



**COMMUNITY DEVELOPMENT/RESOURCE AGENCY
ENVIRONMENTAL COORDINATION SERVICES**
County of Placer

**NOTICE OF INTENT
TO ADOPT A MITIGATED NEGATIVE DECLARATION**

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

PROJECT: Arco AM/PM (PLN21-00133)

PROJECT DESCRIPTION: Construction of an Arco AM/PM Gas Station with convenience store and car wash.

PROJECT LOCATION: 895 Grass Valley Highway, Auburn, Placer County

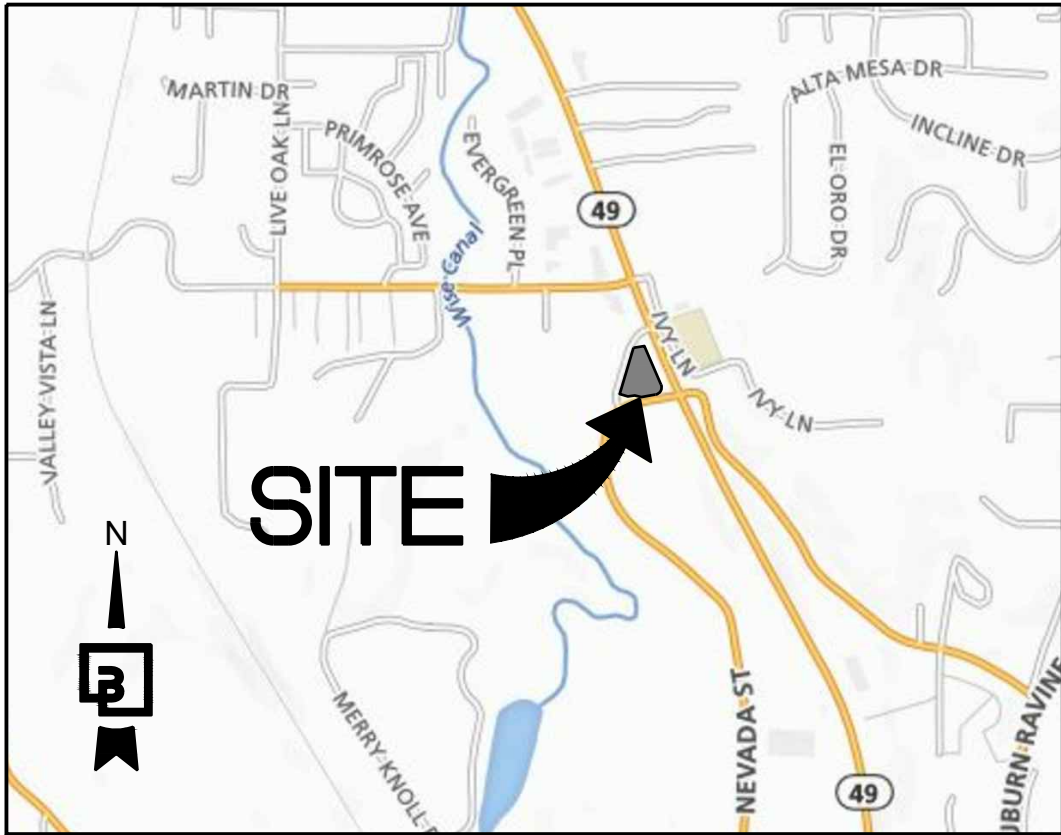
APPLICANT: Barghausen Consulting Engineers, Inc., Dan Goalwin

The comment period for this document closes on February 14, 2022. A copy of the Mitigated Negative Declaration is available for public review at the County's web site:

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

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

Sent to 300' Property Owners on 01/14/22



SITE

VICINITY MAP

NOT TO SCALE



COMMUNITY DEVELOPMENT/RESOURCE AGENCY
Environmental Coordination Services
County of Placer

MITIGATED NEGATIVE DECLARATION

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

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

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

PROJECT INFORMATION

| | |
|--|-----------------------|
| Title: Arco AM/PM | Project # PLN21-00133 |
| Description: Construction of an Arco AM/PM Gas Station with convenience store and car wash | |
| Location: 895 Grass Valley Highway, Auburn, Placer County | |
| Project Owner: BP Products North America, Inc. | |
| Project Applicant: Barghausen Consulting Engineers, Inc., Dan Goalwin | |
| County Contact Person: Shirlee I. Herrington | 530-745-3132 |

PUBLIC NOTICE

The comment period for this document closes on **February 14, 2022**. A copy of the Mitigated Negative Declaration is available for public review at the County's web site (<https://www.placer.ca.gov/2826/Negative-Declarations>), Community Development Resource Agency public counter, and at the Auburn Public Library. Property owners within 300 feet of the subject site shall be notified by mail of the upcoming meeting before the **Zoning Administrator**. Additional information may be obtained by contacting the Environmental Coordination Services, at (530)745-3132 between the hours of 8:00 am and 5:00 pm at 3091 County Center Drive, Auburn, CA 95603.

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



COMMUNITY DEVELOPMENT/RESOURCE AGENCY
Environmental Coordination Services
 County of Placer

INITIAL STUDY & CHECKLIST

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

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

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

| | |
|---|---|
| Project Title: ARCO AM/PM | Project # PLN21-00133 |
| Entitlement(s): Minor Use Permit and Variance | |
| Site Area: 1.01 acre | APNs: 038-124-001-000 and 038-124-002-000 |
| Location: 895 Grass Valley Highway, Auburn, Placer County | |

A. BACKGROUND:

Project Description:

The project proposes a Minor Use Permit and Variance to construct an ARCO AM/PM gas station. The 1.01-acre project site consists of two parcels (APNs 038-124-001-000 and 038-124-002-000) and is located at 895 Grass Valley Highway in the unincorporated area of North Auburn (Figure 1). Existing structures on the site, a convenience store and car wash, would be demolished prior to construction of the project.

The proposed project would include a one-story, 2,900 square foot convenience store, an 816 square foot attached automatic car wash, and a 4,500 square foot fuel canopy with six multi-product fuel dispensers (Figure 2). The canopy would be 18.5 feet tall, and would display the ARCO name and logo on all four sides. The minimart would include space for a cashier, food-to-go, a soda fountain, a coffee area, general sales, refrigerated coolers, and public restrooms. The gas station/minimart and carwash expects to employ a total of 24 employees with a peak demand of 12 personnel on-site at any given time. The AM/PM facility would be open 24 hours a day/7 days a week.

The fuel station would require one 25,000-gallon underground storage tank and one 22,000-gallon split underground storage tank. Site improvements would include surface parking, a 200-foot stacking lane for the car wash, lighting, interior and perimeter landscape, frontage improvements, monument signs, retaining walls, and a trash and recycling enclosure. Access to the site would be provided from both Nevada Street and Nevada Way. Twenty-five on-site vehicle parking spaces are proposed.

A Variance is requested to allow the construction of a retaining wall within the setback area along the southern property line. Per the Placer County Code, a retaining wall that exceeds 6-foot is considered a structure and thus, requires a variance to be located within the setback area. The proposed retaining wall is 12-feet tall at its tallest point.

It is anticipated that site development would be undertaken in one phase and would involve demolition of the existing structures, grading of the site, trenching and digging for underground utilities and infrastructure, and ultimately the construction of parking areas, buildings, and landscaping. The project would include improvements within surrounding rights-of-way. Improvements within Highway 49 would include construction of a dedicated southbound right-turn lane, bicycle lane, curb and gutter, and six foot-wide sidewalks in accordance with Caltrans standards. Within Nevada Street, improvements include widening of the roadway to accommodate the installation of a widened shoulder for bicycle use, construction of a new curb and gutter, sidewalk, and an accessible curb ramp at the intersection of Nevada Street and Nevada Way. Within Nevada Way, improvements include installation of a sidewalk. A guardrail along the limits of the property would be provided due to the substantial grade difference between the right-of-way and the development. The Site Plan is designed to accommodate the anticipated right-of-way improvements, including dedications that would be required to construct the improvements.

Fine grading would be required to create the convenience store/car wash, construct the circulation and parking areas, and trench for installation of water, sewer, and electrical infrastructure. The earthwork is proposed to include approximately 7,600 cubic yards of imported material. The project would connect to existing sewer and water lines along Nevada Way and Highway 49.

Project Site (Background/Existing Setting):

The proposed project is located at 895 Grass Valley Highway (Highway 49) in unincorporated North Auburn, Placer County. The 1.01-acre project site consists of two parcels and is located at the northwest corner of Nevada Street and Highway 49. The subject property is bordered on the northeast by Highway 49, on the northwest by Nevada Way, and on the south by Nevada Street. The site moderately slopes from the northeast to the southwest, with the highest grade located at the corner of Nevada Way and Nevada Street.

The parcel is developed with a carwash and convenience store, which would be demolished. The project site currently contains asphalt concrete paving, landscape, lights, and associated infrastructure. Surrounding land uses include auto sales and repair to the south and west of the subject property, retail/commercial to the north, and light industrial uses to the south east. The Historic Chinese Cemetery is located to the east of the site, across Highway 49. The project site is located within the Auburn/Bowman Community Plan area. The property has a Land Use Designation of Commercial and is zoned General Commercial, combining Design Scenic Corridor (C2-Dc).

