

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

The project listed below was reviewed for environmental impact by the Placer County Environmental Review Committee and was determined to have no significant effect upon the environment. A proposed Mitigated Negative Declaration has been prepared for this project and has been filed with the County Clerk's office.

PROJECT: Baseline Commercial Center (PLN20-00103)

PROJECT DESCRIPTION: General Plan Amendment, Rezone, Minor Boundary Line Adjustment, Tentative Parcel Map, and Conditional Use Permit to construct the Baseline Commercial Center, a 31,200 square-foot neighborhood shopping center consisting of a 6,500 square foot gas station/convenience store with a drive-through car wash and 16-pump gas station, a 2,500 square foot oil change/auto repair building, a 2,500 square foot fast-food restaurant with drive-through, four additional retail buildings ranging in size from 3,200 square feet to 6,500 square feet, as well as associated parking.

PROJECT LOCATION: Southeast Corner of Walerga Road and Baseline Road, Placer County

APPLICANT: Cal Holdings LLC

The comment period for this document closes on March 4, 2021. A copy of the Mitigated Negative Declaration is available for public review at the County's web site:

<https://www.placer.ca.gov/2826/Negative-Declarations>

A copy of the Mitigated Negative Declaration is available for public review at the Community Development Resource Agency public counter, and at the Placer County Clerk/Recorder's office. Property owners within 300 feet of the subject site shall be notified by mail of the upcoming hearing before the Planning Commission. Additional information may be obtained by contacting the Environmental Coordination Services, at (530)745-3132, between the hours of 8:00 am and 5:00 pm. Comments may be sent to cdraecs@placer.ca.gov or 3091 County Center Drive, Suite 190, Auburn, CA 95603.

Delivered to 300' Property Owners on February 3, 2021

MITIGATED NEGATIVE DECLARATION

In accordance with Placer County ordinances regarding implementation of the California Environmental Quality Act, Placer County has conducted an Initial Study to determine whether the following project may have a significant adverse effect on the environment, and on the basis of that study hereby finds:

- ☐ The proposed project will not have a significant adverse effect on the environment; therefore, it does not require the preparation of an Environmental Impact Report and this **Negative Declaration** has been prepared.
- ☒ Although the proposed project could have a significant adverse effect on the environment, there will not be a significant adverse effect in this case because the project has incorporated specific provisions to reduce impacts to a less than significant level and/or the mitigation measures described herein have been added to the project. A **Mitigated Negative Declaration** has thus been prepared.

The environmental documents, which constitute the Initial Study and provide the basis and reasons for this determination are attached and/or referenced herein and are hereby made a part of this document.

PROJECT INFORMATION

Title: Baseline Commercial Center	Project # PLN20-00103
Description: General Plan Amendment, Rezone, Minor Boundary Line Adjustment, Tentative Parcel Map, and Conditional Use Permit to construct the Baseline Commercial Center, a 31,200 square-foot neighborhood shopping center consisting of a 6,500 square foot gas station/convenience store with a drive-through car wash and 16-pump gas station, a 2,500 square foot oil change/auto repair building, a 2,500 square foot fast-food restaurant with drive-through, four additional retail buildings ranging in size from 3,200 square feet to 6,500 square feet, as well as associated parking.	
Location: Southeast Corner of Walerga Road and Baseline Road, Placer County	
Project Owner: Cal Holdings LLC & Surewest Telephone, A California Corporation	
Project Applicant: Cal Holdings LLC	
County Contact Person: Shirlee I. Herrington	530-745-3132

PUBLIC NOTICE

The comment period for this document closes on **March 4, 2021**. A copy of the Mitigated Negative Declaration is available for public review at the County's web site (<https://www.placer.ca.gov/2826/Negative-Declarations>), Community Development Resource Agency public counter, and at the Placer County Clerk/Recorder's Office. Property owners within 300 feet of the subject site shall be notified by mail of the upcoming meeting before the **Planning Commission**. Additional information may be obtained by contacting the Environmental Coordination Services, at (530)745-3132 between the hours of 8:00 am and 5:00 pm at 3091 County Center Drive, Auburn, CA 95603.

If you wish to appeal the appropriateness or adequacy of this document, address your written comments to our finding that the project will not have a significant adverse effect on the environment: (1) identify the environmental effect(s), why they would occur, and why they would be significant, and (2) suggest any mitigation measures which you believe would eliminate or reduce the effect to an acceptable level. Regarding item (1) above, explain the basis for your comments and submit any supporting data or references. Refer to Section 18.32 of the Placer County Code for important information regarding the timely filing of appeals.

INITIAL STUDY & CHECKLIST

This Initial Study has been prepared to identify and assess the anticipated environmental impacts of the following described project application. The document may rely on previous environmental documents (see Section D) and site-specific studies (see Section J) prepared to address in detail the effects or impacts associated with the project.

This document has been prepared to satisfy the California Environmental Quality Act (CEQA) (Public Resources Code, Section 21000 et seq.) and the State CEQA Guidelines (14 CCR 15000 et seq.). CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects.

The Initial Study is a public document used by the decision-making lead agency to determine whether a project may have a significant effect on the environment. If the lead agency finds substantial evidence that any aspect of the project, either individually or cumulatively, may have a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, the lead agency is required to prepare an Environmental Impact Report (EIR), use a previously-prepared EIR and supplement that EIR, or prepare a Subsequent EIR to analyze the project at hand. If the agency finds no substantial evidence that the project or any of its aspects may cause a significant effect on the environment, a Negative Declaration shall be prepared. If in the course of analysis, the agency recognizes that the project may have a significant impact on the environment, but that by incorporating specific mitigation measures the impact will be reduced to a less than significant effect, a Mitigated Negative Declaration shall be prepared.

Project Title: Baseline Commercial Center	Project # PLN20-00103
Entitlement(s): General Plan Amendment, Rezone, Minor Boundary Line Adjustment, Tentative Parcel Map, Conditional Use Permit	
Site Area: 6.8 acres	APN: 023-221-020-000 and 023-221-021-000
Location: Southeast Corner of Walerga Road and Baseline Road, Placer County	

A. BACKGROUND:

Project Description

The project proposes a General Plan Amendment, Rezone, Minor Boundary Line Adjustment, Tentative Parcel Map, and Conditional Use Permit to construct the Baseline Commercial Center. The 6.8-acre project site is located at the southeast corner of Walerga and Baseline roads in unincorporated western Placer County (Figure 1).

A Minor Boundary Line Adjustment has been requested to combine a 0.8-acre portion of 8000 Crowder Lane (APN 023-221-020-000) with the 6-acre parcel along Walerga Road (APN 023-221-021-000) to create the 6.8-acre project site. Consolidated Communications will retain ownership of the existing communications tower and supporting appurtenances located on the southerly portion of 8000 Crowder Lane. The site is located within the Dry Creek West Placer Community Plan area. The property has a Land Use Designation of Rural Low Density Residential (RLDR 1-2.3 ac min) and is zoned Residential Single Family combining Agriculture, combining Minimum Building Site of 40,000 square feet, combining Planned Residential Development of 1 unit/acre (RS-AG-B-40 PD = 1). The existing use as a public utility facility is allowed within the Residential Single Family zoning district.

The proposed project requires a Rezoning of the project site to CPD-UP-Dc (Commercial Planned Development, combining Use Permit, combining Design Scenic Corridor). Shopping centers of any size are allowed within the CPD zoning district with approval of a Conditional Use Permit.

The project proposes a 31,200 square-foot neighborhood shopping center consisting of a 6,500 square foot gas station/convenience store with a drive-through car wash and 16-pump gas station, a 2,500 square foot oil change/auto repair building, a 2,500 square foot fast-food restaurant with drive-through, four additional retail buildings ranging in size from 3,200 square feet to 6,500 square feet, as well as associated parking, lighting, landscaping and storm water management features.

The project proposes a Tentative Parcel Map to reconfigure and divide the 6.8-acre project site into seven parcels, one for each proposed structure. The parcels would range in size from 0.43 acre for the oil change/auto repair site, up to 1.76 acres, for the gas station/convenience store. Access easements are identified on the Parcel Map that provide access for each of the parcels.

Access to the site would be provided from both Baseline and Walerga Roads with a right-in and right-out access only. Full turning movements access would also be provided on Crowder Lane . One hundred seventy-four on-site vehicle parking spaces are proposed.

It is anticipated that site development would be undertaken in one or more phases and involve grading of the site, trenching and digging for underground utilities and infrastructure, and ultimately the construction of parking areas, buildings, and landscaping. The project would require roadway improvements including the widening of the east side of the Crowder Lane northbound approach to the Baseline intersection to accommodate separate left and right turn lanes. Also proposed is a center median within Baseline Road to prevent left hand turns out of the project site. On Walerga Road, a deceleration taper would be constructed south of the project entryway and a three-foot wide concrete curb and gutter would be installed east of the existing pavement along the project frontage.

Fine grading would be required to create building sites, construct the circulation and parking areas, and trenching for installation of infrastructure. The earthwork is proposed to include approximately 2,500 cubic yards of material with no material to be exported or imported. Off-site work would include extension of a sewer line within Crowder Lane 350 feet north to the project site. The project would connect to existing water lines within both Walerga Road and Crowder Road.

Project Site (Background/Existing Setting)

The proposed project is located on two parcels on the south side of Baseline Road between Walerga Road and Crowder Lane. Though the site is zoned residential, the subject properties have been used as a telecommunications training, staging and storage facility for Consolidated Communications. This facility contains a 295-foot tall communications tower and associated buildings, parking areas, and gravel staging areas. The tower and buildings are on the portion of the property that Consolidated Communications would retain with approval of a Minor Boundary Line Adjustment.

The project site currently contains asphalt concrete paving, landscaped berms, miscellaneous telecommunication equipment, and training apparatus. In addition to landscaped perimeter berms, the existing vegetation on the property consists of annual grasses on the interior of the site, and landscaping and sidewalks along the frontages of Walerga and Baseline Roads and Crowder Lane.



Figure 1 – Project Location Map

Adjacent properties include single-family residences in the Sun Valley Oaks subdivision south of the project site and on the west side of Walerga Road. The Consolidated Communications facility is located to the southeast with single-family residences, a Play Care Learning Center and commercial space across Baseline Road to the north in the City of Roseville. Developed large-lot residential properties (2.1 to 2.5 acre parcels) are located across Walerga Road to the east. Kitty-corner to the site at the northwest corner of Baseline Road and Walerga Road in the City of Roseville, a 115-acre undeveloped parcel has been approved for construction of Baseline Marketplace consisting of 745,300 square feet of commercial, restaurant and retail buildings. Construction of Baseline Marketplace has not started.

The subject property is designated Rural Low Density Residential in the Dry Creek West Placer Community Plan and is zoned RS-AG-B-40 PD=1 (Residential Single Family combining Agriculture, combining Minimum Building Site of 40,000 square feet, combining Planned Residential Development of 1 unit/acre).

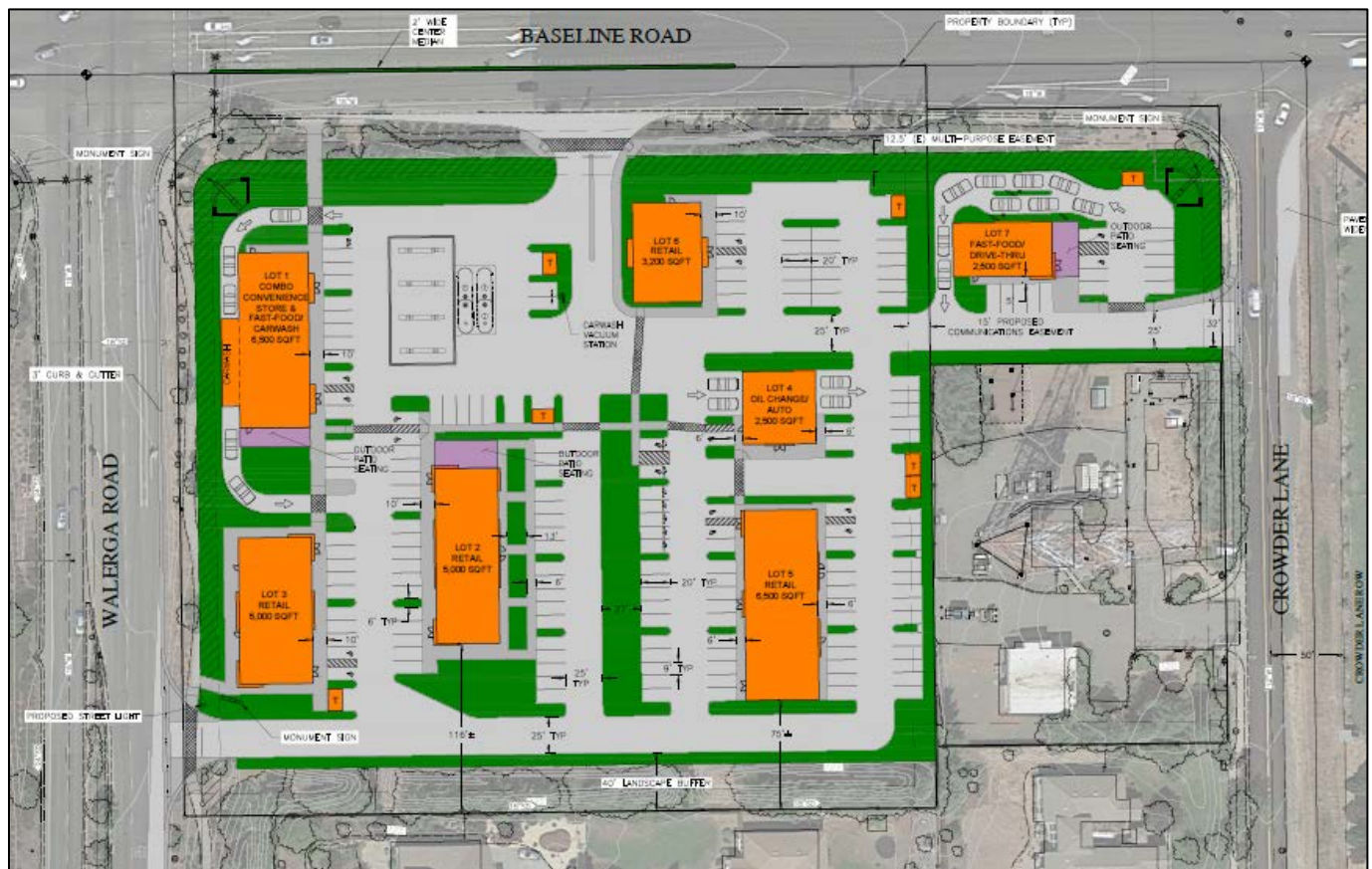


Figure 2 – Proposed Layout

B. Environmental Setting:

The proposed project is located on two parcels on the south side of Baseline Road between Walerga Road and Crowder Lane. The subject properties are presently used as a telecommunications training, staging and storage facility for Consolidated Communications. This facility contains a 295-foot tall communications tower and associated buildings, parking areas, and ruderal (i.e., weedy) gravel staging areas. The tower and buildings are on the portion of the property Consolidated Communications would retain upon the recordation of the proposed Minor Boundary Line Adjustment.

The principal vegetation community within the project site is disturbed, subcategorized as open disturbed and landscaped disturbed. A total of 0.004 acre degraded ephemeral wetland was mapped and verified on the project site. Terrain on the project site is flat at approximately 123 feet above mean sea level and consists mostly of level earthen and gravel staging areas and associated paved equipment staging areas. The northern, western, and southern edges of the project site are comprised of landscape buffers separating the fenced portions of the site from the residential uses to the south and from both Baseline and Walerga Roads. There is an east-to-west earthen berm within the center of the project site planted with a row of oleander shrubs.

Database searches indicated 31 special-status wildlife species and 11 special-status plant species are known to occur within a 5-mile radius of the site, although no occurrences have been recorded on the site. Due to a lack of suitable habitat or soils on the site, a lack of nearby occurrence records, or because the site is outside of the species range, no special-status plants or animals were detected during the biological survey and none are expected to occur within the site.

Adjacent Land Use Designation/Zoning/Improvements

Location	Zoning	Community Plan Designation	Existing Conditions and Improvements
Site	RS-AG-B-40 PD = 1 (Residential Single Family combining Agriculture, combining minimum Building Site of 40,000 square feet, combining Planned Residential Development of 1 unit/acre)	Rural Low Density Residential (RLDR 1-2.3 ac min)	Maintenance and Storage Yard
North	R1 (Residential Single Family), P/QP 6066, (Public/Quasi-Public), and CC/SA (Community Commercial/Special Area) [City of Roseville]	LDR 4.6 (Low Density Residential, 4.6 units/acre), P/QP (Public/Quasi Public), and CC (Community Commercial) [City of Roseville]	Single-Family Residential Play Care Learning Center and Retail [City of Roseville]
Northwest	GC-4828 (General Commercial) [City of Roseville]	CC (Community Commercial) – Sierra Vista Specific Plan [City of Roseville]	Undeveloped – Future Baseline Marketplace [City of Roseville]
South	RS-AG-B-40 PD = 1	Rural Low Density Residential (RLDR 1-2.3 ac min)	Consolidated Communication Maintenance Facility, Single-Family Residential
East	RA-B-X 2 ac min. (Residential Agriculture minimum Building Site of 2 acres)	Rural Low Density Residential (RLDR 1-2.3 ac min)	Consolidated Communication Maintenance Facility, Large Lot Residential
West	RS-AG-B-40 PD = 1	Rural Low Density Residential (RLDR 1-2.3 ac min)	Single-Family Residential

C. NATIVE AMERICAN TRIBES: Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

On June 9, 2020, Placer County contacted Native American tribes who requested notification of proposed projects within this geographic area pursuant to the statutory requirements of Assembly Bill 52 and Native American tribes that are understood to be traditionally and culturally affiliated with the project area pursuant to the statutory requirements of Senate Bill 18. The Shingle Springs Band of Miwok Indians requested copies of completed record searches and surveys, which were provided. The tribe also requested to be notified if cultural resources or human remains are found.

The United Auburn Indian Community of the Auburn Rancheria (UAIC) requested copies of archeological reports, which were provided. The UAIC requested mitigation measures addressing inadvertent discoveries and cultural awareness training. The UAIC closed consultation on June 25, 2020 with the inclusion of these mitigation measures. At the time of preparation of this Initial Study, no other tribes have contacted the County.

NOTE: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage

Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

D. PREVIOUS ENVIRONMENTAL DOCUMENT:

The County has determined that an Initial Study shall be prepared in order to determine whether the potential exists for unmitigable impacts resulting from the proposed project. Relevant analysis from the County-wide General Plan and Community Plan Certified EIRs, and other project-specific studies and reports that have been generated to date, were used as the database for the Initial Study. The decision to prepare the Initial Study utilizing the analysis contained in the General Plan and Specific Plan Certified EIRs, and project-specific analysis summarized herein, is sustained by Sections 15168 and 15183 of the CEQA Guidelines.

Section 15168 relating to Program EIRs indicates that where subsequent activities involve site-specific operations, the agency would 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 covered in the earlier Program EIR. A Program EIR is intended to provide the basis in an Initial Study for determining whether the later activity may have any significant effects. It will also be incorporated by reference to address regional influences, secondary effects, cumulative impacts, broad alternatives, and other factors that apply to the program as a whole.

The following documents serve as Program-level EIRs from which incorporation by reference will occur:

- ➔ Placer County General Plan EIR
- ➔ Dry Creek West Placer Community Plan EIR
- ➔ Dry Creek Community Plan Transportation/Circulation Element Update EIR

E. EVALUATION OF ENVIRONMENTAL IMPACTS:

The Initial Study checklist recommended by the State of California Environmental Quality Act (CEQA) Guidelines is used to determine potential impacts of the proposed project on the physical environment. The checklist provides a list of questions concerning a comprehensive array of environmental issue areas potentially affected by the project (see CEQA Guidelines, Appendix G). Explanations to answers are provided in a discussion for each section of questions as follows:

- a) A brief explanation is required for all answers including "No Impact" answers.
- b) "Less Than Significant Impact" applies where the project's impacts are insubstantial and do not require any mitigation to reduce impacts.
- c) "Less Than Significant with Mitigation Measures" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The County, as lead agency, must describe the mitigation measures, and briefly explain how they reduce the effect to a less-than-significant level (mitigation measures from earlier analyses may be cross-referenced).
- d) "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- e) All answers must take account of the entire action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts [CEQA Guidelines, Section 15063(a)(1)].
- f) Earlier analyses may be used where, pursuant to the tiering, Program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration [CEQA Guidelines, Section 15063(c)(3)(D)]. A brief discussion should be attached addressing the following:
 - ➔ **Earlier analyses used** – Identify earlier analyses and state where they are available for review.
 - ➔ **Impacts adequately addressed** – Identify which effects from the above checklist were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards. Also, state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - ➔ **Mitigation measures** – For effects that are checked as "Less Than Significant with Mitigation Measures,"

describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

- g) References to information sources for potential impacts (i.e. General Plans/Community Plans, zoning ordinances) should be incorporated into the checklist. Reference to a previously-prepared or outside document should include a reference to the pages or chapters where the statement is substantiated. A source list should be attached and other sources used, or individuals contacted, should be cited in the discussion.

I. AESTHETICS – Except as provided in Public Resources Code Section 21099, would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Have a substantial adverse effect on a scenic vista? (PLN)				X
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within a state scenic highway? (PLN)				X
3. 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? (PLN)		X		
4. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? (PLN)		X		

Aesthetics generally refers to visual resources and the quality of what can be seen, or overall visual perception of the environment, and may include such characteristics as building height and mass, development density and design, building condition (i.e., blight), ambient lighting and illumination, landscaping, and open space. Views refer to visual access and obstruction of prominent visual features, including both specific visual landmarks and panoramic vistas. Lighting issues address the effects of nighttime illumination and daytime glare on adjacent land uses.

Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that blocks the view of a vista. Second, the vista itself may be altered (i.e. development on a scenic hillside). Scenic views and vistas are generally available to a greater number of persons than are private views. Private views, in contrast, are those which are only available from vantage points located on private property. Unless specifically protected by an ordinance or other regulation, private views are not considered under CEQA. Therefore, impairment of private views is not considered to be a significant impact.

Construction of the proposed buildings on the project site would alter the existing visual character of the site. The proposed development would be consistent in type and scale with the existing and proposed development near the project site. Current views of the site include Consolidated Communications' staging and equipment storage areas, partially screened by existing landscaping. The area surrounding the proposed project site is predominantly developed with a mix of commercial, rural residential and medium density residential uses. The existing Consolidated Communications facility is located in a notch-out in the southeast corner of the project site. A single-family residential neighborhood and a Play Care Learning Center are located on the north side of Baseline Road in the City of Roseville. Kitty-corner to the site at the northwest corner of Baseline Road and Walerga Road in Roseville, a 115-acre undeveloped parcel has been approved for construction of Baseline Marketplace consisting of 745,300 square feet of commercial, restaurant and retail buildings. Construction of Baseline Marketplace has not started.

The development of a 31,200 square-foot neighborhood shopping center consisting of a convenience store/fast food outlet with a drive-through car wash and 16-pump gas station, an oil change/auto repair building, a fast-food restaurant with drive-through, four additional retail buildings, and parking, lighting, and landscaping features would change the visual nature or character of the site and its surroundings; however, the proposed development is

generally consistent with the surrounding development. The development of the proposed project site would create new sources of light and glare typical of commercial development.

Grading would be required for the project to prepare the site for the new construction and to result in finished floor elevations ranging from 124.4 to 127.1 feet above mean sea level. Terrain on the project site is currently flat at approximately 123 feet above mean sea level. Earthwork is proposed to include approximately 2,500 cubic yards of material with no material to be exported or imported. As discussed below, significant impacts to scenic vistas or viewsheds would not be anticipated.

Discussion Item I-1:

A scenic vista is generally considered to be a location from which the public can experience unique and exemplary high-quality views, including panoramic views of great breadth and depth, often from elevated vantage points for the benefit of the general public. While undeveloped or mostly undeveloped areas have a natural aesthetic quality, there are no designated scenic vistas within the Dry Creek West Placer Community Plan area that are protected. The Plan does have a number of goals and policies to utilize and improve Dry Creek and its tributaries as these areas help define its character and are important to the future quality of life in the Plan area.

Views to or from the proposed project site are short range and limited to neighboring residents and travelers along Walerga Road, Baseline Road, and Crowder Lane. These views include the Consolidated Communications facility and tower, stored materials, and ornamental landscaping and grasses. Neither the project site, nor views to or from the project site, have been designated an important scenic resource by Placer County or any other public agency. Construction of the proposed development would not interfere with or degrade a scenic vista. Therefore, there is no impact.

Discussion Item I-2:

The project site is not located near a State scenic highway (Caltrans 2013) nor does it include any historic buildings. The project site is not located within any County or State-designated scenic highways. No natural scenic resources, such as rock outcroppings, are present on-site. Therefore, the project would not damage scenic resources, such as rock outcroppings and historic buildings, since the property does not contain any notable aesthetic features. Therefore, there is no impact.

Discussion Item I-3:

The project site is in a suburban setting and has street frontage on three sides, with residential and commercial uses to the south, large-lot residential to the east, single-family residential and a Consolidated Communications facility to the south, and single-family residential to the west. In addition, the City of Roseville has approved plans for a 745,300 square foot commercial center at the northwest corner of Baseline and Walerga roads.

Development of the proposed project could result in a significant impact if it resulted in substantial degradation of the existing visual character or quality of the site and its surroundings. Degradation of visual character or quality is defined by substantial changes to the existing site appearance through construction of structures such that they are poorly designed or conflict with the site's existing surroundings.

As discussed at the beginning of this section, private views (those available from vantage points on private property) are not protected. Views of the project site are short range and limited to neighboring residents and travelers along Walerga Road, Baseline Road, and Crowder Lane. Construction of the proposed buildings on the project site would alter the existing visual character of the site. Construction would also result in short-term impacts to the existing visual character and quality of the area. Construction activities would require the use of equipment and storage of materials within the project site. However, construction activities are temporary and would not result in any permanent visual impact.

The proposed project's design would be evaluated in terms of the ability of the proposal to meet the design guidelines contained in the Dry Creek West Placer Community Plan and the Placer County Design Guidelines. If the proposed project is not designed and built consistent with the design guidelines and land use policies for commercial developments, a significant impact could occur.

