

ENVIRONMENTAL INITIAL STUDY & MITIGATED NEGATIVE DECLARATION

Amendment 18-0001
(Use Permit 126-87A2)
Singh

September 3, 2019

ENVIRONMENTAL INITIAL STUDY &
MITIGATED NEGATIVE DECLARATION
WITH
References and Documentation

Prepared by
SHASTA COUNTY DEPARTMENT OF RESOURCE MANAGEMENT
PLANNING DIVISION
1855 Placer Street, Suite 103
Redding, California 96001

**SHASTA COUNTY
ENVIRONMENTAL CHECKLIST FORM
INITIAL STUDY & MITIGATED NEGATIVE DECLARATION**

- 1. Project Title:**
Amendment AMND18-0001 (Use Permit 126-87A2)
- 2. Lead agency name and address:**
Shasta County Department of Resource Management, Planning Division
1855 Placer Street, Suite 103
Redding, CA 96001-1759
- 3. Contact Person and Phone Number:**
Luis Topete, Associate Planner (530) 225-5532
- 4. Project Location:**
The project site is a 1.07-acre parcel located at 3505 Rhonda Road, Cottonwood, CA 96022, on the northeast corner of the intersection of Gas Point Road and Rhonda Road (Assessor Parcel Number 086-330-019).
- 5. Applicant Name and Address:**
Jaspal Singh
3505 Rhonda Road
Cottonwood, CA 96022
- 6. General Plan Designation:**
Commercial (C)
- 7. Zoning:**
Community Commercial combined with Design Review (C-2-DR)
- 8. Description of Project:**
The project site is developed for and used as a gas station and mini-market. The project is a use permit amendment to allow an expansion of the current use. The proposed expansion would include the construction and operation of an automatic car wash with an attached equipment and storage room, new asphalt driveway, four vacuum stations, new trash enclosure, ADA upgrades, a new 206-square-foot storm water retention pond, new landscaping and additional on-site concrete sidewalks and concrete surfacing.
- 9. Surrounding Land Uses and Setting:**
Surrounding land uses include undeveloped C-2-DR zoned land to the north , Caltrans controlled right-of-way for Interstate 5 to the east and south, a shopping center to the south across Gas Point Road on land zoned C-2, and a single-family residential subdivision to the west on land zoned One-Family Residential combined with Building Site (R-1-BSM). The existing gas station and mini-market use includes the mini-market building, four fuel islands, an overhead canopy, two freestanding signs, an improved parking area, landscaping and lighting. The eastern portion of the project site is relatively flat. Vegetation within this portion of the site consists of mostly undisturbed grassland and two ornamental trees to remain.
- 10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):**
Cottonwood Fire Protection District
CSA No. 17 – Cottonwood
Cottonwood Water District

11. **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.?**

In accordance with Public Resources Code (PRC) Section 21080.3.1, the Wintu Tribe of Northern California & Toyon-Wintu Center (Tribe) filed and Shasta County received a request for formal notification of proposed projects within an area of Shasta County that is traditionally and culturally affiliated with the Tribe. Pursuant to PRC §21080.3.1 the Department of Resource Management sent a certified letter to notify the Tribe that the project was under review and to provide the Tribe 30 days from the receipt of the letter to request consultation on the project in writing. To date, no response has been received.

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.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

	Aesthetics		Agricultural Resources		Air Quality
	Biological Resources		Cultural Resources		Energy
	Geology / Soils		Greenhouse Gas Emissions		Hazards & Hazardous
	Hydrology / Water Quality		Land Use / Planning		Mineral Resources
	Noise		Population / Housing		Public Services
	Recreation		Transportation		Tribal Cultural Resources
	Utilities / Service Systems		Wildfire		Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of the initial evaluation:

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

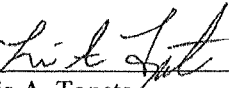
I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

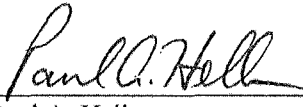
I find that although the proposed project could have a significant effect on the environment because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Copies of the Initial Study and related materials and documentation may be obtained at the Planning Division of the Department of Resource Management, 1855 Placer Street, Suite 103, Redding, CA 96001. Contact Luis A. Topete, Associate Planner at (530) 225-5532.



Luis A. Topete
Associate Planner

08/20/2019
Date



Paul A. Hellman
Director of Resource Management

8/27/19
Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

I. AESTHETICS: Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?				✓
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?				✓
c) 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 a publically accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				✓
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		✓		

Discussion: Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

- a) The project would not result in any adverse effect on a scenic vista. There is no view of the project site which includes a scenic vista and the project would not visually obstruct a scenic vista.
- b) The project would not substantially damage any scenic resource. The project site is not visible from a designated scenic highway.
- c) The project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. Surrounding land uses include undeveloped land to the north, Caltrans right-of-way for Interstate 5 to the east and south, a commercial shopping center to the south across Gas Point Road, and a single-family residential subdivision to the west. The property is developed and used for a gas station and mini-market, consisting of the mini-market building, four fuel islands, an overhead canopy, two freestanding signs, an improved parking area, landscaping and lighting. The majority of the proposed improvements are on the east side of the property closest to Interstate 5 right-of-way. As proposed, the new site additions and existing development will be improved to comply with the current development standards of the Zoning Plan, including lighting, landscaping and signage requirements and be consistent with the visual character of similar uses developed in C-2 zones in the vicinity of the project site.
- d) The County Zoning Plan requires that all lighting, exterior and interior, shall be designed and located so as to confine direct lighting to the premises. A light source shall not shine upon or illuminate directly on any surface other than the area required to be lighted. No lighting shall be of the type or in a location such that constitutes a hazard to vehicular traffic, either on private property or on abutting streets. All proposed exterior lighting will be downward shielded.

The project site is adjacent to California Department of Transportation (Caltrans) right-of-way, including the I-5 off ramp. Comments have been received from Caltrans expressing concerns related to headlight glare and direct visibility of vehicles from adjacent streets. Screening shall be required along the eastern property line through means of a solid masonry/block wall or landscaped berm with a minimum finished grade of 42 inches in height to ensure headlight glare from vehicles accessing the project site do not constitute a hazard to vehicular traffic on Caltrans right-of-way. The proposed mitigation measure would reduce this potential impact to a level of less-than-significant.