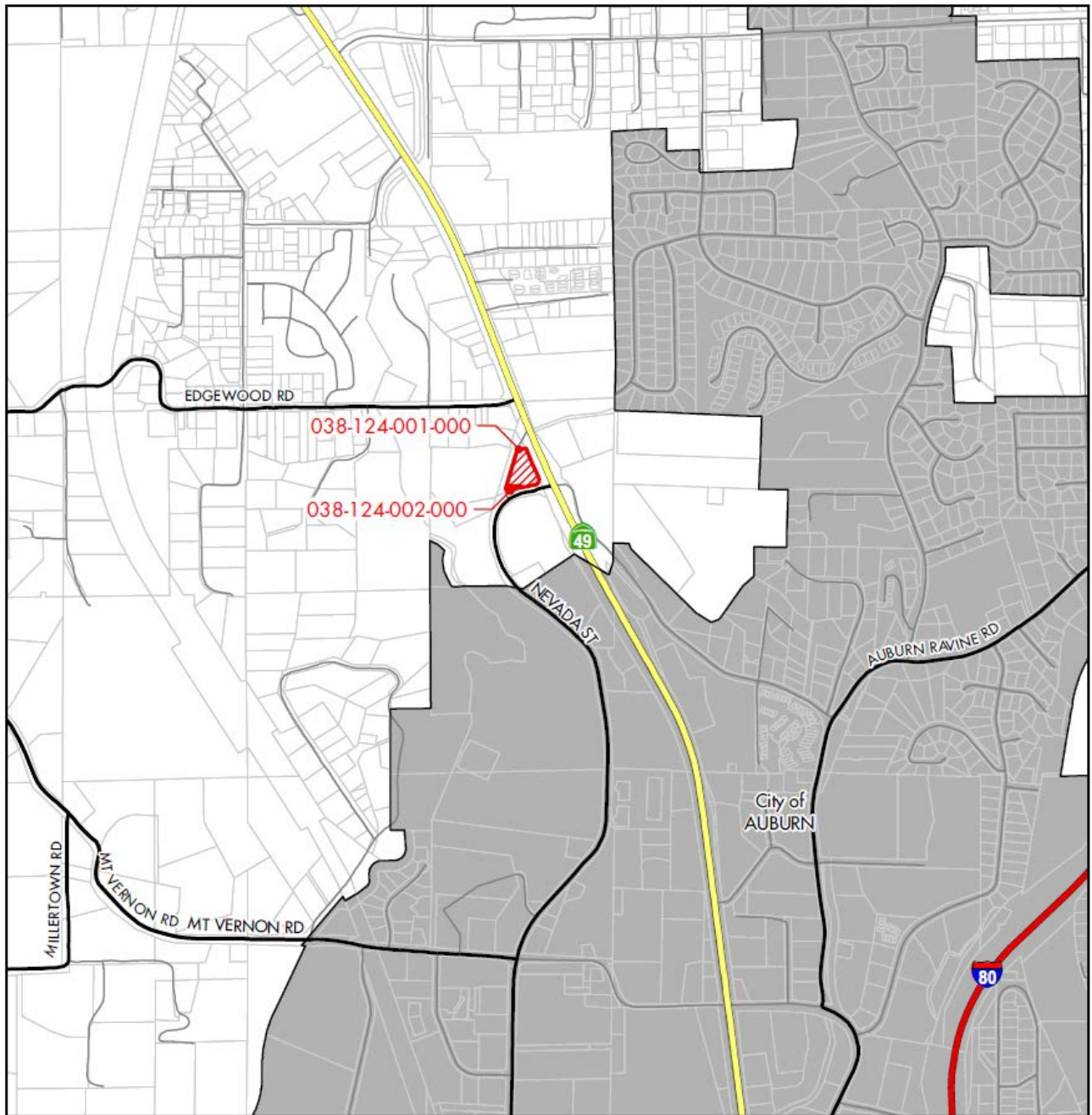


Figure 1 – Vicinity Map

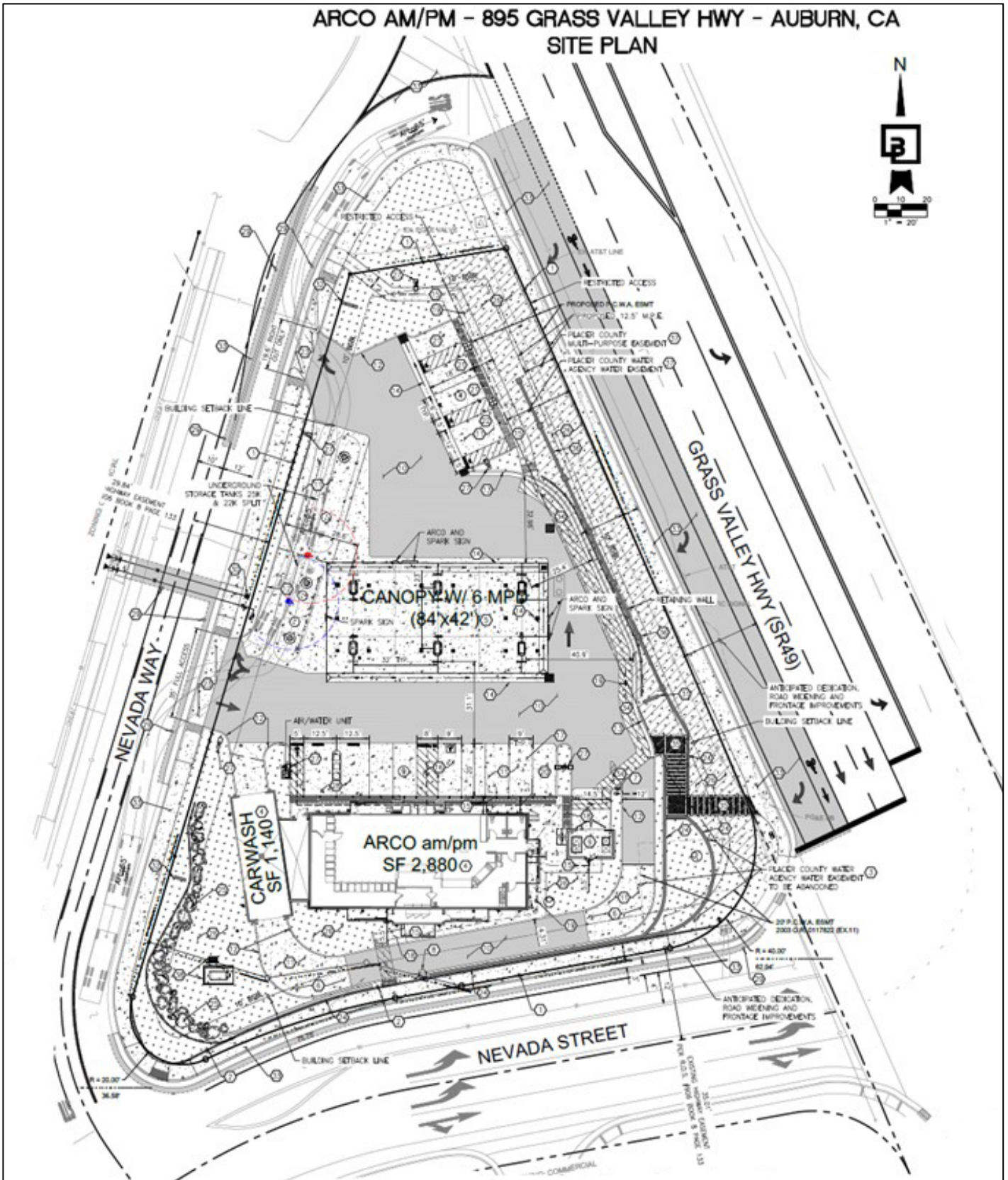


Figure 2 – Site Plan

B. Environmental Setting:

| Location | Zoning | General Plan/Community Plan Designations | Existing Conditions and Improvements |
|----------|--|--|---|
| Site | General Commercial, combining Design Scenic Corridor (C2-Dc) | Commercial | Carwash and Convenience Store |
| North | General Commercial, Combining Design Scenic Corridor (C2-Dc) | Commercial | Retail Center |
| South | General Commercial, combining Design Scenic Corridor (C2-Dc) | Commercial | Toyota Dealership |
| East | Open Space (O)/ Industrial, Combining Design Scenic Corridor (IN-Dc) | Open Space | Historic Chinese Cemetery and an industrial facility. |
| West | General Commercial, combining Design Scenic Corridor (C2-Dc) | Commercial | Auto Repair Facility |

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

On May 12, 2021, Placer County contacted Native American tribes who requested notification of proposed projects within this geographic area pursuant to the statutory requirements of Assembly Bill. A letter from the United Auburn Indian Community (UAIC) was received on May 12, 2021. UAIC requested the inclusion of mitigation measures for Inadvertent Discoveries. At the time of preparation of this Initial Study, no other tribes have contacted the County.

NOTE: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

D. PREVIOUS ENVIRONMENTAL DOCUMENT:

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

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

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

- ➔ Placer County General Plan EIR
- ➔ Auburn/Bowman Community Plan EIR

E. EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

| Environmental Issue | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-----------|
| 1. Have a substantial adverse effect on a scenic vista? (PLN) | | | | X |
| 2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within a state scenic highway? (PLN) | | | | X |
| 3. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? (PLN) | | X | | |
| 4. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? (PLN) | | X | | |

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

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

The proposed development would be consistent in type and scale with the existing and proposed development near the project site. The area surrounding the proposed project site is predominantly developed with a mix of commercial and industrial uses. Adjacent uses include the Auburn Toyota Dealership to the south, an auto repair center to the northwest, and Highway 49 to the northeast. The development of a six-pump (12-nozzle) gas station with parking, lighting, and landscape features would be visually consistent with the existing commercial car wash and convenience store.

Terrain on the project site is moderately sloping to the west. Grading would be required for the project to prepare the site for the new construction and would result in a finished floor elevation of 1,456.75 feet above mean sea level. Earthwork is proposed to include approximately 7,600 cubic yards of imported material. As discussed below, significant impacts to scenic vistas or viewsheds would not be anticipated.

Discussion Item I-1:

A scenic vista is generally considered to be a location from which the public can experience unique and exemplary high-quality views, including panoramic views of great breadth and depth, often from elevated vantage points for the benefit of the general public. The Auburn/Bowman Community Plan does not designate any scenic vistas within the plan area that are protected. Views to or from the proposed project site are short range and limited to neighboring parcels and drivers along Highway 49. These views include the Toyota Dealership, commercial and industrial properties, and Highway 49 itself. Neither the project site, nor views to or from the project site, have been designated an important scenic resource by Placer County or any other public agency. Construction of the proposed development would not interfere with or degrade a scenic vista. Therefore, there is no impact.

Discussion Item I-2:

The project site is not located near a State scenic highway (Caltrans 2013) nor does it include any historic buildings.

The project site is not located within any County or State-designated scenic highways. No natural scenic resources, such as rock outcroppings, are present on-site. Therefore, the project would not damage scenic resources, such as rock outcroppings and historic buildings, since the property does not contain notable aesthetic features. Therefore, there is no impact.

Discussion Item I-3:

The project site is in an urban setting and has street frontage on three sides, with light industrial and commercial uses on all sides. Development of the proposed project would not result in a significant impact because the development of a commercial building in this commercial area would not result in the degradation of visual character of the commercial Nevada Street and Highway 49 corridor.

As discussed at the beginning of this section, private views (those available from vantage points on private property) are not protected. Views of the project site are short range and limited to users of the neighboring parcels and travelers along Highway 49. Construction would also result in short-term impacts to the existing visual character and quality of the area. Construction activities would require the use of equipment and storage of materials within the project site. However, construction activities are temporary and would not result in any permanent visual impact. The proposed project’s design would be evaluated in terms of the ability of the proposal to meet the design guidelines contained in the Auburn/Bowman Community Plan and the Placer County Design Guidelines. If the proposed project is not designed and built consistent with the design guidelines and land use policies for commercial developments, a significant impact could occur. As a part of the Minor Use Permit evaluation, the project plans have been generally reviewed for consistency with the Auburn Bowman Community Plan and the Placer County Design Guidelines. Prior to building permit submittal, the project would be subject to a Design/Site Review Agreement.

Building Design. The project would alter the existing visual character of the site and its immediate surroundings by introducing a new ARCO AM/PM gas station. Preliminary building plans and elevations are presented in Figure 3. The proposed building would be one-story with the tallest decorative elements approximately 26 feet in height. Building design is well articulated through the use of building projections and recesses, trellises, awnings, shade screens, and window styles.



Figure 3 – Front and Rear Elevations (AM/PM)

Landscape. Landscape is proposed on the site as shown in Figure 4. Landscape would be included throughout the entire site. The proposed landscape includes trees, shrubs, and groundcover. The primary ornamental tree species

consist of Chinese Pistache and Holly Oaks, which would be located on all sides of the project site. A retaining wall is proposed on the southeast corner of the site. It would be a stepped set of walls with landscape in-between each wall. The retaining wall is designed to match existing Caltrans walls. A variance is being requested for the 12-foot tall retaining wall because it exceeds the height limitations within the front structural setback.

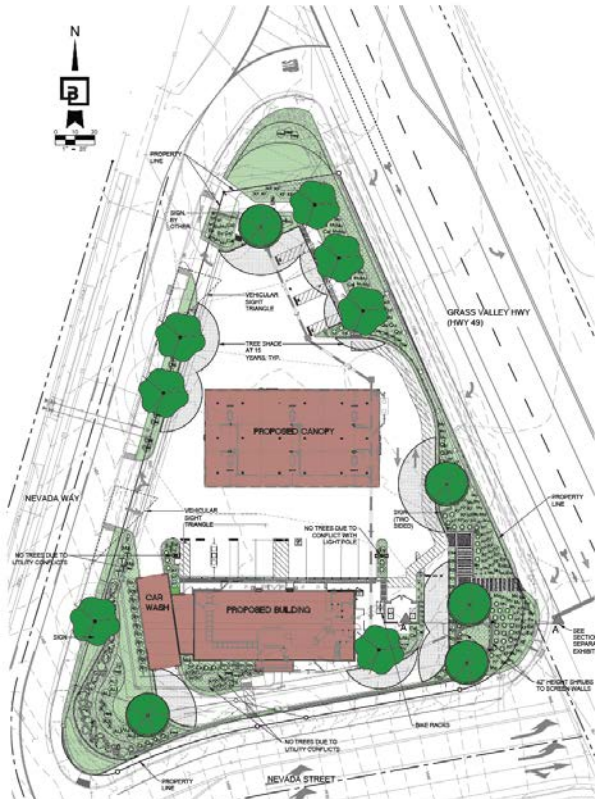


Figure 4 – Landscape Plans

Monument Signs. Two-sided monuments signs (Figure 5) are proposed north and south of the Nevada Way entryway. The monument signs would be located within landscape areas and would complement the colors and materials of the overall architectural design of the gas station. The signs would be limited to eight feet in height and are required to have a stone base in compliance with the Placer County Design Guidelines and the Highway 49 Design Guidelines.



Figure 5 – Monument Signs

The project has been reviewed by County staff and was found to be consistent with the goals and policies of the Auburn/Bowman Community Plan and applicable zoning regulations and design guidelines. Once constructed, the proposed project would represent an updated urban feature consistent with commercial uses that occur within the area. With specified design features included and the mitigation measures listed below, the impacts to the visual character or quality of the site and its surroundings would be less than significant.

Mitigation Measures Item I-3:

MM I.1

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

Discussion Item I-4:

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

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

The project would incorporate lighting for safety, security and way finding. The project proposes to use pole lights no higher than 14 feet for the parking areas. Exterior building lighting includes canopy lighting and wall sconces. None of the project elements are highly reflective, and therefore the project would not contribute to an increased source of glare. The proposed buildings would have a mix of siding materials, brick, stucco, wood, stone, and metal panels which are not surfaces that cause substantial glare. Windowed areas represent a minor percentage of the square footage of the building. Given the minimal use of glare-inducing materials in the design of the proposed buildings, reflective glare impacts would be less than significant.

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

Compliance with the following mitigation measure would ensure that light and glare impacts remain less than significant:

Mitigation Measure Item I-4:

MM I.2

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

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

- Parking lot lighting shall be accomplished with pole mounted decorative LED luminaires. The parking lot shall be illuminated by using 14-foot decorative post-to type LED fixtures mounted on metal poles. The pole color shall be such that the pole will blend into the landscape (i.e., black, bronze, or dark bronze). Such luminaires shall also be provided with house side shields to minimize light pollution to the areas outside of the property lines.
- Landscape lighting may be used to visually accentuate and highlight ornamental shrubs and trees adjacent to buildings and patio areas. Lighting intensity will be of a level that only highlights shrubs and trees and will not impose glare on any pedestrian or vehicular traffic.

- Architectural lighting shall articulate and animate the particular building design and visibly promote and reinforce pedestrian movement. Indirect wall lighting or “wall washing” and interior illumination (glow) is encouraged in the expression of the building.
- Wall-mounted light fixtures will be permitted only if they have a 90 degree cut off to prevent glare.
- No lighting is permitted on top of structures.
- Pedestrian routes shall utilize bollard type lighting rather than pole lights and should be integrated into building and landscape design. Pedestrian-scale light fixtures shall be durable and vandal resistant.

II. AGRICULTURAL & FOREST RESOURCES – Would the project:

| Environmental Issue | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| 1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? (PLN) | | | | X |
| 2. Conflict with existing zoning for agricultural use, a Williamson Act contract or a Right-to-Farm Policy? (PLN) | | | | X |
| 3. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? (PLN) | | | | X |
| 4. Result in the loss of forest land or conversion of forest land to non-forest use? (PLN) | | | | X |
| 5. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use? (PLN) | | | | X |
| 6. Conflict with General Plan or other policies regarding land use buffers for agricultural operations? (PLN) | | | | X |

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

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

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

Discussion Item II-4, 5:

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

III. AIR QUALITY – Would the project:

| Environmental Issue | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| 1. Conflict with or obstruct implementation of the applicable air quality plan? (AQ) | | | X | |
| 2. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? (AQ) | | | X | |
| 3. Expose sensitive receptors to substantial pollutant concentrations? (AQ) | | X | | |
| 4. Result in other emissions (such as those leading to odors adversely affecting a substantial number of people? (AQ) | | | X | |

Discussion Item III-1, 2:

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

The project site is located at the northwest corner of Highway 49 and Nevada Street, east of Nevada Way. The 1.1-acre project site, identified by Assessor's Parcel Numbers 038-124-001-000 and 038-124-002-000, is within the Auburn/Bowman Community Plan area. The site is currently developed with a convenience store and car wash facility, which includes asphalt concrete paving and associated infrastructure. The Auburn/Bowman Community Plan designates the site as Commercial and the site is zoned General Commercial, combining Design Review (C2-Dc). Surrounding land uses include auto sales and repair to the south and west of the subject property, retail/commercial to the north, and light industrial uses to the east.