The County's design guideline documents require new infill construction to be compatible in form, massing, height, set-backs, lot coverage, building materials, design and orientation to the existing neighborhood context. Design principles also advocate for corner buildings to respond to all street frontages with a frontal appearance along all visible sides and for building design to contribute to an attractive streetscape that prevents visual monotony.

The Dry Creek West Placer Community Plan encourages the development of commercial project designs that contain elements which complement the more rural character of the area, i.e. low building silhouette, large setbacks, extensive landscaping and a pedestrian orientation. Where groups of buildings are used, they should be connected by plazas, terraces, arcades, canopies or roofs, to provide a pleasant environment as well as safety and shelter for pedestrians. Non-residential buildings are suggested to be generally small or moderately sized.

The Community Design Element of the Community Plan seeks to provide a sense of identity to the Plan area which will complement existing and surrounding land uses, while at the same time set the Dry Creek area apart from the typical residential type of development occurring in neighboring areas of Antelope and Roseville. There is no particular "style" proposed for commercial structures but the focus should be on constructing a high quality development which is sensitive to the surrounding neighborhood character. The Guidelines strive for "quality" architecture through the descriptions of appropriate and inappropriate materials and architectural expression. The use of natural materials (i.e. wood/siding, brick, or block) is required. Primary exterior colors shall blend with the surrounding natural landscape. The use of "earth tones" or natural finishes which blend with the natural background is encouraged. Corner buildings are recommended to address both streets directly.

Project Design. The project would alter the existing visual character of the site and its immediate surroundings by introducing a new, seven-building commercial center. Preliminary building plans and elevations are presented in Figures 3 and 4. All of the buildings would be one-story with the tallest decorative elements approximately 29 feet in height. A "modern farmhouse" design concept is proposed, with an emphasis on both horizontal and vertical elements and a complementary mix of materials. The building façades have overlapping rectangular forms and a blend of sloped and flat roofs of varying heights, which provide sufficient screening of mechanical rooftop equipment. Building design is well articulated through the use of building projections and recesses, trellises, awnings, shade screens, and window styles. Building façades are articulated to address the streetscape, regardless of their entrance location.



Figure 3 – Proposed Design.



Figure 4 – Birdseye View of Site from Corner of Walerga and Baseline roads.

The materials and colors of each structure would consist of complementary design that provide variation and interest through architectural finishes including siding materials, brick, stucco, wood, stone, metal panels or similar appearing materials. Corner buildings and prominent portions of other buildings would utilize towers and/or focal points, with wood/steel structures as canopies. Covered walkways throughout the project create a welcoming, warmer element.

Monument Signs. Two-sided monuments signs are proposed at the Walerga Road entryway and at the Baseline/Walerga and Baseline/Crowder corners. The monument signs would be located within landscape areas and would complement the colors and materials of the overall architectural design of the commercial center. The signs would be limited to eight feet in height with a decorative tower up to 15 feet tall.

Landscaping. Landscaping is proposed on the site as shown in Figure 5. An existing 33-foot wide, heavily-landscaped area at the north end of Parkwood Court in the Sun Valley Oaks neighborhood would be maintained. Landscaping would be included with frontage improvements, along the perimeter of the property adjacent to the Consolidated Communications parcel, at project entry points, and within the parking lot. Existing mature trees along the Baseline Road frontage would be retained to the maximum extent possible with additional landscaping planned. Primary trees consist of Chinese pistache along Walerga and Baseline Roads along with accent trees, screen shrubs and groundcover. Deodar cedar trees would be planted along the project entryways.

Screen shrubs are proposed around the entire project perimeter to screen parking areas, service areas, the gas station canopy, and drive-through lane from view. Foundation and accent shrubs are proposed throughout the site and dumpsters will be screened by landscaping. The County's minimum requirement of 50 percent shading in parking lots is accomplished with a mix of Chinese pistache, Maple, Southern magnolia, and Drake Chinese elm trees.

Bioswales are proposed along Baseline Road, the southern property line, and within the site to collect stormwater runoff and filter out potential pollutants. The bioswales would be planted with Cape Rush and California grey rush.



Figure 5 – Proposed Landscape Plan.

According to Community Plan Design Element Policy 1, natural features should be retained as buffers between different, potentially incompatible uses. Where natural features are not available, landscaped buffer yards shall be provided to minimize the adverse effects of higher intensity uses upon lower intensity uses. To minimize visual impacts to the existing residences to the south of the project, the existing tree-lined landscape berm and solid fencing along the southerly boundary of the project is proposed to be preserved to provide a visual buffer. To screen the Consolidated Communications facility from the new commercial center, a new masonry wall would be constructed along the northern and western border of the Consolidated Communications parcel.

Design Guidelines. Proposed rezoning of the project site would include a Design Scenic Corridor (-Dc) combining district designation. The -Dc combining district provides special regulations to protect and enhance the aesthetic character of lands and buildings within public view. Therefore, the proposed project is subject to review and approval by the Placer County Design/Site Review Committee. Such a review would be conducted during the review of the Improvement Plans for the proposed project and include, but not be limited to: architectural colors, materials, and textures of all structures, landscaping; irrigation; exterior lighting; fences and walls; site amenities, and signs and entry features.

The proposed Baseline Commercial Center Design Guidelines provide guidelines for site and building signage, site amenities, and an architectural design theme plan to ensure consistent and cohesive design character for all buildings and the site. All site improvements and future building plans would be required to adhere to these guidelines, the Placer County Zoning Ordinance, applicable Placer County design guidelines, and the Conditions of Approval for the project.

The project has been reviewed by County staff and was found to be consistent with the goals and policies of the Dry Creek West Placer Community Plan and applicable zoning regulations and design guidelines. Once constructed, the proposed project would represent a new urban feature with a medium-intensity commercial use within the area. Because the general area currently has a commercial and residential character, the scale and modern farmhouse architectural aesthetic experience associated with the proposed project would be consistent with neighboring properties. Project plans include landscaping along the project frontages and a significant buffer area to residential

properties to the south. This landscaping would contribute to the aesthetic experience of the site. With specified design features included and the mitigation measures listed below, the impacts to the visual character or quality of the site and its surroundings would be less than significant.

Mitigation Measures Item I-3:

MM I.1

Due to its -Dc combining district designation, all improvements including, but not limited to building design and architectural colors, materials, and textures of all structures, landscaping; irrigation; exterior lighting; fences and walls; site amenities, and signs and entry features shall be reviewed and approved by the Placer County Design/Site Review Committee (DRC). DRC review shall be conducted concurrent with submittal of project Improvement Plans and Building Plan and shall be completed prior to Improvement Plan approval or issuance of Building Permits as appropriate. Project frontage improvements shall comply with the Placer County Design Guidelines and the Placer County Landscape Design Guidelines.

MM I.2

Prior to Improvement Plan approval, the proposed Baseline Commercial Center Design Guidelines shall be submitted to the DRC for final review and approval.

Discussion Item I-4:

Excessive or inappropriately directed lighting can adversely impact night-time views by reducing the ability to see the night sky and stars. Glare can be caused from unshielded or misdirected lighting sources. Reflective surfaces (i.e., polished metal) can also cause glare. Impacts associated with glare range from simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists). There are lighting sources adjacent to this site, including free-standing street lights, parking lot lighting, and vehicle headlights.

Sources of daytime glare are typically concentrated in commercial areas and are often associated with commercial uses. Glare results from development and associated parking areas that contain reflective materials such as glass, highly polished surfaces, and expanses of pavement.

The project would incorporate lighting for safety, security and way finding. The project proposes to use pole lights no higher than 14 feet for the parking areas. Exterior building lighting includes canopy lighting and wall sconces. The project elements have low reflectivity and therefore the project would not be a significant source of glare. The proposed buildings would have a mix of siding materials, brick, stucco, wood, stone, and metal panels which are not surfaces that cause substantial glare. Windowed areas represent a minor percentage of the square footage of the building. Given the minimal use of glare-inducing materials in the design of the proposed buildings, reflective glare impacts would be less than significant.

The project site does not currently include any permanent buildings but does have nighttime lighting for security purposes. Under existing conditions, minimal light or glare is emitted from the project site. With construction of 31,200 square feet of commercial space in seven buildings, new sources of light and glare would be introduced to the project area. The project involves nighttime lighting to provide for the security and safety of project users. However, the project is already located within an urbanized setting with many existing and future lighting sources.

Development of the proposed project would be required to comply with the County's lighting standards, and the location, type, and direction of the lighting would be reviewed during Improvement Plan review and Design Review to ensure compliance. Placer County practices would limit light spillover and intensity. Lighting on the site would comply with Chapter 15, Article 15 of the Placer County Code, which adopts the 2013 California Energy Code (CEC), CCR Title 24, Part 6. Section 140.7 of the CEC Title 24, Part 6 that addresses requirements for outdoor lighting. Compliance with these requirements would ensure that lighting intensity levels, types of lighting fixtures, standard heights, and other lighting features such as cut-off lighting fixtures to direct light downwards would prevent excessive lighting, uplighting and spill-over lighting or light trespass onto adjacent properties. Existing mature trees that would remain in place and proposed landscaping between the development and adjacent properties would also provide screening. Landscaping and walls would be used along the project boundaries to provide screening and minimize nuisance from vehicle headlights in the drive-thru and car wash queue lane.

Compliance with the following mitigation measure would mitigate light and glare impacts to a less than significant level:

Mitigation Measure Item I-4:

MM I.3

Any street lighting required by the Department of Public Works (DPW) for safe roadway access at the project entries shall be designed to be consistent with the "Dark Sky Society" standards for protecting the night sky from excessive light pollution.

All internal lighting shall be reviewed and approved by the DRC for design, location, and photometrics. The following standards shall apply:

- Parking lot lighting shall be accomplished with pole mounted decorative LED luminaries. The parking lot shall be illuminated by using 14-foot decorative LED fixtures mounted on metal poles. The pole color shall be such that the pole will blend into the landscape (i.e., black, bronze, or dark bronze). Such luminaires shall also be provided with house side shields to minimize light pollution to the areas outside of the property lines.
- The parking lot lighting shall be photocell controlled to provide automatic light reduction by a minimum of 50 percent between the hours of 11 PM and 6 AM for light standards closest to existing residential properties. The site lighting that must comply with this Condition shall be dimmed to the lower level automatically.
- Landscape lighting may be used to visually accentuate and highlight ornamental shrubs and trees adjacent to buildings and patio areas. Lighting intensity will be of a level that only highlights shrubs and trees and will not impose glare on any pedestrian or vehicular traffic.
- Architectural lighting shall articulate and animate the particular building design and visibly promote and reinforce pedestrian movement. Indirect wall lighting or "wall washing" and interior illumination (glow) is encouraged in the expression of the building.
- Wall-mounted light fixtures will be permitted only if they have a 90 degree cut off to prevent glare.
- No lighting is permitted on top of structures.

Pedestrian routes shall utilize bollard type lighting rather than pole lights and should be integrated into building and landscape design. Pedestrian-scale light fixtures shall be durable and vandal resistant.

II. AGRICULTURAL & FOREST RESOURCES – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. 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? (PLN)				X
2. Conflict with existing zoning for agricultural use, a Williamson Act contract or a Right-to-Farm Policy? (PLN)				X
3. 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))? (PLN)				X
4. Result in the loss of forest land or conversion of forest land to non-forest use? (PLN)				X
5. 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? (PLN)				X
6. Conflict with General Plan or other policies regarding land use buffers for agricultural operations? (PLN)				X

The project site is not considered prime farmland, agricultural or forestry lands; therefore, the proposed project would not result in the conversion of designated prime farmlands to non-agricultural use, nor would it result in the conversion of forest land to non-forest use. The project site is not in agricultural use, is located adjacent to urban land uses, and it is not suitable for intensive agricultural uses.

Discussion Item II-1, 2, 3, 6:

The project site and surrounding parcels are shown as 'Other Land' on the Placer County Important Farmland Map (CA Department of Conservation, 2016). Other Land includes low-density residential development, brush, timber, wetland, and riparian areas not suitable for grazing. The project site is not currently used for agricultural production, and is not under a Williamson Act contract. The site may have been used for agricultural uses in the past; including grazing. As a result of the site being surrounded by urban land uses (residential and commercial development), agricultural practices would be incompatible with these adjacent and nearby land uses. The project site is not located adjacent to land in productive agriculture; therefore, the County's agricultural buffering standards do not apply. Therefore, there is no impact.

Discussion Item II-4, 5:

Neither the project site nor adjacent properties are zoned for timberland, forest land, or timberland production zones. As there is no timberland on the project site, development of the proposed project would not conflict with zoning for forest land or timber production, or convert forest land to non-forest use. Therefore, there is no impact.

III. AIR QUALITY – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Conflict with or obstruct implementation of the applicable air quality plan? (AQ)			X	
2. 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? (AQ)			X	
3. Expose sensitive receptors to substantial pollutant concentrations? (AQ)			X	
4. Result in other emissions (such as those leading to odors adversely affecting a substantial number of people? (AQ)			X	

Discussion Item III-1, 2:

The project site is located within the Sacramento Valley Air Basin (SVAB) and is under the jurisdiction of the Placer County Air Pollution Control District (PCAPCD). The SVAB is designated nonattainment for the federal particulate matter 2.5 microns in diameter (PM2.5) and the State particulate matter 10 microns in diameter (PM10) standards, as well as for both the federal and State ozone standards.

The project site is located southeast of the intersection of Baseline Road and Walerga Road, west of Crowder Lane. The 6.8-acre project site, identified by Assessor's Parcel Numbers 023-221-021 and a portion of -020, is located within the Dry Creek-West Placer Community Plan area. The site is currently developed with an industrial telecommunications facility, which includes asphalt concrete paving, landscaped berms, and miscellaneous telecommunication equipment and training apparatuses. The Placer County General Plan designates the site as Rural Low Density Residential and the site is zoned Single-Family Residential/Agriculture (RS-AG-B-40 PD-1). Surrounding land uses include a preschool and church to the northeast, undeveloped land to the northwest, and single-family residences to the south, north, east, and west (see Figure 2).

The proposed project would involve development of the lot into a 31,200-square-foot commercial center (see Figure 3). The commercial center would consist of the following seven buildings:

1. 6,500-sf convenience store, including a drive-thru car wash and 16-pump gas station;
2. 2,500-sf oil change and auto repair building;
3. 2,500-sf fast food restaurant; and
4. Four retail buildings, ranging in size from 3,200 sf to 6,500 sf.

The anticipated throughput of the proposed gas station would be approximately 175,000 gallons per month, or three million gallons per year. Site access through right turns only would be provided at driveways on Walerga Road and

Baseline Road. Full access would be provided through a driveway on Crowder Lane, just south of Baseline Road. In addition, in compliance with County Ordinance 17.54.060, 174 parking spaces would be provided on site. Seven of the proposed parking spaces would be designated electric vehicle charging stations.

A project would not conflict with or obstruct the implementation of the regional air quality plan, if the project emissions were anticipated within the emission inventory contained in the regional air quality plan, referred to as the State Implementation Plan (SIP), and would not exceed the PCAPCD CEQA thresholds adopted October 13, 2016, as follows:

PCAPCD CEQA THRESHOLDS FOR CRITERIA POLLUTANT EMISSIONS

1. Construction Threshold of 82 pounds per day for Reactive Organic Gases (ROG), Oxides of Nitrogen (NOx), and particulate matter smaller than 10 microns (PM10);
2. Operational Threshold of 55 pounds per day for ROG, NOx and 82 pounds per day for PM10; and
3. Cumulative Threshold of 55 pounds per day for ROG, NOx and 82 pounds per day for PM10.

The daily maximum emission thresholds represent an emission level below which the project's contribution to criteria pollutant emissions would be deemed less than significant. This level of operational emissions would be equivalent to a project size of approximately 617 single-family dwelling units, or a 249,100 square foot commercial building.

Implementation of the proposed project would contribute local emissions in the area during both the construction and operation of the proposed project. The proposed project's construction and operational emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 software – a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects. The model applies inherent default values for various land uses, including construction data, trip generation rates, vehicle mix, trip length, average speed, compliance with the California Building Standards Code (CBSC), etc. The emissions intensity factor for electricity consumed at the project site was updated to reflect Pacific Gas and Electric's (PG&E's) progress towards achieving the State's Renewable Portfolio Standards (RPS). Where project-specific data was available, such data was input into the model (e.g., construction phases and timing, inherent site or project design features, compliance with applicable regulations, etc.). Accordingly, the proposed project's modeling assumed the following:

- Construction would begin in April 2021;
- Land uses would include:
 - 6,500-sf convenience market
 - 19,700-sf of retail buildings
 - 2,500-sf automobile care center
 - 2,500-sf fast food restaurant
 - 16-pump gas station
 - 174 parking spaces
- Grading would require the export of 20 cubic yards of material;
- 5.8 total acres would be disturbed during grading;
- An average daily trip rate of 5,389 trips at the project site with 45 percent of trips identified as "pass-by" as provided in the project-specific Traffic Study prepared by KD Anderson.

Construction phase timing was provided by the project applicant. Thus, construction was assumed to begin in April of 2022 and occur through the year 2023. Because existing structures do not exist on any other portions of the project site, demolition would not be required for implementation of the project.

Construction Emissions

During construction of the project, various types of equipment and vehicles would temporarily operate on the project site. Construction-related emissions would be generated from construction equipment, vegetation clearing and earth movement activities, construction workers' commute, and construction material hauling for the entire construction period. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. Project construction activities also represent sources of fugitive dust, which includes PM emissions. As construction of the proposed project would generate emissions of criteria air pollutants, including ROG, NOX, and PM10, intermittently within the site and in the vicinity of the site, until all construction has been completed, construction is a potential concern, as the proposed project is located in a nonattainment area for ozone and PM. Estimated unmitigated construction-related emissions are presented in the following table.

Maximum Unmitigated Construction Emissions (lbs/day)			
Construction Year	ROG	NOx	PM10
2021	3.95	40.54	20.26
2022	3.31	18.88	1.41
PCAPCD Significance Threshold	82.0	82.0	82.0
Exceeds Thresholds?	NO	NO	NO
<i>Source: CalEEMod, October 2020 (See Appendix A of the Air Quality and GHG Analysis prepared by Raney).</i>			

As shown in the table above, the project's construction-related emissions during either year of construction would be below the applicable PCAPCD thresholds of significance for ROG, NOX, and PM10. Although project-related emissions are anticipated to be below the PCAPCD thresholds without the need for mitigation, the applicant has indicated that all construction equipment would use Tier 4 engines. Use of Tier 4 engines would reduce the amount of ROG and NOX emissions released during project construction, and, as such, the actual construction emissions of ROG and NOX would likely be lower than estimated levels. Furthermore, PM10 emissions would be below the PCAPCD's thresholds of significance. Nonetheless, fugitive dust, and, thus PM10 emissions, would be further reduced through compliance with PCAPCD Rule 228. Rule 228 requires projects involving earth-disturbing activities to implement various dust control measures, such as minimizing track-out on to paved public roadways, limiting vehicle travel on unpaved surfaces to 15 miles per hour, and stabilization of storage piles and disturbed areas. The standard Placer County conditions of approval for proposed projects within the County include various requirements that would result in the further reduction of emissions due to implementation of the proposed project. The County's standard conditions of approval are listed below:

- The applicant shall submit a Dust Control Plan to the Placer County Air Pollution Control District (APCD) when the project area to be disturbed is greater than one acre. The Dust Control Plan shall be submitted to the APCD a minimum of 21 days before construction activity is scheduled to commence. The Dust Control Plan can be submitted online via a fill-in form:
<http://www.placerair.org/dustcontrolrequirements/dustcontrolform>.
- With submittal of the Dust Control Plan, the contractor shall submit to the APCD a comprehensive equipment inventory (e.g., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used in aggregate of 40 or more hours. If any new equipment is added after submission of the inventory, the contractor shall notify the APCD prior to the new equipment being utilized. At least three business days prior to the use of subject heavy-duty off-road equipment, the project representative shall provide the APCD with the anticipated construction timeline including start date, name, and phone number of the property owner, project manager, and on-site foreman.
- With submittal of the equipment inventory, the contractor shall provide a written calculation to the APCD for approval demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, would achieve a project-wide fleet average of 20 percent NOX reduction and 45 percent particulate reduction comparing with the statewide fleet averages. Acceptable options for reducing emissions may include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The following link shall be used to calculate compliance with this condition and shall be submitted to the APCD as described above:

<http://www.airquality.org/businesses/ceqa-land-useplanning/mitigation> (click on the current "Construction Mitigation Tool" spreadsheet under Step 1.

Moreover, the County's standard conditions of approval require Grading Plans for the proposed project to include the following notes:

- Construction equipment exhaust emissions shall not exceed the APCD Rule 202 Visible Emissions limitations. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified by the APCD to cease operations, and the equipment must be repaired within 72 hours.
- Dry mechanical sweeping is prohibited. Watering of a construction site shall be carried out to mitigate visible emissions. (Based on APCD Rule 228 / Section 301).
- The contractor shall not discharge into the atmosphere volatile organic compounds caused by the use

or manufacture of Cutback or Emulsified asphalts for paving, road construction or road maintenance unless such manufacture or use complies with the provisions of Rule 217 Cutback and Emulsified Asphalt Paving Materials.

- The contractor shall utilize existing power sources (e.g., power poles) or clean fuel (e.g., gasoline, biodiesel, natural gas) generators rather than temporary diesel power generators.
- During construction, open burning of removed vegetation is only allowed under APCD Rule 304 Land Development Smoke Management. A Placer County Air Pollution Control District permit could be issued for land development burning, if the vegetation removed is for residential development purposes from the property of a single or two family dwelling or when the applicant has provided a demonstration as per Section 400 of the Rule that there is no practical alternative to burning and that the Air Pollution Control Officer (APCO) has determined that the demonstration has been made. The APCO may weigh the relative impacts of burning on air quality in requiring a more persuasive demonstration for more densely populated regions for a large proposed burn versus a smaller one. In some cases, all of the removed vegetative material shall be either chipped on site or taken to an appropriate recycling site, or if a site is not available, a licensed disposal site. (Based on APCD Rule 304)
- The contractor shall minimize idling time to a maximum of five minutes for all diesel-powered equipment. (Placer County Code Chapter 10, Article 10.14).
- Idling of construction-related equipment and construction-related vehicles shall be minimized within 1,000 feet of any sensitive receptor (i.e., house, hospital, or school).
- The contractor shall suspend all grading operations when fugitive dust exceeds the APCD Rule 228 (Fugitive Dust) limitations. Fugitive dust is not to exceed 40 percent opacity, nor go beyond the property boundary at any time. Lime or other drying agents utilized to dry out wet grading areas shall not exceed APCD Rule 228 limitations. (Based on APCD Rule 228 / section 302 & 401.4)
- The prime contractor shall be responsible for keeping adjacent public thoroughfares clean by keeping dust, silt, mud, dirt and debris from being released or tracked offsite. Wet broom or other methods can be deployed as control and as approved by the individual jurisdiction. (Based on APCD Rule 228 / section 401.5)
- During construction activity, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less unless the road surface and surrounding area is sufficiently stabilized to prevent vehicles and equipment traveling more than 15 miles per hour from emitting dust or visible emissions from crossing the project boundary line. (Based on APCD Rule 228 / section 401.2)
- The contractor shall apply methods such as surface stabilization, the establishment of a vegetative cover, paving, (or use another method to control dust as approved by the individual jurisdiction) to minimize wind-driven dust.
- The contractor shall apply water or use methods to control dust impacts offsite. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site. (Based on APCD Rule 228 / section 304)
- The contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) are high enough to result in dust emissions crossing the boundary line, despite the application of dust mitigation measures. (Based on APCD Rule 228 / section 401.6)
- In order to minimize wind driven dust during construction, the prime contractor shall apply methods such as surface stabilization, establishment of a vegetative cover, paving (or use of another method to control dust as approved by Placer County). (Based on APCD Rule 228 / section 402)
- Any device or process that discharges 2 pounds per day or more of air contaminants into the atmosphere, as defined by Health and Safety Code Section 39013, may require an APCD permit. Developers/contractors should contact the APCD prior to construction and obtain any necessary permits prior to the issuance of a Building Permit. (APCD Rule 501)

Given the use of Tier 4 engines for construction equipment, the project's compliance with Rule 228, and the standard County conditions listed above, construction-related emissions of criteria pollutants would likely be lower than the levels presented in the air quality analysis, which were already less than significant.

The proposed project is also subject to the following PCAPCD Rules and Regulations.

- Rule 202—Visible Emissions. Requires that opacity emissions from any emission source not exceed 20 percent for more than three minutes in any one hour.

- Rule 217—Cutback and Emulsified Asphalt Paving Materials. Prohibits the use of the following asphalt materials for road paving: rapid cure cutback asphalt; slow cure cutback asphalt; medium cure cutback asphalt; or emulsified asphalt.
- Rule 218—Application of Architectural Coatings. Requires architectural coatings to meet various volatile organic compound (VOC) content limits.
- Rule 228—Fugitive Dust.
 - Visible emissions are not allowed beyond the project boundary line.
 - Visible emissions may not have opacity of greater than 40 percent at any time.
 - Track-out must be minimized from paved public roadways.

Because the proposed project's estimated unmitigated construction emissions would be below the applicable PCAPCD thresholds of significance, construction activities associated with development of the proposed project would not substantially contribute to the PCAPCD's nonattainment status for ozone or PM. Accordingly, construction of the proposed project would not violate any AAQS or contribute substantially to an existing or projected air quality violation, and a less-than-significant impact would occur associated with construction.

Operational Emissions

Operational emissions of ROG, NOX, and PM10 would be generated by the proposed project from both mobile and stationary sources. Day-to-day activities, such as the future employees' vehicle trips to and from the project site, would make up the majority of the mobile emissions. Emissions would also occur from area sources, including natural gas combustion from heating mechanisms and landscape maintenance equipment exhaust.

In addition, operations of the project would include the use of an on-site gasoline dispensing facility (GDF). GDFs are known to emit volatile organic compounds (VOCs), including ROG, as part of normal use. Based on the anticipated throughput of the on-site GDF (three million gallons per year), an additional 5.46 pounds per day of ROG would be released during project operations (see Appendix B of the Air Quality Analysis for GDF ROG calculations).