Mitigation/Monitoring: With the mitigation measure proposed, the aesthetic impacts of the project will be less-than-significant.

I.d.1) Screening shall be required along the eastern property line through means of a solid masonry/block wall or landscaped berm with a minimum finished grade of 42 inches in height to ensure headlight glare from vehicles accessing the project site do not constitute a hazard to vehicular traffic on Caltrans right-of-way.

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

Discussion: Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

- a) The subject property is not identified as Prime Farmland, Unique Farmland, or Statewide Importance on the map titled Shasta County Important Farmland 2016.
- b) Neither this property nor the surrounding properties are zoned for agricultural use nor are they in a Williamson Act Contract.
- c) The project would not 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)). The project site is not forest land, timberland or zone Timberland Production.
- d) The project would not result in the loss of forest land or conversion of forest land to non-forest use. The project site is not forest land.
- e) The project would not result in any other changes in the existing environment that could result in conversion of Farmland to non-agricultural use, or conversion of forest land to non-forest use. The project is not forest land or Farmland and is not adjacent forest land or Farmland. The site is not located in an area of significant agricultural soils.

Mitigation/Monitoring: None proposed.

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?				✓
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard?			✓	
c) Expose sensitive receptors to substantial pollutant concentrations?				✓
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?				✓

Discussion: Based on related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, and a Traffic Analysis prepared by GHD (2018), the following findings can be made:

a-c) The NSVPA Air Quality Attainment Plan (2018) designates Shasta County as an area of Nonattainment with respect to the established ozone California ambient air quality standards. Nitrogen oxides (NOx) are a group of highly reactive gasses and are also known as "oxides of nitrogen." Because NOx is an ingredient in the formation of ozone, it is referred to as an ozone precursor. NOx is emitted from combustion sources such as cars, trucks and buses, power plants, and off-road equipment. Construction equipment and activities associated with making probable improvements would generate air contaminants, including oxides of nitrogen (NOx), reactive organic gases (ROG), carbon dioxide (CO2) and particulate matter (PM10), in the form of engine exhaust and fugitive dust. However, the emissions emitted during construction would be limited and temporary.

Using the Institute of Transportation Engineers (ITE), Trip Generation, 9th Edition (ITE Code 945 "Gasoline/Service Station with Convenience Market) for existing traffic conditions and using ITE, Trip Generation, 9th Edition (ITE Code 946 "Gasoline/Service Station with Convenience Market and Car Wash") for evaluating projected traffic conditions, the project is anticipated to generate an additional 14 AM peak hour trips, and an additional 3 PM peak hour trips (50% entering, 50% exiting). ITE has published a 10th Edition, however, the newest edition does not differentiate between "with" and "without" a car wash. Therefore, for the purposes of this analysis, GHD used the 9th Edition. It is noteworthy that the 10th Edition, which added many new land uses to the manual, does not make a distinction because the trip generation differences (with and without a car wash) is very small. GHD determined, based upon experience, discussing customer patterns with the gas station owners and actual field observations, that the increase in AM or PM peak hour trips is best estimated to be between 3-5 trips.

The project is consistent with the air quality attainment plan. In addition, the Shasta County General Plan requires Standard Mitigation Measures and Best Available Mitigation Measures on all discretionary land use applications as recommended by the AQMD in order to mitigate both direct and indirect emissions of non-attainment pollutants. The project would not result in a cumulatively considerable net increase of any criteria pollutant, including ozone, ozone pre-cursors or PM10 (particulate matter), the pollutants for which the Northern Sacramento Valley Air Basin is in non-attainment under the applicable State ambient air quality standard, and would not conflict with or obstruct implementation of the NSVPA Air Quality Attainment Plan (2015) as adopted by Shasta County, or any other applicable air quality plan. Substantial pollutant concentrations are not anticipated as a result of the project.

d) The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Mitigation/Monitoring: None proposed.

IV. BIOLOGICAL RESOURCES: Would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Have a substantial effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive,				✓

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

Discussion: Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

- a) No species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service have been identified on the project site or in the project area. There is little natural habitat uninfluenced by human activity left on the site and no known occurrences of endangered species. The project will not have a substantial effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.
- b) There is no riparian habitat or other sensitive natural community on the project site or in the project area.
- c) There are no vernal pools or wetlands identified on the subject property based on the Vernal Pools, Wetlands, and Waterways Map of Shasta County prepared by the Geographic Information Center, California State University, Chico, on August 24, 1996. There is little natural habitat uninfluenced by human activity left on the site and no known occurrences of wetlands. The project would not have a significant impact on protected wetlands.
- d) The project would not interfere with any native resident or migratory fish or wildlife species, nor impede the use of native wildlife nursery sites.
- e) There are two ornamental trees on the undisturbed portion of the property that will remain. There is little natural habitat uninfluenced by human activity left on the site. The project would not conflict with any ordinances or policies which protect biological resources.
- f) There are no adopted Habitat Conservation Plan, Natural Community, Conservation Plan, or other approved local, regional, or State habitat conservation plans for the project site or project area.

Mitigation/Monitoring: None proposed.

<u>V. CULTURAL RESOURCES</u> - Would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?				✓
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?				✓
c) Disturb any human remains, including those interred outside of formal cemeteries?				✓

Discussion: Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

a-b) No historical or cultural resources were discovered during construction of the existing mini-market, fueling station and canopy, and other related improvements at the site. There are no evident above surface historical or cultural resources present within the property. The project would not cause a substantial adverse change in the significance of an historical resource or archeological resource.

In accordance with Public Resources Code (PRC) Section 21080.3.1, the Wintu Tribe of Northern California & Toyon-Wintu Center (Tribe) filed and Shasta County received a request for formal notification of proposed projects within an area of Shasta County that is traditionally and culturally affiliated with the Tribe. Pursuant to PRC § 21080.3.1 the Department of Resource Management sent a certified letter to notify the Tribe that the project was under review and to provide the Tribe 30 days from the receipt of the letter to request consultation on the project in writing. To date, no response has been received.

c) The project site is not on or adjacent to any known cemetery or burial area. Therefore, there is no evidence to suggest that the project would disturb any human remains.