The proposed project would include a one-story, 2,900 square foot convenience store, an 816 square foot attached automatic car wash, and a 4,500 square foot fuel canopy with six multi-product dispensers. The anticipated throughput of the proposed gas station would be approximately 12 million gallons per year. Site access would be provided at driveways on Nevada Way. In addition, in compliance with County Ordinance 17.54.060, 25 parking spaces would be provided on site. Four of the proposed parking spaces would be designated electric vehicle charging stations.

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

PCAPCD CEQA THRESHOLDS FOR CRITERIA POLLUTANT EMISSIONS

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

Implementation of the proposed project would contribute local emissions in the area during both the construction and operation of the proposed project. The proposed project's construction and operational emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 software – a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects. The model applies inherent default values for various land uses, including construction data, trip generation rates, vehicle mix, trip length, average speed, compliance with the California Building Standards Code (CBSC), etc. The emissions intensity factor for electricity

consumed at the project site was updated to reflect Pacific Gas and Electric's (PG&E's) progress towards achieving the State's Renewable Portfolio Standards (RPS). Where project-specific data was available, such data was input into the model (e.g., construction phases and timing, inherent site or project design features, compliance with applicable regulations, etc.). Accordingly, the proposed project's modeling assumed the following:

- Construction would begin in Summer 2021;
- Land uses would include:
 - A 2,900-sf convenience market;
 - An 816-sf automatic car wash;
 - A 12-pump gas station; and
 - 25 parking spaces.
- Grading would require the import of 7,600 cubic yards of material;
- 1.1 total acres would be disturbed during grading;

Construction phase timing was provided by the project applicant. Construction was originally anticipated, and assumed within the model to begin in Summer of 2021 and occur through the year 2022. Although this estimated timeline has passed, the modeling remains valid. It is anticipated that initial construction will start Summer 2022 and would be constructed within a twelve-month time frame. The demolition of the existing car wash facility would be required for implementation of the project. Site improvements would include surface parking, a 200-foot stacking lane for the car wash, interior and perimeter landscaping, directional ground painting, and a trash and recycling enclosure.

Construction Emissions

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

| Maximum Unmitigated Construction Emissions (lbs/day) | | | |
|---|------------|------------|-------------|
| Construction Year | ROG | NOx | PM10 |
| 2021 | 2.0548 | 19.96 | 0.40 |
| 2022 | 4.56 | 16.80 | 5.86 |
| PCAPCD Significance Threshold | 82.0 | 82.0 | 82.0 |
| Exceeds Thresholds? | NO | NO | NO |
| Source 1: CalEEMod 2016.3.2., Project Analysis (December 2021) | | | |
| Source 2: PCAPCD CEQA Thresholds (adopted October 13, 2016) | | | |

As shown in the table above, the project's construction-related emissions would be below the applicable PCAPCD thresholds of significance for ROG, NOX, and PM10. PM10 emissions would be further reduced through compliance with PCAPCD Rule 228. Rule 228 requires projects involving earth-disturbing activities to implement various dust control measures, such as minimizing track-out onto paved public roadways, limiting vehicle travel on unpaved surfaces to 15 miles per hour, and stabilization of storage piles and disturbed areas. The standard Placer County Conditions of Approval for proposed projects within the County include various requirements that would result in the further reduction of emissions due to implementation of the proposed project. The County's standard conditions of approval are listed below:

- The applicant shall submit a Dust Control Plan to the Placer County Air Pollution Control District (APCD) when the project area to be disturbed is greater than one acre. The Dust Control Plan shall be submitted to the APCD a minimum of 21 days before construction activity is scheduled to commence. The Dust Control Plan can be submitted online via a fill-in form: <http://www.placerair.org/dustcontrolrequirements/dustcontrolform>.

- With submittal of the Dust Control Plan, the contractor shall submit to the APCD a comprehensive equipment inventory (e.g., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used in aggregate of 40 or more hours. If any new equipment is added after submission of the inventory, the contractor shall notify the APCD prior to the new equipment being utilized. At least three business days prior to the use of subject heavy-duty off-road equipment, the project representative shall provide the APCD with the anticipated construction timeline including start date, name, and phone number of the property owner, project manager, and on-site foreman.
- With submittal of the equipment inventory, the contractor shall provide a written calculation to the APCD for approval demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project-wide fleet average of 20 percent NOX reduction and 45 percent particulate reduction comparing with the statewide fleet averages. Acceptable options for reducing emissions may include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The following link shall be used to calculate compliance with this condition and shall be submitted to the APCD as described above:
<http://www.airquality.org/businesses/ceqa-land-useplanning/mitigation> (click on the current "Construction Mitigation Tool" spreadsheet under Step 1.

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

- Rule 202—Visible Emissions. Requires that opacity emissions from any emission source not exceed 20 percent for more than three minutes in any one hour.
- Rule 217—Cutback and Emulsified Asphalt Paving Materials. Prohibits the use of the following asphalt materials for road paving: rapid cure cutback asphalt; slow cure cutback asphalt; medium cure cutback asphalt; or emulsified asphalt.
- Rule 218—Application of Architectural Coatings. Requires architectural coatings to meet various volatile organic compound (VOC) content limits.
- Rule 228—Fugitive Dust.
 - Visible emissions are not allowed beyond the project boundary line.
 - Visible emissions may not have opacity of greater than 40 percent at any time.
 - Track-out must be minimized from paved public roadways.

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

Operational Emissions

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

In addition, operations of the project would include the use of an on-site gasoline dispensing facility (GDF). GDFs are known to emit volatile organic compounds (VOCs), including ROG, as part of normal use. Based on the anticipated throughput of the on-site GDF (12 million gallons per year), an additional 26.26 pounds per day of ROG would be released during project operations.

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

- Rule 205 Nuisance: A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause to have a natural tendency to cause injury or damage to business or property.
- Rule 214 Transfer of Gasoline into Vehicle Fuel Tanks: The provisions of this rule shall apply to the transfer of gasoline from any stationary storage tank into any motor vehicle fuel tank.

- Rule 501 General Permit Requirements: To provide an orderly procedure for the review of new stationary sources of air pollution and modification and operation of existing sources through the issuance of permits. Stationary sources which would emit more than 2 pounds in any 24 hour period of any pollutants would be subject to the District’s permit requirement.

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

- The project includes a gas station which is designed with 6 dispensers/12 nozzles and annual throughput of 12,000,000 gallons of gasoline and roughly 680,000 gallons of diesel. The applicant shall obtain the required permit from the Placer County Air Pollution Control District (PCAPCD). Any future design modification shall obtain prior written approval from the Placer County and PCAPCD.

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

| Maximum Unmitigated Operational Emissions (lbs/day) | | | |
|--|------------|------------|-------------|
| | ROG | NOx | PM10 |
| Project Emissions | 10.7632 | 43.9285 | 7.6313 |
| GDP Emissions | 26.26 | -- | -- |
| PCAPCD Significance Threshold | 55.0 | 55.0 | 82.0 |
| Exceeds Thresholds? | NO | NO | NO |
| 1 Total ROG emissions were calculated by summing the maximum unmitigated operational emissions from CalEEMod modeling (10.76 lbs/day) and the daily emissions of ROG from operations of the GDF (26.26 lbs/day). | | | |
| Source 1: CalEEMod 2016.3.2., Project Analysis (December 2021) | | | |
| Source 2: PCAPCD CEQA Thresholds (adopted October 13, 2016) | | | |

Discussion Item III-3:

Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Sensitive receptors are typically defined as facilities where sensitive receptor population groups (i.e., children, the elderly, the acutely ill, and the chronically ill) are likely to be located. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and medical clinics. The nearest existing sensitive receptors would be a single-family residence approximately 450 feet northwest of the project site.

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

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

In accordance with the statewide CO Protocol, the PCAPCD has established screening methodology for localized CO emissions, which are intended to provide a conservative indication of whether project-generated vehicle trips would result in the generation of localized CO emissions that would contribute to an exceedance of AAQS and potentially expose sensitive receptors to substantial CO concentrations. Per the PCAPCD’s screening methodology,

if the project would result in vehicle operations producing more than 550 lbs/day of CO emissions and if either of the following scenarios are true, the project could result in localized CO emissions that would violate CO standards:

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

According to the modeling performed for the proposed project, operation of the project would result in maximum mobile source CO emissions of 49.80 lbs/day. Consequently, CO emissions related to operation of the proposed project would be far below the 550 lbs/day screening threshold used by PCAPCD. Therefore, according to the PCAPCD's screening methodology for localized CO emissions, the proposed project would not be expected to generate localized CO emissions that would contribute to an exceedance of AAQS, and the proposed project would not expose sensitive receptors to substantial concentrations of localized CO.

Toxic Air Contaminant Emissions

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

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

Construction Emissions

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

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

Considering the intermittent nature of construction equipment operating within an influential distance to the nearest sensitive receptors (450 feet from project site), the duration of construction activities in comparison to the operational lifetime of the project, the typical long-term exposure periods associated with conducting health risk assessments,

compliance with regulations, and use of Tier 4 engines, the likelihood that any one nearby sensitive receptor would be exposed to high concentrations of DPM for any extended period of time would be low.

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

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

Criteria Pollutants

Exposure to criteria pollutants can result in adverse health effects. The applicable AAQS are health-based standards designed to ensure safe levels of criteria pollutants that avoid specific adverse health effects. Because the SVAB is designated as nonattainment for State and Federal eight-hour ozone and State PM10 standards, the PCAPCD, along with other air districts in the SVAB region, has adopted Federal and State attainment plans to demonstrate progress towards attainment of the AAQS. Full implementation of the attainment plans would ensure that the AAQS are attained and sensitive receptors within the SVAB are not exposed to excess concentrations of criteria pollutants. The PCAPCD's thresholds of significance were established with consideration given to the health-based air quality standards established by the AAQS, and are designed to aid the District in implementing the applicable attainment plans to achieve attainment of the AAQS. Thus, if a project's criteria pollutant emissions exceed the PCAPCD's mass emission thresholds of significance, a project would be considered to conflict with or obstruct implementation of the PCAPCD's air quality planning efforts, thereby delaying attainment of the AAQS. Because the AAQSs are representative of safe levels that avoid specific adverse health effects, a project's hinderance of attainment of the AAQS could be considered to contribute towards regional health effects associated with the existing nonattainment status of ozone and PM10 standards.

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

Heavy Duty Diesel Trucks On-site

Operation of the proposed retail uses and the GDF would require the movement of goods to and from the project site through the use of trucks, including heavy duty diesel trucks. The use of diesel trucks on-site would represent a source of DPM. The CARB considers distribution centers to be significant sources of DPM due to the high volume of heavy duty diesel vehicles used in the distribution of goods. As defined by CARB, distribution centers are facilities that serve as a distribution point for the transfer of goods. Such facilities include cold storage warehouses, goods transfer facilities, and intermodal facilities such as ports that attract in excess of 100 heavy-duty trucks per day.

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

Gasoline Dispensing Facility (GDF) Operations

As noted previously, GDFs are considered sources of various types of TACs. To address potential health impacts that could result from the proposed GDF operations upon the future on-site workers, workers near the site and the residence 450 feet northwest of the site, emissions of pollutants related to gasoline dispensing activities were estimated and the potential health risks were calculated.

To assess the potential impacts of TACs, the PCAPCD maintains thresholds of significance for the review of local

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

Following the guidance within the PCAPCD's 2017 CEQA Handbook, Appendix G, as well as guidance from other air districts within California such as the San Joaquin Valley Air Pollution Control District, the concentrations of pollutants from operation of the GDF were calculated using the American Meteorological Society/Environmental Protection Agency (AMS/EPA) Regulatory Model (AERMOD) dispersion model. The model has been updated to include site topography and meteorological inputs for the Placer County Airport. The input/output for the annual and maximum hourly models are provided in the Air Quality Health Risk Screening (HRA) prepared for the proposed project by LDN Consulting, Inc., dated December 15, 2021. The associated cancer risk and non-cancer (chronic and acute) hazard index were calculated using the CARB's Hotspot Analysis and Reporting Program 2 Risk Assessment Standalone Tool (HARP 2 RAST), which calculates the cancer and non-cancer health impacts using the risk assessment guidelines of the 2015 Office of Environmental Health Hazard Assessment (OEHHA) Guidance Manual for Preparation of Health Risk Assessments.

Considering that GDFs result in the emission of various TACs, potential risks related to the exposure of receptors to benzene, ethyl benzene, toluene, and xylene were considered. The project site is in proximity to various receptors, with the nearest existing sensitive receptors being a single-family residence located approximately 450 feet from the northwest edge of the site.

The following table presents the worst-case hourly operation for cancer risks of exposure to benzene. Risks to the off-site receptors were calculated over a continuous, 30-year exposure period, and risks to the on-site receptors were calculated over an eight hour per day, 25-year exposure period. The health risks presented in the following table are based on the anticipated throughput of 12 million gallons per year, up to 9,600 gallons during a worst-case hour.

| Receptor | C_i | Cancer Risk | Impact |
|----------|---------|-------------|--------|
| R1 | 0.00912 | 0.057 | No |
| R2 | 0.00996 | 0.062 | No |
| R3 | 0.00108 | 0.007 | No |

C_i annual inputs from the AERMOD outputs were multiplied by 12 to represent throughput of 12,000,000 Gallons Gasoline – See Table 1 above
 Cancer Risk = $DOSE_{air} \times CPF \times ASF \times ED/AT \times FAH$

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

Natural Occurring Asbestos (NOA)

Asbestos is a known carcinogen and, thus, NOA is considered a TAC. According to the Special Report 190: Relative Likelihood for the Presence of Naturally Occurring Asbestos in Placer County, California, prepared by the Department of Conservation, the project site is located within an area categorized as most likely to contain NOA, an area associated with ultramafic rock and serpentine rock, as well as faulting or shearing which may locally increase the likelihood for the presence of NOA. The project involves earth-disturbing construction activity which may have the potential to expose people to airborne NOA and is therefore subject to PCAPCD's Asbestos Airborne Toxic Control Measures and the applicable PCAPCD dust control measures. For construction and grading activities that would disturb one acre or more, PCAPCD's Airborne Toxic Control Measures require various measures to minimize dust emissions, including approval of an Asbestos Dust Mitigation Plan (ADMP) prior to construction activity commencing, vehicle speed limitations, application of water prior to and during ground disturbance, keeping storage piles wet or covered, and track-out prevention and removal (Placer County Air Pollution Control District 2020b). Impacts associated with airborne asbestos would be reduced to a less-than-significant level with implementation of the following mitigation measures.

