Evaluation (Evaluation) in June 2007. The Evaluation indicates that as of June 2004, flows to both the wastewater treatment plants were below design flows. Both wastewater treatment plants are permitted discharges under the National Pollutant Discharge Elimination System (NPDES). Specifically, the Dry Creek Wastewater Treatment Plant (WWTP) is permitted to discharge an average dry weather flow not to exceed 18 mgd, while the Pleasant Grove Wastewater Treatment Plant is permitted to discharge an average dry weather flow not to exceed 12 mgd. According to SPMUD, in 2016 the Dry Creek WWTP had an average dry weather inflow of 8.2 mgd, with SPMUD's portion being 1.8 mgd, and the Pleasant Grove WWTP had an average dry weather inflow of 7.0 mgd, with SPMUD's portion being 1.9 mgd. Consequently, both plants are well within their operating capacities and there remains adequate capacity to accommodate the projected wastewater flows from this Project. Therefore, a less than significant wastewater treatment impact is anticipated.

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, and as such the provision of storm water drainage, electric power, natural gas, and telecommunications facilities to the Project site has been planned for, with much of the necessary distribution infrastructure already in place within existing public utility rights-of-way. The City of Rocklin coordinates with utility and service providers as new development or re-development is being proposed.

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 Project's drainage system at a point prior to where the Project site runoff would enter the City's storm drain system. Other than on-site improvements, new drainage facilities or expansion of existing facilities would not be required as a result of this Project.

The Project site is within the 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 right-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 and would not contain sensitive environmental resources. New infrastructure, if required in previously undisturbed areas, would be addressed as part of the environmental review for the development of a specific site/Project, or would be subject to separate environmental review.

The Project site is within the service area for AT&T, CCI Communications, Astound 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. Similar to electric power and natural gas, upgrades to existing telecommunications infrastructure within existing easements (such as roadway right-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 and would not contain sensitive environmental resources. New infrastructure, if required in previously undisturbed areas, would be addressed as part of the environmental review for the development of a specific site/Project, or would be subject to separate environmental review.

Therefore, the Project is not anticipated to require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas or telecommunications facilities and the impact would be less than significant for questions a) and c).

b. Water Supplies – *Less than Significant Impact.* The Project site is located within the Placer County Water Agency (PCWA) service area. The PCWA has a Master Plan, 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 is located 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. PCWA has provided a letter regarding the proposed Project indicating that

the 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 Projects' projected demand and would not require the construction of a new water treatment plant. Therefore, the impact would be less than significant.

d. and e. Solid Waste – *Less than Significant Impact.* According to the Western Placer Waste Management Agency's Waste Action Plan, the Western Regional landfill, which serves the Rocklin area, has a proposed permitted total capacity of 86.5 million cubic yards, and the estimated closure year for the landfill is approximately 2110. 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 Project would 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 Project is not expected to include any unusual elements that would generate solid waste in excess of State and local standards, or in excess of the capacity of local infrastructure or otherwise impair the attainment of solid waste reduction goals, and the Project would comply with solid waste regulations. Therefore, the impact would be less than significant for questions d) and e).

XX. WILDFIRE **If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the Project:**	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
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**		

DISCUSSION OF DETERMINATION:

Project Impacts:

The development of a 2,400-sf Panda Express with a drive-through and a second 2,100-sf fast-food restaurant with a drive-through at this Project site is expected to increase the need for fire and emergency responses to the Project site, but not to an extent that would impact the ability of the fire and emergency responders to adequately provide such services. The Project site is not located in or near a State Responsibility Area (SRA). There are no locations in Rocklin that are classified as very high fire hazard severity zones.

Therefore, as discussed below, impacts from wildfires would be less than significant.

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 as a result 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; City 2011). 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 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.