Although there is no evidence to suggest that the project would result in any significant effect to historical, archeological, paleontological, unique geologic resource, or human remains, there is always the possibility that such resources or remains could be encountered. Therefore, if, in the course of development, any archaeological, historical, or paleontological resources are uncovered, discovered or otherwise detected or observed, ground disturbance activities in the affected area shall cease and a qualified archaeologist shall be contacted to review the site and advise the County of the site's significance. If the findings are deemed significant by the Environmental Review Officer, appropriate mitigation shall be required.

Mitigation/Monitoring: None proposed.

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

Discussion: Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

a) The project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. During construction there would be a temporary consumption of energy resources required for the movement of equipment and materials. Compliance with local, State, and federal regulations (e.g., limit engine idling times, requirement for the recycling of construction debris, etc.) would reduce and/or minimize short-term energy demand during the project's construction to the extent feasible, and project construction would not result in a

wasteful or inefficient use of energy.

During operation of the completed project, there are no unusual project characteristics or processes that would require the use of equipment that would be more energy intensive than is used for comparable projects, or the use of equipment that would not conform to current emissions standards and related fuel efficiencies. Furthermore, through compliance with applicable requirements and/or regulations of the 2016 California Code of Regulations, Title 24, Part 6 – California Energy Code, individual project elements (e.g., building design, HVAC equipment, etc.) would be consistent with State reduction policies and strategies, and would not consume energy resources in a wasteful or inefficient manner.

- b) The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. State and local agencies regulate the use and consumption of energy through various methods and programs. As a result of the passage of Assembly Bill 32 (AB 32) (the California Global Warming Solutions Act of 2006) which seeks to reduce the effects of Greenhouse Gas (GHG) Emissions, a majority of the state regulations are intended to reduce energy use and GHG emissions. These include, among others, California Code of Regulations, Title 24, Part 6 – California Energy Code, and the California Code of Regulations, Title 24, Part 11– California Green Building Standards Code (CALGreen). At the local level, the City’s Building Division enforces the applicable requirements of the Energy Efficiency Standards and Green Building Standards in Title 24.

Mitigation/Monitoring: None proposed.

<u>VII. GEOLOGY AND SOILS</u> – Would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> i) Rupture of a known earthquake, fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publications 42. ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including liquefaction? iv) Landslides? 			✓	
b) Result in substantial soil erosion or the loss of topsoil?				✓
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?			✓	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?				✓
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?				✓
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✓

Discussion: Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

a) The project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault;

According to the Alquist-Priolo Earthquake Fault Zoning Maps for Shasta County, there is no known earthquake fault on the project site.

ii) Strong seismic ground shaking;

According to the Shasta County General Plan Section 5.1, Shasta County has a low level of historic seismic activity. The entire County is in Seismic Design Category D. According to the Seismic Hazards Assessment for the City of Redding, California, prepared by Woodward Clyde, dated July 6, 1995, the most significant earthquake at the project site may be a background (random) North American crustal event up to 6.5 on the Richter scale at distances of 10 to 20 km. All structures shall be constructed according to the seismic requirements of the currently adopted Building Code.

iii) Seismic-related ground failure, including liquefaction;

The project site is located in the South Central Region (SCR), which is identified as an area of potential liquefaction in Section 5.1 of the Shasta County General Plan. The currently adopted Building Code requires preparation and review of a site specific soils report as part of the building design and approval process. The soils report must be prepared by a California registered professional engineer and would address potential seismic-related ground failure concerns, if any.

iv) Landslides.

There is no evidence of landslides on the subject property or the surrounding area. The project site is flat and is not located at the top or toe of any significant slope. Therefore, impacts from landslides are considered to be less-than-significant.

b) The project would not result in substantial soil erosion or the loss of topsoil.

The Soil Survey of Shasta County, completed by the United States Department of Agriculture, Soil Conservation Service and Forest Service in August, 1974, identified the soil on the project site as Churn Gravelly Loam, 0 to 3 percent slopes, with a hazard of erosion ranging from none to slight. A grading permit is required prior to any grading activities. The grading permit includes requirements for erosion and sediment control, including retention of topsoil.

c) Topography on the site is predominantly level, with small undulations. Based on records of construction in the area, there is no evidence to support a conclusion that the project is on a geologic unit or soil that is unstable. According to the Shasta County General Plan Section 5.1, Shasta County has a low level of historic seismic activity. Based on a review of the Soil Survey of Shasta County and discussion in Sections VI.a and VI.b above, the threat of landslides, lateral spreading, subsidence, liquefaction, or collapse is less than significant.

d) The site soils (Churn Gravelly Loam, 0 to 3 percent slopes) are not described as expansive soils in the "Soil Survey of Shasta County."

e) The project would be served by public sewer (CSA #17 – Cottonwood Sewage Disposal System).

f) Upon review of the Minerals Element of the General Plan, there is no evidence to suggest that the project would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Mitigation/Monitoring: None proposed.

VIII. GREENHOUSE GAS EMISSIONS: Would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

Discussion: Based on these comments, the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, and a Traffic Analysis prepared by GHD (2018), the following

findings can be made:

a-b) In 2005, the Governor of California signed Executive Order S-3-05, establishing that it is the State of California's goal to reduce statewide greenhouse gas (GHG) emission levels. Subsequently, in 2006, the California State Legislature adopted Assembly Bill AB 32, the California Global Warming Solutions Act. In part, AB 32 requires the California Air Resources Board to develop and adopt regulations to achieve a reduction in the State's GHG emissions to year 1990 levels by year 2020.

California Senate Bill 97 established that an individual project's effect on GHG emission levels and global warming must be assessed under CEQA. SB 97 further directed that the State Office of Planning and Research (OPR) develop guidelines for the assessment of a project's GHG emissions. Those guidelines for GHG emissions were subsequently included as amendments to the CEQA Guidelines. The guidelines did not establish thresholds of significance and there are currently no state, regional, county, or city guidelines or thresholds with which to direct project-level CEQA review. As a result, Shasta County reserves the right to use a qualitative and/or quantitative threshold of significance until a specific quantitative threshold is adopted by the state or regional air district.

The City of Redding currently utilizes a quantitative non-zero project-specific threshold based on a methodology recommended by the California Air Pollution Officers Association (CAPCOA) and accepted by the California Air Resources Board. According to CAPCOA's Threshold 2.3, CARB Reporting Threshold, 10,000 metric tons of carbon-dioxide equivalents per year (mtCO₂eq/yr) is recommended as a quantitative non-zero threshold. This threshold would be the operational equivalent of 550 dwelling units, 400,000 square feet of office use, 120,000 square feet of retail, or 70,000 square feet of supermarket use. This approach is estimated to capture over half the future residential and commercial development projects in the State of California and is designed to support the goals of AB 32 and not hinder it. The use of this quantitative non-zero project-specific threshold by Shasta County, as lead agency, would be consistent with certain practices of other lead agencies in the County and throughout the State of California.