The proposed project is subject to the following PCAPCD Rules and Regulations during operation:

- 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.
- Rule 214 Transfer of Gasoline into Vehicle Fuel Tanks: The provisions of this rule shall apply to the transfer of gasoline from any stationary storage tank into any motor vehicle fuel tank.
- Rule 501 General Permit Requirements: To provide an orderly procedure for the review of new stationary sources of air pollution and modification and operation of existing sources through the issuance of permits. Stationary sources which would emit more than 2 pounds in any 24 hour period of any pollutants would be subject to the District's permit requirement.

The proposed project would also be conditioned to obtain all necessary permits from PCAPCD, in compliance with the Clean Air Act and District Rules and Regulations.

- The project includes a gas station which is designed with 8 dispensers/16 nozzles and annual throughput of 2,100,000 gallons. The applicant shall obtain the required permit from the Placer County Air Pollution Control District (PCAPCD). Any future design modification shall obtain prior written approval from the Placer County and PCAPCD.

The maximum unmitigated operational emissions for the proposed project are presented below. As shown in the table, unmitigated operational emissions would be below the PCAPCD's thresholds of significance for ROG, NOX, and PM10. Accordingly, operations of the proposed project would not violate any AAQS or contribute substantially to an existing or projected air quality violation, and a less-than-significant impact would occur associated with operations.

Maximum Unmitigated Operational Emissions (lbs/day)			
	ROG	NOx	PM10
Project Emissions	12.37 ¹	36.61	9.14
PCAPCD Significance Threshold	55.0	55.0	82.0
Exceeds Thresholds?	NO	NO	NO
<p>1 Total ROG emissions were calculated by summing the maximum unmitigated operational emissions from CalEEMod modeling (8.16 lbs/day) and the daily emissions of ROG from operations of the GDF (4.21 lbs/day) (see Appendix B for GDF ROG calculations).</p> <p>Source: CalEEMod, October 2020 (See Appendix A of the Air Quality and GHG Analysis prepared by Raney).</p>			

Discussion Item III-3:

Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Sensitive receptors are typically defined as facilities where sensitive receptor population groups (i.e., children, the elderly, the acutely ill, and the chronically ill) are likely to be located. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and medical clinics. The nearest existing sensitive receptors would be the single-family residences to the north, west, and south of the project site, with the closest located approximately 50 feet south of the project site boundary. In addition, a preschool is located approximately 350 feet to the north, and a church that includes a day care is located approximately 650 feet to the northeast.

The major pollutant concentrations of concern are localized carbon monoxide (CO) emissions and toxic air contaminant (TAC) emissions, as well as regional effects of emissions of criteria pollutants, which are addressed in further detail below.

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. Traffic congestion near a roadway's intersection with vehicles moving slowly or idling could result in localized CO emissions at that intersection due to a vehicle engine's inefficient combustion. High levels of localized CO concentrations are only expected where background levels are high, and traffic volumes and congestion levels are high. Accordingly, a land use project could result in impacts associated with localized CO concentrations at roadway intersections if the project generates substantial traffic. Typically, according to the statewide CO Protocol document, signalized intersections operating at Level of Service (LOS) E or F, or projects that would result in the worsening of signalized intersections to LOS E or F, have the potential to result in localized CO concentrations in excess of the State or federal AAQS and potentially expose sensitive receptors to substantial CO concentrations.

In accordance with the statewide CO Protocol, the PCAPCD has established screening methodology for localized CO emissions, which are intended to provide a conservative indication of whether project-generated vehicle trips would result in the generation of localized CO emissions that would contribute to an exceedance of AAQS and potentially expose sensitive receptors to substantial CO concentrations. Per the PCAPCD's screening methodology, if the project would result in vehicle operations producing more than 550 lbs/day of CO emissions and if either of the following scenarios are true, the project could result in localized CO emissions that would violate CO standards:

- Degrade the peak hour level of service (LOS) on one or more streets or at one or more intersections (both signalized and non-signalized) in the project vicinity from an acceptable LOS (i.e., LOS A, B, C, or D) to an unacceptable LOS (i.e., LOS E or F); or
- Substantially worsen an already existing unacceptable peak hour LOS on one or more streets or at one or more intersections in the project vicinity. "Substantially worsen" includes an increase in delay at an intersection by 10 seconds or more when project-generated traffic is included.

According to the modeling performed for the proposed project, operation of the project would result in maximum mobile source CO emissions of 47.00 lbs/day. Consequently, CO emissions related to operation of the proposed project would be far below the 550 lbs/day screening threshold used by PCAPCD. Therefore, according to the PCAPCD's screening methodology for localized CO emissions, the proposed project would not be expected to generate localized CO emissions that would contribute to an exceedance of AAQS, and the proposed project would not expose sensitive receptors to substantial concentrations of localized CO.

TAC Emissions

Another category of environmental concern is TACs. The California Air Resource Board's (CARB) Air Quality and Land Use Handbook: A Community Health Perspective (Handbook) provides recommended setback distances for sensitive land uses from major sources of TACs, including, but not limited to, freeways and high traffic roads, GDFs, chrome plating operations, distribution centers, and rail yards. The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Gasoline includes multiple TACs, which are released through various processes during the operation of GDFs. Such TACs include, but are not limited to, benzene, ethyl benzene, toluene, and xylene. Health risks associated with TACs are a function of both the concentration of emissions and the duration of exposure, where the higher the concentration and/or the longer the period of time that a sensitive receptor is exposed to pollutant concentrations would correlate to a higher health risk.

The proposed project would involve several components that would result in emissions of TACs. In particular, implementation of the proposed project would result in emissions related to project-construction, the use of heavy-duty diesel trucks to transport goods to and from the site, and operations of the proposed GDF. Each source of TACs is discussed in further depth in the sections below.

Construction Emissions

Construction-related activities have the potential to generate concentrations of TACs, specifically DPM, from on-road haul trucks and off-road equipment exhaust emissions. However, construction would be temporary and would occur over a relatively short duration in comparison to the operational lifetime of the proposed project. Only portions of the site would be disturbed at a time throughout the construction period, with operation of construction equipment occurring intermittently throughout the course of a day rather than continuously at any one location on the project site. Operation of construction equipment within portions of the overall development area would allow for the dispersal of emissions, and would ensure that construction-activity is not continuously occurring in the portions of the project site closest to existing receptors.

In addition, all construction equipment and operation thereof would be regulated per the In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation includes emissions reducing requirements such as limitations on vehicle idling, disclosure, reporting, and labeling requirements for existing vehicles, as well as standards relating to fleet average emissions and the use of Best Available Control Technologies. As discussed above, through standard COAs, Placer County requires off-road equipment used within the County to achieve lower than state-average emissions of NOX and PM. Thus, on-site emissions of PM would be reduced, which would result in a proportional reduction in DPM emissions and exposure of nearby residences to DPM. Project construction would also be required to comply with all applicable PCAPCD rules and regulations, including Rule 501 related to General Permit Requirements. Furthermore, the project applicant has committed to using Tier 4 engines for all construction equipment. Tier 4-compliant engines provide the highest degree of emissions control, and the use of such engines would reduce DPM emissions to the maximum extent feasible.

Considering the intermittent nature of construction equipment operating within an influential distance to the nearest sensitive receptors, the duration of construction activities in comparison to the operational lifetime of the project, the typical long-term exposure periods associated with conducting health risk assessments, compliance with regulations, and use of Tier 4 engines, the likelihood that any one nearby sensitive receptor would be exposed to high concentrations of DPM for any extended period of time would be low.

The ARB, PCAPCD, and Placer County recognize the public health risk reductions that can be realized by idling limitations for on-road and off-road equipment. The proposed project would be required to comply with the following idling restriction (five minute limitation) requirements from ARB and Placer County Code during construction activity, including the use of both on-road and off-road equipment:

- California Air Resources Board In-use Off-road Diesel regulation, Section 2449(d)(3): Off-road diesel equipment shall comply with the five minute idling restriction. Available via the web: www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf
- Placer County, Code Section 10.14. Available via the web: <http://qcode.us/codes/placercounty/>

Heavy Duty Diesel Trucks On-site

Operation of the proposed retail uses and the GDF would require the movement of goods to and from the project site through the use of trucks, which would likely include heavy duty diesel trucks. The use of diesel trucks on-site would

represent a source of DPM. The CARB considers distribution centers to be significant sources of DPM due to the high volume of heavy-duty diesel vehicles used in the distribution of goods. As defined by CARB, distribution centers are facilities that serve as a distribution point for the transfer of goods. Such facilities include cold storage warehouses, goods transfer facilities, and intermodal facilities such as ports that attract in excess of 100 heavy-duty trucks per day.

Considering the scale and type of proposed buildings, the proposed project would not be considered a distribution center, nor would project operations be anticipated to involve more than 100 heavy-duty trucks accessing the site per day. Thus, operations of the proposed project would not be considered to involve a substantial amount of DPM emissions from heavy-duty diesel vehicles. In addition, heavy-duty diesel vehicles are prohibited from idling for more than five minutes per CARB regulations, to minimize stationary DPM emissions. Furthermore, if future uses on the site would include the operation of stationary diesel engines, the project would be required to obtain all applicable permits, in compliance with PCAPCD rules and regulations. The PCAPCD's permitting process would ensure that any such equipment would not result in exposure of nearby receptors to substantial pollutant concentrations from any potential future operational sources of emissions.

Research conducted by CARB indicates that DPM is highly dispersive in the atmosphere. Thus, emissions of DPM from trucks at the project site would be partially dispersed at the nearest sensitive receptors, and the concentration of DPM at the nearest sensitive receptors would be lower than the concentration of DPM at the source of emissions.

Given the limited number of truck deliveries per day, idling regulations, and the dispersive nature of DPM, operation of the proposed project would not be considered a significant source of DPM from heavy-duty vehicles.

GDF Operations

As noted previously, GDFs are considered sources of various types of TACs. To consider potential health impacts that could result from the proposed GDF operations upon the future on-site workers and the nearby preschool, day care, and residential neighborhood to the north, west, and south of the project site, emissions of pollutants related to gasoline dispensing activities were estimated and the potential health risks were subsequently calculated.

To assess the potential impacts of TACs, the PCAPCD maintains thresholds of significance for the review of local community risk and hazard impacts. The thresholds are designed to assess the impact of new sources of TACs on existing sensitive receptors. Based on the PCAPCD thresholds, the proposed project would result in a significant impact related to TACs if, due to the exposure of sensitive receptors to TACs related to operations of the GDF, nearby sensitive receptors would experience an increased cancer risk of greater than or equal to 10 in one million people, or experience a chronic or acute hazard index of greater than or equal to 1.0.

Following the guidance within the PCAPCD's 2017 CEQA Handbook, Appendix G, as well as guidance from other air districts within California such as the San Joaquin Valley Air Pollution Control District, the concentrations of pollutants from operation of the GDF were calculated using the American Meteorological Society/Environmental Protection Agency (AMS/EPA) Regulatory Model (AERMOD) dispersion model. The associated cancer risk and non-cancer (chronic and acute) hazard index were calculated using the CARB's Hotspot Analysis and Reporting Program 2 Risk Assessment Standalone Tool (HARP 2 RAST), which calculates the cancer and non-cancer health impacts using the risk assessment guidelines of the 2015 Office of Environmental Health Hazard Assessment (OEHHA) Guidance Manual for Preparation of Health Risk Assessments. In addition to the guidance provided by the PCAPCD, further modeling guidance was obtained through the California Air Pollution Control Officers Association's (CAPCOA) Guidance document, Gasoline Service Station Industrywide Risk Assessment Guidelines, as well as the USEPA's User's Guide for the AMS/EPA Regulatory Model – AERMOD, and the 2015 OEHHA Guidance Manual.

Considering that GDFs result in the emission of various TACs, potential risks related to the exposure of receptors to benzene, ethyl benzene, toluene, and xylene were considered. The project site is in proximity to various receptors, with the nearest existing sensitive receptors being the single-family residences located approximately 50 feet from the southern edge of the project site. Additionally, the Play Care Learning Center Preschool is located approximately 350 feet northeast of the project site, and the St. Clare Catholic Church, which includes a day care, is located approximately 650 feet northeast of the project site. Although the land to the west of the project site is primarily undeveloped, pollutant concentrations were calculated in these undeveloped areas to account for buildout of any future sensitive uses that may occur. Thus, pollutant concentrations at all nearby off-site receptors were estimated. In addition, during operations the project would require employees to be on-site, near the proposed GDF, in approximately eight-hour increments. In order to evaluate the health risk associated with the proposed GDF on future employees, a separate model run was conducted with on-site receptors located at each of the proposed buildings to

represent future employees. Separate model runs were conducted for off-site and on-site receptors to allow for the analysis of health risks to offsite receptors and future employees independently.

For the purpose of determining potential health risks to off-site residential receptors, only the highest estimated pollutant concentrations were used in calculating cancer risk and hazard indices. The receptor experiencing the highest estimated pollutant concentrations was considered to be the maximally exposed receptor, and would experience the highest potential health risks. Considering that schools, day cares, and residences exist in proximity to the project site, the estimation of health risks to off-site receptors conservatively assumed that nearby receptors would be continuously exposed to pollutants from the GDF at the maximum estimated concentrations. By using the maximum estimated concentrations and assuming continuous exposure to pollutants, the estimated health risks are considered a worst-case estimate, and actual health risks to off-site receptors in the project area would be lower than the levels presented within this analysis.

Similar methodology was applied in the second modeling scenario that analyzed health risks to future on-site employees. For the second modeling scenario, cancer risk and hazard indices were determined for future employees by using only the highest estimated pollutant concentrations at the maximally exposed on-site receptor. All other on-site receptors would be subject to lower pollutant concentration and, thus, lower health risks, as compared to the maximally exposed receptor. Because any future on-site receptors would be employees, this modeling scenario assumed on-site receptors would be exposed to pollutants in eight-hour increments.

The following table presents the combined cancer risks and non-cancer hazard indexes for the foregoing pollutants. It should be noted that the cancer risks and non-cancer hazard indexes presented in the table represent the combined risks of exposure to benzene, ethyl benzene, toluene, and xylene. Risks to the off-site receptors were calculated over a continuous, 30-year exposure period, and risks to the on-site receptors were calculated over an eight hour per day, 25-year exposure period. The health risks presented in the following table are based on the anticipated throughput of three million gallons per year.

Maximum Cancer Risk and Hazard Index Associated with the Proposed GDF Operations			
	Cancer Risk (per million persons)	Acute Hazard Index	Chronic Hazard Index
Off-Site Receptor Risk at Maximally Exposed Receptor	4.08	0.15	0.02
On-Site Employee Risk at Maximally Exposed Receptor	0.72	0.46	0.04
<i>Thresholds of Significance</i>	10	1.0	1.0
Exceed Thresholds?	NO	NO	NO
<i>Source: AERMOD and HARP 2 RAST, October 2020 (see Appendix C of the Air Quality and GHG Analysis).</i>			

As shown in table above, TAC emissions related to the operation of the proposed GDF would not result in health risks to either the off-site or on-site maximally exposed receptor in excess of the PCAPCD's thresholds for cancer risk and/or non-cancer hazard index.

Natural Occurring Asbestos (NOA)

Asbestos is a known carcinogen and, thus, NOA is considered a TAC. According to the Special Report 190: Relative Likelihood for the Presence of Naturally Occurring Asbestos in Placer County, California, prepared by the Department of Conservation, the project site is located within an area categorized as least likely to contain NOA, because faults and serpentinite outcroppings are not known to be in the project area. Consequently, NOA is not anticipated to be present on the project site.

Criteria Pollutants

Exposure to criteria pollutants can result in adverse health effects. The applicable AAQS are health-based standards designed to ensure safe levels of criteria pollutants that avoid specific adverse health effects. Because the SVAB is designated as nonattainment for State and federal eight-hour ozone and State PM10 standards, the PCAPCD, along with other air districts in the SVAB region, has adopted federal and state attainment plans to demonstrate progress towards attainment of the AAQS. Full implementation of the attainment plans would ensure that the AAQS are attained and sensitive receptors within the SVAB are not exposed to excess concentrations of criteria pollutants. The

PCAPCD's thresholds of significance were established with consideration given to the health-based air quality standards established by the AAQS, and are designed to aid the district in implementing the applicable attainment plans to achieve attainment of the AAQS. Thus, if a project's criteria pollutant emissions exceed the PCAPCD's mass emission thresholds of significance, a project would be considered to conflict with or obstruct implementation of the PCAPCD's air quality planning efforts, thereby delaying attainment of the AAQS. Because the AAQSs are representative of safe levels that avoid specific adverse health effects, a project's hinderance of attainment of the AAQS could be considered to contribute towards regional health effects associated with the existing nonattainment status of ozone and PM10 standards.

As discussed above, the proposed project would not result in exceedance of the PCAPCD's thresholds of significance. Consequently, implementation of the proposed project would not conflict with the PCAPCD's adopted attainment plans nor would the proposed project inhibit attainment of regional AAQS. Therefore, implementation of the proposed project would not contribute towards regional health effects associated with the existing nonattainment status of ozone and PM10 standards.

Based on the above analysis, the proposed project would not be anticipated to result in the production of substantial concentrations of localized CO, TACs, including DPM, or criteria pollutants. In addition, the likelihood of NOA being present on the project site is low. Therefore, the proposed project would not result in the exposure of sensitive receptors to substantial pollutant concentrations, and a less-than-significant impact would result.

Discussion Item III-4:

Emissions of pollutants have the potential to adversely affect sensitive receptors within the project area. Pollutants of principal concern include emissions leading to odors, emissions of dust, or emissions considered to constitute air pollutants.

Odors

Odors are generally regarded as an annoyance rather than a health hazard. Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, quantitative methodologies to determine the presence of a significant odor impact do not exist. Certain land uses such as wastewater treatment facilities, landfills, confined animal facilities, composting operations, food manufacturing plants, refineries, and chemical plants have the potential to generate considerable odors.

Diesel fumes from construction equipment and heavy-duty trucks could be found to be objectionable; however, as addressed above, operation of construction equipment would be regulated by PCAPCD rules and regulations, restricted to certain hours per the Placer County Code, Section 9.36.030(A)(7), and would occur intermittently throughout the course of a day. All construction equipment and operation thereof would be regulated per the statewide In-Use Off-Road Diesel Vehicle Regulation. In addition, construction is temporary and construction equipment would operate intermittently throughout the course of a day and would likely only occur over portions of the improvement area at a time. For the aforementioned reasons and due to the distance between the project site and the nearest sensitive receptors, the project would not result in any noticeable objectionable odors associated with construction.

The retail shops and automobile care center are not expected to generate any objectionable odors, but the GDF may result in gasoline smells that could be considered objectionable. However, as discussed above, any future uses would be required to comply with all applicable PCAPCD rules and regulations, including obtaining permits to operate, if necessary, which would help to ensure any potential odors are minimized. As noted previously, the nearest sensitive receptors to the project area are located approximately 50 feet from the project site and over 100 feet from the proposed GDF. Therefore, the distance between the proposed GDF and the nearest sensitive land use would likely reduce exposure of any nearby receptors to potential objectionable odors.

Preparation of food associated with the fast food building could result in the emissions of odors related to food preparation and food waste disposal. However, the design of the commercial cooking area would be required to comply with all State and local regulations associated with cooking equipment and controls, such as grease filtration and removal systems, exhaust hood systems, and blowers to move air into the hood systems and through air cleaning equipment. Such equipment would ensure that pollutants or odors associated with smoke and exhaust from cooking surfaces would be captured and filtered, allowing only filtered air to be released into the atmosphere. The disposal of solid waste, including putrescible waste, such as food waste, is regulated under Article 8.16 of Placer County's Code of Ordinances. Article 8.16 prohibits waste storage practices that would create unpleasant odors, and requires putrescible waste to be kept within proper designed and maintained containers that include lids to control odiferous emissions. Installation of cooking area ventilation and exhaust, as well as storage of food waste in compliance with Article 8.16 of Placer County's Code of Ordinances, would reduce the potential for the proposed project to result in

the emission of substantial odiferous emissions.

PCAPCD Rule 205, Nuisance, addresses the exposure of “nuisance or annoyance” air contaminant discharges, including odors, and provides enforcement of odor control. Rule 205 is complaint-based, where if public complaints are sufficient to cause the odor source to be considered a public nuisance, then the PCAPCD is required to investigate the identified source, as well as determine and ensure a solution for the source of the complaint, which could include operational modifications to correct the nuisance condition. Thus, although not anticipated, if odor or air quality complaints are made upon development of the proposed project, the PCAPCD would be required (per PCAPCD Rule 205) to ensure that such complaints are addressed and corrected, as necessary.

Dust

As noted previously, construction of projects within Placer County are required to comply with all applicable PCAPCD rules and regulations. The aforementioned rules would act to reduce construction-related dust by implementing dust control measures. PCAPCD Rule 228 requires implementation of dust control measures, such as minimizing track-out on to paved public roadways, limiting vehicle travel on unpaved surfaces to 15 miles per hour, and stabilization of storage piles and disturbed areas. Following project construction, vehicles operating within the project site would be limited to paved areas of the site, which would not have the potential to create substantial dust emissions. Thus, project operations would not include sources of dust that could adversely affect a substantial number of people.

For the aforementioned reasons, construction and operation of the proposed project would not create objectionable odors affecting a substantial number of people, and impacts would be less than significant. No mitigation measures are required.

IV. BIOLOGICAL RESOURCES – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. 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 & Wildlife, U.S. Fish & Wildlife Service or National Marine Fisheries Service? (PLN)		X		
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community, identified in local or regional plans, policies or regulations, or regulated by the California Department of Fish & Wildlife, U.S. Fish & Wildlife Service, U.S. Army Corps of Engineers, or Regional Water Quality Control Board? (PLN)		X		
3. Have a substantial adverse effect on federal or state protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) or as defined by state statute, through direct removal, filling, hydrological interruption, or other means? (PLN)		X		
4. 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? (PLN)			X	
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (PLN)				X
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (PLN)				X

7. 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 of restrict the range of an endangered, rare, or threatened species? (PLN)		X		
8. Have a substantial adverse effect on the environment by converting oak woodlands? (PLN)		X		

The proposed project is located on two parcels on the south side of Baseline Road between Walerga Road and Crowder Lane totaling 6.8 acres in size. The properties have been used as a telecommunications training, staging and storage facility for Consolidated Communications. This facility contains a large communications tower and associated buildings, parking areas, and ruderal gravel staging areas. The tower and buildings are on the portion of the property Consolidated Communications would retain with the Minor Boundary Line Adjustment.

Terrain on the project site is flat at approximately 123 feet above mean sea level and consists mostly of level earthen and gravel staging areas and associated paved equipment staging areas. The northern, western, and southern edges of the project site are comprised of landscape buffers separating the fenced portions of the site from the residential uses to the south and from both Baseline and Walerga Roads. There is an east-to-west earthen berm within the center of the project site planted with a line of oleander shrubs.

The project site has been extensively manipulated and developed for a variety of uses, and no longer contains suitable foraging habitat for this species and supports an "urban land cover" type as defined in the Placer County Conservation Plan (PCCP). The urban land cover type is not considered habitat for PCCP Covered Species. This land cover type is considered previously developed, and does not require payment of fees for additional development under the PCCP.

Discussion Item IV-1, 7:

A Biological Resources Assessment (BRA) for the property was prepared by Madrone Ecological Consulting in December 2019 and revised in January 2020. During field assessments conducted on August 21, 2018 and October 7, 2019, plants and animals observed on the site were listed, habitat types were identified, and the potential for the site to support special-status species known from the region was assessed. County staff has reviewed the documentation and County staff accepts the conclusions found in the reports which are summarized below.

Soil Types

According to the Natural Resources Conservation Service Soil Survey Database (NRCS 2018), one soil type is mapped within the project site: (147) Fiddymont-Kaseberg loams, 2 to 9 percent slopes. This soil type is well-drained with slight to moderate erosion potential.

Habitat Communities

Vegetation on the site is classified as disturbed, subcategorized as open disturbed and landscaped disturbed (see Figure 6).

Open Disturbed. Open disturbed makes up 4.86 acres of the project site. This vegetation community is regularly mowed and is dominated by yellow star thistle (*Centaurea solstitialis*), fringed willow herb (*Epilobium ciliatum*), prickly lettuce (*Lactuca serriola*), and winter vetch (*Vicia villosa*). Other species present include wild oat (*Avena fatua*), turkey mullein (*Croton setiger*), and stinkwort (*Dittrichia graveolens*).

Landscape Disturbed. The landscaped-disturbed vegetation community is planted with a myriad of non-native and native ornamental trees and shrubs consisting mostly of oleander and deodar cedar (*Cedrus deodara*) with scattered interior live oak (*Quercus wislizeni*) and blue oak (*Quercus douglasii*). Also classified in this subcategory are areas that have been paved or are covered with gravel or sand. Landscaped-disturbed areas are primarily located along Baseline Road, Walerga Road, Crowder Lane, and near the residential area to the south.



Figure 6 – Habitat Map

Wildlife Occurrence and Use

Special-status biological resources present or potentially present on the site were identified through a desktop literature search using the following sources: U.S. Fish and Wildlife Service (USFWS) Information, Planning and Conservation (IPaC) Trust Resource Report; California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDDB); the California Native Plant Society (CNPS) online Inventory of Rare and Endangered Vascular Plants; and the Western Bat Working Group (WBWG) Species Matrix.

Results of the searches indicated 31 special-status wildlife species and 11 special-status plant species are known to occur within a five-mile radius of the site, although no occurrences have been recorded on the site. Due to a lack of suitable habitat or soils on the site, a lack of nearby occurrence records, or because the site is outside of the species range, no special-status plants or animals were detected during the biological site survey. No special status plant species have the potential to occur on the site. Below is a discussion of all animal species with potential to occur on the site.