Significance Conclusions:

a. Impair Emergency Response or Evacuation Plan – *Less than Significant Impact.* The Project occurs on a Project site that is contemplated in the Rocklin General Plan for urban development, and the development of the Project site does not include any features that would substantially impair an adopted emergency response plan or emergency evacuation plan. The streets adjacent to the Project site serve as emergency evacuation corridors and would provide direct fire vehicle access to the site. In addition, the Project has been evaluated by representatives of the City of Rocklin's Fire and Police Departments to ensure that adequate emergency access is provided. Most wildland fires are caused by human activities involving motor vehicles, construction/ maintenance equipment, arson and burning of debris. The addition of impervious surface cover on the vacant Project site may in fact help reduce the potential fire risk. Therefore, the Project would not substantially impair an adopted emergency response or emergency evacuation plan and the impact would be less than significant.

b. and c. Exacerbation of Fire Risk – *Less than Significant Impact.* The Project occurs on a site that is contemplated in the Rocklin General Plan for urban development, 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 Project would include underground power lines which would reduce the potential for overhead powerline fires. In addition, construction of roadway improvements and other impervious surface areas, as well as upgrades to existing infrastructure, such as the installation of fire hydrants, would help reduce fire risk. Therefore, the

Project would not exacerbate wildfire risk and the impact would be less than significant for questions b) and c).

d. Exposure of People or Structures to Risk – *Less than Significant Impact.* The Project site is relatively flat and located in an urban area where there would be no downslope or downstream flooding or landslides that would result from runoff, post-fire instability or drainage changes. Therefore, the Project would not expose people or structures to significant risks and the impact would be less than significant.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact	Impact for which General Plan EIR is Sufficient
a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory?		**X**			
b) Does the project have impacts that are 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 probably future projects)?		**X**			
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			**X**		

DISCUSSION OF DETERMINATION:

Project Impacts:

The preceding analysis demonstrates that these effects would not occur as a consequence of the Project.

Significance Conclusions:

a. Degradation of Environment Quality – ***Less than Significant Impact with Mitigation.*** The proposed Project site is surrounded by disturbed and developed land. Based on the Project location and the application of mitigation measures for potential biological resources, cultural resources, and tribal cultural resources impacts, including Mitigation Measure IV.-1, Mitigation Measure IV.-2, Mitigation Measure V.-1, and Mitigation Measure XVIII.-1, the proposed Project does not have the potential to 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 an endangered, rare

or threatened species, or eliminate important examples of the major periods of California history or prehistory. The proposed Project design, the application of the recommended mitigation measures, and the City's uniformly applied development policies and standards would reduce potential impacts to a less than significant level. Therefore, the Project would have less than significant impact with implementation of Mitigation Measure IV.-1, Mitigation Measure IV.-2, Mitigation Measure V.-1, and Mitigation Measure XVIII.-1.

b. Cumulatively Considerable Impacts – *Less than Significant Impact with Mitigation.* Development in the South Placer region as a whole would 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 and greenhouse gas emissions analysis in this Initial Study demonstrated that the proposed Project would have a less than significant cumulative air quality and greenhouse gas emissions impact with implementation of Mitigation Measure VIII.-1. Therefore, with implementation of Mitigation Measure VIII.-1, the impact would be less than significant.

Development in the City and the South Placer region as a whole would alter viewsheds as mixed urban development occurs on vacant land. In addition, new development would 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 a less than significant impact.

Development in the City and the South Placer region as a whole would 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 a less than significant impact with implementation of Mitigation Measure IV.-1 and Mitigation Measure IV.-2.

Development in the City and the South Placer region as a whole will result in significant noise impacts as a result 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 requirements of Mitigation Measure VIII.-1 from the Wildcat West Subdivision and Whitney

Ranch Parkway Commercial Development IS/MND are satisfied by the analysis summarized above in Section VII. Noise, and no further mitigation would be required. Therefore, the Project-specific noise analysis in this Initial Study demonstrated that the proposed Project would have a less than significant cumulative noise impact.

Development in the City and the South Placer region as a whole would result in significant transportation/traffic impacts as a result 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 transportation/traffic analysis in this Initial Study demonstrated that the proposed Project would have a less than significant cumulative traffic impact with implementation of Mitigation Measure XVII.-1. Therefore, with implementation of Mitigation Measure XVII.-1, the impact would be less than significant.