The United States Environmental Protection Agency (EPA) identifies four primary constituents that are most representative of the GHG emissions. They are:

- Carbon Dioxide (CO₂): Emitted primarily through the burning of fossil fuels. Other sources include the burning of solid waste and wood and/or wood products and cement manufacturing.
- Methane (CH₄): Emissions occur during the production and transport of fuels, such as coal and natural gas. Additional emissions are generated by livestock and agricultural land uses, as well as the decomposition of solid waste.
- Nitrous Oxide (N₂O): The principal emitters include agricultural and industrial land uses and fossil fuel and waste combustion.
- Fluorinated Gases: These can be emitted during some industrial activities. Also, many of these gases are substitutes for ozone-depleting substances, such as CFC's, which have been used historically as refrigerants. Collectively, these gases are often referred to as "high global-warming potential" gases.

The primary generators of GHG emissions in the United States are electricity generation and transportation. The EPA estimates that nearly 85 percent of the nation's GHG emissions are comprised of carbon dioxide (CO₂). The majority of CO₂ is generated by petroleum consumption associated with transportation and coal consumption associated with electricity generation. The remaining emissions are predominately the result of natural-gas consumption associated with a variety of uses.

Using the Institute of Transportation Engineers (ITE), Trip Generation, 9th Edition (ITE Code 945 "Gasoline/Service Station with Convenience Market) for existing traffic conditions and using ITE, Trip Generation, 9th Edition (ITE Code 946 "Gasoline/Service Station with Convenience Market and Car Wash") for evaluating projected traffic conditions, the project is anticipated to generate an additional 14 AM peak hour trips, and an additional 3 PM peak hour trips (50% entering, 50% exiting). ITE has published a 10th Edition, however, the newest edition does not differentiate between "with" and "without" a car wash. Therefore, for the purposes of this analysis, GHD used the 9th Edition. It is noteworthy that the 10th Edition, which added many new land uses to the manual, does not make a distinction because the trip generation differences (with and without a car wash) is very small. GHD determined, based upon experience, discussing customer patterns with the gas station owners and actual field observations, that the increase in AM or PM peak hour trips is best estimated to be between 3-5 trips.

With regard to the project, proposed operational emissions are significantly less than the quantitative non-zero project-specific thresholds described above. The scope of the required project improvements will not involve extensive ground disturbance, require a significant number of equipment hours to complete, or generate significant traffic volumes during construction. Post construction operations are not expected to generate significant GHG emissions based on the scale of the project. Therefore, the project is not expected to be a significant source of GHG emissions.

Mitigation/Monitoring: None proposed.

IX. HAZARDS AND HAZARDOUS MATERIALS: Would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous			✓	

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

Discussion: Based on these comments, the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

a-c) The project would create a less-than-significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The project would require routine transport, use, and disposal of detergents and other chemicals used in the carwash process. These materials are not particularly volatile or otherwise harmful to human health. The car wash will use self-priming pumps to recycle water back through a cyclonic separator and remove particulate matter, resulting in reduced water and chemical usage. In addition, hazardous material regulations require that reportable quantities of hazardous materials be managed according the requirements of a Hazardous Materials Business Plan (HMBP), including secondary containment, if applicable. The gas station has and maintains a HMBP with the Shasta County Department of Resource Management Environmental Health Division (SCEHD). The current HMBP would have to be updated for any changes in hazardous material stored on the property. A hazardous substance is reportable if stored at or above 55 gallons for liquids; 200 cubic feet for compressed gas; or 500 pounds for solids. Additionally, the project is required to comply with all hazardous waste generator regulations, including reporting their status as a hazardous waste generator to SCEHD.

The West Cottonwood Junior High School is located within a quarter mile of the project site. The current gasoline dispensing facility utilizes the application of Toxic Best Available Control Technology (T-BACT), which is the utilization of a certified vapor recovery system with a 95% collection efficiency rate. No additional gasoline dispensing is proposed. The project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and would not create a significant impact resulting from hazardous emissions emitted or the handling of hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school.

- d) The project is not located on a site which is included on a list of hazardous materials sites and would not create a significant hazard to the public or the environment. The project site is not included on the list of hazardous materials sites compiled by the California Department of Toxic Substances Control pursuant to Government Code Section 65962.5.
- e) The project is not located within an airport land use plan or within two miles of a public airport or public use airport.
- f) A review of the project and the Shasta County and City of Anderson Multi-Jurisdictional Hazard Mitigation Plan, and the Shasta County Emergency Operations Plan, indicates that the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- g) The project is located in an area designated as "Urban Unzoned" fire hazard severity zone. The area is urbanized and not adjacent to or intermixed with wildlands. The proposed project will be required to be constructed in accordance with the Shasta County Fire Safety Standards. These standards also require the clearing of combustible vegetation around all structures for a distance of not

less than 30 feet on each side or to the property line. The California Public Resources Code Section 4291 includes a “Defensible Space” requirement of clearing 100 feet around all buildings or to the property line, whichever is less.

Mitigation/Monitoring: None proposed.

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

Discussion: Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

- a) The project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. This project is within the NPDES General Permit for Small Municipal Separate Storm Sewer Systems (MS4) Permit Area of the County which requires compliance with Sections E.10, “Construction Site Storm Water Runoff Control Program,” and Section E.12, “Post Construction Storm Water Management Program,” of the MS4 Permit. The applicant will be required to implement Best Management Practices (BMPs) to control the discharge of pollutants to the County storm water conveyance system or receiving waters to the maximum extent practicable in compliance with Section E.10 of the MS4 Permit and applicable County requirements. Additionally, the applicant shall implement post-construction storm water management practices to control the discharge of pollutants to the County storm water conveyance system or receiving waters to the maximum extent practicable in compliance with the applicable requirements of Section E.12 of the MS4 Permit.