Mitigation Measure Item III-3:

MM III.1

Prior to construction activity, the applicant shall submit evidence demonstrating compliance with the following requirements.

- a. The applicant shall submit an Asbestos Dust Mitigation Plan (ADMP) to the Placer County Air Pollution Control District (APCD). The ADMP shall be submitted to the APCD a minimum of 21 days before construction activity is scheduled to commence. The ADMP can be submitted online via the fill-in form: <https://www.placerair.org/1616/Naturally-Occurring-Asbestos>. (PLN-AQ)

MM III.2

During construction activity, if NOA, serpentine, or ultramafic rock is discovered by the owner/operator and an ADMP has not been submitted, the following measures shall be implemented. For additional information, visit the PCAPCD's website at <https://www.placer.ca.gov/1621/NOA-Construction-Grading>.

- a. The applicant shall prepare an Asbestos Dust Mitigation Plan pursuant to CCR Title 17 Section 93105 ("Asbestos Airborne Toxic Control Measures for Construction, Grading, Quarrying, and Surface Mining Operations") and obtain approval by the Placer County APCD. The Plan shall include all measures required by the State of California and the Placer County APCD.
- b. If asbestos is found in concentrations greater than 5 percent, the material shall not be used as surfacing material as stated in state regulation CCR Title 17 Section 93106 ("Asbestos Airborne Toxic Control Measure-Asbestos Containing Serpentine"). The material with naturally-occurring asbestos can be reused at the site for sub-grade material covered by other non-asbestos-containing material
- c. Each subsequent individual lot developer shall prepare an Asbestos Dust Mitigation Plan when the construction area is equal to or greater than one acre.
- d. The project developer and each subsequent lot seller must disclose the presence of this environmental hazard during any subsequent real estate transaction processes. The disclosure must include a copy of the CARB pamphlet entitled ["Asbestos-Containing Rock and Soil –What California Homeowners and Renters Need to Know," or other similar fact sheet, which may be found on the PCAPCD's website \(Placer County Air Pollution Control District 2020c\).](#)

MM III.3

The applicant shall include the following standard notes on Grading/Improvement Plans (PLN-AQ):

- a. Prior to construction activity, an Asbestos Dust Mitigation Plan shall be submitted to the Placer County Air Pollution Control District (APCD). The ADMP shall be submitted to the APCD a minimum of 21 days before construction activity is scheduled to commence.
- b. Construction equipment exhaust emissions shall not exceed the APCD Rule 202 Visible Emissions limitations. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified by the APCD to cease operations, and the equipment must be repaired within 72 hours.
- c. Dry mechanical sweeping is prohibited. Watering of a construction site shall be carried out to mitigate visible emissions. (Based on APCD Rule 228 / Section 301).
- d. The contractor shall apply water or use methods to control dust impacts offsite. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site. (Based on APCD Rule 228 / section 304)
- e. During construction activity, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less unless the road surface and surrounding area is sufficiently stabilized to prevent vehicles and equipment traveling more than 15 miles per hour from emitting dust or visible emissions from crossing the project boundary line. (Based on APCD Rule 228 / section 401.2)
- f. The contractor shall suspend all grading operations when fugitive dust exceeds the APCD Rule 228 (Fugitive Dust) limitations. Visible emissions of fugitive dust shall not exceed 40 percent opacity, nor go beyond the property boundary at any time. Lime or other drying agents utilized to dry out wet grading areas shall not exceed APCD Rule 228 limitations. (Based on APCD Rule 228 / section 302 & 401.4)
- g. The prime contractor shall be responsible for keeping adjacent public thoroughfares clean by keeping dust, silt, mud, dirt, and debris from being released or tracked offsite. Wet broom or other methods can

- be deployed as control and as approved by the individual jurisdiction. (Based on APCD Rule 228 / section 401.5)
- h. The contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) are high enough to result in dust emissions crossing the boundary line, despite the application of dust mitigation measures. (Based on APCD Rule 228 / section 401.6)
 - i. To minimize wind-driven dust during construction, the prime contractor shall apply methods such as surface stabilization, the establishment of a vegetative cover, paving (or use of another method to control dust as approved by Placer County). (Based on APCD Rule 228 / section 402)
 - j. The contractor shall not discharge into the atmosphere volatile organic compounds caused by the use or manufacture of Cutback or Emulsified asphalts for paving, road construction or road maintenance unless such manufacture or use complies with the provisions of Rule 217 Cutback and Emulsified Asphalt Paving Materials.
 - k. During construction, open burning of removed vegetation is only allowed under APCD Rule 304 Land Development Smoke Management. A Placer County Air Pollution Control District permit could be issued for land development burning, if the vegetation removed is for residential development purposes from the property of a single or two-family dwelling or when the applicant has provided a demonstration as per Section 400 of the Rule that there is no practical alternative to burning and that the Air Pollution Control Officer (APCO) has determined that the demonstration has been made. The APCO may weigh the relative impacts of burning on air quality in requiring a more persuasive demonstration for more densely populated regions for a large proposed burn versus a smaller one. In some cases, all of the removed vegetative material shall be either chipped on site or taken to an appropriate recycling site, or if a site is not available, a licensed disposal site. (Based on APCD Rule 304)
 - l. Any device or process that discharges 2 pounds per day or more of air contaminants into the atmosphere, as defined by Health and Safety Code Section 39013, may require an APCD permit. Developers/contractors should contact the APCD before construction and obtain any necessary permits before the issuance of a Building Permit. (APCD Rule 501)
 - m. The contractor shall utilize existing power sources (e.g., power poles) or clean fuel (e.g., gasoline, biodiesel, natural gas) generators rather than temporary diesel power generators.
 - n. The contractor shall minimize idling time to a maximum of 5 minutes for all diesel-powered equipment. (Placer County Code Chapter 10, Article 10.14).
 - o. Idling of construction-related equipment and construction-related vehicles shall be minimized within 1,000 feet of any sensitive receptor (i.e., house, hospital, or school).

The proposed project would not be anticipated to result in the production of substantial concentrations of localized CO, DPM, or criteria pollutants and would therefore have a less-than-significant impact.

Impacts associated with airborne asbestos would be reduced to a less-than-significant level with implementation of mitigation measures MM III.1 to 3 above.

Discussion Item III-4:

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

Odors

PCAPCD Rule 205, Nuisance, prohibits the exposure of “nuisance or annoyance” air contaminant discharges, including odors, and provides enforcement of odor control. Rule 205 is complaint-based, where if public complaints are sufficient to cause the odor source to be considered a public nuisance, then the PCAPCD is required to investigate the identified source, as well as determine and ensure a solution for the source of the complaint, which could include operational modifications to correct the nuisance condition.

Odors that could be generated potentially at the project site include releases of gasoline vapors and cooking odors from food prepared at the convenience store. Such odors in general would be confined mainly to the project site and would readily dissipate. In accordance with PCAPCD Rule 205, vapor recovery systems would be required. Convenience stores are generally not considered significant sources of objectionable odors. Project impacts related to odors are considered less than significant. No mitigation measures are required.

IV. BIOLOGICAL RESOURCES – Would the project:

| Environmental Issue | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|--|---------------------------------------|---|-------------------------------------|------------------|
| 1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish & Wildlife, U.S. Fish & Wildlife Service or National Marine Fisheries Service? (PLN) | | | | X |
| 2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community, identified in local or regional plans, policies or regulations, or regulated by the California Department of Fish & Wildlife, U.S. Fish & Wildlife Service, U.S. Army Corps of Engineers, or Regional Water Quality Control Board? (PLN) | | | | X |
| 3. Have a substantial adverse effect on federal or state protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) or as defined by state statute, through direct removal, filling, hydrological interruption, or other means? (PLN) | | | | X |
| 4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (PLN) | | | | X |
| 5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (PLN) | | | | X |
| 6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (PLN) | | | | X |
| 7. Substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number of restrict the range of an endangered, rare, or threatened species? (PLN) | | | | X |
| 8. Have a substantial adverse effect on the environment by converting oak woodlands? (PLN) | | | | X |

Discussion Item IV-1, 2, 3, 5, 7:

The project site does not include wildlife habitat as it is currently developed with commercial uses. The project would not have an adverse impact on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, nor would it have an adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife, including federally protected wetlands as defined by Section 404 of the Clean Water Act. Therefore, there is no impact.

Discussion Item IV-4:

The project would not interfere with the movement of any native or migratory fish or wildlife species, would not interfere with established native or migratory wildlife corridors, nor impede the use of native wildlife nursery sites because the site does not include streams, lakes, wetlands, wildlife movement corridors, or other habitat features. Therefore, there is no impact.

Discussion Item IV-6:

The project is not located in an area subject to a Habitat Conservation Plan, natural community conservation plan, or

other local, regional, or state habitat conservation plans. Therefore, there is no impact.

Discussion Item IV-8:

The project site does not contain any oak trees and therefore would not result in the conversion of Oak Woodland. Therefore, there is no impact.

V. CULTURAL RESOURCES – Would the project:

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

Discussion Item V-1:

The project site does not contain any historical resources and the project does not have the potential to cause adverse change in the significance of a historical resource as defined in the CEQA Guidelines. Therefore, there is no impact.

Discussion Item V-2:

The project site would not substantially cause adverse change in the significance of a unique archaeological resource pursuant to CEQA Guidelines, Section 15064.5, because there are no unique archaeological resources located on site. Therefore, there is no impact.

Discussion Item V-3:

The project site is heavily disturbed and does not include any known archaeological resources, unique paleontological resources, unique geologic features, nor include any known human burial sites including burial sites located outside of formal cemeteries. Therefore, the project does not have the potential to cause a physical change that would affect unique ethnic cultural values. Therefore, there is no impact.

Discussion Item V-4:

There is no evidence that the project site was used for religious or sacred uses. Therefore, there is no impact.

Discussion Item V-5:

The project site is heavily disturbed and does not include any known human burial sites. Therefore, there is no impact.

VI. ENERGY – Would the project:

| Environmental Issue | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-----------|
| 1. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | | | X | |

| | | | | |
|---|--|--|--|---|
| (PLN) | | | | |
| 2. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? (PLN) | | | | X |

Discussion Item VI-1:

The main forms of available energy supply are electricity, natural gas, and oil. Energy would be used to construct the proposed project, and once constructed, energy would be used for the lifetime of the gas station. Construction of the proposed project is required to comply with the California Green Building Standards Code (CBSC, also known as the CAL Green Code) and the 2019 Building Energy Efficient Standards (which is a portion of the CBSC). All construction equipment and operation thereof would be regulated per the California Air Resources Board (CARB) In-Use Off-Road Diesel Vehicle Regulation. The purpose of the CBSC is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. Building Energy Efficient Standards achieve energy reductions through requiring high-efficacy lighting, improved water heating system efficiency, and high-performance attics and walls. CARB standards for construction equipment include measures to reduce emissions from vehicles by subjecting fleet owners to retrofit or accelerated replacement/repower requirements and imposing idling limitations on owners, operators, renters, or lessees of off-road diesel vehicles. The proposed project construction would also be required to comply with all applicable Placer County Air Pollution Control District (PCAPCD) rules and regulations.

Energy use associated with operation of the proposed project would be typical of commercial uses, requiring electricity and natural gas for interior and exterior building lighting, HVAC, electronic equipment, machinery, refrigeration, appliances, and security systems. In addition, maintenance activities during operations, such as landscape maintenance, would involve the use of electric or gas-powered equipment.

While the proposed project would introduce new operational energy demands to the proposed project area, this demand does not necessarily mean that the proposed project would have an impact related to energy sources. The proposed project would result in an impact if a project would result in the inefficient use or waste of energy. The proposed project is required to comply with all applicable standards and regulations regarding energy conservation and fuel efficiency, which would ensure that the future uses would be designed to be energy efficient to the maximum extent practicable. Accordingly, the proposed project would not be considered to result in a wasteful, inefficient, or unnecessary use of energy, and impacts related to construction and operational energy are considered less than significant. No mitigation measures are required.

Discussion Item VI-2:

The Placer County Sustainability Plan (PCSP), adopted by the Placer County Board of Supervisors on January 28, 2020, includes goals and policies for energy efficiency. The proposed project is consistent with the PCSP. Therefore, there is no impact.

VII. GEOLOGY & SOILS – Would the project:

| Environmental Issue | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| 1. Result in substantial soil erosion or the loss of topsoil? (ESD) | | X | | |
| 2. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (ESD) | | | X | |
| 3. Be located on expansive soils, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial direct or indirect risks to life or property? (ESD) | | | X | |

| | | | | |
|---|--|---|---|---|
| 4. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? (EH) | | | | X |
| 5. Directly or indirectly destroy a unique paleontological resource or unique geologic or physical feature? (PLN) | | | X | |
| 6. Result in significant disruptions, displacements, compaction or overcrowding of the soil? (ESD) | | X | | |
| 7. Result in substantial change in topography or ground surface relief features? (ESD) | | X | | |
| 8. Result in exposure of people or property to geologic and geomorphological (i.e. Avalanches) hazards such as earthquakes, landslides, mudslides, seismic-related ground failure, or similar hazards? (PLN, ESD) | | | X | |

Discussion Item VII-1, 6, 7:

According to the United States Department of Agriculture (USDA) Soil Survey of Placer County and the United States Department of Agriculture ~ Natural Resources Conservation Service Web Soil Survey, the proposed project is located on soils classified as Auburn-Rock outcrop complex (2 to 30 percent slopes). This soil type is an undulating to hilly soil and Rock outcrop is on rocky side slopes of metamorphic rock foothills and occurs in elevations of 200 to 1,600 feet. The soil is about 60 percent Auburn soil and 15 percent metamorphic Rock outcrop.