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, with the mitigation measures described in this Initial Study, the Project would have a less than significant impact.

c. Adverse Effects to Humans – *Less than Significant Impact.* Because the development of the proposed Project represents conversion of the same land area that was analyzed in the General Plan EIR, the proposed 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 a less than significant impact.

SECTION 5. REFERENCES

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Attachments

Attachment A – Figures

Figures

Figure 1 – Site and Vicinity Map
Figure 2 – Aerial Map
Figure 3 – Site Plan
Figure 4 – Measurement Locations and Modeled Receivers

MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT

Panda Express Whitney Ranch

Project Name and Description:
The Panda Express Whitney Ranch Project is proposing construction of two quick serve restaurants on a 1.6-acre parcel. One of the restaurants would be a 2,400-sf Panda Express with a drive-through. A tenant has not been determined for the second restaurant; however, the project is proposing a 2,100-sf building with a drive-through. For more details on the proposed Project, please refer to the Project Description set forth in Section 3 of this Initial Study.

Project Location:
The Project site is located on Whitney Ranch Parkway between University Avenue and Ocelot Way (formerly Cheetah Street) in the City of Rocklin. The Assessor's Parcel Number is APN 017-171-046.

Project Sponsor's Name:
The applicant is Ruben Rodela, Assoc. AIA with GWA Architecture Inc.

Basis for Mitigated 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 included 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

Panda Express Whitney Ranch

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 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: Economic and Community Development (ECD), Public Services (PS), Community Facilities (CFD), Police (PD), and Fire Departments (FD).

The following pages present the Mitigation Monitoring Plan with the mitigation measures, Implementation, and Monitoring responsibilities. After the mitigation measures 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 Mitigated 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:

BIOLOGICAL RESOURCES:

Mitigation Measure IV.-1: Nesting Raptors and Migratory Birds

The applicant/developer shall attempt to time the removal of potential nesting habitat for raptors and migratory birds to avoid the nesting season (February 1 through September 15.).

If tree and vegetation removal and/or project grading or construction activities would occur during the nesting season for raptors and migratory birds (February-August), the developer and/or contractor shall hire a qualified biologist approved by the City to conduct pre-construction surveys no more than 14 days prior to initiation of tree and vegetation removal activities. The survey shall cover all areas of suitable nesting habitat within 500 feet of project activity and shall be valid for one construction season. Prior to the start of tree and vegetation removal activities, documentation of the survey shall be provided to the City of Rocklin Public Services Department and if the survey results are negative, no further mitigation is required and necessary tree and vegetation removal may proceed. If there is a break in construction activities of more than 14 days, then subsequent surveys shall be conducted.

If the survey results are positive (active nests are found), impacts shall be avoided by the establishment of appropriate buffers. The biologist shall consult with the California Department of Fish and Wildlife (CDFW) and the City to determine the size of an appropriate buffer area (CDFW guidelines recommend implementation of 500-foot buffers). Monitoring of the nest by a qualified biologist may be required if the activity has the potential to adversely affect an active nest.

If construction activities are scheduled to occur during the non-breeding season (September 16 - January), a survey is not required, and no further studies are necessary.

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.

Implementation:

Prior to the start of grading or construction activities, the applicant shall submit documentation of a survey for nesting birds to the City's Community Development Department, as detailed above. If the survey results are negative, no further mitigation is required. If the survey results are positive, the biologist shall consult with the California Department of Fish and Wildlife and the City and take additional measures as detailed above.

Responsibility:

Applicant/Developer
Community Development Department
California Department of Fish and Wildlife

BIOLOGICAL RESOURCES:

Mitigation Measure IV.-2: Swainson's Hawk Foraging Habitat

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.

Implementation:

Prior to the approval of improvement plans and prior to the start of grading or construction activities, the applicant shall submit documentation of providing 0.5 acre of replacement Swainson's hawk foraging habitat for each 1.0 acre developed as detailed above to the satisfaction of the Community Development Director.