Waste water will be discharged to the County Service Area (CSA) #17 sewer system which is responsible for waste water treatment and complying with State wastewater discharge requirements. CSA’s require sand and oil interceptors (SOI’s) for industrial and commercial establishments where pretreatment of wastewater effluent is necessary to capture solids (sand, silts, etc.) or floatables (oils, etc.). The project has been conditioned to comply with all applicable County SOI requirements. The project will disturb less than one-acre of land and therefore would not require a construction storm water permit or other waste water discharge requirements from the State of California Regional Water Quality Control Board. Grading will be needed for this project. A grading permit will be required. The provisions of the permit will address erosion and siltation containment on- and off-site. Through adherence to construction standards, including erosion and sediment control measures, water quality and waste discharge standards will be adhered to. Therefore, the project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

- b) The project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. The availability of commercial carwashes may reduce water usage from at home car washing. Water service for the project is to be provided by the Cottonwood Water District, which currently provides water to the project site. The District is responsible for review of groundwater supplies prior to approving the water supply for the project. The District has provided a will serve letter for the project.

- c) The project would not substantially alter the existing drainage pattern of the site or area, or add impervious surfaces, in a manner which would (i) result in substantial erosion or siltation on- or off-site; (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; (iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or (iv) impede or redirect flows.

The proposed project would result in an additional 3,340-square-feet of impervious area. To capture all additional stormwater generated on-site as a result of the project, a 206-square-foot vegetated infiltration basin with a depth of 16-inches is proposed and was modeled using the CA Phase II LID Sizing Tool. The vegetated basin is designed to provide storage and promote infiltration of runoff into the underlying native soils. Furthermore, the project will be conditioned to ensure construction activities and placement of the new buildings and parking areas do not result in any additional stormwater runoff discharged to the State's highway right of way or to Caltrans' highway drainage facilities.

- d) The project is not in a flood hazard, tsunami, or seiche zone.
- e) The project would not conflict with or obstruct implementation of a water quality control plan or sustainable management plan.

Mitigation/Monitoring: None proposed.

XI. LAND USE AND PLANNING - Would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Physically divide an established community?				✓
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				✓

Discussion: Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

- a) The project does not include the creation of any road, ditch, wall, or other feature which would physically divide an established community.
- b) The project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. The project is consistent with the Commercial (C) General Plan land use designation and the Community Commercial combined with Design Review (C-2-DR) zone district of the project site.

The Commercial (C) land use designation provides for a range of commercial activities. When applied to the Plan's land use maps, this designation identifies the locations most suitable for commercial activities, but does not contain the level of detail needed to identify the range of commercial uses most appropriate for a specific location. Such specificity is provided by zoning and/or specific plans which will include a series of zone districts. The new site additions and existing development will be improved to comply with the current development standards of the Zoning Plan applicable to a C-2-DR district, including lighting, landscaping and signage requirements, including consistency with the visual character of similar uses developed in C-2 zones in the vicinity of the project site.

Mitigation/Monitoring: None proposed.

XII. MINERAL RESOURCES – Would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?				✓
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local General Plan, specific plan or other land use plan?				✓

Discussion: Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

- a) The 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. There are no known mineral resources of regional value located on or near the project site.
- b) The project would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. The project site is not identified in the General Plan Minerals Element as containing a locally-important mineral resource. There is no other land use plan which addresses minerals.

Mitigation/Monitoring: None proposed.

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

Discussion: Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, and an Acoustical Analysis prepared by J.C. Brennan & Associates, Inc. (2019), the following findings can be made:

- a) The existing noise environment in the project area is defined primarily by traffic on I-5 and Gas Point Road. Some additional noise occurs due to traffic on Rhonda Road. To quantify the existing ambient noise environment in the project vicinity, continuous 24-hour noise level measurements were conducted on April 8 - 9, 2019. The average hourly daytime (7:00am to 10:00pm) noise levels were 62.9 dBA Leq and 79.9 dBA Lmax, and the average hourly nighttime (10:00pm to 7:00am) noise levels were 59.4 dBA Leq and 76.5 dBA Lmax. Measured Ldn was 66.5 dBA.

Car Wash Noise Levels

Noise levels generated by car washes are primarily due to the drying cycle of the car wash operations. The average car wash cycle for the proposed car wash would be approximately 5 to 6 minutes in duration. This is typical for car washes based upon J.C. Brennan & Associates, Inc. observations. The dryers would operate during the last 90-seconds of the cycle. Therefore, a busy hour would result in 10-12 full cycles and the dryer would operate for approximately 15-18 minutes during that busy hour.

The proposed car wash building is located at the northern portion of the project site. Per the County’s General Plan, noise created by new proposed non-transportation noise sources shall be mitigated so as not to exceed the noise level standards of Table 2 (Table N-IV of the Shasta County General Plan) as measured immediately within the property line of lands designated for noise-sensitive uses. The nearest residential property lines to the west of the car wash building are located approximately 185-feet from the car wash tunnel exit, at an angle of approximately 30 degrees off center. The project applicant has proposed to install a RYKO Mfg. 3-fan Slimline Dryer. As a means of calculating the hourly Leq value, the dryers will only operate at one-fourth of an hour (15-minutes). The predicted car wash noise levels at the residential property lines 185-feet from the tunnel exit are 57 dBA Leq and 63 dBA Lmax.

Based upon the noise measurements taken, the proposed car wash is expected to exceed the daytime noise level standard of 55 dBA Leq at the nearest residential property lines to the west by 2 dBA during the daytime hours, and exceed the nighttime noise level standard of 50 dBA Leq by 7 dBA. The mitigation measures listed below would reduce all potential noise impacts to a less-than-significant level.

Vacuum Station Noise Levels

The proposed project includes the addition of four vacuum stations. Reference noise level data for the RYCO vacuums are approximately 68 dBA at a distance of 20 feet. Based upon the distances to the nearest residential property lines (approximately 200-feet), the predicted maximum noise levels are 48 dBA Lmax. The vacuum stations are not expected to be a significant noise source.

- b) The project would not result in generation of excessive groundborne vibration or groundborne noise levels.
- c) The project is not located within the vicinity of a private airstrip or an airport land use plan, or within two miles of a public airport or public use airport.

Mitigation/Monitoring: With the mitigation measures being proposed, the impacts will be less-than-significant.

XIII.a.1) As a means of providing an approximate 3 dBA to 5 dBA noise level reduction, absorptive acoustical panels shall be installed within the car wash building nearest the exit. 128 square feet of Creative Materials for Acoustics (CMA) brand acoustical panels, or equivalent, covered with PVC shall be used.