Nesting Raptors and Songbirds. The project site is vacant but there are existing trees within and along the boundaries. Many of these trees will need to be removed to make room for project infrastructure. Trees can provide nesting places for species protected under the Migratory Bird Treaty Act (MBTA). If trees are removed during the breeding season, a potential impact could occur. Swainson's hawk, white-tailed kite, northern harrier, tricolored blackbird, and loggerhead shrike have the potential to nest within the project site, as do other more common bird species protected by the MBTA. If they were nesting on-site, removal of the nests would impact these species. Furthermore, birds nesting in avoided areas adjacent to construction could be disturbed by construction, which could result in nest abandonment.

Foraging Raptors. The open disturbed areas within the project site provide limited suitable foraging habitat for white-tailed kite, northern harrier, and other more common raptors. Approximately 1.75 acres of open disturbed areas will be impacted during project implementation. The nearest documented Swainson's hawk nest is located along Kaseberg Creek, approximately 1.4 miles northeast of the project site. This occurrence is classified as "possibly extirpated" due to encroaching development (CNDDDB 2019).

Burrowing Owl. The open disturbed areas throughout the project site provide marginally suitable foraging habitat; however, no potential nesting habitat was observed. Future ground disturbing activities would most likely drive away any foraging burrowing owls. A pre-construction survey has been recommended by the BRA. If nesting burrowing owls are found during the pre-construction survey, the nests would be avoided in accordance with Mitigation Measure IV.3. The site has been heavily disturbed and is extremely low quality. Even if owls were to nest on site, it is likely

they would forage on nearby open, natural parcels that are typical of habitat types known to be used by owls. No compensatory mitigation for loss of burrowing owl habitat is proposed.

Roosting Bats. Trees throughout the project site are habitat for various special-status bat species. Injury or death may result from tree removal if these species are present. A pre-construction bat roosting survey avoidance measures, and removal measures if found, have been recommended as mitigation.

Recommendations

The Biological Resources Assessment recommends implementation of the mitigation identified below to reduce impacts to sensitive biological resources to a less-than-significant level.

Mitigation Measures Item IV-1, 7:

MM IV.1

If construction activities take place during the typical bird breeding/nesting season (typically February 1 through September 1), pre-construction nesting bird surveys at the project site shall be conducted by a qualified biologist on the project site and within a 500-foot radius of proposed construction areas, where access is available, no more than five (5) days prior to the initiation of construction. If there is a break in construction activity of more than two (2) weeks or if there is a change in the level of disturbance on the site, then subsequent nesting surveys shall be conducted. A report summarizing the survey shall be provided to the Development Review Committee and the California Department of Fish and Wildlife (CDFW) within 30 days of completion. If no nests are found, no further mitigation is required.

If active nests are identified in these areas, the County shall coordinate with CDFW to develop measures to avoid disturbance of active nests prior to the initiation of any construction activities, or construction could be delayed until the young have fledged. Appropriate avoidance measures may include establishment of an appropriate buffer zone and monitoring of the nest by a qualified biologist until the young have fledged the nest and are independent of the site.

If a buffer zone is implemented, the size of the buffer zone shall be determined by a qualified biologist in coordination with California Department of Fish & Wildlife and shall be appropriate for the species of bird and nest location. Should construction activities cause a nesting bird to vocalize, make defensive flights at intruders, get up from a brooding position, fly off the nest, or show other signs of distress or disruption, then the exclusionary buffer shall be increased such that activities are far enough from the nest to stop this agitated behavior. The exclusionary buffer will remain in place until the chicks have fledged or as otherwise determined by a qualified biologist.

Construction activities may only resume after a follow-up survey has been conducted and a report prepared by a qualified avian biologist indicating that the nest (or nests) are no longer active, and that no new nests have been identified. Additional follow-up surveys may be required by the Development Review Committee, based on the recommendations in the nesting bird study and/or as recommended by the CDFW.

If all project construction occurs between September 2 and January 31, a survey is not required and no further studies are necessary.

MM IV.2

If construction activities take place during the typical bird breeding/nesting season (typically February 1 through September 1), a targeted Swainson's hawk nest survey shall be conducted throughout all accessible areas within ¼ mile of the proposed construction area no later than fifteen (15) days prior to construction activities. If active Swainson's hawk nests are found within ¼ mile of a construction area, construction shall cease within ¼ mile of the nest until a qualified biologist (project biologist) determines that the young have fledged, or it is determined that the nesting attempt has failed. If the applicant desires to work within ¼ mile of the nest, the applicant shall consult with CDFW and the County to determine if the nest buffer can be reduced. The applicant, project biologist, the County, and CDFW shall collectively determine the nest avoidance buffer, and what (if any) nest monitoring is necessary. If an active Swainson's hawk nest is found within the project site prior to construction and is in a tree that is proposed for removal, then the applicant shall implement additional mitigation recommended by a qualified biologist based on CDFW guidelines and obtain any required permits from CDFW.

If any active nests are identified during surveys, a report summarizing the survey shall be provided to the Placer County Development Review Committee (DRC) and CDFW within 30 days of the completed survey and is valid for one construction season. If no nests are found, no further mitigation is required.

MM IV.3

If construction activities take place during the typical bird breeding/nesting season (typically February 1 through September 1), a targeted burrowing owl nest survey shall be conducted of all accessible areas within 500 feet of the proposed construction area within fifteen (15) days prior to initiation of construction activities utilizing 60 foot transects as outlined in the Staff Report on Burrowing Owl Mitigation (CDFG 2012) (Staff Report). If an active burrowing owl nest burrow (i.e., occupied by more than one adult owl, and/or juvenile owls are observed) is found within 250 feet of a construction area, construction shall cease within 250 feet of the nest burrow until a qualified biologist (project biologist) determines that the young have fledged or it is determined that the nesting attempt has failed. If the applicant desires to work within 250 feet of the nest burrow, the applicant shall consult with CDFW and the County to determine if the nest buffer can be reduced. During the non-breeding season (late September through the end of January), the applicant may choose to conduct a survey for burrows or debris that represent suitable nesting habitat for burrowing owls within areas of proposed ground disturbance, exclude any burrowing owls observed, and collapse any burrows or remove the debris in accordance with the methodology outlined in the Staff Report.

If any active nests are identified during surveys, a report summarizing the survey shall be provided to the Placer County Development Review Committee (DRC) and CDFW within 30 days of the completed survey. The survey is valid for one construction season. If no nests are found, no further mitigation is required.

MM IV.4

To protect bats potentially roosting within the project site, the following mitigation measures shall be implemented:

- If potential roosting habitat in the form of cavities in trees is identified within the areas proposed for development, the project biologist will survey the potential roosting habitat during the active season (generally April through October or from January through March on days with temperatures in excess of 50 degrees F) to determine presence of roosting bats. These surveys shall be conducted utilizing methods that are considered acceptable by bat experts. Methods may include evening emergence surveys, acoustic surveys, inspecting potential roosting habitat with fiberoptic cameras or a combination thereof.
- If cavity roosting bats are identified within any of the trees planned for removal, or if presence is assumed, trees should be removed outside of pup season only on days with temperatures in excess of 50 degrees F. Pup season is generally during the months of May through August. Two-step tree removal shall be utilized under the supervision of the qualified biologist. Two-step tree removal involves removal of all branches of the tree that do not provide roosting habitat on the first day, and then the next day cutting down the remainder of the tree.
- To avoid potential impacts to foliage-roosting bat species (as opposed to the above-described cavity roosting species), it is recommended that all other tree removal be conducted from January through April on days with temperatures in excess of 50 degrees F.

Discussion Item IV-2, 3:

Madrone Ecological Consulting conducted aquatic resources delineations (ARDs) of the project site on August 21, 2018 and October 7, 2019. The delineation encompassing the western approximately 6-acre portion of the project site was submitted to the U.S. Army Corps of Engineers (USACE) as part of a pre-construction notification (PCN) for a Nationwide Permit 39-Commercial and Institutional Developments (Madrone 2018). The USACE subsequently verified this ARD as part of the nationwide verification process and determined that only the degraded ephemeral wetland was jurisdictional under Section 404 of the Clean Water Act. No aquatic resources were present on the eastern 0.6-acre portion of the project site. A total of 0.004 acre of aquatic resources were mapped and verified within the project site. A description of each aquatic resource type is included below.

Aquatic Resource Impacts and Avoidance

Resource Type	Total Acres	Impacted Acres	Avoided Acres
Degraded Ephemeral Wetland	0.004	0.004	0
Total Jurisdictional under 404 CWA	0.004	0.004	0
Drainage Ditch	0.034*	0.034*	0
Project Area Total	0.038	0.038	0
<i>* Not jurisdictional under Section 404 CWA; however, may fall under the authority of Section 1602 of the Fish and Game Code.</i>			

Degraded Ephemeral Wetland (Seasonal Wetland). One degraded ephemeral wetland is located within the western central portion of the project site. This wetland is a slight depressional area within an earthen/gravel staging area that has been left fallow for several years and has been allowed to develop wetland vegetation, soils, and hydrology. Vegetation within the degraded ephemeral wetland is dominated by Mediterranean barley (*Hordeum marinum*), hyssop loosestrife (*Lythrum hyssopifolium*), and hairy hawkbit (*Leontodon saxatilis*). Other species observed within the wetland include Fitches spikeweed (*Centromadia fitchii*), and Bermuda grass (*Cynodon dactylon*).

Drainage Ditch. Six drainage ditches were originally mapped within the project site, but the USACE decided not to assert jurisdiction over these features primarily due to their ephemeral nature. These ditches are earthen linear features that have been excavated to convey storm runoff. These features appear to have been mechanically channelized in the past but has since become vegetated by herbaceous species. Dominant species consisted of soft chess (*Bromus hordeaceus*), Mediterranean barley, ryegrass (*Lolium perennis*), annual rabbit's-foot grass (*Polypogon monspeliensis*), and tall flat-sedge (*Cyperus eragrostis*). Other species observed in the drainage ditches include winter vetch and fringed willow herb.

A notification of lake or streambed alteration (notification) for the project was submitted to CDFW; however, CDFW did not send a draft Lake or Streambed Alteration Agreement (LSAA) nor determine that a LSAA was not required within 60 days from the date the application was deemed complete, therefore, the project may proceed under the Operation of Law ("Op Law") provisions of the LSAA program.

Mitigation Measures Item IV-2, 3:

MM IV.5

The project applicant has applied for and received on December 13, 2018 from the USACE the issuance of a Nationwide Permit 39 for Commercial and Institutional Developments for impacts to waters of the U.S. (Waters). The applicant shall comply with all terms and conditions of this permit. A copy of this Permit shall be submitted to the Placer County Community Development Resource Agency to confirm it includes the entire project area.

MM IV.6

The applicant applied for a Section 401 Water Quality Certification (Certification) from the RWQCB on December 19, 2018 and received on January 31, 2019 a notification of a complete application; however, the Certification will not be issued until the appropriate CEQA documentation has been submitted to the State Clearinghouse. Upon issuance, the applicant will adhere to the Certification conditions. A copy of this Permit shall be submitted to the Placer County Community Development Resource Agency to confirm it includes the entire project area.

MM IV.7

The applicant has also applied for a Section 1600 Lake or Streambed Alteration Agreement (Agreement) from CDFW on April 1, 2019. On July 8, 2019 CDFW notified the applicant that he may proceed without an Agreement (Notification No. 1600-2019-0070-R2) under the Operation of Law provisions of the LSAA program. A copy of this Operation of Law letter shall be submitted to the Placer County Community Development Resource Agency to confirm it includes the entire project area.

Discussion Item IV-4:

The project site is surrounded by suburban uses including residential and commercial development. Baseline and Walerga roads are main thoroughfares in this portion of Placer County with relatively heavy traffic during normal commuter times. The proposed project area does not occupy an important location relative to regional wildlife movement because it does not act as a link between two or more patches of otherwise disjunct habitat. Additionally, no known wildlife nursery sites are on or near the proposed project site. No additional fragmentation of habitat would occur due to the proposed project. Therefore, potential impacts to wildlife corridors would be less than significant. No mitigation measures are required.

Discussion Item IV-5:

The proposed project would not conflict with any County policy or ordinance protecting natural resources. Therefore, there is no impact.

Discussion Item IV-6:

The Placer County Conservation Program (HCP/NCCP), County Aquatic Resources Program, Cultural Resources Management Plan, and related implementing ordinances and programs (PCCP) were adopted by the Placer County Board of Supervisors on September 1, 2020; the South Placer Regional Transportation Authority on September 23, 2020; the City of Lincoln on October 13, 2020; and the Placer County Water Agency on October 15, 2020. The state and federal wildlife and regulatory agencies are anticipated to adopt and issue permits allowing the program to be

fully implemented in early Winter of 2020. The applicant has obtained state and federal permits for impacts to waters of the State and U.S. The project falls within the PCCP service area; however, the urban land cover type found on the project site is not considered habitat for PCCP Covered Species and the project is not subject to the requirements of the PCCP. This land cover type is considered previously developed, and does not require payment of fees for additional development under the PCCP. Therefore, there is no impact.

Discussion Item IV-8:

Placer County has identified the value of its native and landmark trees and has adopted measures for their preservation. The Tree Preservation Ordinance (Chapter 12, Article 12.16 of the County Code) provides protections for landmark trees and heritage trees. Placer County also has Oak Woodland Impact Guidelines. The guidelines apply to any discretionary entitlement subject to CEQA review on a property occupied by oak woodland where the woodland comprises an area larger than two acres. The trees impacted by the development do not constitute "oak woodlands" as they do not account for an area of two acres or greater with at least ten percent of the canopy onsite nor do they signify any significant stand of oak trees. As such, the proposed project would not result in the conversion of oak woodlands and no mitigation for oak woodland loss is necessary.

The Tree Preservation Ordinance requires a Tree Permit for any activity within the Protected Zone of a Tree related to a discretionary project. In addition, a Tree Permit is required for the removal of any Protected Tree, unless otherwise exempted. Madrone Ecological Consulting analyzed the trees on the project site as part of its January 2020 Biological Resources Assessment. Eight trees that are considered Protected Trees occur within the project site. Seven of the Protected Trees are interior live oak trees located within landscape corridors along Walerga and Baseline roads. They are generally in good condition, although one is in poor health and another has a very substantial lean. The other Protected Tree is a large Fremont cottonwood that is in good condition, located within the fenced-in area of the site.

The project would require the removal of eight Protected Trees with a combined DBH of 107.7 inches. This would be a significant impact. However, with implementation of the mitigation identified below, impacts to protected trees would be reduced to a less-than-significant level.

Mitigation Measures Item IV-8:

MM IV.8

To mitigate for the loss of Protected Trees, the project applicant shall obtain a Tree Permit from Placer County's Planning Services Division prior to construction activities that could impact native trees and comply with all requirements of the Tree Permit. The Planning Services Division shall review the Tree Permit application as well as the final site improvement plans and determine the precise mitigation requirement at that time. Compensatory mitigation shall consist of payment of a mitigation fee into the Placer County Tree Preservation Fund at \$125 per DBH removed or impacted.

MM IV.9

The Improvement Plans shall include a note and show placement of Temporary Construction Fencing. The applicant shall install a four foot tall, brightly colored (usually yellow or orange), synthetic mesh material fence (or an equivalent approved by the Development Review Committee) at the following locations prior to any construction equipment being moved on-site or any construction activities taking place:

- A. At the limits of construction, outside the critical root zone of all trees six (6) inches DBH (diameter at breast height), or 10 inches DBH aggregate for multi-trunk trees, within 50 feet of any grading, road improvements, underground utilities, or other development activity, or as otherwise shown on the project plans; and,
- B. Around any and all "special protection" areas such as the existing landscape buffer area along the southern property line and existing trees within the landscape areas along the street frontages that are proposed for preservation.

No development of the project site, including grading, shall be allowed until this requirement is satisfied. Any encroachment within these areas, including critical root zones of trees to be saved, must first be approved by the Development Review Committee. Temporary fencing shall not be altered during construction without written approval of the Development Review Committee. No grading, clearing, storage of equipment or machinery, etc., may occur until a representative of the Development Review Committee has inspected and approved all temporary construction fencing.

V. CULTURAL RESOURCES – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines, Section 15064.5? (PLN)		X		
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines, Section 15064.5? (PLN)		X		
3. Disturb any human remains, including those interred outside of dedicated cemeteries? (PLN)		X		
4. Have the potential to cause a physical change, which would affect unique ethnic cultural values? (PLN)				X
5. Restrict existing religious or sacred uses within the potential impact area? (PLN)				X

A Cultural Resources Inventory was prepared for the project site by Peak & Associates in December 2019. The potential presence of cultural resources on the site was determined through a records search and pedestrian survey. The methods and results are described below.

Record Search. To determine the potential presence of cultural and historical resources in the project area, Peak & Associates conducted a record search at the North Central Information Center (NCIC) on November 19, 2019. The purpose of the records search was to identify previous cultural resource studies in and near the project site, and identify previously-recorded resources on the project site or near enough that they might be impacted by the proposed development. Results from the NCIC indicate that there are no prehistoric or historic period resources recorded in or within a 0.125 mile radius of the project site. The property was found to have never been surveyed for cultural resources in the past.

Field Survey. Michael Lawson of Peak & Associates inspected all areas of the project site on December 2, 2019. All visible ground surface onsite was carefully examined for cultural material, soil discoloration that might indicate the presence of a cultural midden, soil depressions, and features indicative of the former presence of structures or buildings, or historic-era debris. Due to low sensitivity for resources, ten meter parallel transects were used, with occasional overlapping and regular clearing of patches of vegetation. No archaeological or historic-era built-environment artifacts or features were identified.

Discussion Item V-1, 2:

The project site has been surveyed for the presence of archaeological and historic resources. Although no indications of historic-age resources were found during the field survey, there is always the possibility that previously unknown historic resources exist below the ground surface.

Prehistoric Resources. No prehistoric resources were identified during the site inspection. 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 Placer County General Plan. Policies and mitigation measures have been included in the General Plan to encourage the preservation of historically significant known and unknown areas. Although no indications of historic-age resources were found during the field survey, there is always the possibility that previously unknown historic resources exist below the ground surface. Therefore, implementation of standard cultural resource construction mitigation below would ensure that this impact is less than significant.

Mitigation Measure Item V-1, 2:

MM V.1

The Improvement Plans shall include a note stating that if potential tribal cultural resources (TCRs), archaeological resources, other cultural resources, articulated, or disarticulated human remains are discovered during construction activities, all work shall cease within 100 feet of the find (based on the apparent distribution of cultural resources).

Examples of potential cultural materials include midden soil, artifacts, chipped stone, exotic (non-native) rock, or unusual amounts of baked clay, shell, or bone.

A qualified cultural resources specialist and Native American Representative from the traditionally and culturally affiliated Native American Tribe(s) will assess the significance of the find and make recommendations for further evaluation and treatment as necessary. Culturally appropriate treatment that preserves or restores the cultural character and integrity of a Tribal Cultural Resource may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, construction monitoring of further construction activities by Tribal representatives of the traditionally and culturally affiliated Native American Tribe, and/or returning objects to a location within the project area where they will not be subject to future impacts. The United Auburn Indian Community (UAIC) does not consider curation of TCRs to be appropriate or respectful and requests that materials not be permanently curated, unless specifically requested by the Tribe.

Following a review of the find and consultation with appropriate experts, the authority to proceed may be accompanied by the addition of development requirements which provide for protection of the site and/or additional measures necessary to address the unique or sensitive nature of the site. The treatment recommendations made by the cultural resource specialist and the Native American Representative will be documented in the project record. Any recommendations made by these experts that are not implemented, must be documented and explained in the project record. Work in the area(s) of the cultural resource discovery may only proceed after authorization is granted by the Placer County Community Development Resource Agency following coordination with cultural resources experts and tribal representatives as appropriate.

Discussion Item V-3:

No human remains are known to be buried at the project site nor were there any indications of human remains found during the field survey. However, there is always the possibility that subsurface construction activities associated with the proposed project, such as trenching and grading, could potentially damage or destroy previously undiscovered human remains. Accordingly, this is a potentially significant impact. Implementation of the following standard mitigation measure would ensure that this impact is less than significant.

Mitigation Measure Item V-3:

MM V.2

If human remains are encountered, these remains shall be treated in accordance with Health and Safety Code Section 7050.5, PRC Section 5097.98, and CEQA Guidelines Section 15064.5(e).

The Improvement Plans shall include a note stating that if any archaeological artifacts, exotic rock (non-native), or unusual amounts of shell or bone are uncovered during any on-site construction activities, all work must stop immediately in the area and a qualified archaeologist retained to evaluate the deposit. The Placer County Planning Services Division and Division of Museums must also be contacted for review of the archaeological find(s).

If articulated or disarticulated human remains are discovered during construction activities, the County Coroner shall be contacted immediately. Upon determination by the County Coroner that the find is Native American in origin, the County Coroner will notify the Native American Heritage Commission to assign the Most Likely Descendant(s) who will work with the project proponent to define appropriate treatment and disposition of the burials.

Following a review of the find and consultation with appropriate experts, the authority to proceed may be accompanied by the addition of development requirements which provide for protection of the site and/or additional measures necessary to address the unique or sensitive nature of the site. The treatment recommendations made by the cultural resource specialist and the Native American Representative will be documented in the project record. Any recommendations made by these experts that are not implemented, must be documented and explained in the project record. Work in the area(s) of the cultural resource discovery may only proceed after authorization is granted by the Placer County Community Development Resource Agency following coordination with cultural resources experts and tribal representatives as appropriate.

Discussion Item V-4, 5:

The proposed project does not have the potential to cause a physical change that would affect unique ethnic or cultural values and there are no known existing or historic religious or sacred uses of the project site. Therefore, there is no impact.

VI. ENERGY – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? (PLN)			X	
2. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? (PLN)			X	

Discussion Item VI-1:

The proposed project is a 31,200 square-foot neighborhood shopping center consisting of seven buildings including a 6,500 square foot convenience store/fast food outlet with a drive-through car wash and 16-pump gas station as well as associated parking, lighting, and landscaping and storm water management features.

During construction there would be a temporary consumption of energy resources for the movement of equipment and materials. The construction and operation of the proposed project would be required by State law to comply with the California Green Building Standards Code (commonly known as “CALGreen”). Compliance with local, state, and federal regulations, which limit engine idling times and require recycling construction debris, would reduce short-term energy demand during the proposed project’s construction to the extent feasible and proposed project construction would not result in a wasteful or inefficient use of energy. There are no unusual proposed project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities or use of equipment that would not conform to current emissions standards and related fuel efficiencies. Furthermore, individual proposed project elements are required to be consistent with County policies and emissions reductions strategies, and would not consume energy resources in a wasteful or inefficient manner. There is a less than significant impact. No mitigation measures are required.

Discussion Item VI-2:

State and local authorities regulate energy use and consumption through various means and programs. Regulations at the state level are intended to reduce energy use and greenhouse gas (GHG) emissions. The proposed project would comply with these regulations that include, among others, Assembly Bill (AB) 1493–Light-duty Vehicle Standards, California Code of Regulations Title 24, Part 6–Energy Efficiency Standards, California Code of Regulations Title 24, Part 11–California Green Building Standards. CCR Title 24 and CALGreen regulate the amount of energy consumed by new development for heating, cooling, ventilation, and lighting.

The proposed project’s construction methods are consistent with the goals and measures in the County’s General Plan and Climate Action Plan/Sustainability Plan. Therefore, the proposed project would result in less than significant impacts associated with renewable energy and energy efficiency plans. No mitigation measures are required.

VII. GEOLOGY & SOILS – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Result in substantial soil erosion or the loss of topsoil? (ESD)		X		
2. 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? (ESD)			X	
3. Be located on expansive soils, as defined in Section 1802.3.2 of the California Building Code (2007), creating			X	

substantial direct or indirect risks to life or property? (ESD)				
4. 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? (EH)				X
5. Directly or indirectly destroy a unique paleontological resource or unique geologic or physical feature? (PLN)		X		
6. Result in significant disruptions, displacements, compaction or overcrowding of the soil? (ESD)		X		
7. Result in substantial change in topography or ground surface relief features? (ESD)		X		
8. Result in exposure of people or property to geologic and geomorphological (i.e. Avalanches) hazards such as earthquakes, landslides, mudslides, seismic-related ground failure, or similar hazards? (PLN, ESD)			X	

Discussion Item VII-1, 6, 7:

The project site is made up of two relatively flat parcels that are developed with a large communications tower and associated buildings, parking areas, and gravel staging area. The tower and buildings are on the portion of the property Consolidated Communications would retain. The project is an infill project bound by Walerga Road to the west, Baseline Road to the north, Crowder Lane to the east and existing single-family homes to the south.

The site is not within an earthquake fault zone. The project site is considered to have low seismic risk with respect to faulting, ground shaking, and seismically related ground failure. There is a potential for the site to be subjected to at least moderate earthquake shaking during the useful life of any site buildings. Because structures would be constructed according to the current edition of the California Building Code, which contains seismic standards, the likelihood of severe damage due to ground shaking should be minimal. There is no landsliding or slope instability related to the project site. No mud slides or other geologic or geomorphological hazards have been observed at or near this project site. Therefore, these impacts are less than significant. No mitigation measures are required.

The Natural Resource Conservation Service Web Soil Survey identifies the predominant soil type on the site as Fiddymment-Kaseberg loams, two to nine percent slopes. This soil unit is about 50 percent Fiddymment soil and 30 percent Kaseberg soil. The Fiddymment soil is moderately deep over a hardpan, and the Kaseberg soil is shallow over a hardpan. The soil is well drained with a very low to moderate permeability. The hazard of erosion is slight to moderate. The major limitation to urban use is depth to hardpan.

The project proposal would result in the construction of approximately 31,200 square-foot of neighborhood shopping center consisting of a gas station/convenience store with a drive-through car wash and gas station, an oil change/auto repair building, a fast-food restaurant with drive-through, four additional retail buildings, as well as associated parking, lighting, landscaping and storm water management features. To construct the improvements proposed, disruption of soils onsite would occur, including excavation/compaction for the buildings, driveways, and various utilities. All of the 6.8-acre site would be disturbed by grading activities. The proposed earthwork includes moving approximately 2,500 cubic yards of material on site with no import or export. The maximum cut and fill height would be approximately 2 feet.