Responsibility:

Applicant/Developer
Public Services Department
Community Development Director

CULTURAL RESOURCES:

Mitigation Measure V.-1: Inadvertent Discovery of Cultural Resources

If an inadvertent discovery of cultural materials (e.g., unusual amounts of shell, charcoal, animal bone, bottle glass, ceramics, burned soil, structure/building remains) or tribal cultural resources is made during project-related construction activities, ground disturbances in the area of the find shall be halted and a qualified professional archaeologist, the Environmental Services Manager and the Native American Heritage Commission shall be notified regarding the discovery. The archaeologist shall determine whether the resource is potentially significant as per CEQA (i.e., whether it is a historical resource, a unique archaeological resource, a unique paleontological resource, or a tribal cultural resource) and shall develop specific measures to ensure preservation of the resource or to mitigate impacts to the resource if it cannot feasibly be preserved in light of costs, logistics, technological considerations, the location of the find, and the extent to which avoidance and/or preservation of the find is consistent or inconsistent with the design and

objectives of the project. Specific measures for significant or potentially significant resources would include, but are not necessarily limited to, preservation in place, in-field documentation, archival research, subsurface testing, and excavation. The specific type of measure necessary would be determined according to evidence indicating degrees of resource integrity, spatial and temporal extent, and cultural associations, and would be developed in a manner consistent with CEQA guidelines for preserving or otherwise mitigating impacts to archaeological and cultural artifacts and tribal cultural resources.

In the event of the accidental discovery or recognition of any human remains, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains, until compliance with the provisions of Sections 15064.5 (e)(1) and (2) of the CEQA Guidelines, as well as Public Resources Code Section 5097.98, has occurred. If any human remains are discovered, all work shall stop in the immediate vicinity of the find and the County Coroner shall be notified, according to Section 7050.5 of the California Health and Safety Code. The City's Environmental Services Manager shall also be notified. If the remains are Native American, the Coroner will notify the Native American Heritage Commission, which in turn will inform a most likely descendant. The descendant will then recommend to the landowner appropriate disposition of the remains and any grave goods, and the landowner shall comply with the requirements of AB2641 (2006).

Implementation:

If evidence of undocumented cultural resources is discovered during grading or construction operations, ground disturbance in the area shall be halted and a qualified professional archaeologist, the City's Environmental Services Manager and the Native American Heritage Commission shall be notified regarding the discovery. Other procedures as specifically noted in the mitigation measure shall also be followed and complied with.

Responsibility:

Applicant/Developer
Community Development Department
Native American Heritage Commission

GHG EMISSIONS:

Mitigation Measure VIII.-1: Electric Vehicle Charging

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 (reproduced here as Table 19, CALGreen EV Parking Requirements) and is based on a ratio according to the overall number of parking spaces being provided.

Table 19
CALGREEN TIER 2 EV PARKING REQUIREMENTS

Total Number of Actual Parking 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.
EVSE = electric vehicle supply equipment

Implementation:

Prior to the issuance of improvement plans and building permits for the Project, the applicant shall demonstrate that they have designed the commercial parking 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.

Responsibility:

Applicant/Developer
Community Development Department

TRANSPORTATION/TRAFFIC:

Mitigation Measure XVII.-1: Fair-Share Contribution to Roadway Improvements

To address operational deficiencies along Whitney Ranch Parkway, the Project shall be responsible for its fair-share costs of the following roadway improvements:

- *Coordinate the traffic signals along Whitney Ranch Parkway between University Avenue and Wildcat Boulevard.*
- *Eliminate the pedestrian crossing at the intersection of Whitney Ranch Parkway & Ocelot Way.*

- *Extend the northbound left-turn lane at the intersection of Whitney Ranch Parkway & Wildcat Boulevard*

The fair-share cost shall be estimated based upon its traffic contribution to the total future growth in traffic, or similar improvements, to the satisfaction of the City Engineer. Prior to issuance of improvement plans, the applicant shall provide the City with an updated cost estimate for these off-site improvements. Prior to development, this fee shall be paid to the satisfaction of the City Engineer. With implementation of these improvements, delays at the Whitney Ranch Park and Ocelot Way intersection shall be reduced.