The Auburn soil is shallow and well drained. It formed in residuum from vertically tilted metabasic bedrock. Typically, the surface layer is strong brown silt loam about 4 inches thick. The subsoil is yellowish red silt loam. At a depth of about 20 inches is weathered basic schist. In a few places, the surface layer is loam. Permeability is moderate, surface runoff is medium or rapid, and the hazard of erosion is slight to high.

The Rock outcrop soil consists of areas of hard metamorphic rock. Some of the outcrop is 1 to 2 feet high and some outcrop covers up to 100 square feet. Surface runoff is very rapid and there is no erosion hazard.

The major limitations to urban use are rock outcrop, the depth to rock, and the slope.

The Soil Survey does identify the potential for expansive soils as a limitation of the soil types present on the site. The development of commercial development would be in compliance with the California Building Code which would also reduce impacts related to expansive (shrink-swell) soils.

The project proposal would result in the construction of new gas station with associated infrastructure including driveways and utilities on a site that has been previously developed and is currently used as a convenience store and a self-serve car wash. To construct the improvements proposed, disruption of soils onsite would occur, including excavation/compaction for the new building, pump and vacuum stations, driveways, and various utilities. The area of disturbance for these improvements is approximated at 62,000 square feet (1.1 acres onsite and 0.3 acre offsite) encompassing the entire project site plus the grading for the transportation and utility improvements. Based upon the preliminary grading plan, the project is re-developing an existing infill site that was previously developed and is surrounded by roadways, the grades of which are not changing. The site itself will be raised an average of approximately six feet. There are areas of retaining walls added to level out the site up to approximately 10 feet in height. Any required slopes would meet the Placer County maximum slope of 2:1 on the site.

The disruption of the soil discussed increases the risk of erosion and creates a potential for contamination of storm runoff with disturbed sediment or other pollutants introduced through typical grading practices. In addition, this soil disruption has the potential to modify any existing on site drainageways by transporting sediment from the disturbed area into local drainageways. Discharge of concentrated runoff after construction could also contribute to these impacts in the long-term. Erosion potential and water quality impacts are always present and occur when soils are disturbed and protective vegetative cover is removed. It is primarily the shaping of building pads, grading for transportation systems and construction for utilities that are responsible for accelerating erosion and degrading water quality. The proposed project would increase the potential for erosion and sedimentation impacts from disruptions to the soil without appropriate mitigation measures.

The proposed project's site specific impacts associated with soil erosion, disruption, displacement, and topography

changes can be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures Item VII-1, 6, 7:

MM VII.1

The applicant shall prepare and submit Improvement Plans, specifications and cost estimates (per the requirements of Section II of the Land Development Manual (LDM) that are in effect at the time of submittal) to the Engineering and Surveying Division (ESD) for review and approval. The plans shall show all physical improvements as required by the conditions for the project as well as pertinent topographical features both on and off site. All existing and proposed utilities and easements, on site and adjacent to the project, which may be affected by planned construction, shall be shown on the plans. All landscaping and irrigation facilities within the public right-of-way (or public easements), or landscaping within sight distance areas at intersections, shall be included in the Improvement Plans. The applicant shall pay plan check and inspection fees and, if applicable, Placer County Fire Department improvement plan review and inspection fees with the 1st Improvement Plan submittal. (NOTE: Prior to plan approval, all applicable recording and reproduction cost shall be paid). The cost of the above-noted landscape and irrigation facilities shall be included in the estimates used to determine these fees. It is the applicant's responsibility to obtain all required agency signatures on the plans and to secure department approvals. If the Design/Site Review process and/or Development Review Committee (DRC) review is required as a condition of approval for the project, said review process shall be completed prior to submittal of Improvement Plans.

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

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

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

MM VII.2

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

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

The applicant shall submit to the ESD a letter of credit or cash deposit in the amount of 110 percent of an approved engineer's estimate using the County's current Plan Check and Inspection Fee Spreadsheet for winterization and permanent erosion control work prior to Improvement Plan approval to guarantee protection against erosion and improper grading practices. For an improvement plan with a calculated security that exceeds \$100,000, a minimum of \$100,000 shall be provided as letter of credit or cash security and the remainder can be bonded. One year after the County's acceptance of improvements as complete, if there are no erosion or runoff issues to be corrected, unused portions of said deposit shall be refunded or released, as applicable, to the project applicant or authorized agent.

If, at any time during construction, a field review by County personnel indicates a significant deviation from the proposed grading shown on the Improvement Plans, specifically with regard to slope heights, slope ratios, erosion control, winterization, tree disturbance, and/or pad elevations and configurations, the plans shall be reviewed by the

DRC/ESD for a determination of substantial conformance to the project approvals prior to any further work proceeding. Failure of the DRC/ESD to make a determination of substantial conformance may serve as grounds for the revocation/modification of the project approval by the appropriate hearing body.

MM VII.3

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

Discussion Item VII-2, 3, 8:

The proposed project is not located in a sensitive geologic area or in an area that typically experiences soil instability. Soils on the site indicate a limited ability to support a load. The proposed project would comply with Placer County construction and improvement standards and California Building Code standards to reduce impacts related to soils, including on or offsite landslides, lateral spreading, subsidence, liquefaction, or collapse.

The proposed project is located within Placer County. The California Department of Mines and Geology classifies the project site as a low severity earthquake zone. The project site is considered to have low seismic risk with respect to faulting, ground shaking, seismically related ground failure and liquefaction. The site does not lie within an Alquist-Priolo special study zone for seismic impacts. There is a potential for the site to be subjected to at least moderate earthquake shaking during the useful life of any future buildings. However, the future buildings would be constructed in compliance with the California Building Code, which includes seismic standards.

Therefore, the impacts of unstable soil and geologic/seismic hazards are less than significant. No mitigation measures are required.

Discussion Item VII-4:

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

Discussion Item VII-5, 8:

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

VIII. GREENHOUSE GAS EMISSIONS – Would the project:

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

Discussion Item VIII-1, 2:

Greenhouse gas (GHG) emissions of primary concern from land use projects include carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). Construction related activities resulting in exhaust emissions may come from fuel combustion for heavy duty diesel and gasoline-powered equipment, portable auxiliary equipment, material delivery trucks, and worker commuter trips. Operational GHG emissions would result from motor vehicle trips generated by customers and employees, as well as on-site fuel combustion for landscape maintenance equipment. The proposed project would result in demolition of the existing car wash facility, grading, construction of new buildings, surface parking, a 200-foot stacking lane for the car wash, interior and perimeter landscaping, directional ground painting,

and a trash and recycling enclosure, one (1) 25,000-gallon underground storage tank and one (1) 22,000-gallon split tank.

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

On October 13, 2016, the Placer County Air Pollution Control District (PCAPCD) adopted CEQA significance thresholds for GHG emissions as shown below. The Brightline threshold of 10,000 metric tons (MT) CO₂e/yr threshold for construction and operational phases, and the De Minimis level of 1,100 MT CO₂e/yr for operational, were used to determine significance. GHG emissions from projects that exceed 10,000 MT CO₂e/yr would be deemed to have a cumulatively considerable contribution to global climate change.

PCAPCD CEQA THRESHOLDS FOR GHG EMISSIONS

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

Construction Emissions

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

| Unmitigated Annual Construction GHG Emissions (MTCO ₂ e/yr) | | | |
|--|----------------------------|--|---------------------|
| Year | GHG Emissions ¹ | Threshold of Significance ² | Exceeds Thresholds? |
| 2021 | 3.31 | 10,000 | NO |
| 2022 | 222.19 | 10,000 | NO |
| Source 1: CalEEMod 2016.3.2., Project Analysis (December 2021) | | | |
| Source 2: PCAPCD CEQA Thresholds (adopted October 13, 2016) | | | |

As shown in the table above, the maximum annual emissions related to implementation of the proposed project are anticipated to occur in 2022. However, even in 2022, the construction-related GHG emissions would be well below the PCAPCD's Brightline threshold of 10,000 MTCO₂e/yr, and project construction would not be considered to result in a cumulatively considerable contribution to global climate change.

Operational Emissions

The estimated operational GHG emissions at full buildout, are presented in the table below. The annual operational GHG emissions are shown for both the baseline and proposed Project scenarios. The applicant has committed to the installation of four (4) electric vehicle (EV) charging stations on the project site. The provision of onsite EV charging stations would encourage the use of EVs and thereby contribute to a reduction in mobile-sourced GHG emissions. Considering an average reduction of approximately seven MTCO₂e/yr per EV charging station, a 28 MTCO₂e/yr reduction has been applied to the overall operational GHG emissions.

| Operational GHG Emissions (MTCO ₂ e/yr) | |
|--|-----------------|
| Emission Source | GHG Emissions |
| Area | 7.3 |
| Energy | 11.29 |
| Mobile | 1,800.56 |
| Solid Waste | 2.88 |
| Water | 0.68 |
| TOTAL ANNUAL GHG EMISSIONS | 1,815.42 |
| Baseline Emissions ² | -1,006 |
| GHG Reduction from EV Charging Stations | -28.00 |
| MITIGATED OPERATIONAL GHG EMISSIONS WITH BASELINE | 781.42 |

| | |
|---|---------------|
| PCAPCD De Minimis Level | 1,100 |
| PCAPCD Bright-line Threshold | 10,000 |
| Source 1: CalEEMod 2016.3.2., Project Analysis (December 2021) | |
| Source 2: CalEEMod 2016.3.2., Baseline Analysis (July 2021) | |
| Source 3: PCAPCD CEQA Thresholds (adopted October 13, 2016) | |

Consistency with Placer County Sustainability Plan

The CARB encourages local governments to adopt a reduction goal for municipal operations emissions and move toward establishing similar goals for community emissions that parallel the State's commitment to reduction GHG emissions. Placer County adopted the Placer County Sustainability Plan: A Greenhouse Gas Emission Reduction Plan and Adaptation Strategy (PCSP) on January 28, 2020. The PCSP includes an inventory of baseline emissions from the year 2005 and forecasted emissions in 2020, 2030, and 2050. In addition, the PCSP establishes a target of reducing the County's GHG emissions to 15 percent below 2005 levels by 2020 and achieving the State-wide per capita efficiency target of six MTCO_{2e} per person by 2030. The GHG reductions presented within the PCSP are designed to achieve the State's adopted AB 32 and SB 32 reduction targets.

The PCSP contains community-wide and municipal GHG mitigation strategies that can be applied to discretionary projects, as feasible, when the applicable project-level GHG thresholds are exceeded. Under the PCSP, the County utilizes the PCAPCD recommended GHG threshold of 1,100 MTCO_{2e} per year to determine whether PCSP emission reduction measures are required. The following strategies from the PCSP represent measures that could be applicable to the proposed project.

- **Strategy T-1.4:** Encourage commercial development with 10 or more parking spaces to design and install EV-Capable infrastructure and electric vehicle service equipment-installed (EVSE Installed) Level 2 charging stations.
- **Strategy T-2:** Support the installation of alternative fueling stations to encourage residents and visitors to transition from high-carbon vehicle fuels, such as diesel or gasoline, to less-carbon-intensive vehicle fuels, such as natural gas, propane, biofuel, or hydrogen.

As shown above, the project would not exceed the PCAPCD De Minimis level threshold. However, the applicant has agreed to construct four (4) EV Charging stations, consistent with the PCSP, which will further reduce the operational GHG emissions. Thus, the construction and operation of the project would not generate substantial greenhouse gas emissions, either directly or indirectly, which may be considered to have a significant impact on the environment, nor conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases and is therefore considered to have a less than significant impact. No mitigation measures are required.

IX. HAZARDS & HAZARDOUS MATERIALS – Would the project:

| Environmental Issue | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-----------|
| 1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (EH) | | | X | |
| 2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (EH) | | | X | |
| 3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (AQ) | | | X | |
| 4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (EH) | | X | | |
| 5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of | | | | X |

| | | | | |
|--|--|--|---|--|
| a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? (PLN) | | | | |
| 6. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (PLN) | | | X | |
| 7. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? (PLN) | | | X | |

The proposed project consists of a new ARCO AM/PM fueling facility and car wash with vacuum stalls. The proposed project is located at 895 Grass Valley Highway in Auburn, California. Existing land uses in the project vicinity include commercial uses to the immediate west, north and south, open space the north east, and industrial to the southeast. The nearest sensitive receptor, a residential property, is to the northwest and resides on the far side of another commercial use area. The distance to this sensitive receptor area is approximately 450 feet from the proposed gas station.

Discussion Item IX-1:

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

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

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

Operational Activities. The proposed project would involve the transport and storage of fuels, lubricants, and various other hazardous materials related to the operation of the proposed gas station and oil change facility. Federal and State Community-Right-to-Know laws allow the public access to information about the amounts and types of chemicals that may be used by the businesses that would operate at the project site. Gasoline and diesel fuels would be stored in underground tank systems. The installation, operation, and maintenance of underground storage tanks containing hazardous materials are subject to regulation under the California Underground Storage Tank (UST) program found in California Code of Regulations (CCR), Title 23, Chapter 16 and enforced by Placer County Environmental Health (PCEH). The main risk of hazardous material release would be from the transportation of fuels to the project site by tanker trucks. Fuels could be released by trucks involved in an accident or that overturn. The transport of hazardous materials is subject to state and federal regulations designed to minimize the risk of release of hazardous materials into the environment. The Placer County and CalFire emergency response teams would handle any incidents involving hazardous materials.

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

The use of hazardous substances during normal construction activities is expected to be limited in nature, and would be subject to standard handling and storage requirements. As a Condition of Approval, the applicant would be required to obtain a permit for the installation of the underground storage tank(s) (UST) from the Placer County Environmental Health Division prior to any UST installation activities. Once in operation, the UST tank systems will be inspected by a certified third party UST testing company as well as a certified PCEH UST inspector for any compliance issues on an annual basis as required by Title 23, CCR, Chapter 16.