The project's site specific impacts associated with soil disruptions, soil erosion and topography changes can be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures Item VII-1, 6, 7:

MM VII.1

The applicant shall prepare and submit Improvement Plans, specifications and cost estimates (per the requirements of Section II of the Land Development Manual (LDM) that are in effect at the time of submittal) to the Engineering and Surveying Division (ESD) for review and approval. The plans shall show all physical improvements as required by the conditions for the project as well as pertinent topographical features both on and off site. All existing and proposed utilities and easements, on site and adjacent to the project, which may be affected by planned construction, shall be shown on the plans. All landscaping and irrigation facilities within the public right-of-way (or public easements), or landscaping within sight distance areas at intersections, shall be included in the Improvement Plans.

The applicant shall pay plan check and inspection fees and, if applicable, Placer County Fire Department improvement plan review and inspection fees with the 1st Improvement Plan submittal. (NOTE: Prior to plan approval, all applicable recording and reproduction cost shall be paid). The cost of the above-noted landscape and irrigation facilities shall be included in the estimates used to determine these fees. It is the applicant's responsibility to obtain all required agency signatures on the plans and to secure department approvals. If the Design/Site Review process and/or Development Review Committee (DRC) review is required as a condition of approval for the project, said review process shall be completed prior to submittal of Improvement Plans.

Conceptual landscape plans submitted prior to project approval may require modification during the Improvement Plan process to resolve issues of drainage and traffic safety.

The Final Parcel Map(s) shall not be submitted to the Engineering and Surveying Division (ESD) until the Improvement Plans are submitted for the second review. Final technical review of the Final Parcel Map(s) shall not conclude until after the Improvement Plans are approved by the ESD.

Any Building Permits associated with this project shall not be issued until, at a minimum, the Improvement Plans are approved by the Engineering and Surveying Division.

Prior to the County's final acceptance of the project's improvements, submit to the Engineering and Surveying Division two copies of the Record Drawings in digital format (on compact disc or other acceptable media) in accordance with the latest version of the Placer County Digital Plan and Map Standards along with two blackline hardcopies (black print on bond paper) and two PDF copies. The digital format is to allow integration with Placer County's Geographic Information System (GIS). The final approved blackline hardcopy Record Drawings will be the official document of record. **(ESD)**

MM VII.2

The Improvement Plans shall show all proposed grading, drainage improvements, vegetation and tree removal, and all work shall conform to provisions of the County Grading Ordinance (Ref. Article 15.48, Placer County Code) and Stormwater Quality Ordinance (Ref. Article 8.28, Placer County Code) that are in effect at the time of submittal. No grading, clearing, or tree disturbance shall occur until the Improvement Plans are approved and all temporary construction fencing has been installed and inspected by a member of the Development Review Committee (DRC). All cut/fill slopes shall be at a maximum of 2:1 (horizontal: vertical) unless a soils report supports a steeper slope and the Engineering and Surveying Division (ESD) concurs with said recommendation.

The applicant shall revegetate all disturbed areas. Revegetation, undertaken from April 1 to October 1, shall include regular watering to ensure adequate growth. A winterization plan shall be provided with project Improvement Plans. It is the applicant's responsibility to ensure proper installation and maintenance of erosion control/winterization before, during, and after project construction. Soil stockpiling or borrow areas, shall have proper erosion control measures applied for the duration of the construction as specified in the Improvement Plans. Provide for erosion control where roadside drainage is off of the pavement, to the satisfaction of the Engineering and Surveying Division (ESD).

The applicant shall submit to the ESD a letter of credit or cash deposit in the amount of 110 percent of an approved engineer's estimate using the County's current Plan Check and Inspection Fee Spreadsheet for winterization and permanent erosion control work prior to Improvement Plan approval to guarantee protection against erosion and improper grading practices. One year after the County's acceptance of improvements as complete, if there are no erosion or runoff issues to be corrected, unused portions of said deposit shall be refunded to the project applicant or authorized agent.

If, at any time during construction, a field review by County personnel indicates a significant deviation from the proposed grading shown on the Improvement Plans, specifically with regard to slope heights, slope ratios, erosion control, winterization, tree disturbance, and/or pad elevations and configurations, the plans shall be reviewed by the DRC/ESD for a determination of substantial conformance to the project approvals prior to any further work proceeding. Inability of the DRC/ESD to make a determination of substantial conformance may serve as grounds for the revocation/modification of the project approval by the appropriate hearing body. **(ESD)**

MM VII.3

The Improvement Plan(s) shall identify the stockpiling and/or vehicle staging areas with locations as far as practical from existing dwellings and protected resources in the area. **(ESD)**

Discussion Item VII-2, 3, 8:

The project is not located in a sensitive geologic area or in an area that typically experiences soil instability. Soils on the site indicate that they are capable of supporting commercial structures and circulation improvements. The proposed project would comply with Placer County construction and improvement standards to reduce impacts related to soils, including on or offsite landslides, lateral spreading, subsidence, liquefaction, or collapse. The Soil Survey does not identify significant limitation of the soil types present on the site.

The project is located within Placer County. The California Department of Mines and Geology classifies the project site as a low severity earthquake zone. The project site is considered to have low seismic risk with respect to faulting, ground shaking, seismically related ground failure and liquefaction. There is a potential for the site to be subjected to at least moderate earthquake shaking during the useful life of any future buildings. However, the future buildings would be constructed in compliance with the California Building Code, which includes seismic standards. Therefore, the impacts of unstable soil, expansive soil, and geologic/seismic hazards are less than significant. No mitigation measures are required.

Discussion Item VII-4:

The proposed project would be served by public sewer, and would not require or result in the construction of new on-site sewage disposal systems. Therefore, there is no impact.

Discussion Item VII-5:

The potential for the discovery of unknown paleontological resources as a result of development activities are discussed in the Placer County General Plan. Policies and mitigation measures have been included in the General Plan to encourage the preservation of significant known and unknown areas.

No paleontological resources are known to exist on the project site. There would be minimal trenching required for extension of public water and sewer to and within the property. Implementation of the mitigation measure below would reduce the potentially significant adverse environmental impact of project-related ground disturbance and earth-moving on paleontological resources to a less-than-significant level by allowing for the salvage of fossil remains and associated specimen data and corresponding geologic and geographic site data that otherwise might be lost to earth-moving and to unauthorized fossil collecting.

Mitigation Measure Item VII-5:MM VII.4

If any presently unknown paleontological resources (fossils) are discovered during construction, all work in the immediate vicinity of the find shall be halted until a qualified paleontologist has an opportunity to evaluate the remains. If any exposed fossils are found on the site, the paleontologist will collect them, as feasible, and recommend appropriate action. If warranted, a sample of rock will be collected for processing. The paleontologist shall be equipped to allow for the proper removal of fossil remains and/or matrix.

VIII. GREENHOUSE GAS EMISSIONS – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (PLN, Air Quality)		X		
2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (PLN, Air Quality)		X		

Discussion Item IX-1, 2:

Greenhouse gas (GHG) emissions of primary concern from land use projects include carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). Construction related activities resulting in exhaust emissions may come from fuel combustion for heavy-duty diesel and gasoline-powered equipment, portable auxiliary equipment, material delivery trucks, and worker commuter trips. Operational GHG emissions would result from motor vehicle trips generated by the residents and visitors, as well as on-site fuel combustion for landscape maintenance equipment. The proposed

project would result in grading, subsequent paving and the construction of residential and accessory buildings, along with the construction of associated utilities and roadways.

The California Global Warming Solutions Act (AB32) signed into law in September 2006, requires statewide GHG emissions to be reduced to 1990 levels by 2020. AB32 established regulatory, reporting, and market mechanisms to achieve this goal and provides guidance to help attain quantifiable reductions in emissions efficiently, without limiting population and economic growth. In September of 2016, Senate Bill (SB) 32 was signed by the Governor, to establish a California GHG reduction target of 40 percent below 1990 levels by 2030.

On October 13, 2016, the Placer County Air Pollution Control District (PCAPCD) adopted CEQA significance thresholds for GHG emissions as shown below. The Bright-line threshold of 10,000 metric tons (MT) CO₂e/yr threshold for construction and operational phases, and the De Minimis level of 1,100 MT CO₂e/yr for operational, were used to determine significance. GHG emissions from projects that exceed 10,000 MT CO₂e/yr would be deemed to have a cumulatively considerable contribution to global climate change. For a land use project, this level of emissions is equivalent to a project size of approximately 646 single-family dwelling units, or a 323,955 square feet commercial building.

The De Minimis Level for the operational phases of 1,100 MT CO₂e/yr represents an emissions level which can be considered to be less than cumulatively considerable and be excluded from the further GHG impact analysis. This level of emissions is equivalent to a project size of approximately 71 single-family units, or a 35,635 square feet commercial building.

PCAPCD CEQA THRESHOLDS FOR GHG EMISSIONS

- A. Bright-line Threshold of 10,000 metric tons of CO₂e per year for the construction and operational phases of land use projects as well as the stationary source projects
- B. Efficiency Matrix for the operational phase of land use development projects when emissions exceed the De Minimis Level, and
- C. De Minimis Level for the operational phases of 1,100 metric tons of CO₂e per year.

Construction Emissions

The estimated unmitigated maximum construction-related emissions from the proposed project are presented in the following table.

Unmitigated Annual Construction GHG Emissions (MTCO ₂ e/yr)			
Year	GHG Emissions	Threshold of Significance	Exceeds Thresholds?
2021	321.48	10,000	NO
2022	154.03	10,000	NO
Source: CalEEMod, October 2020 (see Appendix A of the Air Quality and GHG Analysis prepared by Raney).			

As shown in the table above, the maximum annual emissions related to implementation of the proposed project are anticipated to occur in 2021. However, even in 2021, the construction-related GHG emissions would be well below the PCAPCD's bright-line threshold of 10,000 MTCO₂e/yr, and project construction would not be considered to result in a cumulatively considerable contribution to global climate change.

Operational Emissions

The estimated operational GHG emissions at full buildout, in the year 2023, are presented in the table below. The applicant has committed to the installation of seven electric vehicle (EV) charging stations on the project site. The provision of on-site EV charging stations would encourage the use of EVs and thereby contribute to a reduction in mobile-sourced GHG emissions. Considering an average reduction of approximately seven MTCO₂e/yr per EV charging station, a 49 MTCO₂e/yr reduction has been applied to the overall operational GHG emissions.

Unmitigated Operational GHG Emissions (MTCO₂e/yr)	
Emission Source	GHG Emissions
Area	0.004
Energy	73.27
Mobile	2,382.40
Solid Waste	14.84
Water	4.59
GHG Reduction from EV Charging Stations ¹	-49.00
TOTAL ANNUAL GHG EMISSIONS²	2,426.10
PCAPCD Screening Level Threshold	1,100
PCAPCD Bright-line Threshold	10,000
<p>1 See Appendix D for EV charging station GHG reduction calculations.</p> <p>2 Rounding may result in small differences in summation.</p> <p><i>Source: CalEEMod, October 2020 (see Appendix A of the Air Quality and GHG Analysis prepared by Raney).</i></p>	

As shown in the table, the proposed project would result in operational GHG emissions in excess of the 1,100 MTCO₂e/yr operational threshold of significance. However, the project's emissions would be below the PCAPCD's Bright-line Threshold of 10,000 MTCO₂e/yr.

Although project-related emissions would be below the PCAPCD's Bright-line Threshold of 10,000 MTCO₂e/yr, the project was further evaluated in comparison with the efficiency thresholds. The efficiency thresholds rely on MTCO₂e emissions per 1,000 sf per year to determine significance for non-residential projects in rural or urban settings. In general, urban projects are considered to involve shorter vehicle trips, which would inherently reduce GHG emissions from mobile sources, while rural projects are considered to involve relatively longer vehicle trips and proportionally higher GHG emissions from mobile sources. The proposed project's estimated emissions per 1,000 sf are presented below and compared with the applicable PCAPCD efficiency threshold.

Unmitigated Operational GHG Emissions (MTCO₂e/yr/1,000 sf)	
Project Emissions	PCAPCD Efficiency Threshold for Urban Non-Residential Projects
77.76	26.5
<p>Notes: The estimated building space for the proposed project is 31,200 sf. (Project Emissions = 2,426.10 MTCO₂e/yr / 31.2 ksf = 77.76 MTCO₂e/yr/ksf) <i>Source: CalEEMod, October 2020 (see Appendix A of the Air Quality and GHG Analysis prepared by Raney).</i></p>	

Consistency with Placer County Sustainability Plan

The CARB encourages local governments to adopt a reduction goal for municipal operations emissions and move toward establishing similar goals for community emissions that parallel the State's commitment to reduction GHG emissions. Placer County adopted the Placer County Sustainability Plan: A Greenhouse Gas Emission Reduction Plan and Adaptation Strategy (PCSP) on January 28, 2020. The PCSP includes an inventory of baseline emissions from the year 2005 and forecasted emissions in 2020, 2030, and 2050. In addition, the PCSP establishes a target of reducing the County's GHG emissions to 15 percent below 2005 levels by 2020 and achieving the State-wide per capita efficiency target of six MTCO₂e per person by 2030. The GHG reductions presented within the PCSP are designed to achieve the State's adopted AB 32 and SB 32 reduction targets. The PCSP would not be applicable to projects that have been previously analyzed under a certified EIR, which are consistent with such analysis, and addresses the most recent GHG regulatory requirements.

The PCSP contains community-wide and municipal GHG mitigation strategies that can be applied to discretionary projects, as feasible, when the applicable project-level GHG thresholds are exceeded. Under the PCSP, the County utilizes the PCAPCD recommended GHG threshold of 1,100 MTCO₂e per year to determine whether PCSP emission

reduction measures are required. The following seven strategies from the PCSP represent measures that could be applicable to the proposed project.

- **Strategy E-1:** Facilitate a transition to electricity as the primary energy source for residential, mixed-use, commercial, and office buildings;
- **Strategy E-4:** Encourage new residential, office, and commercial development, as mitigation for discretionary projects exceeding applicable CEQA GHG thresholds, to implement CALGreen Tier 1 standards and accelerate Zero Net Energy (ZNE) in new construction;
- **Strategy E-21:** Encourage onsite solar photovoltaic (PV) systems and/or energy storage as mitigation for discretionary projects exceeding applicable GHG thresholds, for new nonresidential buildings exceeding 20,000 square feet;
- **Strategy T-1.4:** Encourage new office and commercial development with 10 or more parking spaces (including hotels, motels, and restaurants), as mitigation for discretionary projects exceeding applicable GHG thresholds, to design and install EV-Capable infrastructure and electric vehicle service equipment-installed (EVSE Installed) Level 2 charging stations as shown in [PCSP] Figure 4-2 and [PCSP] Table 4-6;
- **Strategy T-2:** Support the installation of alternative fueling stations to encourage residents and visitors to transition from high-carbon vehicle fuels, such as diesel or gasoline, to less-carbon-intensive vehicle fuels, such as natural gas, propane, biofuel, or hydrogen;
- **Strategy WW-2:** Encourage new development projects, as mitigation for discretionary projects exceeding applicable GHG thresholds, to exceed minimum state water efficiency requirements for new water fixtures; and
- **Strategy GHG-1:** Establish a carbon offset program that identifies, supports, and funds programs and projects that demonstrate sustained GHG emissions reductions and climate adaptation, primarily in the unincorporated county and the region. GHG reductions from these programs and projects shall be real, permanent, quantifiable, verifiable, and enforceable. Programs shall primarily serve the residents and businesses of Placer County. The carbon offset program would be available to Placer County project applicants to mitigate GHG emissions for projects in the unincorporated county that exceed the County Air Pollution Control District's project level GHG emissions thresholds after all feasible onsite mitigation strategies are applied to project design and operation. Strategies and projects identified in the PCSP would be eligible for funding from the program. The program should be compatible with and leverage existing County and regional partnerships and programs that reduce GHG emissions.

As shown above, the project exceeds the PCAPCD De Minimis level threshold. The proposed project shall implement the following mitigation measures, consistent with the PCSP, to reduce the operational GHG emissions. The mitigated level of emissions would not exceed the PCAPCD Bright-line threshold and therefore would not substantially hinder the State's ability to attain the goals identified in SB 32. Thus, the construction and operation of the project would not generate substantial greenhouse gas emissions, either directly or indirectly, which may be considered to have a significant impact on the environment, nor conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases and is therefore considered to have a less than significant impact, with implementation of the following mitigation measures.

MM VIII.1

Prior to approval of improvement plans and issue of building permits, the project applicant shall demonstrate consistency with the following measures to reduce the project's operational GHG emissions.

- The project shall be designed with seven (7) parking spaces to include Electrical Vehicle Supply Equipment (EVSE). EVSE includes EV charging equipment for each required space connected to a 208/240-volt, 40-amp panel with conduit, wiring, receptacle, and overprotection devices (consistent with PCSP Strategy T-1.4);
- The construction of on-site renewable energy systems (consistent with PCSP Strategy E-21);
- Adherence to the Tier 1 standard of the California Green Building Code (consistent with PCSP Strategy E-4); and
- Installation of water-efficient fixtures (consistent with PCSP Strategy WW-2).

MM VIII.2

Prior to the approval of improvement plans and issue of building permits, the applicant shall offset the operational GHG emissions remaining after implementation of Mitigation Measure MMVIII-1. This mitigation measure is consistent with guidance recommended by PCAPCD and CARB (PCAPCD 2017:54, CARB 2017:152). This measure is also consistent with the State CEQA Guidelines, which recommend several options for mitigating GHG emissions. State CEQA Guidelines Section 15126.4(C)(3) states that measures to mitigate the significant effects of GHG emissions may include “off-site measures, including offsets that are not otherwise required....”

The purchase of off-site mitigation credits shall be negotiated with Placer County and PCAPCD at the time that credits are sought. Off-site mitigation credits shall be real, quantifiable, permanent, verifiable, enforceable, and additional, consistent with the standards set forth in Health and Safety Code section 38562, subdivisions (d)(1) and (d)(2). Such credits shall be based on protocols that are consistent with the criteria set forth in subdivision (a) of Section 95972 of Title 17 of the California Code of Regulations, and shall not allow the use of offset projects originating outside of California, except to the extent that the quality of the offsets, and their sufficiency under the standards set forth herein, can be verified by Placer County and/or the PCAPCD. Such credits must be purchased through one of the following:

- A. A CARB-approved registry, such as the Climate Action Reserve, the American Carbon Registry, and the Verified Carbon Standard;
- B. Any registry approved by CARB to act as a registry under the California Cap and Trade program;
- C. Through the CAPCOA GHG Rx and the PCAPCD; or
- D. The Placer County Carbon Offset Program established pursuant to PCSP Strategy GHG-1.

Based on the May 2020 CARB allowance price of \$16.68 per MTCO₂, the required GHG reduction credits would cost approximately \$22,119.35; a one-time payment to mitigate the exceedance of 1,326.10 MTCO₂ for a single year. Proof of purchase shall be submitted to the Placer County Planning Department prior to the issuance of the first building permit.

IX. HAZARDS & HAZARDOUS MATERIALS – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (EH)		X		
2. 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? (EH)			X	
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (AQ)			X	
4. 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? (EH)			X	
5. 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? (PLN)				X
6. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (PLN)			X	
7. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? (PLN)			X	

Discussion Item IX-1:

Hazardous materials include solids, liquids, or gaseous materials that, because of their quantity, concentration, or physical, chemical, or infectious characteristics could pose a threat to human health or the environment. Hazards include the risks associated with potential explosions, fires, or release of hazardous substances in the event of an accident or natural disaster, which may cause or contribute to an increase in mortality or serious illness or pose substantial harm to human health or the environment.

Construction Activities. Project construction would not require any demolition as there are no existing structures. Therefore, there is no possibility that potentially hazardous building materials including, but not limited to, asbestos-containing materials, lead-based paint, polychlorinated biphenyl (PCBs), or mercury may be encountered during demolition.

Workers would commute to the project site via private vehicles and would operate construction vehicles and equipment on public streets. Materials hazardous to humans, wildlife, and sensitive environments, including diesel fuel, gasoline, equipment fluids, concrete, cleaning solutions and solvents, lubricant oils, adhesives, human waste, and chemical toilets, would be present during project construction. The potential exists for direct impacts to human health from accidental spills of small amounts of hazardous materials from construction equipment; however, the proposed project would be required to comply with Federal, State, and County Code restrictions which regulate and control those materials handled onsite.

Heavy equipment that would be used during construction of the proposed project would be fueled and maintained by substances such as oil, diesel fuel, gasoline, hydraulic fluid, and other liquid materials that would be considered hazardous if improperly stored or handled. In addition, materials such as paints, roofing materials, solvents, and other substances typically used in building construction would be located on the project site during construction. Improper use, storage, or transportation of hazardous materials could result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. The potential for accidental releases and spills of hazardous materials during construction is a standard risk on all construction sites, and there would be no greater risk for improper handling, transport, or spills associated with the proposed project than any other similar construction site. Construction contractors are required to comply with all applicable federal, state, and local laws and regulations regarding hazardous materials, including but not limited requirements imposed by the Environmental Protection Agency, California Department of Toxic Substances Control, Placer County Air Pollution Control District, and the Central Valley Regional Water Quality Control Board. As such, impacts are less than significant. Routine transport, storage, use, or disposal of hazardous materials during construction would not create substantial hazards to the public or the environment, and impacts would be less than significant.

Operational Activities. The proposed project would involve the transport and storage of fuels, lubricants, and various other hazardous materials related to the operation of the proposed gas station and oil change facility. Federal and State Community-Right-to-Know laws allow the public access to information about the amounts and types of chemicals that may be used by the businesses that would operate at the project site. Gasoline and diesel fuels would be stored in underground tanks, the installation of which would be subject to the Underground Storage Tank (UST) program. The main risk of hazardous material release would be from the transportation of fuels to the project site by tanker trucks. Fuels could be released by trucks involved in an accident or that overturn. The transport of hazardous materials is subject to state and federal regulations designed to minimize the risk of release of hazardous materials into the environment. The County and CalFire emergency response teams would handle any incident involving hazardous materials.

Laws are also in place that require businesses to plan and prepare for possible chemical emergencies. Any business that operates any of the facilities at the project site and that handles and/or stores substantial quantities of hazardous materials (§ 25500 of California Health and Safety Code, Division 20, Chapter 6.95) would be required to prepare and submit a Hazardous Materials Business Emergency Plan (HMBEP) to the Placer County Environmental Health in order to register the business as a hazardous materials handler. Such businesses are also required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which require immediate reporting to CalFire and State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business. With mandatory regulatory compliance as required by MM IX.1, potential hazardous materials impacts associated with long-term operation of the proposed project are not expected to pose a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials, nor would the project increase the potential for accidents during operations which could result in the release of hazardous materials into the environment.

The use of hazardous substances during normal construction activities is expected to be limited in nature, and would be subject to standard handling and storage requirements. As a condition of approval, the applicant would be required to obtain a permit for the installation of the underground storage tank(s) (UST) from Placer County Environmental Health prior to any UST installation activities.

Compliance with these restrictions and laws would ensure that potentially significant impacts would not occur during project construction. The project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Accordingly, impacts related to the handling, use, disposal, or release of hazardous substances are considered to be less than significant with implementation of Mitigation Measure IX.1 below.

Mitigation Measure Item IX-1:

MM IX.1

As required by Health and Safety Code Section 25507, if a future business handles a hazardous material or a mixture containing a hazardous material that has a quantity at any one time above the thresholds described in Section 25507(a) (1) through (6), a business shall establish and implement a business plan for emergency response to a release or threatened release of a hazardous material in accordance with the standards prescribed in the regulations adopted pursuant to Section 25503, said businesses shall obtain approval from the Placer County Environmental Health prior to occupancy.

Discussion Item IX-2:

A Phase I Environmental Site Assessment (ESA) was prepared for the project site by A&M Environmental Services in November 2019. Based on a review of historical information, as detailed in the Phase I ESA for the project, the site consisted of undeveloped land from as early as 1938 through 2005, when it was graded and used by Consolidated Communications for materials storage.

The Phase I ESA report determined that there were no recognized environmental conditions (REC) in relation to the project site. A recognized environmental condition refers to the presence or likely presence of any hazardous substance or petroleum products in, or at a property: due to release to the environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment.

A historic recognized environmental condition (HREC) refers to a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls. A&M Environmental Services did not identify any environmental issues during the course of the assessment. During the site inspection, the A&M Environmental Services representative did not find evidence or signs of dumping, spills, leaks or staining. There were no observed vent lines, fill lines or sink holes that might indicate the historic use of underground storage tanks (USTs) on the project site. The report concluded that further investigation of the site was not warranted.

As a standard condition of approval, for the notification and requirement of proper storage for hazardous materials to Environmental Health Services. "Hazardous materials" as defined in Health and Safety Code Division 20, Chapter 6.95 shall not be allowed on any premises in regulated quantities (55 gallons, 200 cubic feet, 500 pounds) without notification to Environmental Health. The property owner/occupant who handles or stores regulated quantities of hazardous materials shall comply with the following within 30 days of commencing operations:

- Operator must complete an electronic submittal to California Environmental Reporting System (CERS) and pay required permit fees.
- If the business will generate hazardous waste from routine operations, obtain an EPA ID number from the Department of Toxic Substances Control (DTSC).

With these standard conditions included, the impacts are anticipated to be less than significant. No mitigation measures are required.

Discussion Item VIII-3:

A Play Care Learning Center is located north of Baseline Road, 350 feet north of the project site and approximately 670 feet from the proposed fuel pumps. TAC emissions related to the operation of the proposed GDF would not result in health risks to either the off-site or on-site maximally exposed receptor in excess of the PCAPCD's thresholds for cancer risk and/or non-cancer hazard index. Additionally, the proposed project will be subject to all PCAPCD Rules and Regulations, and will be conditioned to obtain all necessary permits from PCAPCD. Compliance with

PCAPCD Rules and Regulations, project impacts related to exposure of sensitive receptors to emissions are considered less than significant.

Discussion IX-4:

A Phase I Environmental Site Assessment (ESA) was prepared for the project site by A&M Environmental Services in November 2019. ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund Sites (National Priorities List NPL); State Response, including Military Facilities and State Superfund, Voluntary Cleanup; and School Sites. ENVIROSTOR provides similar information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses; and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites. A&M contracted Environmental Data Resources, Inc. (EDR) to conduct a search of Federal and State databases containing known and suspected sites of environmental contamination. A review of the ENVIROSTOR list, as provided by EDR, and dated 07/29/2019 has revealed that there is one ENVIROSTOR site within approximately one mile of the project site. Based on the status and location of the property, it is not considered a recognized environmental condition in association with the project site.