Implementation:

Prior to the issuance of Improvement Plans, the applicant shall be responsible for its fair-share costs of roadway improvements and provide the City with an updated cost estimate for these improvements.

Responsibility:

Applicant/Developer
Community Development Department

TRIBAL CULTURAL RESOURCES:

Mitigation Measure XVIII.-1: Discovery of Tribal Cultural Resources

If any suspected TCRs are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. A Tribal Representative from a California Native American tribe that is traditionally and culturally affiliated with a geographic area shall be immediately notified and shall determine if the find is a TCR (PRC §21074). The Tribal Representative shall make recommendations for further evaluation and treatment, as necessary.

When avoidance is infeasible, preservation in place is the preferred option for mitigation of TCRs under CEQA, and every effort shall be made to preserve the resources in place, including through project redesign, if feasible. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, or returning objects to a location within the project area where they shall not be subject to future impacts. Permanent curation of TCRs shall not take place unless approved in writing by the California Native American Tribe that is traditionally and culturally affiliated with the project area.

The contractor shall implement any measures deemed by the CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find, as necessary. Treatment that

preserves or restores the cultural character and integrity of a TCR may include Tribal Monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil.

Work at the discovery location cannot resume until all necessary investigation and evaluation of the discovery under the requirements of the CEQA, including AB 52, have been satisfied.

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

Implementation:

If evidence of undocumented tribal cultural resources is discovered during grading or construction operations, ground disturbance in the area shall be halted and a Tribal Representative from a California Native American tribe shall be notified regarding the discovery. Other procedures as specifically noted in the mitigation measure shall also be followed and complied with.

Responsibility:

Applicant/Developer
Community Development Department

MITIGATION MONITORING REPORT FORMS

Project Title:

Mitigation Measures:

Completion Date: (Insert date or time period that mitigation measures were completed)

Responsible Person:

_____
(*Insert name and title*)

Monitoring/Reporting:

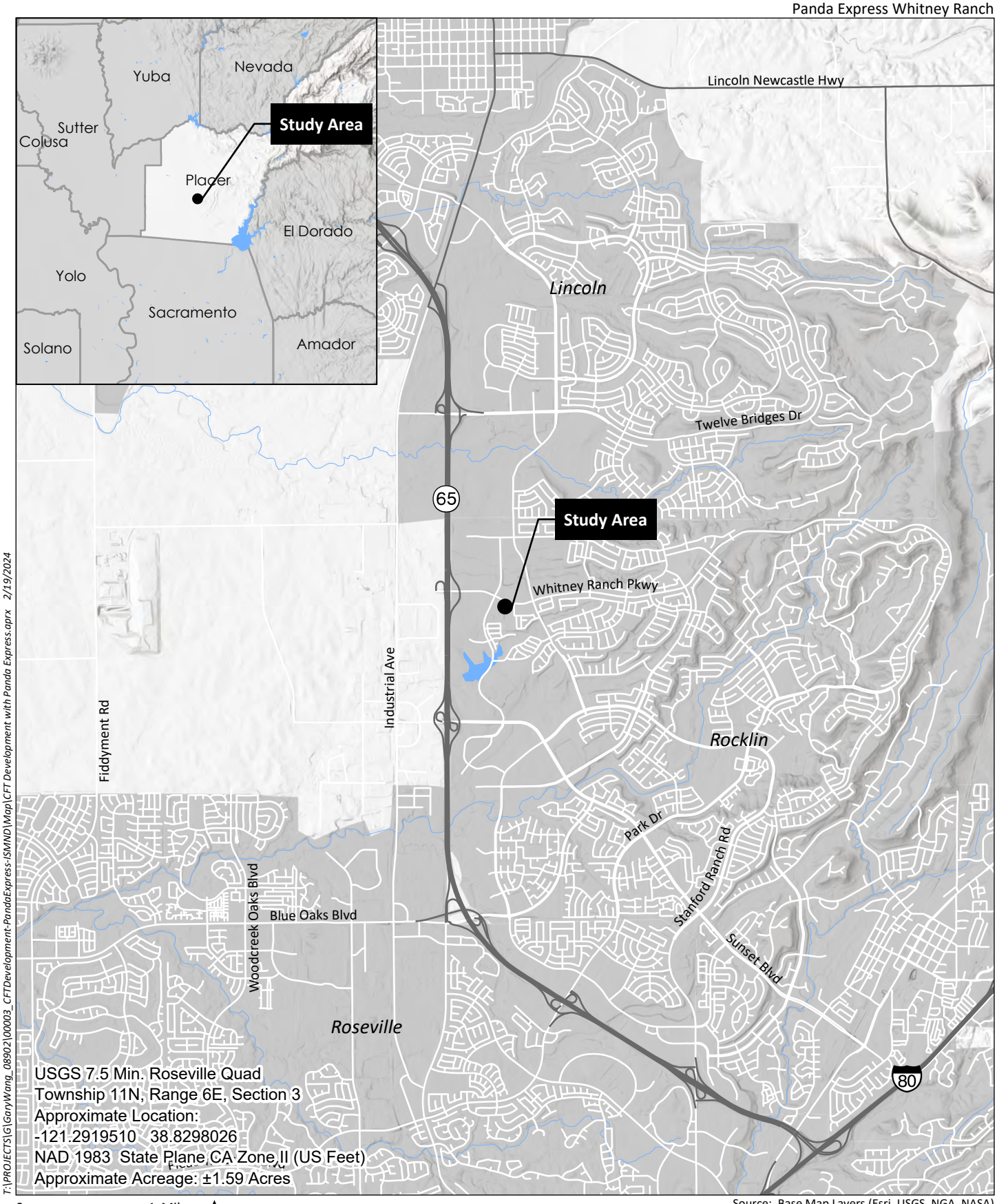
_____
Community Development Director

Effectiveness Comments:

_____
_____
_____
_____

Attachment A

Figures



T:\PROJECTS\G\GaryWong_08902\00003_CFTDevelopment-PandaExpress-ISMND\Map\CFT Development with Panda Express.aprx 2/19/2024

Source: Base Map Layers (Esri, USGS, NGA, NASA)