XIII.a.2) An acoustical baffle shall be installed immediately adjacent to the car wash dryer motors within the car wash building. The lower edge of the baffle should be consistent with the clearance height of the car wash dryers and extend vertically, overlapping the upper edge of the car wash exit opening. The baffle must have a minimum absorption rating of Noise Reduction Coefficient (NRC) 0.9 and Sound Transmission Class (STC) rating of 27 or greater.

XIII.a.3) The car wash operations shall be limited to the hours of 7:00 a.m. to 10:00 p.m.

XIV. POPULATION AND HOUSING - Would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				✓
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				✓

Discussion: Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

- a) The proposed car wash is automated and the additional vacuum stations are self-service. Thus, the proposed project would not require a significant number or potentially any new employees to operate and maintain. The project does not include the development of new homes or businesses, nor does it include the extension of any permanent roads or other infrastructure. Construction of the proposed improvements would provide employment, but the scope of improvements and duration of construction activities are unlikely to create any significant number of permanent or temporary jobs to induce substantial population growth in the area directly or indirectly. The project would not induce substantial population growth in the area, either directly or indirectly.
- b) The project does not include destruction of any existing housing. The project would not displace any substantial number of people or existing housing, necessitating the construction of replacement housing elsewhere.

Mitigation/Monitoring: None proposed.

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:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Fire Protection?				✓
Police Protection?			✓	
Schools?				✓
Parks?				✓
				✓

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:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Other public facilities?				

Discussion: Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

The project would not 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:

Fire Protection:

The project is located in an area which is designated as an "Urban Unzoned" fire hazard severity zone. This area is urbanized and not adjacent to or intermixed with wildlands. No significant additional level of fire protection or fire water system improvements is necessary. Potential impacts to fire protection will be mitigated through the payment of applicable development impact fees prior to the issuance of a Certificate of Occupancy.

Police Protection:

The proposed automated carwash and vacuum stations are self-service. Payment for use of the vacuum stations is rendered at the units and the proposed carwash will have an automate payment process unit installed that accepts credit cards or wash codes. No significant additional level of police protection is necessary. Additionally, potential impacts to police protection will be mitigated through the payment of applicable development impact fees prior to the issuance of a Certificate of Occupancy.

Schools:

Potential impacts to schools will be mitigated through the payment of applicable development impact fees prior to the issuance of a Certificate of Occupancy.

Parks:

The County does not have a neighborhood parks system.

Other public facilities:

Potential impacts to general government services will be mitigated through the payment of applicable development impact fees prior to the issuance of a Certificate of Occupancy.

Mitigation/Monitoring: None proposed.

XVI. RECREATION:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				✓
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✓

Discussion: Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

a) The project would not 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. The County does not have a neighborhood or

regional parks system or other recreational facilities.

- b) The project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Mitigation/Monitoring: None proposed.

XVII. TRANSPORTATION: Would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?			✓	
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				✓
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				✓
d) Result in inadequate emergency access?				✓

Discussion: Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, and a Traffic Analysis prepared by GHD (2018), the following findings can be made:

- a) The project would not cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system. Using the Institute of Transportation Engineers (ITE), Trip Generation, 9th Edition (ITE Code 945 “Gasoline/Service Station with Convenience Market) for existing traffic conditions and using ITE, Trip Generation, 9th Edition (ITE Code 946 “Gasoline/Service Station with Convenience Market and Car Wash”) for evaluating projected traffic conditions, the project is anticipated to generate an additional 14 AM peak hour trips, and an additional 3 PM peak hour trips (50% entering, 50% exiting). ITE has published a 10th Edition, however, the newest edition does not differentiate between “with” and “without” a car wash. Therefore, for the purposes of this analysis, GHD used the 9th Edition. It is noteworthy that the 10th Edition, which added many new land uses to the manual, does not make a distinction because the trip generation differences (with and without a car wash) is very small. GHD determined, based upon experience, discussing customer patterns with the gas station owners and actual field observations, that the increase in AM or PM peak hour trips is best estimated to be between 3-5 trips.

The project would not generate enough traffic to significantly reduce the volume-to-capacity ratio of adjacent roadways to a reduced level of service. The project would not conflict with adopted policies, plans or programs supporting alternative transportation. The project would not conflict with a program, ordinance or policy establishing measures of effectiveness for the performance of addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

- b) The project would not exceed, either individually or cumulatively, a level-of-service standard established by the County congestion management agency for designated roads or highway. There is no County congestion management agency, and no level-of-service established by such an agency.
- c) The project would not substantially increase hazards due to a geometric design feature or incompatible uses.
- d) The project would not result in inadequate emergency access. The project has been reviewed by the Cottonwood Fire Protection District which has raised no concerns regarding adequate emergency access.

Mitigation/Monitoring: None proposed.

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

Discussion: Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

- a) The project would not cause a substantial adverse change in the significance of a tribal cultural resource as there is no evidence of historical resources at the site that are listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources; or 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.

Mitigation/Monitoring: None proposed.

XIX. UTILITIES AND SERVICE SYSTEMS: Would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas or telecommunications facilities, the construction or relocations of which could cause significant environmental effects?				✓
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?				✓
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				✓
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?				✓
e) Comply with Federal, State, and local management and				✓

XIX. UTILITIES AND SERVICE SYSTEMS: Would the project:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
reduction statutes and regulations related to solid waste?				

Discussion: Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

- a) The project would not require or result in the relocation or construction of new or expanded water or, wastewater treatment facilities or expansion of existing storm water drainage, electric power, natural gas or telecommunications facilities, the construction or relocations of which could cause significant environmental effects.

The project will be served by the Cottonwood Water District. The District has indicated that it has adequate capacity to serve the project without the need for construction of new water treatment facilities, or expansion of existing facilities. The project will be served by the County Service Area #17 wastewater treatment system. CSA #17 has indicated that it has adequate capacity to serve the project without the need for construction of new wastewater treatment facilities, or expansion of existing facilities. The project has been designed to capture all additional stormwater generated on-site resulting from the project through a vegetated infiltration basin designed to provide storage and promote infiltration of runoff into the underlying native soils resulting in no need to construct new, or expand existing off-site stormwater drainage systems. PG&E provides electric power and natural gas to the site. PG&E will continue to serve the project without need for construction of new, or expansion of existing facilities.