The project site is not identified on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, the impact is less than significant. No mitigation measures are required.

Discussion Item IX-5:

The project is not located within an area covered by an airport land use plan, nor within two miles of a public airport or public use airport; therefore there is no impact.

Discussion Item IX-6:

The project area's existing street system, particularly arterial and collector streets, function as emergency evacuation routes. The project's design and layout would not impair or physically interfere with the street system emergency evacuation route or impede an emergency evacuation plan; therefore a less than significant impact on emergency routes/plans would be anticipated. No mitigation measures are required.

Discussion Item IX-7:

The project site is located in an area that is classified as Urban/Unzoned, with partly developed commercial and residential uses and is surrounded by suburban development including other structures and roadways. The new structures on the property would be required by Building Code to include interior fire suppression sprinkler systems. The proposed project has been reviewed by the Placer County Fire District and has been designed with adequate emergency vehicle access and hydrants for use by the District to reduce the risk of loss, injury or death involving wildland fires to a less than significant level. No mitigation measures are required.

X. HYDROLOGY & WATER QUALITY – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade ground water quality? (EH)			X	
2. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? (EH)				X
3. 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: a) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or		X		

offsite; b) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems? (ESD)				
4. Create or contribute runoff water which would include substantial additional sources of polluted runoff or otherwise substantially degrade surface water quality either during construction or in the post-construction condition? (ESD)		X		
5. Place housing or improvements within a 100-year flood hazard area either as mapped on a federal Flood Hazard boundary or Flood Insurance Rate Map or other flood hazard delineation map which would: a) impede or redirect flood flows; or b) expose people or structures to risk of loss, injury, or death involving flooding c) risk release of pollutants due to project inundation? (ESD)			X	
6. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (EH)				X

Discussion Item X-1:

Construction Impacts. Construction of the proposed project would involve clearing, grading, paving, utility installation, building construction, and the installation of landscaping, which would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paints, and other solvents with the potential to adversely affect water quality. Additionally, construction activities would involve the use of oil, lubricants and other chemicals that could be discharged from leaks or accidental spills. These discharges would have the potential to impact water quality in receiving water bodies in the absence of any protective or avoidance measures.

The applicant would be required to comply with the National Pollutant Discharge Elimination System (NPDES) permit. Regionally, this is achieved by preparing and implementing a Storm Water Quality Management Plan (SWQMP) based on the standards set forth in the West Placer Storm Water Quality Design Manual (2018). The SWQMP would require implementation of water quality best management practices (BMPs) to ensure that water quality standards are met and that stormwater runoff from construction areas do not result in a degradation of water quality in receiving water bodies. The preliminary SWQMP prepared for this project indicates the project would meet the requirements of the BMP Design Manual. As such, the potential impacts would be less than significant.

Operational Impacts. Storm water pollutants commonly associated with the type of land uses that could occupy the proposed buildings include sediment/turbidity, nutrients, trash and debris, oxygen-demanding substances, organic compounds, bacteria and viruses, oil and grease, and pesticides. Project development would likely lead to deposits of fuels, oils, metals, and other substances associated with motor vehicles, particularly at the fueling station. These deposits also could be transported off site by runoff and could eventually enter surface waters.

Pursuant to the requirements of the NPDES permit, a Water Quality Management Plan is required for managing the quality of storm water or urban runoff that flows from a developed site after construction is completed and the facilities or structures are occupied and/or operational. A Water Quality Management Plan describes the Best Management Practices that would be implemented and maintained throughout the life of a project to prevent and minimize water pollution that can be caused by storm water or urban runoff.

This project would not rely on groundwater wells as a potable water source but instead would connect to public treated water. The project would not violate water quality standards with respect to potable water. Proper permits would be required for project tenants related to hazardous materials as well as routine inspections, therefore the impact is anticipated to be less than significant. No mitigation measures are required.

Discussion Item X-2, 6:

As identified above, project adherence with the West Placer Storm Water Quality Design Manual and the NPDES permit that is in place at the time of development would be required. The project proposes the use of biofiltration basins. The biofiltration features would provide water quality treatment for on-site runoff. In addition, the project would

obtain a Construction General Permit and prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) that would further specify low impact development (LID) features and BMPs applicable to the project.

The proposed project would not irrigate with groundwater or wells. Therefore, the project would not adversely impact groundwater quality or cause or contribute to an exceedance of applicable groundwater receiving water quality objectives or degradation of beneficial uses. Furthermore, the project would not use any groundwater. All water for the project would be provided by California American Water. Therefore, the project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Therefore, there is no impact.

Discussion Item X-3:

A preliminary drainage report was prepared by the applicant's engineer. The existing 6.8-acre site is developed with a telecommunications industrial facility and has been previously graded relatively flat and used as a storage for vehicles and non-hazardous materials, as well as a training facility for telephone company staff. Drainage is currently conveyed to an existing storm drain system along the south edge of the property, to the northwest corner of the property into a road-side ditch with a culvert under Walerga Road, and to the northeast along Crowder Lane. The portion of the project site which fronts Walerga and Baseline Roads (approximately 1.7 acres) currently consists of landscaping that drains to the roadway and this would continue after development. The remaining 5.1 acres would be minimally re-graded and closely mimic the pre-development drainage patterns.

The proposed project would create new impervious surfaces on the property, however bio-retention facilities have been incorporated into the proposed landscaping to reduce storm run-off to pre-project flows prior to leaving the site. The drainage analysis concluded that the bioretention basin would attenuate the rate of runoff temporarily detaining the peak flows and reduce the 100-year post-project peak flows to less than, or equal to, pre-project flows in all drainage areas. Therefore, flows to the existing drainage system would not increase.

The property proposed for development is within the Dry Creek Watershed Flood Control Plan area. Flooding along Dry Creek and its tributaries is well documented. This property is in the Main Stem tributary to Dry Creek. Cumulative downstream impacts were studied in the Dry Creek Watershed Flood Control Plan in order to plan for flood control projects and set flood control policies. Mitigation measures for development in this area include flood control development fees to fund regional detention basins to reduce flooding on major streams in the Dry Creek watershed. If fees are not collected on a project by project basis to fund regional detention facilities, these types of capital improvements may not be realized and flooding impacts to properties within the Dry Creek Watershed area would persist. Staff considers these cumulative flood control impacts to be potentially significant impacts.

A final drainage report would be prepared and submitted with the site improvement plans for County review and approval in order to monitor the preliminary report drainage calculations and results. The proposed project's impacts associated with altering the existing drainage pattern of the site and increases in stormwater peak flows and volume can be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures Item X-3:

MM VII.1, MM VII.2

MM X.1

As part of the Improvement Plan submittal process, the preliminary Drainage Report provided during environmental review shall be submitted in final format. The final Drainage Report may require more detail than that provided in the preliminary report, and will be reviewed in concert with the Improvement Plans to confirm conformity between the two. The report shall be prepared by a Registered Civil Engineer and shall, at a minimum, include: A written text addressing existing conditions, the effects of the proposed improvements, all appropriate calculations, watershed maps, changes in flows and patterns, and proposed on- and off-site improvements and drainage easements to accommodate flows from this project. The report shall identify water quality protection features and methods to be used during construction, as well as long-term post-construction water quality measures. The final Drainage Report shall be prepared in conformance with the requirements of Section 5 of the Land Development Manual and the Placer County Stormwater Management Manual that are in effect at the time of Improvement Plan submittal. **(ESD)**

MM X.2

The Improvement Plan submittal and final Drainage Report shall provide details showing that storm water run-off peak flows and volumes shall be reduced to pre-project conditions through the installation of detention/retention facilities. Detention/retention facilities shall be designed in accordance with the requirements of the Placer County Stormwater Management Manual that are in effect at the time of submittal, and to the satisfaction of the Engineering and Surveying

Division (ESD) and shall be shown on the Improvement Plans. The ESD may, after review of the project's final Drainage Report, delete this requirement if it is determined that drainage conditions do not warrant installation of this type of facility. Maintenance of detention/retention facilities by the homeowner's association, property owner's association, property owner, or entity responsible for project maintenance shall be required. No detention/retention facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals. **(ESD)**

MM X.3

This project is subject to the one-time payment of drainage improvement and flood control fees pursuant to the "Dry Creek Watershed Interim Drainage Improvement Ordinance" (Ref. Chapter 15, Article 15.32, Placer County Code.) The current estimated development fee is \$11,682.40 (based on a 6.8 acre parcel), payable to the Engineering and Surveying Division prior to Building Permit issuance. The fees to be paid shall be based on the fee program in effect at the time that the application is deemed complete. **(ESD)**

MM X.4

This project is subject to payment of annual drainage improvement and flood control fees pursuant to the "Dry Creek Watershed Interim Drainage Improvement Ordinance" (Ref. Chapter 15, Article 15.32, Placer County Code). Prior to Building Permit issuance, the applicant shall cause the subject property to become a participant in the existing Dry Creek Watershed County Service Area for purposes of collecting these annual assessments. The current estimated annual fee is \$1,604.80 (based on a 6.8 acre parcel). **(ESD)**

Discussion Item X-4:

Erosion potential and water quality impacts are always present and occur when soils are disturbed and protective vegetative cover is removed. It is primarily the shaping of building pads, grading for transportation systems and construction for utilities that are responsible for accelerating erosion and degrading water quality. The project would increase the potential for erosion impacts without appropriate mitigation measures.

Discharge of concentrated runoff after construction could also contribute to water quality impacts in the long-term. Stormwater runoff naturally contains numerous constituents; however, urbanization and urban activities including development and redevelopment typically increase constituent concentrations to levels that potentially impact water quality. Pollutants associated with stormwater include (but are not limited to) sediment, nutrients, oils/greases, etc. The proposed urban type development has the potential to result in the generation of new dry-weather runoff containing said pollutants.

The proposed project's impacts associated with erosion and water quality can be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures Item X-4:

MM VII.1, MM VII.2, MMVII.3,

MM X.5

Prior to any construction commencing, the applicant shall provide evidence to the Engineering and Surveying Division of a WDID number generated from the State Regional Water Quality Control Board's Stormwater Multiple Application & Reports Tracking System (SMARTS). This serves as the Regional Water Quality Control Board approval or permit under the National Pollutant Discharge Elimination System (NPDES) construction storm water quality permit. **(ESD)**

MM X.6

The Improvement Plans shall show water quality treatment facilities/Best Management Practices (BMPs) designed according to the guidance of the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development / Redevelopment, and for Industrial and Commercial (or other similar source as approved by the Engineering and Surveying Division (ESD)).

Storm drainage from on- and off-site impervious surfaces (including roads) shall be collected and routed through specially designed catch basins, vegetated swales, vaults, infiltration basins, water quality basins, filters, etc. for entrapment of sediment, debris and oils/greases or other identified pollutants, as approved by the Engineering and Surveying Division (ESD). BMPs shall be designed in accordance with the West Placer Storm Water Quality Design Manual for sizing of permanent post-construction Best Management Practices for stormwater quality protection. No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.

All permanent BMPs shall be maintained as required to ensure effectiveness. The applicant shall provide for the establishment of vegetation, where specified, by means of proper irrigation. Proof of on-going maintenance, such as contractual evidence, shall be provided to ESD upon request. The project owners/permittees shall provide maintenance of these facilities and annually report a certification of completed maintenance to the County DPW Stormwater Coordinator, unless, and until, a County Service Area is created and said facilities are accepted by the County for maintenance. Contractual evidence of a monthly parking lot sweeping and vacuuming, and catch basin cleaning program shall be provided to the ESD upon request. Failure to do so will be grounds for discretionary permit revocation. Prior to Improvement Plan or Final Parcel Map approval, easements shall be created and offered for dedication to the County for maintenance and access to these facilities in anticipation of possible County maintenance. **(ESD)**

MM X.7

This project is located within the permit area covered by Placer County's Small Municipal Separate Storm Sewer System (MS4) Permit (State Water Resources Control Board National Pollutant Discharge Elimination System (NPDES)). Project-related storm water discharges are subject to all applicable requirements of said permit.

The project shall implement permanent and operational source control measures as applicable. Source control measures shall be designed for pollutant generating activities or sources consistent with recommendations from the California Stormwater Quality Association (CASQA) Stormwater BMP Handbook for New Development and Redevelopment, or equivalent manual, and shall be shown on the Improvement Plans.

The project is also required to implement Low Impact Development (LID) standards designed to reduce runoff, treat storm water, and provide baseline hydromodification management as outlined in the West Placer Storm Water Quality Design Manual. **(ESD)**

MM X.8

Per the State of California NPDES Phase II MS4 Permit, this project is a Regulated Project that creates and/or replaces 5,000 square feet or more of impervious surface. A final Storm Water Quality Plan (SWQP) shall be submitted, either within the final Drainage Report or as a separate document that identifies how this project will meet the Phase II MS4 permit obligations. Site design measures, source control measures, and Low Impact Development (LID) standards, as necessary, shall be incorporated into the design and shown on the Improvement Plans. In addition, per the Phase II MS4 permit, projects creating and/or replacing one acre or more of impervious surface (excepting projects that do not increase impervious surface area over the pre-project condition) are also required to demonstrate hydromodification management of storm water such that post-project runoff is maintained to equal or below pre-project flow rates for the 2 year, 24-hour storm event, generally by way of infiltration, rooftop and impervious area disconnection, bioretention, and other LID measures that result in post-project flows that mimic pre-project conditions.

MM X.9

The Improvement Plans shall include the message details, placement, and locations showing that all storm drain inlets and catch basins within the project area shall be permanently marked/embossed with prohibitive language such as "No Dumping! Flows to Creek." or other language /graphical icons to discourage illegal dumping as approved by the Engineering and Surveying Division (ESD). The Property Owners' association is responsible for maintaining the legibility of stamped messages and signs. **(ESD)**

MM X.10

The Improvement Plans shall show that all storm water runoff shall be diverted around trash storage areas to minimize contact with pollutants. Trash container areas shall be screened or walled to prevent off-site transport of trash by the forces of water or wind. Trash containers shall not be allowed to leak and must remain covered when not in use. **(ESD)**

Discussion Item X-5:

Proposed project improvements are not located within a 100-year flood hazard area as defined and mapped by the Federal Emergency Management Agency (FEMA). The ultimate project improvements are not proposed within a local 100-year flood hazard area and no flood flows will be impeded or redirected after construction of any improvements. Therefore, there are less than significant impacts of/to flood flows and exposing people or structures to flooding risk. No mitigation measures are required.

XI. LAND USE & PLANNING – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Physically divide an established community? (PLN)			X	
2. 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? (EH, ESD, PLN)			X	
3. Result in the development of incompatible uses and/or the creation of land use conflicts? (PLN)			X	
4. Cause economic or social changes that would result in significant adverse physical changes to the environment such as urban decay or deterioration? (PLN)				X

Approval of the proposed project would allow for the construction of a 31,200 square-foot neighborhood shopping center consisting of a 6,500 square foot gas station/convenience store with a drive-through car wash and 16-pump gas station, a 2,500 square foot oil change/auto repair building, a 2,500 square foot fast-food restaurant with drive-through, four additional retail buildings ranging in size from 3,200 square feet to 6,500 square feet, as well as associated parking, lighting, and landscaping and storm water management features. Parking is provided for 174 vehicles.

The project proposes a General Plan/Community Plan Amendment, Rezoning, Minor Boundary Line Adjustment, a Tentative Parcel Map, and a Conditional Use Permit. The site (APNs 023-221-020-000 and 023-221-021-000) is located within the Dry Creek West Placer Community Plan area at the southeast corner of Walerga and Baseline Roads.

The project proposes a Minor Boundary Line Adjustment to combine an 0.8-acre portion of 8000 Crowder Lane (APN 023-221-020-000) with the six-acre parcel along Walerga Road (APN 023-221-021-000) to create the 6.8-acre project site. Consolidated Communications would retain ownership of the existing cell tower and supporting appurtenances located on the southerly portion of 8000 Crowder Lane.

The project also proposes a General Plan/Community Amendment to change the Land Use Designation of the project site from Rural Low Density Residential (RLDR 1-2.3 ac min) to Commercial (C) and rezone the property from Residential Single Family, combining Agriculture, combining Minimum Building Site of 40,000 square feet, combining Planned Residential Development of 1 unit/acre (RS-AG-B-40 PD = 1) to Commercial Planned Development, combining Use Permit, combining Design Scenic Corridor (CPD-UP-Dc). Shopping centers of any size are allowed within the CPD zone district with approval of a Conditional Use Permit.

A Tentative Parcel Map is proposed to reconfigure and divide the 6.8-acre project site into seven parcels, one for each proposed structure. The parcels would range in size from 0.43 acre for the oil change/auto repair site, up to 1.76 acres, for the gas station and convenience store. The parcels would each meet the minimum parcel standards for the CPD zone district and access easements would provide adequate access for each of the parcels.

Discussion Item XI-1:

The physical division of an established community typically refers to the construction of a linear feature, such as an interstate highway or railroad tracks, or removal of a means of access, such as a local bridge that would impact mobility within an existing community or between a community and outlying area. The proposed project does not involve any such features and would not remove any means of access in the surrounding area. The project area has been planned for development including adequate roads, pedestrian pathways and sidewalks, and bicycle facilities to provide connections within the area.

The project site is surrounded by existing development including residential and commercial uses. The project includes improvements such as driveways and pedestrian connectivity through the site and to adjacent sidewalks.

In addition, the proposed project is consistent and compatible with the surrounding land uses. As such, the project would not physically divide an established community. No mitigation measures are required.

Discussion Item XI-2, 3:

A General Plan/Community Amendment and Rezoning would allow for construction of a seven-building, 31,200 square foot commercial center. Shopping centers are allowed within the CPD zoning district with approval of a Conditional Use Permit.

The proposed project would introduce commercial uses onto the predominantly undeveloped project site. Commercial uses on the site would be similar in scale to the existing residential development surrounding the site and the existing and proposed commercial development south, north and northwest of the site. Proposed buildings range in size from 2,500 to 6,500 square feet including a gas station/convenience store with a drive-through car wash and 16-pump gas station, an oil change/auto repair building, a fast-food restaurant with drive-through, and four additional retail buildings. All structures would be one-story with decorative elements up to 29 feet in height. The maximum height allowed within the CPD zoning district is 50 feet.

A site plan is required to determine consistency with the General Plan and the Dry Creek West Placer Community Plan as well as the County's development standards and zoning requirements. The proposal does not conflict with any Environmental Health land use plans, policies or regulations. The proposed project design does not significantly conflict with General Plan/Community Plan/Specific Plan policies related to grading, drainage, and transportation. The purpose of the Commercial Planned Development zone district is to designate areas appropriate for mixed-use community shopping centers, office parks, and other similar developments, where excellence in site planning and building design are important objectives.

The proposed project would be consistent with various elements of the CPD-Dc zoning district. Minimum lot area and minimum lot width is determined through approval of a Conditional Use Permit. A Tentative Parcel Map is proposed to reconfigure and divide the 6.8-acre project site into seven parcels, one for each proposed structure. The parcels would range in size from 0.43 acre for the oil change/auto repair site, up to 1.76 acres for the gas station and convenience store. Access easements are identified on the Parcel Map that provide access for each of the parcels.

The Conditional Use Permit also establishes front, rear and side setback requirements (corner parcels only have front and side setbacks). A front setback of two feet from the edge of the multi-purpose easement is proposed. This setback is shown for the carwash facility along Walerga Road. Building 3 has a 12-foot setback along Walerga Road. Along Baseline Road, front setbacks of 17 to 47 feet are shown. The fast food restaurant is setback 34 feet from Baseline Road and 103 feet from Crowder Lane.

A side setback of 50 feet is proposed. However, the setbacks to the southern property lines range from 60 feet for the fast food restaurant to 113 feet for retail Building 2. Building Five, the closest to the Sun Valley Oaks neighborhood, has a setback of 78 feet including 41 feet of landscape area (see Figure 7).

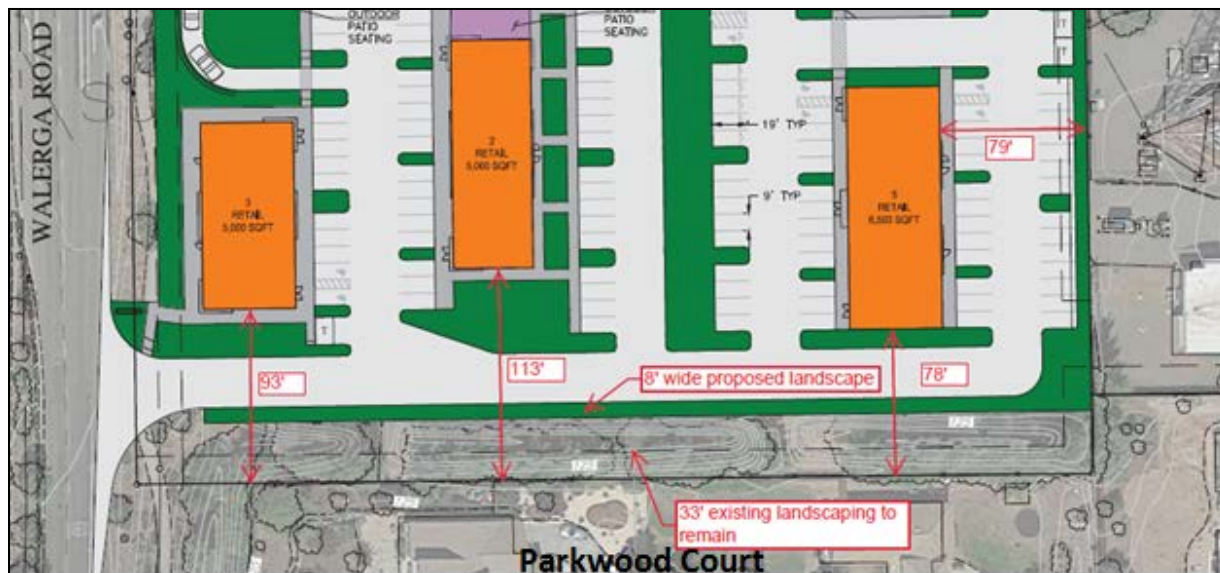


Figure 7 – Southern Edge Condition.

Site coverage is 10.6 percent, under the 50 percent maximum allowed in the CPD zoning district.

Allowed uses in the CPD zoning district include retail stores, grocery and liquor stores, outdoor retail sales, restaurants and bars, fast food restaurants, banks, business support services, child care, medical services, offices, service stations, houses of worship, fitness centers.

Design. There is no particular "style" required for commercial structures in western Placer County. The Community Plan and County Design Guidelines encourage focus on constructing a high quality-design which is sensitive to the surrounding neighborhood character. Multi-building developments should be connected by plazas, terraces, arcades, canopies or roofs to encourage human interaction, and to be compatible with the surrounding environment, versus designs which solely accommodate automobile usage. Where practicable, the proposed buildings front the streets and parking along the streets is minimized. Walkways encouraging pedestrian access from Walerga Road, Baseline Road and Crowder Lane are being proposed.

Substantial commercial space is planned for the Placer Vineyard Specific Plan area west of the project site, the Baseline Commercial Center would be the first multi-tenant retail development within the Community Plan area. The proposed complex takes design cues from the Creekview Ranch School located at 8779 Cook Riolo Road with a "modern farmhouse" design concept with an emphasis on both horizontal and vertical elements.

The Community Plan calls for non-residential buildings to generally to be of small or moderate size. The use of natural materials (i.e. wood siding, brick, block) is required. "Earth tone" exterior colors and natural finishes are to be utilized that blend with the surrounding natural landscape. The materials and colors of each proposed structure within the project would consist of complementary design features that utilize a mix of brick, wood, stucco, metal panels or similar appearing materials. Prominent elevations of the buildings would utilize towers as focal points. The building façades have overlapping rectangular forms and a blend of sloped and flat roofs of varying heights, which provide sufficient screening of mechanical rooftop equipment. Buildings would have wood/steel structures as canopies and covered walkways throughout the project to create welcoming, warmer elements.

Building façades are well articulated to address the streetscape, regardless of their entrance location. Articulation is achieved through the use of building projections and recesses, trellises, awnings, shade screens, and varying window styles. The goal with the buildings is a unique, yet harmonious, appearance.

Buffer Standards. The Placer County Design Guidelines Manual has specific criteria for buffering between commercial and residentially-zoned properties. A ten to 20-foot wide fully-landscaped area should be maintained along residential zoning districts which adjoin commercially-zoned properties. In addition, a six-foot opaque wall should be placed on or just inside the property line. The landscaped strip area is recommended to be located on the inside of the wall.

In the proposed project, landscaping is used to reduce the visual impact of all structures. The project frontages would be landscaped with a mix of ground cover, shrubs, and ornamental and shade trees. In addition, to minimize visual impacts to the existing residences to the south of the project on Parkwood Court in the Sun Valley Oaks neighborhood, the existing 33-foot wide tree-lined landscape berm and wood fence along the boundary of the project is proposed to be preserved and eight feet of new landscaping would be added north of it within the project site. A three-foot tall screenwall would be constructed along the carwash queue lane and fast food restaurant drive-through lane to screen cars from pedestrians and travelers along Walerga and Baseline Roads. Greenwall features are proposed for highly-visible façades such as the north façade of the convenience store.

Baseline Road Commercial Development. The Dry Creek West Placer Community Plan Design Element calls for the avoidance of the creation of new commercial areas along Baseline Road, west of Brady Lane in order to prevent strip commercial development, conflicting land uses, and areas of additional traffic conflicts, etc. (Policy 8). The proposed project would be the only commercial development on the south side of Baseline Road west of Brady Lane besides a self-storage facility currently under construction at the southwest corner of Brady and Baseline roads. The project site is currently utilized as a telecommunications training, staging and storage facility though it is zoned Residential Single-Family. Residential development at this corner is unlikely due to the traffic along Walerga and Baseline Roads and the substantial development, both existing and proposed, north of the site in the City of Roseville, particularly the large Baseline Marketplace project.

The proposed use is consistent with the uses envisioned in the Commercial Planned Development zoning district. The layout and design of the project takes into account the adjacent residential developments incorporating design features such as enhanced architecture and landscape and the proposed buffering and building setbacks.