HELIX Environmental Planning

Site and Vicinity Map

Figure 1

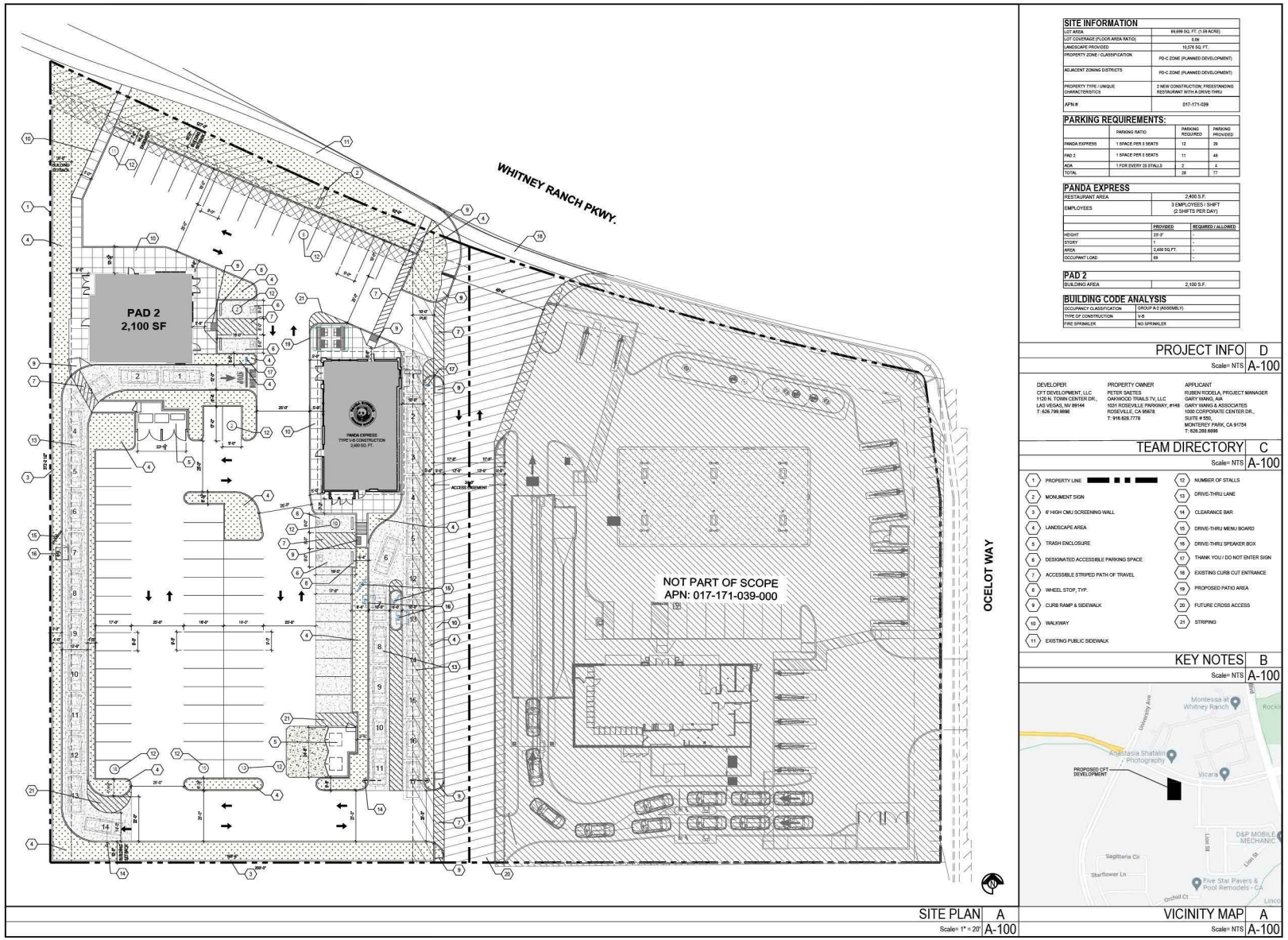
T:\PROJECTS\G\GaryWong_08902\00003_CFTDevelopment-PandaExpress-ISMND\Map\CFT Development with Panda Express.aprx 6/10/2024

Source: Aerial (DigitalGlobe, 4/26/2022)

HELIX Environmental Planning

Aerial Map

Figure 2



SITE PLAN A
Scale= 1" = 20' A-100

SITE INFORMATION	
LOT AREA	69,696 SQ. FT. (1.59 ACRE)
LOT COVERAGE (FLOOR AREA RATIO)	0.06
LANDSCAPE PROVIDED	10,376 SQ. FT.
PROPERTY ZONE / CLASSIFICATION	PD-C ZONE (PLANNED DEVELOPMENT)
ADJACENT ZONING DISTRICTS	PD-C ZONE (PLANNED DEVELOPMENT)
PROPERTY TYPE / UNIQUE CHARACTERISTICS	2 NEW CONSTRUCTION; FREESTANDING RESTAURANT WITH A DRIVE-THRU
APN #	017-171-039

PARKING REQUIREMENTS:

	PARKING RATIO:	PARKING REQUIRED	PARKING PROVIDED
PANDA EXPRESS	1 SPACE PER 3 SEATS	12	29
PAD 2	1 SPACE PER 3 SEATS	11	46
ADA	1 FOR EVERY 25 STALLS	2	4
TOTAL		26	77

PANDA EXPRESS

RESTAURANT AREA	2,400 S.F.
EMPLOYEES	3 EMPLOYEES / SHIFT (2 SHIFTS PER DAY)

	PROVIDED	REQUIRED / ALLOWED
HEIGHT	23'-0"	-
STORY	1	-
AREA	2,400 SQ.FT.	-
OCCUPANT LOAD	69	-

PAD 2

BUILDING AREA	2,100 S.F.