Compliance with these restrictions and laws would ensure that potentially significant impacts would not occur during project operation. The project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Accordingly, impacts related to the handling, use, disposal, or release of hazardous substances are considered to be less than significant due to the extensive regulatory requirements of Title 23, CCR, Chapter 16. No mitigation measures are required.

Discussion Item IX-2:

As a standard Condition of Approval, for the notification and requirement of proper storage for hazardous materials to Environmental Health Services, the operator shall submit a complete hazardous materials business plan to the California Environmental Reporting System (CERS) within 30 days of completion of the project. With this standard condition included, the impacts are anticipated to be less than significant. No mitigation measures are required.

Discussion Item IX-3:

There are no existing or proposed school sites within one-quarter mile of the project site. Impacts are considered less than significant. No mitigation measures are required.

Discussion Item IX-4:

The project site is listed on the California State Water Resources Control Board Geotacker website with global identification T0606100129 and Case # 310156. The property was a former leaking UST site and has a No Further Action Required letter dated May 12, 2003 issued by the Central Valley Regional Water Quality Control Board (CVRWQCB). At the request of Placer County Environmental Health, the CVRWQCB recently reviewed the "Phase I and II Environmental Site Assessment", dated December 2020 and the "Phase II Environmental Site Assessment", dated January 5, 2018. As outlined in the October 13, 2021 memo, the CVRWQCB does not intend to open a new case based on the recent sampling data as it is unlikely to pose a threat to human health or waters of the State.

Since some petroleum hydrocarbon impacted soil remains at the site, the applicant shall submit a soil management plan to Placer County Environmental Health concurrent with the underground storage tank (UST) installation permit. The soil management plan shall outline a proposal for handling and disposal of any petroleum hydrocarbon impacted soil and groundwater if encountered during the excavation for the installation of the new USTs. This impact can be reduced to less than significant impact with implementation of the following mitigation measure.

Mitigation Measures Item IX-4:

MM IX.1

Submit a soil management plan to Environmental Health for approval concurrent with the UST installation permit. This soil management plan shall outline a proposal for handling and disposal of any petroleum hydrocarbon impacted soils and groundwater if encountered during the excavation for the installation of the new USTs.

Discussion Item IX-5:

The project is not located within an area covered by an airport land use plan, or within two miles of a public or private airport. Therefore, there is no impact.

Discussion Item IX-6:

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

Discussion Item IX-7:

The new structures on the property would be required by Building Code to include interior fire suppression sprinkler systems. The proposed project was reviewed by the Placer County Fire Department on July 21, 2021 and has been designed with adequate emergency vehicle access and hydrants for use by the Department to reduce the risk of loss, injury or death involving wildland fires to a less than significant level. No mitigation measures are required.

X. HYDROLOGY & WATER QUALITY – Would the project:

| Environmental Issue | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-----------|
| 1. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade ground water quality? (EH) | | | X | |
| 2. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? (EH) | | | | X |
| 3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: a) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; b) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems? (ESD) | | X | | |
| 4. Create or contribute runoff water which would include substantial additional sources of polluted runoff or otherwise substantially degrade surface water quality either during construction or in the post-construction condition? (ESD) | | X | | |
| 5. Place housing or improvements within a 100-year flood hazard area either as mapped on a federal Flood Hazard boundary or Flood Insurance Rate Map or other flood hazard delineation map which would: a) impede or redirect flood flows; or b) expose people or structures to risk of loss, injury, or death involving flooding c) risk release of pollutants due to project inundation? (ESD) | | | X | |
| 6. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (EH) | | | | X |

Discussion Item X-1:

This project would not rely on groundwater wells as a potable water source but instead would connect to public treated water. The project would not violate water quality standards with respect to potable water. Proper permits would be required for the business related to hazardous materials. The UST systems are subject to continuous electronic monitoring, as well as routine inspections on an annual basis per Title 23, CCR, Chapter 16, therefore the impact is anticipated to be less than significant. No mitigation measures are required.

Discussion Item X-2, 6:

The project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge since no water wells are proposed. Therefore, there is no impact.

Discussion Item X-3:

A preliminary drainage report was prepared by the applicant's engineer. The existing site is currently developed with a convenience store and self-serve car wash and the majority of the site is covered in impervious surface of approximately 40,500 square feet. All of the stormwater collected from the site drains to a drain inlet in the southeast corner of the site.

The proposed project would construct improvements to the site that result in approximately 30,500 square feet of impervious surfaces which results in a decrease of impervious surface on the site of approximately 10,000 square feet. The proposed project has analyzed a drainage system that would change the onsite drainage patterns due to the construction of the proposed project improvements; however, the flows would be conveyed toward the original drainage discharge location at the southeast corner of the site. The change in drainage pattern from the existing condition to the post development condition does not have to potential to create downstream drainage impacts to existing facilities.

The proposed project does have the potential to increase the stormwater runoff amount and volume. The potential for increases in stormwater runoff have the potential to result in downstream impacts. However, the proposed project would construct approximately 10,000 square feet of less impervious surfaces than currently exist. With the reduction of impervious surfaces, the project is anticipated to reduce downstream peak flows. The post development volume of runoff would also be reduced due to the decrease in impervious surfaces.

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

Mitigation Measures Item X-3:

MM X.1

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

MM X.2

The Improvement Plan submittal and final Drainage Report shall provide details showing that storm water run-off peak flows and volumes shall be reduced to pre-project conditions through the installation of detention/retention facilities or other methods of reducing flows to pre-project conditions such as reductions to the amount of impervious surface. Detention/retention facilities, if constructed, shall be designed in accordance with the requirements of the Placer County Stormwater Management Manual that are in effect at the time of submittal, and to the satisfaction of the Engineering and Surveying Division (ESD) and shall be shown on the Improvement Plans. The ESD may, after review of the project's final Drainage Report, delete this requirement if it is determined that drainage conditions do not warrant installation of this type of facility. Maintenance of detention/retention facilities by the homeowner's association, property owner's association, property owner, or entity responsible for project maintenance shall be required. No detention/retention facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.

Discussion Item X-4:

The construction of the proposed improvements has the potential to degrade water quality. Stormwater runoff naturally contains numerous constituents; however, urbanization and urban activities including development and redevelopment typically increase constituent concentrations to levels that potentially impact water quality. Pollutants

associated with stormwater include (but are not limited to) sediment, nutrients, oils/greases, etc. The proposed urban type development has the potential to result in the generation of new dry-weather runoff containing said pollutants and also has the potential to increase the concentration and/or total load of said pollutants in wet weather stormwater runoff. The proposed project's impacts associated with water quality can be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures Item X-4:

MM X.3

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

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

All permanent BMPs shall be maintained as required to ensure effectiveness. The applicant shall provide for the establishment of vegetation, where specified, by means of proper irrigation. Proof of on-going maintenance, such as contractual evidence, shall be provided to ESD upon request. The project owners/permittees shall provide maintenance of these facilities and annually report a certification of completed maintenance to the County DPWF Stormwater Coordinator, unless, and until, a County Service Area is created and said facilities are accepted by the County for maintenance. Prior to Improvement Plan approval, easements shall be created and offered for dedication to the County for maintenance and access to these facilities in anticipation of possible County maintenance.

MM X.4

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

MM X.5

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

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

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

MM X.6

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

area disconnection, bioretention, and other LID measures that result in post-project flows that mimic pre-project conditions.

MM X.7

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

Discussion Item X-5:

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

XI. LAND USE & PLANNING – Would the project:

| Environmental Issue | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-----------|
| 1. Physically divide an established community? (PLN) | | | | X |
| 2. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? (EH, ESD, PLN) | | | X | |
| 3. Result in the development of incompatible uses and/or the creation of land use conflicts? (PLN) | | | X | |
| 4. Cause economic or social changes that would result in significant adverse physical changes to the environment such as urban decay or deterioration? (PLN) | | | | X |

Approval of the proposed project would allow for the construction of an ARCO AM/PM gas station facility consisting of a 2,900 square foot convenience store, an 816 square foot attached automatic car wash, and a 4,500 square foot fuel canopy with six pumps (12 nozzles). The project proposes a parking lot with a total of 25 parking spaces. The project proposes a Minor Use Permit and a Variance. The site (APNs: 038-124-001-000 and 038-124-002-000) is located within the Auburn/Bowman Community Plan area at the northwest corner of Highway 49 and Nevada Street.

The proposed project requires a Minor Use Permit to construct a service station within the General Commercial (C2) zoning district and a Variance to construct a 12-foot tall retaining wall with the setback area along the south property line. Per the Placer County Code, a retaining wall that exceeds 6-feet is considered a structure and therefore requires a variance to be within the setback area.

Discussion Item XI-1:

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

The project site is surrounded by existing development including light industrial and commercial uses. The project includes improvements such as driveways and pedestrian connectivity through the site and to adjacent sidewalks. In addition, the proposed project is consistent and compatible with the surrounding land uses. As such, the project would not physically divide an established community. Therefore, there is no impact.

Discussion Item XI-2, 3:

The proposed project includes the demolition of a car wash and convenience store and development of gas station facility. Proposed commercial uses on the site would be similar to the existing use. The proposed gas station facility includes a 2,900 square foot convenience store, an 816 square foot attached automatic car wash, and a 4,500 square foot fuel canopy with six multi-product dispensers. The project proposes a parking lot with a total of 25 parking spaces. All structures would be one-story with decorative elements up to 26 feet in height.

The subject parcel is located within the General Commercial (C2) zone district. Minimum required setbacks in the C2 district are 10-feet front, and 0-feet for side and rear setbacks. The property has three front setbacks of 10-feet each. Coverage limits in the C2 district are 100 percent and the height limit is 50 feet.

A service station is allowed within the General Commercial (C2) zoning district with approval of a Minor Use Permit. The proposed project would redevelop an existing commercial site that contains the same uses as proposed, namely a convenience store and car wash, but also would include a gas station. Commercial uses on the site would be similar in scale to the existing development surrounding the site.

A site plan is required to determine consistency with the General Plan and the Auburn Bowman Community Plan as well as the County’s development standards and zoning requirements. The proposal does not conflict with any Environmental Health land use plans, policies or regulations. The proposed project design does not significantly conflict with General Plan/Community Plan policies related to grading, drainage, and transportation. The purpose of the General Commercial zoning district is to provide areas for the continued use, enhancement, and new development of retail, personal service, entertainment, office and related commercial uses that will serve patrons from all areas of the community and region. The C2 district is located mainly along major transportation corridors such as Highway 49.

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

Discussion Item XI-4:

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

The proposed project involves the construction of convenience store, gas station and car wash. The project has been designed to continue to provide needed services to area residents and would not result in the development of commercial uses that would result in increased vacancy rates or abandonment of commercial spaces in the project vicinity, resulting in urban decay. Therefore, there is no impact.

XII. MINERAL RESOURCES – Would the project:

| Environmental Issue | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-----------|
| 1. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (PLN) | | | | X |
| 2. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (PLN) | | | | X |

Discussion Item XII-1, 2:

No valuable locally important mineral resources have been identified on the project site. The proposed project would

not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. The presence of mineral resources within Placer County has led to a long history of gold extraction. No quarries or mining sites are active in the Community Plan area and no known mineral resources that would be of value are known to occur on the project site or in its vicinity.

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

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

XIII. NOISE – Would the project result in:

| Environmental Issue | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-----------|
| 1. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (PLN) | | X | | |
| 2. Generation of excessive groundborne vibration or groundborne noise levels? (PLN) | | | X | |
| 3. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (PLN) | | | | X |

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are defined as sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second, Hertz (Hz).

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals of pressure), as a point of reference defined as 0 dB. Other sound pressures are then compared to the reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in decibel levels correspond closely to human perception of relative loudness.

The perceived loudness of sound is dependent upon many factors, including sound pressure level and frequency content; however, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by weighing the frequency response of a sound level meter by means of a standardized A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels.

Chapter 9 of Placer County Code establishes land use compatibility criteria for non-transportation (stationary) noise sources. A property owner or occupant may not cause the exterior sound level measured at the property line of any

affected sensitive receptor to exceed the ambient sound level by five dBA or exceed the sound level standards as set forth in the Table below, whichever is greater.

Placer County Sound Level Standards

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

Discussion Item XIII-1:

The proposed project consists of a new ARCO AM/PM gas station that includes a car wash and vacuum stalls. Existing land uses in the project vicinity include commercial uses to the immediate west, north and south, open space to the north east and industrial use to the south east. Traffic noise from Highway 49 is the greatest contributor to ambient noise levels near the project site. The sound levels generated by the new car wash would be similar in nature to the existing car wash that will be demolished and should not exceed the thresholds, as shown in the table above. Vacuum stalls would also be a source of noise pollution for the site. The sound levels generated by the new vacuum stalls would be similar in nature to the existing vacuum stalls that will be demolished.

Project-Produced Noise

The most significant noise sources associated with the proposed car wash operations include the car wash dryer assembly (used for drying the vehicles at the end of the wash cycle) and vacuum equipment operations. Both are expected to be available for use 24 hours per day.

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

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

At the time of writing this Initial Study, the drying equipment for the proposed car wash has not been selected. Therefore, reference noise level data from a common car wash drying system has been used to quantify noise level exposure at the nearest residential uses. Specifically, reference noise level data for an 80 Horsepower (HP) Stealth High Powered Quiet Drying System manufactured by International Drying Corporation was used. According to the manufacturer's noise specification data, the assembly generates a noise level of 69 dB at 50 feet.

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

As the nearest sensitive receptor is 450 feet from the project site, car wash drying equipment having a reference noise level of 69 dB at 50 feet is predicted to satisfy the applicable Placer County Code noise level standards at the nearest residential property lines. Mitigation Measure MM XIII-1 is required to ensure that the noise level of the proposed car wash drying operation does not exceed County noise limits.