The proposed project does not conflict with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project. In addition, the proposed project would not conflict with County policies, plans, or regulations adopted for purposes of avoiding or mitigating environmental effects. This environmental document has reviewed the potential environmental effects of developing the project site and has determined that all impacts would be less than significant or mitigated to below a level of significance. Therefore the impact is less than significant. No mitigation measures are required.

Discussion Item XI-4:

The proposed project would not cause economic or social changes that would result in significant adverse physical changes to the environment, including urban decay or deterioration. It would be constructed in an area of the county that is characterized by a range of residential densities. The project would not involve the construction of new residences that would draw residents away from other residential areas resulting in the abandonment and subsequent urban decay of existing residential areas.

The proposed project involves the construction of 31,200 square feet of commercial space, the first multi-tenant commercial/retail project in the Dry Creek Community Plan. The project has been designed to bring needed services to area residents and would not result in the development of commercial uses that would result in increased vacancy rates or abandonment of commercial spaces in the project vicinity, resulting in urban decay. Therefore, there is no impact.

XII. MINERAL RESOURCES – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. 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? (PLN)				X
2. 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? (PLN)				X

Discussion Item XII-1, 2:

No valuable locally important mineral resources have been identified on the project site. The proposed project would not 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. The presence of mineral resources within Placer County has led to a long history of gold extraction. No quarries or mining sites are active in the Community Plan area and no known mineral resources that would be of value are known to occur on the project site or in its vicinity.

The California Department of Mines and Geology (CDMG) is responsible under the California Surface Mining and Reclamation Act of 1975 (SMARA) for the classification and designation of areas which contain (or may contain) significant mineral resources. The purpose of the identification of these areas is to provide a context for land use decisions by local governments in which mineral resource availability is one of the pertinent factors being balanced along with other considerations.

The County's aggregate resources are classified as one of several different mineral resource zone categories (MRZ-1, MRZ-2, MRZ-3, MRZ-3(a), and MRZ-4). These classifications are generally based upon the relative knowledge concerning the resource's presence and the quality of the material. Of the five classifications listed in the table, only MRZ-4 occurs within the project site. MRZ-4 zones are of no known mineral occurrences. Implementation of the proposed project would not interfere with the extraction of any known mineral resources. Therefore, there is no impact.

XIII. NOISE – Would the project result in:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (PLN)		X		
2. Generation of excessive groundborne vibration or groundborne noise levels? (PLN)			X	
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 airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (PLN)				X

Discussion Item XIII-1:

Existing noise conditions are determined by the presence of noise-sensitive receptors, the location and type of noise sources, and overall ambient levels. Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where a quiet setting is an essential element of their intended purpose. Residential facilities are a primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels.

An Environmental Noise Assessment (ENA) was completed for the proposed project by Bollard Acoustical Consultants (BAC) on January 28, 2020. The existing noise environment in the project area is primarily influenced by traffic on Baseline and Walerga Roads. Chapter 9 of Placer County Code establishes land use compatibility criteria for non-transportation (stationary) noise sources. A property owner or occupant may not cause the exterior sound level measured at the property line of any affected sensitive receptor to exceed the ambient sound level by five dBA or exceed the sound level standards as set forth in the Table below, whichever is greater.

Placer County Sound Level Standards

Sound Level Descriptor	Daytime (7 am to 10 pm)	Nighttime (10 pm to 7 am)
Hourly L_{eq} , dB	55	45
Maximum Level, (L_{max}) dB	70	65
<i>Source: Placer County Code, Article 9.36.060</i>		

The Noise Element of the Roseville General Plan establishes exterior noise level limits for non-transportation noise sources affecting noise-sensitive land uses.

City of Roseville Sound Level Standards

Sound Level Descriptor	Daytime (7 am to 10 pm)	Nighttime (10 pm to 7 am)
Hourly L_{eq} , dB	50	45
Maximum Level, (L_{max}) dB	70	65
<p>Note: Each of the noise levels specified above shall be lowered by 5 dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. Noise level standards are as measured at the property line of lands designated for noise-sensitive uses.</p> <p><i>Source: Roseville General Plan, Noise Element, Table IX-3</i></p>		

To generally quantify the existing ambient noise environment in the immediate project vicinity, BAC conducted short-term (15-minute) and long-term (24-hour) noise level surveys on the project site on December 16-17, 2019. The noise measurement locations are shown on Figure 8.



Figure 8 – Noise Survey Locations

Measured ambient noise levels during daytime and nighttime hours at Site LT-1, located along the nearest residential property line to the south of the project, exceeded the Placer County General Plan noise level limit applicable to residential uses. The data also indicate that average measured hourly noise levels at Site LT-1 exceeded established Placer County Code noise level limits due to existing traffic noise. Results from the short-term ambient noise surveys indicate that measured ambient hourly average (Leq) and maximum (Lmax) noise levels at Sites ST-1 and ST-2, located along the nearest residential property lines to the north and west of the project (respectively), exceeded the Placer County Code and Roseville General Plan daytime noise level limits for noise-sensitive uses.

Project-Produced Noise

Car Wash Noise. The most significant noise sources associated with the proposed car wash operations include the car wash dryer assembly (used for drying the vehicles at the end of the wash cycle) and vacuum equipment operations. The predicted noise levels at the nearest residential properties take into consideration the screening provided by existing features that would perform as noise barriers. Specifically, predicted noise levels at the residential properties to the south of the project have been adjusted by -5 dB to account for shielding that would be provided by an existing 6-foot tall landscaped berm along the property lines. Similarly, an adjustment of -5 dB was applied to predicted noise levels at the residential properties to the north of the project to account for shielding that is provided by an existing 6-foot tall solid masonry wall (traffic noise barrier) along the property lines north of Baseline Road.

Noise generated by car washes are primarily due to the drying portion of the operation. At the time of writing this Initial Study, the drying equipment for the proposed car wash has not been selected. Therefore, reference noise level data was utilized by BAC from a common car wash drying system to quantify noise level exposure at the nearest residential uses. Specifically, reference noise level data for an 80 Horsepower (HP) Stealth High Powered Quiet Drying System manufactured by International Drying Corporation was used in the analysis. According to the

manufacturer's noise specification data, the assembly generates a noise level of 69 dB at 50 feet. The drying assembly would be located at or near the car wash tunnel exit located along Walerga Road.

Because the car wash dryers are anticipated to operate intermittently throughout the duration of an hour during a worst-case busy hour, the equipment would be subject to the hourly average (Leq) noise level standards established by Placer County and the City of Roseville. Based on the experience of BAC in previous car wash projects, average car wash cycles are approximately five minutes in duration, with the dryers operating during the last one minute of the cycle. Therefore, during a worst-case hour, the car wash would go through 12 full cycles and the dryer would operate for approximately 12 minutes during a busy hour.

In order to calculate car wash dryer operations noise levels relative to the Placer County General Plan day-night average (DNL) noise level limit, a 24-hour average standard, the total duration of car wash dryer operations during a typical day must be known. At the time of writing the ENA, the hours of operation of the car wash are unknown. To provide a conservative prediction of car wash dryer assembly noise level exposure, 24-hour operations were assumed. Based on 24-hour operations and the above-mentioned car wash cycle duration information, it was conservatively assumed that the car wash would have 12 cycles per hour during daytime hours and three cycles per hour during nighttime hours. This equates to 12 minutes of dryer operation per hour during daytime hours and three minutes of dryer operation per hour during nighttime hours. The equipment operations assumptions indicated above are believed to be representative of worst-case noise level exposure.

Car wash drying assembly noise levels at the nearest residential uses were calculated based on the orientation to tunnel entrance/exit. Noise attenuation due to distance was calculated based on standard spherical spreading loss from a point source (-6 dB per doubling of distance). Car wash drying assembly noise exposure was calculated at the nearest residential property lines and the results of those calculations relative to applicable Placer County and City of Roseville noise level limits are presented in the following tables:

**Predicted Car Wash Dryer Noise Levels at Nearest Residential Uses vs.
Placer County Code Criteria**

			Predicted Noise Levels, Leq (dB) ^{3,4}		Applicable Noise Standards, Leq (dB)	
APN ¹	Direction	Distance ²	Daytime	Nighttime	Daytime	Nighttime
029-370-008	West	210 ft.	40	34	55	45
029-370-009	West	245 ft.	43	37		
029-370-015	South	285 ft.	42	36		
<div><div>¹ Parcel boundaries are illustrated on Figure 8</div><div>² Distances scaled from either tunnel exit or entrance to the residential property lines.</div><div>³ Predicted car wash dryer noise level at APN: 029-370-015 takes into consideration screening provided by the existing 6-foot tall landscaped berm/barrier along property line, as indicated on Figure 8.</div><div>⁴ Leq was calculated based on the operations assumptions discussed in the ENA.</div></div>						

**Predicted Car Wash Dryer Noise Levels at Nearest Residential Uses vs.
Placer County General Plan Criteria**

APN ¹	Direction	Distance ²	Predicted Noise Levels, Leq (dB) ^{3,4}	Applicable Noise Standard, Leq (dB)
029-370-008	West	210 ft.	41	50
029-370-009	West	245 ft.	45	
029-370-015	South	285 ft.	44	
¹ Parcel boundaries are illustrated on Figure 8.				
² Distances scaled from either tunnel exit or entrance to the residential property lines.				
³ Predicted car wash dryer noise level at APN: 029-370-015 takes into consideration screening provided by the existing 6-foot tall landscaped berm/barrier along property line, as indicated on Figure 8.				
⁴ DNL was calculated based on the operations assumptions discussed in the ENA.				

**Predicted Car Wash Dryer Noise Levels at Nearest Residential Uses vs.
Roseville General Plan Noise Level Criteria**

APN ¹	Direction	Distance ²	Predicted Noise Levels, Leq (dB) ³		Applicable Noise Standards, Leq (dB)	
			Daytime	Nighttime	Daytime	Nighttime
483-150-038	North	270 ft.	32	26	50	45
¹ Parcel boundaries are illustrated on Figure 8. ² Distances scaled from either tunnel exit or entrance to the residential property lines. ³ Predicted noise levels include shielding offsets for existing noise barriers as discussed in the ENA.						

As indicated in the Tables above, car wash drying equipment having a reference noise level of 69 dB at 50 feet is predicted to satisfy the applicable Placer County Code and City of Roseville General Plan noise level standards at the nearest residential property lines. Mitigation Measure XIII-1 has been recommended to ensure that the noise level of the proposed car wash drying operation does not exceed County and City noise limits.

Vacuum Noise. The proposed project plans a vehicle vacuum station within a parking lot island south of the Baseline Road project entrance and east of the proposed gas pumps. At the time of writing the ENA, the vacuum station equipment had not been determined. For the purposes of the noise analysis, reference noise level data for a common vacuum system implemented in similar car wash projects previously prepared by BAC was used. Specifically, reference noise level data for a JE Adams Super Vac Model 9200 Series (2 Motor – Small Dome) vacuum system was used in the analysis. The manufacturer's Specifications indicate that the reference noise level depends on one of three operating conditions: wide open with attachment, sealed attachment, or attachment removed. Out of the three operating conditions, the "sealed attachment" operating condition generates the highest noise levels. The ENA analysis is based on the worst-case operating condition of "sealed attachment."

Because the vacuum system is anticipated to operate intermittently throughout the duration of an hour, during a worst-case busy hour, the equipment would be subject to the hourly average (Leq) noise level standards established by Placer County and the City of Roseville. Similar to the Placer County General Plan day-night average noise level (DNL) calculation for car wash drying assembly noise, the duration of vacuum operation during a typical day must be known. Based on 24-hour operations, it was conservatively assumed that vacuum usage would consist of 30 minutes of continuous operation during each daytime hour and 10 minutes of continuous operation during each nighttime hour. The equipment operations assumptions indicated above are believed to be representative of worst-case noise exposure.

Based on the above mentioned equipment noise level data and operations information, and assuming standard spherical spreading loss from a point source (-6 dB per doubling of distance), vacuum system noise exposure was calculated at the nearest residential property lines and the results of those calculations relative to applicable Placer County and City of Roseville noise level limits are presented in the Tables below.

**Predicted Vacuum System Noise Levels at Nearest Residential Uses vs.
Placer County Code Criteria**

APN ¹	Distance ²	Predicted Noise Levels, Leq (dB) ³	
		Daytime	Nighttime
029-370-008	440 ft.	35	30
029-370-015	350 ft.	42	37
County Code Noise Standards, Leq (dB)⁴		55	45
¹ Parcel boundaries are illustrated on Figure 8. ² Distances scaled from vacuum system location to the residential property lines. ³ Predicted noise levels include shielding offsets for existing noise barriers as discussed in the ENA. Additionally, an offset of -10 dB was applied to predicted vacuum noise levels at APN: 029-370-008 for shielding that would be provided by a proposed intervening building (gas station/convenience store). ⁴ The parcels shown in this Table are located within Placer County's jurisdiction.			

**Predicted Vacuum System Noise Levels at Nearest Residential Uses vs.
Placer County General Plan Noise Level Criteria**

APN ¹	Distance ²	Predicted Noise Levels, DNL (dB) ³
029-370-008	440 ft.	37
029-370-015	350 ft.	44
County Code Noise Standards, Leq (dB) ⁴		50
¹ Parcel boundaries are illustrated on Figure 8. ² Distances scaled from vacuum system location to the residential property lines. ³ Predicted noise levels include shielding offsets for existing noise barriers as discussed in the ENA. Additionally, an offset of -10 dB was applied to predicted vacuum noise levels at APN: 029-370-008 for shielding that would be provided by a proposed intervening building (gas station/convenience store). ⁴ The parcels shown in this Table are located within Placer County's jurisdiction.		

**Predicted Vacuum System Noise Levels at Nearest Residential Uses vs.
Roseville General Plan Noise Criteria**

APN ¹	Distance ²	Predicted Noise Levels, Leq (dB) ³	
		Daytime	Nighttime
483-50-035	240 ft.	45	40
County Code Noise Standards, Leq (dB)⁴		50	45
¹ Parcel boundaries are illustrated on Figure 8. ² Distances scaled from vacuum system location to the residential property lines. ³ Predicted noise levels include shielding offsets for existing noise barriers as discussed in the ENA. ⁴ The parcels shown in this Table are located within City of Roseville's jurisdiction.			

As indicated in the Tables above, worst-case operational noise level exposure from a JE Adams Super Vac Model 9200 Series (2 Motor – Small Dome) vacuum system is predicted to satisfy the applicable Placer County Code and City of Roseville General Plan noise level standards at the nearest residential property lines. Mitigation Measure XIII-2 has been recommended to ensure that the noise level of the proposed vacuum system does not exceed County and City noise limits.

Drive-Through Vehicle Noise. The fast-food restaurant component of the project proposes to include a drive-through lane as shown on Figure 2. At the time of writing the ENA, it was unknown whether the drive-through will have an amplified speaker menu board. For the purposes of the ENA, it was conservatively assumed that the restaurant would have an amplified drive-through speaker menu board.

To quantify the noise emissions of the proposed drive-through speaker usage and vehicle passages, BAC utilized noise measurement data collected for similar drive-through operations in the Placer County area. Because drive-through operations could occur continuously during a worst-case busy hour, the hourly average (Leq) noise level standards established by Placer County and the City of Roseville would be applicable. Drive-through operations were conservatively assumed to occur continuously for a full 24-hour period.

The ENA concluded that drive-through vehicle and speaker noise levels are predicted to satisfy applicable Placer County and City of Roseville noise level limits at the nearest residential property lines if the selected amplified speaker menu board at the commercial center does not exceed 66 Db at 10 feet. Mitigation Measure XIII-3 has been recommended to ensure that the noise level of the proposed menu board speaker does not exceed County and City noise limits.

Truck Delivery Activity. According to the project site plan (Figure 2), the project does not propose dedicated loading dock areas, and thus, deliveries would likely occur at the front of buildings. Given the size and nature of the buildings, deliveries would likely be made by medium-duty vendor trucks and/or side-step vans. The primary noise sources associated with delivery activities are trucks stopping (air brakes), trucks backing into position (back-up alarms), and pulling away from the loading/unloading area (revving engines). Truck deliveries are expected to be relatively brief and would occur during normal business hours (daytime). BAC file data indicate that medium duty truck (including side-step vans) delivery operations produce an average Sound Exposure Level (SEL) of approximately 76 dBA at a distance of 100 feet.

For the purposes of predicting hourly average noise levels for comparison against the Placer County and City of Roseville hourly average (Leq) noise standards, it was assumed that three medium duty trucks could have store deliveries during the same worst-case hour. In order to calculate truck delivery and unloading operations noise exposure relative to the Placer County General Plan day-night average (DNL) noise level standard, it was assumed that five medium duty truck deliveries would occur during a 24-hour period. Based on the operations assumptions and BAC file data indicated above, and assuming standard spherical spreading loss (-6 dBA per doubling of distance), data were projected from the effective noise center of proposed delivery areas (storefronts) to the nearest residential uses.

According to the ENA, commercial center truck delivery activity noise levels are predicted to satisfy the applicable Placer County and City of Roseville noise level limits at the nearest residential property lines. As a result, no further consideration of noise mitigation measures would be warranted for this aspect of the project.

Parking Lot Movement Noise. As a means of determining potential noise exposure due to project parking lot activities, BAC utilized specific parking lot noise level measurements conducted by BAC. Specifically, a series of individual noise measurements were conducted of multiple vehicle types arriving and departing a parking area, including engines starting and stopping, car doors opening and closing, and persons conversing as they entered and exited the vehicles. The results of those measurements revealed that individual parking lot movements generated mean noise levels of approximately 70 dB SEL at a reference distance of 50 feet.

In order to calculate parking area movement noise exposure relative to County and City hourly average (Leq) noise standards, it was conservatively assumed that all parking stalls could be used within a worst-case hour (it is likely that parking area activity would be more spread out). In order to calculate parking area noise exposure relative to the Placer County General Plan day-night average (DNL) noise level standard, worst-case hour parking movements were conservatively assumed to occur during daytime hours (7:00 a.m. to 10:00 p.m.).

The ENA concluded that commercial center parking lot noise levels will satisfy the applicable Placer County and City of Roseville noise level limits at the nearest residential property lines. As a result, no further consideration of noise mitigation measures would be warranted for this aspect of the project.

Project Construction. Development of the proposed project would result in a temporary increase in noise levels during daytime hours, particularly from diesel-powered earth-moving equipment and other heavy construction machinery. All construction-related activities would be required to comply with the noise standards contained in the Placer County General Plan and the Roseville Noise Ordinance for projects adjacent to/within residential neighborhoods which limits such activities to certain times of the day and week to reduce noise impacts on adjacent properties.

Although an increase in noise levels would most likely result from the typical construction phases of any development, these limited durations of noise impacts from the proposed project would not cause significant impacts beyond the minor inconvenience during construction. This temporary increase in ambient noise levels can be mitigated to a less than significant level by implementing Mitigation Measure XIII.4.

Mitigation Measures Item XIII-1:

MM XIII.1

In order to satisfy the applicable Placer County Code and Roseville General Plan daytime and nighttime hourly average (Leq) and Placer County General Plan day-night average (DNL) noise level standards at the nearest residential uses, the total reference noise level of future drying assembly equipment at this location shall not exceed 74 dB at 50 feet. This requirement is based on the 24-hour operations assumptions discussed in the ENA prepared for the project.

Car wash operations are limited to daytime hours only (7:00 a.m. to 10:00 p.m.), and total reference noise level of future drying assembly equipment at this location shall not exceed 78 dB at 50 feet. The car wash operator shall submit car drying equipment specs and/or a supplemental noise analysis for County review and approval prior to issuance of a building permit for the car wash facility.

MM XIII.2

In order to satisfy the applicable Placer County Code and Roseville General Plan daytime and nighttime hourly average (Leq) and Placer County General Plan day-night average (DNL) noise level standards at the nearest residential uses, the future car vacuum system equipment shall be located where proposed on the approved site plan and shall not exceed 70 dB at 60 feet.

Car vacuum operations are limited to daytime hours only (7:00 a.m. to 10:00 p.m.). The vacuum system operator shall submit vacuum equipment specs and/or a supplemental noise analysis for County review and approval prior to starting construction of the vacuum system.

MM XIII.3

In order to satisfy the applicable Placer County Code and Roseville General Plan daytime and nighttime hourly average (Leq) and Placer County General Plan day-night average (DNL) noise level standards at the nearest residential uses, the total noise generation of the selected amplified speaker menu board at the commercial center fast-food drive-through restaurant should not exceed 66 dB at 10 feet. The drive-through operator shall submit speaker board specs and/or a supplemental noise analysis for County review and approval prior to issuance of a building permit for the drive-through restaurant.

MM XIII.4

In order to avoid a potential exceedance of applicable Placer County and City of Roseville noise level limits at the nearest residential uses, all project construction activities comply with the hours and equipment noise attenuating criteria contained in Section 9.36.030(7) of the Placer County Code and Chapter 9.44.030 of the Roseville Noise Ordinance. Construction noise emanating from any construction activities for which a Grading or Building Permit is required is prohibited on Sundays and Federal Holidays, and shall only occur:

- A) Monday through Friday, 7:00 am to 7:00 pm
- B) Saturdays, 8:00 am to 8:00 pm

All construction equipment must be fitted with factory installed muffling devices and shall be maintained in good working order.

Essentially quiet activities, which do not involve heavy equipment or machinery, may occur at other times. Work occurring within an enclosed building may occur at other times as well. The Planning Director is authorized to waive the time frames based on special circumstances, such as adverse weather conditions.

This note shall be included on the Improvement Plans.

Discussion Item XIII-2:

The proposed project would result in development of a 31,200 square-foot neighborhood shopping center consisting of seven buildings including a 6,500 square foot convenience store/fast food outlet with a drive-through car wash and 16-pump gas station and would not produce excessive groundbourne vibration or groundbourne noise levels. The primary vibration-generating activities associated with the proposed project would occur during grading, placement of utilities on and off-site, paving of parking areas, and construction of building foundations. The most substantial source of groundborne vibration associated with project construction equipment would be the use of vibratory compactors during construction of the proposed parking areas.

Although an increase in groundbourne vibration or groundbourne noise levels would most likely result from the typical construction phases of any development, the limited duration of noise impacts from the proposed project would not cause significant impacts beyond the minor inconvenience during construction. This is a less than significant impact. No mitigation measures are required.

Discussion Item XIII-3:

Since the project site is not located in an area for which an Airport Land Use Plan has been prepared, and no public or private airfields are within two miles of the project site, the proposed project would not be exposed to adverse levels of noise due to aircraft overflight. Therefore, there is no impact.

XIV. POPULATION & HOUSING – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Induce substantial unplanned population growth in an area, either directly (i.e., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)? (PLN)			X	
2. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? (PLN)				X

Discussion Item XIV-1:

The proposed project does not have a residential component and would result in the construction of a retail commercial center. The proposed project would extend a six-inch sewer line within Crowder Lane 350 feet north to the project site. This improvement is to serve the project and is the smallest diameter pipeline that can be used and would not be able to support additional unplanned growth in the area. Therefore, the proposed project would not induce substantial population growth.

The project area already has several developed commercial centers within the City of Roseville, so the presence or absence of commercial centers is not currently a constraint on growth in the Dry Creek West Placer Community Plan area. Therefore, construction of this commercial center would not remove a barrier to growth or induce substantial growth in the Community Plan area or surrounding communities. The impact of the project is less than significant. No mitigation measures are required.

Discussion Item XIV-2:

The proposed project would affect a currently undeveloped site that is proposed for development with commercial land uses. The project site is currently zoned RS-AG-B-40 PD = 1 and up to seven residential units could be built on the site. By changing the zoning on the site from RS to CPD, multi-family residential uses would be an option for the site but is not currently proposed or permitted. The potential loss of these seven residential units is not considered a significant impact as there is still existing capacity to develop residential units in the Dry Creek West Placer Community Plan area. Since there are no existing residences on the proposed project site, neither housing units nor people would be displaced, and no replacement housing would be required. Therefore, there is no impact.

XV. PUBLIC SERVICES – Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Fire protection? (ESD, PLN)			X	
2. Sheriff protection? (ESD, PLN)			X	
3. Schools? (ESD, PLN)				X
4. Parks? (PLN)				X
5. Other public facilities? (ESD, PLN)			X	

6. Maintenance of public facilities, including roads? (ESD, PLN)			X	
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Discussion Item XV-1:

The project site is located within the Placer County Fire District. The District operates through a Cooperative Fire Protection Agreement with the California Department of Forestry and Fire Protection (Cal Fire). The nearest Cal Fire station to the project site is the Dry Creek Fire Station (Station 100), located approximately 1.7 miles east of the project site at 8350 Cook Riolo Road. Station 100 is staffed full-time and would provide fire protection services to the proposed project.

Cal Fire has reviewed the application and has determined that the property has appropriate access for fire and rescue vehicles. The proposed project would result in additional demand for fire protection services. The additional demand generated by the proposed project – retail, restaurant, and gasoline station uses – would result in an incremental increase in demand for these services, and as such, would create a less-than-significant impact. No mitigation measures are required.

Discussion Item XV-2:

The Placer County Sheriff's Department and the California Highway Patrol (CHP) provide law enforcement services to the project site. Law enforcement would be provided by the Sheriff's Department while traffic related enforcement services would be provided by the CHP. The proposed project would be primarily served by the South Placer Substation located in Loomis at the intersection of Horseshoe Bar Road and I-80, approximately 15 miles to the northeast.

The Placer County Sheriff has continued to work with the Dry Creek community to provide increased law enforcement presence in the DCWPCP/West Roseville area. In May 2016, the Dry Creek Joint Elementary School District (DCJESD) and the Sheriff's office identified an opportunity to locate a community service station within the former Dry Creek Elementary School site at the corner of PFE Road and Cook Riolo Road, southwest of the proposed project site to provide a more easily identifiable law enforcement presence within the area. The former school office site was recently sold by the DCJESD to a private party; however, subsequent to the sale, the County entered into a lease agreement with the private party, and the operations at the community service station remain unchanged.

While the proposed project would result in additional demand for sheriff protection services, the increase would be a minor, incremental increase in demand in relation to the larger, surrounding area. No mitigation measures are required.