BUILDING CODE ANALYSIS

OCCUPANCY CLASSIFICATION	GROUP A-2 (ASSEMBLY)
TYPE OF CONSTRUCTION	V-B
FIRE SPRINKLER	NO SPRINKLER

PROJECT INFO D
Scale= NTS A-100

DEVELOPER
CFT DEVELOPMENT, LLC
1120 N. TOWN CENTER DR.,
LAS VEGAS, NV 89144
T: 626.799.9898

PROPERTY OWNER
PETER SAETES
OAKWOOD TRAILS IV, LLC
1031 ROSEVILLE PARKWAY, #148
ROSEVILLE, CA 95678
T: 916.628.7778

APPLICANT
RUBEN RODDELA, PROJECT MANAGER
GARY WANG, AIA
GARY WANG & ASSOCIATES
1000 CORPORATE CENTER DR.,
SUITE # 350,
MONTEREY PARK, CA 91754
T: 626.288.6898

TEAM DIRECTORY C
Scale= NTS A-100

1. PROPERTY LINE
2. MONUMENT SIGN
3. 6' HIGH CMU SCREENING WALL
4. LANDSCAPE AREA
5. TRASH ENCLOSURE
6. DESIGNATED ACCESSIBLE PARKING SPACE
7. ACCESSIBLE STRIPED PATH OF TRAVEL
8. WHEEL STOP, TYP.
9. CURB RAMP & SIDEWALK
10. WALKWAY
11. EXISTING PUBLIC SIDEWALK
12. NUMBER OF STALLS
13. DRIVE-THRU LANE
14. CLEARANCE BAR
15. DRIVE-THRU MENU BOARD
16. DRIVE-THRU SPEAKER BOX
17. THANK YOU / DO NOT ENTER SIGN
18. EXISTING CURB CUT ENTRANCE
19. PROPOSED PATIO AREA
20. FUTURE CROSS ACCESS
21. STRIPING

KEY NOTES B
Scale= NTS A-100

VICINITY MAP A
Scale= NTS A-100

ft
Developments, LLC
DBE/MBE / Small Business
1120 N. Town Center Dr.
Las Vegas, Nevada
89144
Telephone: 626.799.9898
Facsimile: 626.372.8288

CONSULTANT

GARY WANG
& ASSOCIATES, INC.
1000 Corporate Center Dr., Suite 350
Monterey Park, CA 91754
TEL: (626) 288-6898 FAX: (626) 768-7101
http://www.garywang.com

STAMP

PROJECT NAME/ADDRESS:
CFT DEVELOPMENTS DE0116
S8-26-D23303
WHITNEY RANCH PKWY & CHEETAH DR.
ROCKLIN, CA 95765

REVISIONS:

1ST	PRE-APPLICATION SUBMITTAL	01-09-2023
2ND	1ST ENG & CLIP SUBMITTAL	09-01-2023

ISSUE DATE:

JOB NUMBER
23-011

DRAWN BY
RR/CL/NL

SHEET CONTENT
SITE PLAN
ARCHITECTURAL

SHEET NO
A-100

T:\PROJECTS\G\GaryWang_08902\00003_CFTDevelopment-PandaExpress-ISMND\Map\Fig3_SitePlan_20240219.indd

Source: CFT Developments, LLC; 2023

HELIX Environmental Planning

Site Plan

Figure 3

T:\PROJECTS\G\GaryWang_08902\00003_CFTDevelopment-PandaExpress-ISMND\Map\CFT Development with Panda Express.aprx 6/4/2024

0 150 Feet

Source: Aerial (DigitalGlobe, 4/26/2022)

HELIX Environmental Planning

Measurement Locations and Modeled Receivers

Figure 4