- b) The project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. The project will be served by the Cottonwood Water District. The District currently provides water to the project site. The availability of commercial carwashes may reduce water usage from at home car washing. Provision of water for the existing uses and the proposed carwash would be subject to all applicable District drought restrictions. The District has provided a will serve letter for the project indicating that it has adequate water supplies available to serve this project.
- c) The project would 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. The project will be served by the County Service Area #17 wastewater treatment system. CSA #17 has indicated that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
- d) The project would not 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. The project would be served by Waste Management disposal services and by the West Central Landfill which has sufficient capacity to accommodate the project's solid waste disposal needs.
- e) The project would comply with Federal, State, and local management and reduction statutes and regulations related to solid waste. Conditions of approval for the project would require the provision of recycling and trash containers at the vacuum stations.

Mitigation/Monitoring: None proposed.

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

Discussion: Based on the related documents listed in the Sources of Documentation for Initial Study Checklist, staff review of the project, observations on the project site and in the vicinity, the following findings can be made:

- a) A review of the project and the Shasta County and City of Anderson Multi-Jurisdictional Hazard Mitigation Plan, and the Shasta County Emergency Operations Plan, indicates that the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- b) The project is in the “Urbanized Zone” fire hazard severity zone with topography on the site being predominantly level. The project would not exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.
- c) The project would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.
- d) The project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Implementation of the project’s stormwater improvements does not require grading of slopes or creation of slopes. The area will be stabilized during construction by use of construction BMPs and will be revegetated once construction is complete. Additionally, implementation of the project’s stormwater features would help stabilize the project area from negative impacts related to stormwater runoff as the project proposes features to capture all additional stormwater generated on-site resulting from the project in a vegetated infiltration basin designed to provide storage and promote infiltration of runoff into the underlying native soils.

Mitigation/Monitoring: None proposed.

<u>XXI. MANDATORY FINDINGS OF SIGNIFICANCE:</u>	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below the 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?				✓
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		✓		
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		✓		

Discussion:

- a) Based on the discussion and findings in Section IV. Biological Resources, there is no evidence to support a finding that the project would 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 the self-sustaining levels, threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal.

Based on the discussion and findings in Section V. Cultural Resources, there is no evidence to support a finding that the project would have the potential to eliminate important examples of the major periods of California history or prehistory.

- b) Based on the discussion and findings in all Sections above, there is evidence to suggest that the project’s cumulative impacts would be less-than-significant with mitigation incorporated.
- c) Based on the discussion and findings in all Sections above, there is evidence to support a finding that the project’s environmental effects which could cause substantial adverse effects on human beings, either directly or indirectly, are less-than-significant with mitigation incorporated.

Mitigation/Monitoring: With the proposed mitigation measures in sections I and XIII of this initial study, the impacts will be less-than-significant.

INITIAL STUDY COMMENTS

PROJECT NUMBER AMND18-0001 – Singh

GENERAL COMMENTS:

Special Studies: The following project-specific studies have been completed for the proposal and will be considered as part of the record of decision for the Mitigated Negative Declaration. These studies are available for review through the Shasta County Planning Division.

1. Acoustical Analysis, J.C. Brennan & Associates, Inc., August 20, 2019
2. Traffic Analysis, GHD, October 4, 2018

Agency Referrals: Prior to an environmental recommendation, referrals for this project were sent to agencies thought to have responsible agency or reviewing agency authority. The responses to those referrals (attached), where appropriate, have been incorporated into this document and will be considered as part of the record of decision for the Negative Declaration. Copies of all referral comments may be reviewed through the Shasta County Planning Division. To date, referral comments have been received from the following State agencies or any other agencies which have identified CEQA concerns:

1. California Department of Fish and Wildlife
2. California Department of Transportation (Caltrans)

Conclusion/Summary: Based on a field review by the Planning Division and other agency staff, early consultation review comments from other agencies, information provided by the applicant, and existing information available to the Planning Division, the project, as revised and mitigated, is not anticipated to result in any significant environmental impacts.

SOURCES OF DOCUMENTATION FOR INITIAL STUDY CHECKLIST

All headings of this source document correspond to the headings of the initial study checklist. In addition to the resources listed below, initial study analysis may also be based on field observations by the staff person responsible for completing the initial study. Most resource materials are on file in the office of the Shasta County Department of Resource Management, Planning Division, 1855 Placer Street, Suite 103, Redding, CA 96001, Phone: (530) 225-5532.

GENERAL PLAN AND ZONING

1. Shasta County General Plan and land use designation maps.
2. Applicable community plans, airport plans and specific plans.
3. Shasta County Zoning Ordinance (Shasta County Code Title 17) and zone district maps.

ENVIRONMENTAL IMPACTS

I. AESTHETICS

1. Shasta County General Plan, Section 6.8 Scenic Highways, and Section 7.6 Design Review.
2. Zoning Standards per Shasta County Code, Title 17.

II. AGRICULTURAL AND FORESTRY RESOURCES

1. Shasta County General Plan, Section 6.1 Agricultural Lands.
2. Shasta County Important Farmland 2016 Map, California Department of Conservation.
3. Shasta County General Plan, Section 6.2 Timber Lands.
4. Soil Survey of Shasta County Area, California, published by U.S. Department of Agriculture, Soil Conservation Service and Forest Service, August 1974.

III. AIR QUALITY

1. Shasta County General Plan Section, 6.5 Air Quality.
2. Northern Sacramento Valley Air Basin, 2018 Air Quality Attainment Plan.
3. Records of, or consultation with, the Shasta County Department of Resource Management, Air Quality Management District.

IV. BIOLOGICAL RESOURCES

1. Shasta County General Plan, Section 6.2 Timberlands, and Section 6.7 Fish and Wildlife Habitat.
2. Designated Endangered, Threatened, or Rare Plants and Candidates with Official Listing Dates, published by the California Department of Fish and Wildlife.
3. Natural Diversity Data Base Records of the California Department of Fish and Wildlife.
4. Federal Listing of Rare and Endangered Species.
5. Shasta County General Plan, Section 6.7 Fish and Wildlife Habitat.
6. State and Federal List of Endangered and Threatened Animals of California, published by the California Department of Fish and Wildlife.
7. Natural Diversity Data Base Records of the California Department of Fish and Wildlife.