Discussion Item XV-3:

The project site is served by two school districts: the Dry Creek Joint Elementary School District (grades K-8) and the Roseville Joint Union High School District (grades 9-12). The proposed project would not increase future enrollments, and as such, no additional facilities would be required and no additional physical environmental impacts would be created. The proposed project is required to pay school impact fees at a rate determined by the local school districts. School fees would be collected prior to the issuance of building permits, consistent with County requirements. Therefore, there is no impact.

Discussion Item XV-4:

The proposed project does not propose construction of new residences and would not impact park and recreation facilities. Therefore, there is no impact.

Discussion Item XV-5:

The proposed project would result in a nominal increase in demand for local governmental services such as assessor services, courts, and jails. These services are funded by collection of property taxes, which are allocated through the County General Fund. Private utilities include electric, gas, telephone, solid waste disposal, and cable and internet services.

The proposed project would not result in a significant increase in service demands or render the current service levels to be inadequate, no new public facilities would be necessary to serve the proposed project beyond those already considered in the Dry Creek West Placer Community Plan. The proposed project would not require the provision of new, or physically alter existing, governmental services and facilities. The impact of the proposed project would be less than significant. No mitigation measures are required.

Discussion Item XV-6:

The project would result in an incremental increase in demand for maintenance of public facilities. The Placer County Board of Supervisors has approved the levying of Development Impact Fees for most new development within the County. The concept of the impact fee program is to fund and sustain improvements that are needed as a result of new development as stated in the General Plan and other policy documents within the fee program. Development Impact Fees include Traffic Impact Fees, Park Dedication and Park Facilities In-Lieu Fees, Animal Services, and Capital Facilities Fees.

There would be an incremental increase in maintenance to County roadways; however the increase would be negligible. Maintenance of public roads in the vicinity of the site (e.g., Walerga Road and Crowder Lane) is provided by the County or City of Roseville (e.g., Baseline Road and Fiddymont Road). Due to the size and scope of the proposed project, and the fact that it is an infill project in a developing area of Placer County, project development is not anticipated to increase roadway maintenance on local roads above normal levels. The project would be subject to the County Traffic Impact Fee Program and payment of Traffic Impact Fees would be required prior to approval of Building Permits or Improvement Plans. Payment of Traffic Impact fees by the applicant prior to the issuance of building permits for the proposed project would result in the project having no significant impact on maintenance of roads.

Payment of the required Development Impact fees by the applicant prior to the issuance of building permits for the proposed project would result in the project having no significant impact on public facilities. Therefore, this impact is less than significant. No mitigation measures are required.

XVI. RECREATION:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (PLN)			X	
2. 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? (PLN)			X	

Discussion Item XVI-1, 2:

As a commercial project, the project is not expected to result in significant impacts to recreational facilities. The proposed development would place more people on-site during regular business hours than exist currently but would not increase the permanent population of the County. While future employees and patrons of the site may utilize nearby parks, they are unlikely to place a major physical burden on these facilities. As a result, the proposed project would have a less than significant impact on park facilities in the county. No mitigation measures are required.

XVII. TRANSPORTATION – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Conflict with a program, plan, ordinance or policy, except LOS (Level of Service) addressing the circulation system (i.e., transit, roadway, bicycle, pedestrian facilities, etc.)? (ESD)			X	
2. Substantially increase hazards to vehicle safety due to geometric design features (e.g., sharp curves or			X	

dangerous intersections) or incompatible uses (e.g., farm equipment)? (ESD)				
3. Result in inadequate emergency access or access to nearby uses? (ESD)			X	
4. Result in insufficient parking capacity on-site or off-site? (ESD, PLN)		X		
5. Would the project result in VMT (Vehicle Miles Traveled) which exceeds an applicable threshold of significance, except as provided in CEQA Guidelines section 15064.3, subdivision (b)? (ESD)			X	

Discussion Item XVII-1:

The Placer County General Plan includes a fully funded Capital Improvement Program (CIP) that requires payment of traffic fees for the ultimate construction of the CIP improvements. A Condition of Approval of the project would be included requiring the payment of traffic fees to the Placer County Department of Public Works prior to Building Permit issuance. The current estimated traffic fee for this project within the Dry Creek/West Placer area based on the proposed use and square footage of buildings is \$325,198 (\$4,990 per Dwelling Unit Equivalent X 65.17 DUEs). The traffic fees represent the project's fair share towards cumulative roadway improvement projects.

The proposed project would not significantly conflict with any existing policies or preclude anticipated future policies, plans, or programs supporting the circulation system. The proposed design/improvements do not significantly impact the construction of bus turnouts, bicycle racks, planned roadway, bicycle, or pedestrian facilities, etc. Therefore, this impact is less than significant. No mitigation measures are required.

Discussion Item XVII-2:

The project access would be provided at Baseline Road, Walerga Road and Crowder Lane. Access from Baseline and Walerga Roads would be right-in and right-out access only. Full turning movements would be provided at Crowder Lane, including truck access. The proposed access off Baseline Road would connect to a City of Roseville maintained road. The City has reviewed and commented on the proposed project. The City's design requirements have been incorporated into the proposed project.

The project would also include the construction of road improvements to Crowder Road at the intersection with Baseline Road and frontage improvements along Walerga Road. The improvements include widening of Crowder Lane to construct a dedicated right-turn lane onto Baseline Road and construction of curb and gutter along Walerga Road. The improvements would be constructed to City and County standards including adequate sight distance in both directions at the encroachments. Therefore, this is a less than significant impact. No mitigation measures are required.

Discussion Item XVII-3:

The servicing fire district has reviewed the proposed project and has not identified any significant impacts to emergency access. The proposed project does not significantly impact the access to any nearby use. Therefore, this is a less than significant impact. No mitigation measures are required.

Discussion Item XVII-4:

The Placer County Zoning Ordinance establishes the minimum number of on-site parking spaces required for various land uses in the county. Retail space has a parking requirement of 1 space per 300 square feet of space. Restaurant use, both indoors and outdoors, has a higher parking requirement of one space for every 100 square feet of floor or patio area.

Based on the County's Zoning Ordinance parking standards, the project is required to provide a total of 160 parking spaces. As tenant spaces are leased, each tenant would utilize the applicable parking requirement for their use as outlined in the Zoning Ordinance. The project proposes a total of 174 parking spaces, which affords a surplus of 14 parking spaces. Of the 174 proposed parking spaces, there are 142 standard parking spaces, no compact parking spaces, 15 accessible spaces, seven electric vehicle parking spaces, and ten spaces reserved for mobile pick up. A standard Condition of Approval requires reciprocal parking and access easements on all seven proposed parcels for the proposed development to function as a cohesive commercial center.

Parking on site, 174 spaces, is expected to be adequate for the project as proposed. If the facility's future tenants' parking needs exceed what has been projected, parking could be inadequate on site and a significant impact could occur. To ensure the requirement for minimum on-site parking spaces is provided, the project would be required to restrict, and the County would enforce, the amount of project lease area that can be allocated to restaurant and other tenant types that require a high number of parking spaces. Therefore, implementation of Mitigation Measure XVII.1 would reduce this impact to less than significant.

Mitigation Measure Item XVII-4:

MM XVII.1

Because the proposed 174 parking spaces provided has been based upon a parking needs assessment based upon expected uses submitted by the project applicant, the commercial center owner(s) and/or manager(s) shall make appropriate adjustments, as necessary, and directed by Placer County, to adjust its operations so that parking demand is adequately provided for on site or with a parking agreement for safe off-site parking. Project visitors and employees shall not park on nearby streets.

As identified on the approved site plan, the on-site parking exceeds the County's required parking spaces by 14 spaces. The Planning Director or designee shall monitor the type and mix of tenants occupying the center, including the amount of proposed restaurant space along with indoor and outdoor seating areas, to ensure sufficient parking is available on site. Parking demand, which shall not exceed 174 spaces, shall be the limiting factor for all future tenant improvement applications. If the parking demand for the mix of uses exceeds spaces, future tenant improvement applications will not be approved and the tenant space shall remain vacant.

Discussion Item XVII-5:

The project proposal would result in the construction of approximately 31,200 square-feet of neighborhood shopping center consisting of a gas station/convenience store with a drive-through car wash and gas station, an oil change/auto repair building, a fast-food restaurant with drive-through, and four additional retail buildings.

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 vehicular 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."

In response to PRC 21099(b)(2), CEQA Guidelines Section 15064.3 notes that "Generally, vehicle miles traveled is the most appropriate measure of transportation impacts." As of July 1, 2020, the requirement to analyze transportation impacts in CEQA using Vehicle Miles Traveled (VMT) went into effect. Pursuant to Placer County's adopted VMT screening criteria and the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018), this project falls under the adopted screening criteria for VMT because it is a "locally serving" retail project under 50,000 square feet. The proposed project would not increase trips or VMT, but rather redistribute existing trips that are already occurring. The project would also shorten trip lengths, by providing retail goods and services to an area that has very little existing retail. Therefore, no VMT analysis is warranted and the project's impacts associated with VMT increases are considered less than significant. No mitigation measures are required.

XVIII. TRIBAL CULTURAL RESOURCES – Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. 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 (PLN)		X		

2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. (PLN)		X		
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Discussion Item XVIII-1:

A Cultural Resources Inventory was prepared for the project site by Peak & Associates in December 2019. The potential for presence of cultural resources on the project site was determined through a records search and pedestrian survey. No historical resources were identified on the property or within 0.125 mile of the project site. No additional pre-construction consideration of cultural resources was recommended.

Although no indications of historic-age resources were found during the December 2019 field survey, there remains the potential to encounter unidentified resources during project grading activities in areas of previously-undisturbed soil. Therefore, implementation of standard cultural resource construction mitigation measures ensure that this impact is less than significant.

Mitigation Measures Item XVIII-1:

MM V.1 and MM V.2.

Discussion Item XVIII-2:

On June 9, 2020, Placer County contacted seven Native American tribes that requested notification of proposed projects within this geographic area pursuant to the statutory requirements of Assembly Bill 52 and Native American tribes that are understood to be traditionally and culturally affiliated with the project area pursuant to the statutory requirements of Senate Bill 18. The Shingle Springs Band of Miwok Indians requested copies of completed record searches and surveys, which were provided. The tribe also requested to be notified if cultural resources or human remains are found.

The United Auburn Indian Community of the Auburn Rancheria (UAIC) requested copies of archeological reports, which were provided. The UAIC has requested a mitigation measure addressing inadvertent discoveries and cultural awareness training. The UAIC closed consultation on June 25, 2020 with the inclusion of these mitigation measures. At the time of preparation of this Initial Study, no other tribes have contacted the County. Implementation of the following mitigation measure would reduce impacts to tribal cultural resources to a less than significant level.

Mitigation Measures Item XVIII-2:

MM V.1 and MM V.2.

MM XVIII.1

Prior to initiation of construction, all construction crew members, consultants, and other personnel involved in project implementation shall receive project-specific TCR awareness training. The training shall be conducted in coordination with qualified cultural resource specialists and representatives from culturally-affiliated Native American Tribes. The training will emphasize the requirement for confidentiality and culturally-appropriate, respectful treatment of any find of significance to culturally-affiliated Native Americans Tribes.

As a component of the training, a brochure will be distributed to all personnel associated with project implementation. At a minimum the brochure shall discuss the following topics in clear and straightforward language:

- Field indicators of potential archaeological or cultural resources (i.e., what to look for; for example: archaeological artifacts, exotic or non-native rock, unusually large amounts of shell or bone, significant soil color variation, etc.)
- Regulations governing archaeological resources and tribal cultural resources
- Consequences of disregarding or violating laws protecting archaeological or tribal cultural resources.
- Steps to take if a worker encounters a possible resource.

The training shall include project-specific guidance for on-site personnel including agreed upon protocols for resource avoidance, when to stop work, and who to contact if potential archaeological or TCRs are identified. The training shall also direct work to stop, and contact with the County Coroner and the Native American Heritage Commission (NAHC) to occur immediately, in the event that potential human remains are identified. NAHC will assign a Most Likely

Descendant if the remains are determined by the Coroner to be Native American in origin.

XIX. UTILITIES & SERVICE SYSTEMS – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects? (EH, ESD, PLN)		X		
2. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? (EH)			X	
3. 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? (EH, ESD)			X	
4. 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? (EH)			X	
5. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? (EH)			X	

Discussion Item XIX-1:

The major utility infrastructure to serve this area is already installed. The proposed project would include installation of an on-site gravity sewer collection system consisting of sewer lines laid within the site to each proposed new parcel and connecting to a sewer line to be extended along Crowder Lane from its existing terminus 350 feet south of the site.

The project proposes to connect to the California American Water (CalAM) District for domestic water from an existing waterline within Walerga Road and Crowder Lane to create a looped system. CalAm has indicated its requirements to serve the project. These requirements are routine in nature and do not represent significant impacts. The project would not result in the construction of new treatment facilities or create an expansion of an existing facility. Typical project conditions of approval require submission of a "will-serve" letter from the agencies.

The project does not require any significant relocation or construction of electric, gas, or telecommunication facilities that would cause significant environmental effects.

Storm water run-off would be reduced to pre-project levels before being conveyed to the existing off-site drainage facilities. No downstream drainage facility or property owner would be impacted by an increase in surface runoff. No new significant storm water drainage facilities or expansion of existing facilities is required. A final drainage report would be prepared and submitted with the site improvement plans for County review and approval in order to monitor the preliminary report drainage calculations and results. The proposed project's impacts associated with altering the existing drainage pattern of the site can be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures Item XIX-1:

MM VII.1, MM VII.2, MM X.1, MM X.2

Discussion Item XIX-2, 3:

The agencies charged with providing treated water and sewer services have indicated their requirements to serve the project. These requirements are routine in nature and do not represent significant impacts. The project would not result in the construction of new treatment facilities or create an expansion of an existing facility. Typical project

conditions of approval require submission of “will-serve” letters from each agency. The project obtains sewer service from Placer Service Area 28, Zone 173 (CSA173). The project includes the construction of public sewer service to the proposed project from an existing sanity sewer cleanout in Crowder Lane. The project proposes to construct a sewer line extension within Crowder Lane to the project entrance and extend from there to each parcel created. The project would increase wastewater flows to the treatment plant. However, the increase would not require any additional expansion of the treatment plant and is within the current capacity of the treatment plant. No prohibitions or restrictions on wastewater treatment service for the proposed project currently exist. The Placer County Department of Public Works Environmental Engineering Division has reviewed the project and did not indicate any significant sewer impacts. Thus, the construction and connection of this project to the existing sewer is less than significant. No mitigation measures are required.

Discussion Item XIX-4, 5:

The project would generate solid waste from future tenants. Solid waste service in the project area is provided by a private franchise hauler, Recology Auburn Placer, which handles residential, commercial, and industrial collections. Waste collected by Recology Auburn Placer is hauled to the Western Regional Sanitary Landfill north of Roseville. The facility has sufficient capacity to accommodate the proposed project's solid waste disposal needs.

Western Regional Sanitary Landfill is a permitted facility and Recology Auburn Placer is a licensed hauler. The project would comply with existing regulations related to solid waste disposal. The project would not violate federal, state, or local statutes or regulations related to solid waste. Impacts would be less than significant. No mitigation measures are required.

XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Substantially impair an adopted emergency response plan or emergency evacuation plan? (PLN)				X
2. 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? (PLN)			X	
3. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) the construction or operation of which may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? (PLN)				X
4. Expose people or structures to significant risks, including downslope or downstream flooding, mudslides, or landslides, as a result of runoff, post-fire slope instability, or drainage changes? (PLN)				X

Placer County Fire provides fire prevention, fire suppression, and life safety services to the Dry Creek area. The project site is located in an area that is classified as Local Responsibility Area – Moderate risk for wildland fires. Classification of a zone as moderate, high or very high fire hazard is based on a combination of how a fire will behave and the probability of flames and embers threatening buildings. The area's topography, type, and amount of fuel, climate, and the availability of water for firefighting are the primary factors influencing the degree of fire risk. Under dry, windy conditions, fires can spread rapidly unless immediately addressed by fire services. Direct fire vehicle access to the site would be available via Walerga Road, Baseline Road and Crowder Lane.

Discussion Item XX-1:

Construction of the proposed commercial project would not substantially impair an adopted emergency response or evacuation plan. All construction activities and equipment staging areas would not be permitted to obstruct the travel lanes of the public roads surrounding and serving the site. The proposed project would not involve the closure of any roadways that would be an important evacuation route in the event of a wildfire. Therefore, there is no impact.

Discussion Item XX-2:

Properties north, south, east and west of the project site are developed with residential uses and are primarily residential buildings, pools, ornamental landscaping, and accessory buildings. The Consolidated Communications facility is located at the southeast corner of the project site. This facility contains a large communications tower and associated buildings, parking areas, and ruderal gravel staging areas. In addition to a single-family residential neighborhood to the north within the City of Roseville, there is also a Play Care Learning Center and additional retail space.

The proposed project would not exacerbate wildfire risks due to slope, prevailing winds, or other factors due to the project's urbanized location away from natural areas susceptible to wildfire. The project site is not located within an area of high or very high Fire Hazard Severity for the Local Responsibility Area nor does it contain any areas of moderate, high, or very high Fire Hazard Severity for the State Responsibility Area. Therefore, there is a less than significant impact. No mitigation measures are required.

Discussion Item XX-3:

The existing roads in the area would not change. No off-site improvements would be required beyond the extension of an existing sewer main within Crowder Lane and minor frontage improvements. Therefore, there is no impact.

Discussion Item XX-4:

Due to the location of the project site's distance from a Very High Fire Hazard Severity Zone, it does not appear that it would exacerbate wildfire risks; it does not require installation or maintenance of associated infrastructure that could exacerbate fire risks; and it would not expose people or structures to significant risks from downstream flooding, landslides, slope instability or drainage changes. Therefore, there is no impact.

F. MANDATORY FINDINGS OF SIGNIFICANCE:

Environmental Issue	Yes	No
1. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

G. OTHER RESPONSIBLE AND TRUSTEE AGENCIES whose approval is required:

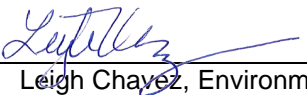
<input checked="" type="checkbox"/> California Department of Fish and Wildlife	<input type="checkbox"/> Local Agency Formation Commission (LAFCO)
<input type="checkbox"/> California Department of Forestry	<input type="checkbox"/> National Marine Fisheries Service
<input type="checkbox"/> California Department of Health Services	<input type="checkbox"/> Tahoe Regional Planning Agency
<input type="checkbox"/> California Department of Toxic Substances	<input type="checkbox"/> U.S. Army Corps of Engineers
<input type="checkbox"/> California Department of Transportation	<input type="checkbox"/> U.S. Fish and Wildlife Service
<input type="checkbox"/> California Integrated Waste Management Board	<input type="checkbox"/>
<input checked="" type="checkbox"/> California Regional Water Quality Control Board	<input type="checkbox"/>

H. DETERMINATION – The Environmental Review Committee finds that:

<input checked="" type="checkbox"/>	Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
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I. ENVIRONMENTAL REVIEW COMMITTEE (Persons/Departments consulted):

Planning Services Division, Christopher Schmidt, Chairperson
 Planning Services Division-Air Quality, Angel Green
 Engineering and Surveying Division, Michelle Lewis, P.E.
 Department of Public Works-Transportation, Phil Vassion
 DPW-Environmental Engineering Division, Huey Nham
 Flood Control and Water Conservation District, Brad Brewer
 DPW- Parks Division, Ted Rel
 HHS-Environmental Health Services, Joseph Scarbrough
 Placer County Fire Planning/CDF, Ryan Woessner

Signature  Date February 3, 2021
 Leigh Chavez, Environmental Coordinator

J. SUPPORTING INFORMATION SOURCES: The following public documents were utilized and site-specific studies prepared to evaluate in detail the effects or impacts associated with the project. This information is available for public review, Monday through Friday, 8am to 5pm, at the Placer County Community Development Resource Agency, Environmental Coordination Services, 3091 County Center Drive, Auburn, CA 95603.

County Documents	<input checked="" type="checkbox"/> Air Pollution Control District Rules & Regulations	
	<input checked="" type="checkbox"/> Community Plan	
	<input checked="" type="checkbox"/> Environmental Review Ordinance	
	<input checked="" type="checkbox"/> General Plan	
	<input checked="" type="checkbox"/> Grading Ordinance	
	<input checked="" type="checkbox"/> Land Development Manual	
	<input checked="" type="checkbox"/> Land Division Ordinance	
	<input checked="" type="checkbox"/> Stormwater Management Manual	
	<input type="checkbox"/> Tree Ordinance	
	<input type="checkbox"/>	
Trustee Agency Documents	<input type="checkbox"/> Department of Toxic Substances Control	
Site-Specific Studies	Planning Services Division	<input checked="" type="checkbox"/> Biological Study
		<input checked="" type="checkbox"/> Cultural Resources Pedestrian Survey
		<input checked="" type="checkbox"/> Cultural Resources Records Search
		<input checked="" type="checkbox"/> Lighting & Photometric Plan
		<input type="checkbox"/> Paleontological Survey
		<input checked="" type="checkbox"/> Tree Survey & Arborist Report
		<input type="checkbox"/> Visual Impact Analysis
		<input checked="" type="checkbox"/> Wetland Delineation
		<input checked="" type="checkbox"/> Acoustical Analysis
		<input type="checkbox"/>
	Engineering & Surveying Division, Flood Control District	<input checked="" type="checkbox"/> Phasing Plan
		<input checked="" type="checkbox"/> Preliminary Grading Plan
		<input type="checkbox"/> Preliminary Geotechnical Report
		<input checked="" type="checkbox"/> Preliminary Drainage Report
		<input checked="" type="checkbox"/> Stormwater & Surface Water Quality BMP Plan
		<input checked="" type="checkbox"/> West or East Placer Storm Water Quality Design Manual
		<input checked="" type="checkbox"/> Traffic Study

		<input type="checkbox"/> Sewer Pipeline Capacity Analysis
		<input checked="" type="checkbox"/> Placer County Commercial/Industrial Waste Survey (where public sewer is available)
		<input type="checkbox"/> Sewer Master Plan
		<input checked="" type="checkbox"/> Utility Plan
		<input checked="" type="checkbox"/> Tentative Map
		<input type="checkbox"/>
	Environmental Health Services	<input type="checkbox"/> Groundwater Contamination Report
		<input type="checkbox"/> Hydro-Geological Study
		<input checked="" type="checkbox"/> Phase I Environmental Site Assessment
		<input type="checkbox"/> Soils Screening
		<input type="checkbox"/> Preliminary Endangerment Assessment
		<input type="checkbox"/>
	Planning Services Division, Air Quality	<input type="checkbox"/> CALINE4 Carbon Monoxide Analysis
		<input type="checkbox"/> Construction Emission & Dust Control Plan
		<input type="checkbox"/> Geotechnical Report (for naturally occurring asbestos)
		<input checked="" type="checkbox"/> Health Risk Assessment
		<input checked="" type="checkbox"/> CalEEMod Model Output
		<input type="checkbox"/>
	Fire Department	<input type="checkbox"/> Emergency Response and/or Evacuation Plan
		<input type="checkbox"/> Traffic & Circulation Plan
		<input type="checkbox"/>

Exhibit A: Mitigation Monitoring Plan

MITIGATION MONITORING PROGRAM
Mitigated Negative Declaration – PLN20-00103
Baseline Commercial Center

Section 21081.6 of the Public Resources Code requires all public agencies to establish monitoring or reporting procedures for mitigation measures adopted as a condition of project approval in order to mitigate or avoid significant effects on the environment. Monitoring of such mitigation measures may extend through project permitting, construction, and project operations, as necessary.

Said monitoring shall be accomplished by the county's standard mitigation monitoring program and/or a project specific mitigation reporting program as defined in Placer County Code Chapter 18.28, Mitigation Monitoring and Reporting Program.

Standard Mitigation Monitoring Program (pre-project implementation):

The following mitigation monitoring program (and following project specific reporting plan, when required) shall be utilized by Placer County to implement Public Resources Code Section 21081.6. Mitigation measures adopted for discretionary projects must be included as conditions of approval for that project. Compliance with conditions of approval is monitored by the county through a variety of permit processes as described below. The issuance of any of these permits or County actions which must be preceded by a verification that certain conditions of approval/mitigation measures have been met, shall serve as the required monitoring of those condition of approval/mitigation measures. These actions include design review approval, improvement plan approval, improvement construction inspection, encroachment permit, recordation of a final map, acceptance of subdivision improvements as complete, building permit approval, and/or certification of occupancy.

The following mitigation measures, identified in the Baseline Commercial Center Negative Declaration, have been adopted as conditions of approval on the project's discretionary permit and will be monitored according to the above Standard Mitigation Monitoring Program verification process:

Mitigation Measure #'s:

<u>MM I.1</u>	<u>MM V.2</u>	<u>MM X.6</u>
<u>MM I.2</u>	<u>MM VII.1</u>	<u>MM X.7</u>
<u>MM I.3</u>	<u>MM VII.2</u>	<u>MM X.8</u>
<u>MM IV.1</u>	<u>MM VII.3</u>	<u>MM X.9</u>
<u>MM IV.2</u>	<u>MM VII.4</u>	<u>MM X.10</u>
<u>MM IV.3</u>	<u>MM VIII.1</u>	<u>MM XIII.1</u>
<u>MM IV.4</u>	<u>MM VIII.2</u>	<u>MM XIII.2</u>
<u>MM IV.5</u>	<u>MM IX.1</u>	<u>MM XIII.3</u>
<u>MM IV.6</u>	<u>MM X.1</u>	<u>MM XIII.4</u>
<u>MM IV.7</u>	<u>MM X.2</u>	<u>MM XVII.1</u>
<u>MM IV.8</u>	<u>MM X.3</u>	<u>MM XVIII.1</u>
<u>MM IV.9</u>	<u>MM X.4</u>	
<u>MM V.1</u>	<u>MM X.5</u>	

Project-Specific Reporting Plan (post-project implementation):

The reporting plan component is intended to provide for on-going monitoring after project construction to ensure mitigation measures shall remain effective for a designated period of time. Said reporting plans shall contain all components identified in Chapter 18.28.050 of the County Code, Environmental Review Ordinance – "Contents of Project-Specific Reporting Plan."