Vacuum Noise. The proposed project plans a vehicle vacuum station within the four parking spaces on the north side

of the site. At the time of writing the Initial Study, the vacuum station equipment had not been determined. For the purposes of the noise analysis, reference noise level data for a common vacuum system implemented in similar car wash projects was used. Specifically, reference noise level data for a JE Adams Super Vac Model 9200 Series (2 Motor – Small Dome) vacuum system was utilized. The manufacturer's Specifications indicate that the reference noise level depends on one of three operating conditions: wide open with attachment, sealed attachment, or attachment removed. Out of the three operating conditions, the "sealed attachment" operating condition generates the highest noise levels. This analysis is based on the worst-case operating condition of "sealed attachment."

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

Based on the above mentioned equipment noise level data and operations information, and assuming standard spherical spreading loss from a point source (-6 dB per doubling of distance), the worst-case operational noise level exposure from a JE Adams Super Vac Model 9200 Series (2 Motor – Small Dome) vacuum system is predicted to satisfy the applicable Placer County Code noise level standards at the nearest residential property lines. Mitigation Measure MM XIII-2 is required to ensure that the noise level of the proposed vacuum system does not exceed County noise limits.

Construction Noise. During construction of the proposed site the noise pollution would temporarily increase and should not significantly increase noise over existing operations. The noise generated by construction is typical for the scale of work being done on this site. Noise sources of primary concern would involve demolition equipment, pneumatic hammers and power cutting tools, heavy equipment with diesel motors and backing alarms, loafers, and dirt movers, especially during the demolition portion of operation. This is typical noise pollution during any construction site at this scale and should operate during daytime hours. However, with the incorporation of the Mitigation Measure MM XIII.3, impacts associated with temporary construction noise will be reduced to a less than significant level.

Mitigation Measures Item XIII-1, 3:

MM XIII.1

In order to satisfy the applicable Placer County Code daytime and nighttime hourly average (Leq) and Placer County General Plan day-night average (DNL) noise level standards at the nearest residential uses, the total reference noise level of future drying assembly equipment at this location shall not exceed 74 dB at 50 feet. The car wash operator shall submit car drying equipment specs and/or a supplemental noise analysis for County review and approval prior to issuance of a building permit for the car wash facility.

MM XIII.2

In order to satisfy the applicable Placer County Code daytime and nighttime hourly average (Leq) and Placer County General Plan day-night average (DNL) noise level standards at the nearest residential uses, the future car wash vacuum system equipment shall be located where proposed on the approved site plan and shall not exceed 70 dB at 60 feet. The vacuum system operator shall submit vacuum equipment specs and/or a supplemental noise analysis for County review and approval prior to building permit issuance of the vacuum system.

MM XIII.3

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

- A) Monday through Friday, 6:00 am to 8:00 pm (during daylight savings)
- B) Monday through Friday, 7:00 am to 8:00 pm (during standard time)
- C) Saturdays, 8:00 am to 6:00 pm

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

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

This note shall be included on the Improvement Plans.

Discussion Item XIII-2:

The proposed project involves the construction of a gas station. Vehicle trips generated from the project would be consistent with the commercial and industrial uses along the Highway 49 corridor. The proposed project would not create a substantial permanent increase in ambient noise levels in the project vicinity. Therefore, any impact is considered less than significant. No mitigation measures are required.

Discussion Item XIII-3:

The proposed project is not located within an airport land use plan or within two miles of a public airport and would not expose people residing or working in the project area to excessive noise levels. In addition, the project is not located within the vicinity of a private air strip. Therefore, there is no impact.

XIV. POPULATION & HOUSING – Would the project:

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

Discussion Item XIV-1:

The proposed project does not have a residential component and would result in the construction of an ARCO AM/PM gas station. The proposed land use is consistent with the Auburn/Bowman Community Plan. Therefore, the proposed project would not induce substantial population growth. The impact of the project is less than significant. No mitigation measures are required.

Discussion Item XIV-2:

The proposed project would affect an already developed commercial site that contains a carwash and convenience store building. The carwash and convenience store building would be demolished and a gas station and new car wash would be built on site. Since there are no existing residences on the proposed project site, neither housing units nor people would be displaced, and no replacement housing would be required. Therefore, there is no impact.

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

| Environmental Issue | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|-----------------------------------|--------------------------------|--|------------------------------|-----------|
| 1. Fire protection? (ESD, PLN) | | | X | |
| 2. Sheriff protection? (ESD, PLN) | | | X | |

| | | | | |
|--|--|--|---|--|
| 3. Schools? (ESD, PLN) | | | X | |
| 4. Parks? (PLN) | | | X | |
| 5. Other public facilities? (ESD, PLN) | | | X | |
| 6. Maintenance of public facilities, including roads? (ESD, PLN) | | | X | |

Discussion Item XV-1:

The project site is located within the Placer County Fire District. The District operates through a Cooperative Fire Protection Agreement with the California Department of Forestry and Fire Protection (CAL FIRE). The nearest CAL FIRE station to the project site is the Atwood Fire Station (Station 180), located approximately 1.4 miles northwest of the project site. Station 180 is staffed full-time and would provide fire protection services to the proposed project.

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

Discussion Item XV-2, 3, 4, 5, 6:

The proposed project is the redevelopment of an existing facility utilizing existing infrastructure that would be accessed from an existing public road. The redevelopment of the project site would not result in an adverse impact to Sheriff protection, schools, parks, or other public facilities. The project does not generate the need for more maintenance of public facilities than was expected with the buildout of the general plan within this area. Therefore, this is a less than significant impact. No mitigation measures are required.

XVI. RECREATION:

| Environmental Issue | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| 1. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (PLN) | | | X | |
| 2. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (PLN) | | | X | |

Discussion Item XVI-1, 2:

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

XVII. TRANSPORTATION – Would the project:

| Environmental Issue | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| 1. Conflict with a program, plan, ordinance or policy, except LOS (Level of Service) addressing the circulation system (i.e., transit, roadway, bicycle, pedestrian facilities, etc.)? (ESD) | | | X | |
| 2. Substantially increase hazards to vehicle safety due to geometric design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (ESD) | | | X | |
| 3. Result in inadequate emergency access or access to nearby uses? (ESD) | | | X | |
| 4. Result in insufficient parking capacity on-site or off-site? (ESD, PLN) | | | X | |
| 5. Would the project result in VMT (Vehicle Miles Traveled) which exceeds an applicable threshold of significance, except as provided in CEQA Guidelines section 15064.3, subdivision (b)? (PLN) | | | X | |

Discussion Item XVII-1:

The proposed project would result in the re-development of an infill site that currently includes a convenience store and a self-serve car wash. The proposed project would result in the construction of site improvements to support a new gas station, convenience store, car wash, and vacuum facilities. The project would construct frontage improvements along SR 49 consisting of a lane, shoulder, curb, gutter, and 6 foot wide sidewalk and along Nevada Street and Nevada Way to accommodate those frontage improvements. Pedestrian facilities would be provided along all three street frontages. The proposed design does not preclude the installation of bus turnouts or bicycle racks. The proposed project would not conflict with any existing policies or preclude anticipated future policies, plans, or programs supporting alternative transportation.

This project proposal would ultimately result in the creation of a 12 fueling position gas station, convenience store, automated car wash, and car vacuum stations. The Placer County General Plan includes a fully funded Capital Improvement Program (CIP) that requires payment of traffic fees for the ultimate construction of the CIP improvements. A Condition of Approval on the project would be included requiring the payment of traffic fees (estimated to be \$73,554.16 for a gas station with convenience store and car wash within the Auburn Bowman Benefit District without any credits for the existing use on the site) to the Placer County Department of Public Works prior to Building Permit issuance. The traffic fees represent the project's fair share towards cumulative roadway improvement projects.

Therefore, this impact is less than significant. No mitigation measures are required.

Discussion Item XVII-2:

Access to the proposed project is proposed from the existing Nevada Way. The southern encroachment is designed as a full movement encroachment while the northern encroachment will be an exit only, right turn only encroachment that would include the construction of a raised median along Nevada Way that would restrict left turns into the site and out of the site at this location. The proposed access design would meet acceptable Placer County encroachment standards.

The project would be constructing frontage improvements along SR 49 consisting of a lane and shoulder along with curb, gutter, and a 6 foot wide sidewalk. The frontage improvements along Nevada Street would include some additional pavement widening for better circulation on the west leg of the intersection with SR 49 and curb, gutter, and a 6 foot wide sidewalk. The construction of frontage improvements within SR 49 would require approval of an encroachment permit from Caltrans. The Nevada Way improvements would include the raised median to restrict movements at the proposed northern encroachment and would include curb, gutter, and a 6 foot wide sidewalk. All ADA pedestrian facilities would be improved to meet current standards. Therefore, this is a less than significant

impact. No mitigation measures are required.

Discussion Item XVII-3:

The existing roadway system is currently used by the servicing fire district for emergency access and no new roadways are proposed for access. The servicing fire district has reviewed the proposed project and has not identified any significant impacts to emergency access. The proposed project would change the existing access movements to nearby uses on the west side of Nevada Way with the construction of the raised median within Nevada Way near the intersection with SR 49; however, the existing uses have an existing access aisle that parallels along the frontage with Nevada Way that would continue to provide full movement access to Nevada Way at existing encroachment locations south of the proposed raised median. Therefore, this is a less than significant impact. No mitigation measures are required.

Discussion Item XVII-4:

The Placer County Zoning Ordinance establishes the minimum number of on-site parking spaces required for various land uses in the County. Service stations have a parking requirement of 1 space per 300 square feet of space and one per gas service nozzle. Based on the County’s Zoning Ordinance parking standards, the project is required to provide a total of 21 parking spaces. The project proposes a total of 25 parking spaces (13 parking spaces plus 12 parking spaces at the gas pumps) which affords a surplus of four parking spaces. As a result, the proposed project would have a less than significant impact. No mitigation measures are required.

Discussion Item XVII-5:

The project proposal would result in the construction of a 2,900 square foot convenience store, an 816 square foot attached automatic car wash, and a 4,500 square foot fuel canopy with six multi-product dispensers

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

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

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

| Environmental Issue | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| 1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or (PLN) | | | | X |
| 2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section | | X | | |

| | | | | |
|--|--|--|--|--|
| 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. (PLN) | | | | |
|--|--|--|--|--|

The United Auburn Indian Community (UAIC) is a federally recognized Tribe comprised of both Miwok and Maidu (Nisenan) Indians that is traditionally and culturally affiliated with the project area. The Tribe possesses the expertise concerning tribal cultural resources in this area and is a contemporary steward of their culture and the landscapes. The Tribal community represents a continuity and endurance of their ancestors by maintaining their connection to their history and culture. It is the Tribe’s goal to ensure the preservation and continuance of their cultural heritage for current and future generations.

Discussion Item XVIII-1, 2:

The identification of Tribal Cultural Resources (TCR) for this project by UAIC included a review of pertinent literature and historic maps, and a records search using UAIC’s Tribal Historic Information System (THRIS). UAIC’s THRIS database is composed of UAIC’s areas of oral history, ethnographic history, and places of cultural and religious significance, including UAIC Sacred Lands that are submitted to the Native American Heritage Commission (NAHC). The THRIS resources shown in this region also include previously recorded indigenous resources identified through the CHRIS North Central Information Center (NCIC) as well as historic resources and survey data.

The project is not expected to result in any adverse change in the significance of historical resources or archaeological resources as no resources are not known to occur on the project site and the entire project area has been disturbed by past grading and construction activities involved in the original construction of the existing ponds and driveway. Human remains are not known to occur on the project site and there is no reason to expect their discovery given the past grading of the site, which occurred in the same location as the proposed project. Therefore, there is no impact.

Human remains, including these interred outside of dedicated cemeteries, would not be encountered during project construction or operation as none are known or believed to occur on the project site. Additionally, the project would not restrict religious or sacred uses within the project site nor would the project have the potential to cause a physical change that would affect unique ethnic cultural values because the site has not been subject to past religious or sacred uses.

On May 12, 2021, Placer County contacted Native American tribes who requested notification of proposed projects within this geographic area pursuant to the statutory requirements of Assembly Bill 52. A letter from the United Auburn Indian Community (UAIC) was received on May 12, 2021. UAIC requested the inclusion of mitigation measures for Inadvertent Discoveries. At the time of preparation of this Initial Study, no other tribes have contacted the County.

Mitigation Measure Item XVIII-2:

MM XVIII.1

If potential tribal cultural resources (TCRs), archaeological resources, other cultural resources, articulated, or disarticulated human remains are discovered during construction activities, all work shall cease within 100 feet of the find (based on the apparent distribution of cultural resources). Examples of potential cultural materials include midden soil, artifacts, chipped stone, exotic (non-native) rock, or unusual amounts of baked clay, shell, or bone.

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

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

Following a review of the find and consultation with appropriate experts, the authority to proceed may be accompanied

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

XIX. UTILITIES & SERVICE SYSTEMS – Would the project:

| Environmental Issue | Potentially Significant Impact | Less Than Significant with Mitigation Measures | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| 1. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects? (EH, ESD, PLN) | | | X | |
| 2. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? (EH) | | | X | |
| 3. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (EH, ESD) | | | X | |
| 4. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? (EH) | | | X | |
| 5. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? (EH) | | | X | |

Discussion Item XIX-1:

The major utility infrastructure to serve this area is already installed. Typical project Conditions of Approval require submission of a "will-serve" letter from the agencies. The project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects.

Storm water would be collected and conveyed to existing drainage facilities. No increase in peak flow is proposed to be conveyed to the existing discharge locations. Existing drainage facilities are located within existing roadway improvements. Any improvements to the existing drainage facilities would not cause a significant environmental effect.

The proposed project is located within the Placer County Sewer Maintenance District 1 (SMD-1). Any wash down areas, the car wash area, or parking areas that may be tied to public sewer would be required to go through a sand/oil separator. The convenience store would be required to be connected to a grease interceptor if there is a kitchen or cooking facilities. The project proposes to connect to the existing sewer line within Nevada Way. It is anticipated that the proposed project would not generate significantly more sewer flows than currently exist from the existing development on the site. The Placer County Department of Public Works Environmental Engineering Division has provided comments that the proposed project is eligible for sewer service. The project is not anticipated to significantly increase wastewater flows to the treatment plant. No prohibitions or restrictions on wastewater treatment service for the proposed project currently exist. The proposed project does not generate the need for the construction of significant sewer facilities as a part of this project that would cause significant environmental effects.