V. CULTURAL RESOURCES

1. Shasta County General Plan, Section 6.10 Heritage Resources.
2. Records of, or consultation with, the following:
 - a. The Northeast Information Center of the California Historical Resources Information System, Department of Anthropology, California State University, Chico.
 - b. State Office of Historic Preservation.
 - c. Local Native American representatives.
 - d. Shasta Historical Society.

VI. GEOLOGY AND SOILS

1. Shasta County General Plan, Section 5.1 Seismic and Geologic Hazards, Section 6.1 Agricultural Lands, and Section 6.3 Minerals.
2. County of Shasta, Erosion and Sediment Control Standards, Design Manual
3. Soil Survey of Shasta County Area, California, published by U.S. Department of Agriculture, Soil Conservation Service and Forest Service, August 1974.
4. Alquist - Priolo, Earthquake Fault Zoning Maps.

VII. GREENHOUSE GAS EMISSIONS

1. Shasta Regional Climate Action Plan
2. California Air Pollution Control Officers Association (White Paper) CEQA & Climate Change, Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act

VIII. HAZARDS AND HAZARDOUS MATERIALS

1. Shasta County General Plan, Section 5.4 Fire Safety and Sheriff Protection, and Section 5.6 Hazardous Materials.
2. County of Shasta Multi-Hazard Functional Plan
3. Records of, or consultation with, the following:
 - a. Shasta County Department of Resource Management, Environmental Health Division.

- b. Shasta County Fire Prevention Officer.
- c. Shasta County Sheriff's Department, Office of Emergency Services.
- d. Shasta County Department of Public Works.
- e. California Environmental Protection Agency, California Regional Water Quality Control Board, Central Valley Region.

IX. HYDROLOGY AND WATER QUALITY

- 1. Shasta County General Plan, Section 5.2 Flood Protection, Section 5.3 Dam Failure Inundation, and Section 6.6 Water Resources and Water Quality.
- 2. Flood Boundary and Floodway Maps and Flood Insurance Rate Maps for Shasta County prepared by the Federal Emergency Management Agency, as revised to date.
- 3. Records of, or consultation with, the Shasta County Department of Public Works acting as the Flood Control Agency and Community Water Systems manager.

X. LAND USE AND PLANNING

- 1. Shasta County General Plan land use designation maps and zone district maps.
- 2. Shasta County Assessor's Office land use data.

XI. MINERAL RESOURCES

- 1. Shasta County General Plan Section 6.3 Minerals.

XII. NOISE

- 1. Shasta County General Plan, Section 5.5 Noise and Technical Appendix B.

XIII. POPULATION AND HOUSING

- 1. Shasta County General Plan, Section 7.1 Community Organization and Development Patterns.
- 2. Census data from U.S. Department of Commerce, Bureau of the Census.
- 3. Census data from the California Department of Finance.
- 4. Shasta County General Plan, Section 7.3 Housing Element.
- 5. Shasta County Department of Housing and Community Action Programs.

XIV. PUBLIC SERVICES

- 1. Shasta County General Plan, Section 7.5 Public Facilities.
- 2. Records of, or consultation with, the following:
 - a. Shasta County Fire Prevention Officer.
 - b. Shasta County Sheriff's Department.
 - c. Shasta County Office of Education.
 - d. Shasta County Department of Public Works.

XV. RECREATION

- 1. Shasta County General Plan, Section 6.9 Open Space and Recreation.

XVI. TRANSPORTATION/TRAFFIC

- 1. Shasta County General Plan, Section 7.4 Circulation.
- 2. Records of, or consultation with, the following:
 - a. Shasta County Department of Public Works.
 - b. Shasta County Regional Transportation Planning Agency.
 - c. Shasta County Congestion Management Plan/Transit Development Plan.
- 3. Institute of Transportation Engineers, Trip Generation Rates.

XVII. TRIBAL CULTURAL RESOURCES

- 1. Tribal Consultation in accordance with Public Resources Code section 21080.3.1

XVIII. UTILITIES AND SERVICE SYSTEMS

- 1. Records of, or consultation with, the following:
 - a. Pacific Gas and Electric Company.
 - b. Pacific Power and Light Company.
 - c. Pacific Bell Telephone Company.
 - d. Citizens Utilities Company.
 - e. T.C.I.
 - f. Marks Cablevision.
 - g. Shasta County Department of Resource Management, Environmental Health Division.
 - h. Shasta County Department of Public Works.

**MITIGATION MONITORING PROGRAM (MMP)
FOR USE PERMIT AMENDMENT 18-0001 (SINGH)**

Mitigation Measure/Condition	Timing/Implementation	Enforcement/Monitoring	Verification (Date & Initials)
<p>Section I. Aesthetics</p> <p>I.d.1) Screening shall be required along the eastern property line through means of a solid masonry/block wall or landscaped berm with a minimum finished grade of 42 inches in height to ensure headlight glare from vehicles accessing the project site do not constitute a hazard to vehicular traffic on Caltrans right-of-way.</p>	<p>Building Plan Review Final Inspection of Building Permit In Perpetuity</p>	<p>Resource Management, Planning Division / California Department of Transportation</p>	
<p>XIII. Noise</p> <p>XIII.a.1) As a means of providing an approximate 3 dBA to 5 dBA noise level reduction, absorptive acoustical panels shall be installed within the car wash building nearest the exit. 128 square feet of Creative Materials for Acoustics (CMA) brand acoustical panels, or equivalent, covered with PVC shall be used.</p>	<p>Building Plan Review Final Inspection of Building Permit In Perpetuity</p>	<p>Resource Management, Planning Division</p>	
<p>XIII.a.2) An acoustical baffle shall be installed immediately adjacent to the car wash dryer motors within the car wash building. The lower edge of the baffle should be consistent with the clearance height of the car wash dryers and extend vertically, overlapping the upper edge of the car wash exit opening. The baffle must have a minimum absorption rating of Noise Reduction Coefficient (NRC) 0.9 and Sound Transmission Class (STC) rating of 27 or greater.</p>	<p>Building Plan Review Final Inspection of Building Permit In Perpetuity</p>	<p>Resource Management, Planning Division</p>	
<p>XIII.a.3) The car wash operations shall be limited to the hours of 7:00 a.m. to 10:00 p.m.</p>	<p>For the Life of the Use Permit</p>	<p>Resource Management, Planning Division</p>	