The Placer County Water Agency (PCWA) has provided comments that the proposed project is eligible for water service (see Conditional Will Serve Letter dated (January 12, 2021). The existing development is served by the

existing PCWA water line in Nevada Street. The project proposes to construct a new water line connection to the existing PCWA water line within Nevada Way. There would be no significant environmental effect from the construction of the new water systems.

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

Therefore, these impacts are less than significant. No mitigation measures are required.

Discussion Item XIX-2, 3:

The agencies charged with providing treated water and sewer services have indicated their requirements to serve the project. These requirements are routine in nature and do not represent significant impacts. The project would not result in the construction of new treatment facilities or create an expansion of an existing facility. Typical project Conditions of Approval require submission of “will-serve” letters from each agency. The agencies have indicated that the parcel is already connected to treated water and sewer services. No mitigation measures are required.

Discussion Item XIX-4, 5:

The project would be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs. No mitigation measures are required.

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

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

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

Discussion Item XX-1:

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

Discussion Item XX-2:

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

Discussion Item XX-3:

The proposed project requires improvements within Highway 49 including construction of a dedicated southbound right-turn lane, bicycle lane, curb and gutter, and six foot-wide sidewalks in accordance with Caltrans standards. The construction of these improvements would not exacerbate fire risk nor result in temporary or ongoing impacts to the environment. Therefore, there is no impact.

Discussion Item XX-4:

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

F. MANDATORY FINDINGS OF SIGNIFICANCE:

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

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

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

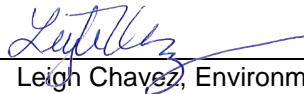
H. DETERMINATION – The Environmental Review Committee finds that:

| | |
|-------------------------------------|---|
| <input checked="" type="checkbox"/> | Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared. |
|-------------------------------------|---|

I. ENVIRONMENTAL REVIEW COMMITTEE (Persons/Departments consulted):

Planning Services Division, Bennett Smithhart, Chairperson
 Planning Services Division-Air Quality, Angel Green

Engineering and Surveying Division, Phillip A. Frantz, P.E.
 Department of Public Works-Transportation, Phillip Vassion
 DPW-Environmental Engineering Division, Huey Nham
 Flood Control and Water Conservation District, Brad Brewer
 DPW- Parks Division, Ted Rel
 HHS-Environmental Health Services, Mohan Ganapathy
 Placer County Fire Planning/CDF, Jeff Hoag

Signature  Date 01/14/22
 Leigh Chavez, Environmental Coordinator

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

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

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| | | <input checked="" type="checkbox"/> Utility Plan |
| | | <input type="checkbox"/> Tentative Map |
| | | <input type="checkbox"/> |
| | Environmental Health Services | <input checked="" type="checkbox"/> Groundwater Contamination Report |
| | | <input type="checkbox"/> Hydro-Geological Study |
| | | <input checked="" type="checkbox"/> Phase I and II Environmental Site Assessment |
| | | <input type="checkbox"/> Soils Screening |
| | | <input type="checkbox"/> Preliminary Endangerment Assessment |
| | | <input type="checkbox"/> |
| | Planning Services Division, Air Quality | <input type="checkbox"/> CALINE4 Carbon Monoxide Analysis |
| | | <input type="checkbox"/> Construction Emission & Dust Control Plan |
| | | <input type="checkbox"/> Geotechnical Report (for naturally occurring asbestos) |
| | | <input checked="" type="checkbox"/> Health Risk Assessment |
| | | <input checked="" type="checkbox"/> CalEEMod Model Output |
| | | <input type="checkbox"/> |
| Fire Department | <input type="checkbox"/> Emergency Response and/or Evacuation Plan | |
| | <input type="checkbox"/> Traffic & Circulation Plan | |
| | <input type="checkbox"/> | |

Exhibit A: Mitigation Monitoring Plan

EXHIBIT A

MITIGATION MONITORING PROGRAM Mitigated Negative Declaration – PLN20-00133 ARCO AM/PM

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

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

Standard Mitigation Monitoring Program (pre-project implementation):

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

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

| Mitigation # | Text | Date Satisfied |
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| <u>MM I.1</u> | Due to its -Dc combining district designation, all improvements including, but not limited to, building design and architectural colors, materials, and textures of all structures, landscaping; irrigation; exterior lighting; fences and walls; site amenities, and signs and entry features shall be reviewed and approved by the Placer County Design/Site Review Committee (DRC). DRC review shall be conducted concurrent with submittal of project Improvement Plans and Building Plans and shall be completed prior to Improvement Plan approval or issuance of Building Permits as appropriate. Project frontage improvements shall comply with the Placer County Design Guidelines and the Placer County Landscape Design Guidelines. (PLN) | |
| <u>MM I.2</u> | Any street lighting required by the Department of Public Works (DPW) for safe roadway access at the project entries shall be designed to be consistent with the "Dark Sky Society" standards for protecting the night sky from excessive light pollution. All internal lighting shall be reviewed and approved by the DRC for design, location, and photometrics. The following standards shall apply: | |

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| | <ul style="list-style-type: none"> • Parking lot lighting shall be accomplished with pole mounted decorative LED luminaries. The parking lot shall be illuminated by using 14-foot decorative post-to type LED fixtures mounted on metal poles. The pole color shall be such that the pole will blend into the landscape (i.e., black, bronze, or dark bronze). Such luminaires shall also be provided with house side shields to minimize light pollution to the areas outside of the property lines. • Landscape lighting may be used to visually accentuate and highlight ornamental shrubs and trees adjacent to buildings and patio areas. Lighting intensity will be of a level that only highlights shrubs and trees and will not impose glare on any pedestrian or vehicular traffic. • Architectural lighting shall articulate and animate the particular building design and visibly promote and reinforce pedestrian movement. Indirect wall lighting or “wall washing” and interior illumination (glow) is encouraged in the expression of the building. • Wall-mounted light fixtures will be permitted only if they have a 90 degree cut off to prevent glare. • No lighting is permitted on top of structures. • Pedestrian routes shall utilize bollard type lighting rather than pole lights and should be integrated into building and landscape design. Pedestrian-scale light fixtures shall be durable and vandal resistant. (PLN) | |
| <p><u>MM III.1</u></p> | <p>Prior to construction activity, the applicant shall submit evidence demonstrating compliance with the following requirements.</p> <p>a. The applicant shall submit an Asbestos Dust Mitigation Plan (ADMP) to the Placer County Air Pollution Control District (APCD). The ADMP shall be submitted to the APCD a minimum of 21 days before construction activity is scheduled to commence. The ADMP can be submitted online via the fill-in form: https://www.placerair.org/1616/Naturally-Occurring-Asbestos. (AQ)</p> | |
| <p><u>MM III.2</u></p> | <p>During construction activity, if NOA, serpentine, or ultramafic rock is discovered by the owner/operator and an ADMP has not been submitted, the following measures shall be implemented. For additional information, visit the PCAPCD’s website at https://www.placer.ca.gov/1621/NOA-Construction-Grading.</p> <p>a. The applicant shall prepare an Asbestos Dust Mitigation Plan pursuant to CCR Title 17 Section 93105 (“Asbestos Airborne Toxic Control Measures for Construction, Grading, Quarrying, and Surface Mining Operations”) and obtain approval by the Placer County APCD. The Plan shall include all measures required by the State of California and the Placer County APCD.</p> <p>b. If asbestos is found in concentrations greater</p> | |

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| | <p>than 5 percent, the material shall not be used as surfacing material as stated in state regulation CCR Title 17 Section 93106 (“Asbestos Airborne Toxic Control Measure-Asbestos Containing Serpentine”). The material with naturally-occurring asbestos can be reused at the site for sub-grade material covered by other non-asbestos-containing material</p> <p>c. Each subsequent individual lot developer shall prepare an Asbestos Dust Mitigation Plan when the construction area is equal to or greater than one acre.</p> <p>d. The project developer and each subsequent lot seller must disclose the presence of this environmental hazard during any subsequent real estate transaction processes. The disclosure must include a copy of the CARB pamphlet entitled <u>“ Asbestos-Containing Rock and Soil –What California Homeowners and Renters Need to Know,” or other similar fact sheet, which may be found on the PCAPCD’s website (Placer County Air Pollution Control District 2020c).</u> (AQ)</p> | |
| <p><u>MM III.3</u></p> | <p>The applicant shall include the following standard notes on Grading/Improvement Plans (PLN-AQ):</p> <p>a. Prior to construction activity, an Asbestos Dust Mitigation Plan shall be submitted to the Placer County Air Pollution Control District (APCD). The ADMP shall be submitted to the APCD a minimum of 21 days before construction activity is scheduled to commence.</p> <p>b. Construction equipment exhaust emissions shall not exceed the APCD Rule 202 Visible Emissions limitations. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified by the APCD to cease operations, and the equipment must be repaired within 72 hours.</p> <p>c. Dry mechanical sweeping is prohibited. Watering of a construction site shall be carried out to mitigate visible emissions. (Based on APCD Rule 228 / Section 301).</p> <p>d. The contractor shall apply water or use methods to control dust impacts offsite. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site. (Based on APCD Rule 228 / section 304)</p> <p>e. During construction activity, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less unless the road surface and surrounding area is sufficiently stabilized to prevent vehicles and equipment traveling more than 15 miles per hour from emitting dust or visible emissions from crossing the project boundary line. (Based on APCD Rule 228 /</p> | |

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| | <p>section 401.2)</p> <ul style="list-style-type: none"> f. The contractor shall suspend all grading operations when fugitive dust exceeds the APCD Rule 228 (Fugitive Dust) limitations. Visible emissions of fugitive dust shall not exceed 40 percent opacity, nor go beyond the property boundary at any time. Lime or other drying agents utilized to dry out wet grading areas shall not exceed APCD Rule 228 limitations. (Based on APCD Rule 228 / section 302 & 401.4) g. The prime contractor shall be responsible for keeping adjacent public thoroughfares clean by keeping dust, silt, mud, dirt, and debris from being released or tracked offsite. Wet broom or other methods can be deployed as control and as approved by the individual jurisdiction. (Based on APCD Rule 228 / section 401.5) h. The contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) are high enough to result in dust emissions crossing the boundary line, despite the application of dust mitigation measures. (Based on APCD Rule 228 / section 401.6) i. To minimize wind-driven dust during construction, the prime contractor shall apply methods such as surface stabilization, the establishment of a vegetative cover, paving (or use of another method to control dust as approved by Placer County). (Based on APCD Rule 228 / section 402) j. The contractor shall not discharge into the atmosphere volatile organic compounds caused by the use or manufacture of Cutback or Emulsified asphalts for paving, road construction or road maintenance unless such manufacture or use complies with the provisions of Rule 217 Cutback and Emulsified Asphalt Paving Materials. k. During construction, open burning of removed vegetation is only allowed under APCD Rule 304 Land Development Smoke Management. A Placer County Air Pollution Control District permit could be issued for land development burning, if the vegetation removed is for residential development purposes from the property of a single or two-family dwelling or when the applicant has provided a demonstration as per Section 400 of the Rule that there is no practical alternative to burning and that the Air Pollution Control Officer (APCO) has determined that the demonstration has been made. The APCO may weigh the relative impacts of burning on air quality in requiring a more persuasive demonstration for more densely populated regions for a large proposed burn versus a smaller one. In some cases, all of the removed vegetative material shall be either chipped on site or taken to an appropriate recycling site, or if a site is not available, a licensed disposal site. (Based on APCD Rule 304) l. Any device or process that discharges 2 pounds per day or more of air contaminants into the atmosphere, | |
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| | <p>as defined by Health and Safety Code Section 39013, may require an APCD permit. Developers/contractors should contact the APCD before construction and obtain any necessary permits before the issuance of a Building Permit. (APCD Rule 501)</p> <ul style="list-style-type: none"> m. The contractor shall utilize existing power sources (e.g., power poles) or clean fuel (e.g., gasoline, biodiesel, natural gas) generators rather than temporary diesel power generators. n. The contractor shall minimize idling time to a maximum of 5 minutes for all diesel-powered equipment. (Placer County Code Chapter 10, Article 10.14). o. Idling of construction-related equipment and construction-related vehicles shall be minimized within 1,000 feet of any sensitive receptor (i.e., house, hospital, or school). (AQ) | |
| <p><u>MM VII.1</u></p> | <p>The applicant shall prepare and submit Improvement Plans, specifications and cost estimates (per the requirements of Section II of the Land Development Manual (LDM) that are in effect at the time of submittal) to the Engineering and Surveying Division (ESD) for review and approval. The plans shall show all physical improvements as required by the conditions for the project as well as pertinent topographical features both on and off site. All existing and proposed utilities and easements, on site and adjacent to the project, which may be affected by planned construction, shall be shown on the plans. All landscaping and irrigation facilities within the public right-of-way (or public easements), or landscaping within sight distance areas at intersections, shall be included in the Improvement Plans. The applicant shall pay plan check and inspection fees and, if applicable, Placer County Fire Department improvement plan review and inspection fees with the 1st Improvement Plan submittal. (NOTE: Prior to plan approval, all applicable recording and reproduction cost shall be paid). The cost of the above-noted landscape and irrigation facilities shall be included in the estimates used to determine these fees. It is the applicant's responsibility to obtain all required agency signatures on the plans and to secure department approvals. If the Design/Site Review process and/or Development Review Committee (DRC) review is required as a condition of approval for the project, said review process shall be completed prior to submittal of Improvement Plans.</p> <p>Conceptual landscape plans submitted prior to project approval may require modification during the Improvement Plan process to resolve issues of drainage and traffic safety.</p> <p>Any Building Permits associated with this project shall not be issued until, at a minimum, the Improvement Plans are approved by the Engineering and Surveying Division.</p> <p>Prior to the County's final acceptance of the project's improvements, submit to the Engineering and Surveying Division two copies of the Record Drawings in digital format (on compact disc or other acceptable media) in accordance with the latest version of the Placer County Digital Plan and Map Standards along</p> | |

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| | <p>with two blackline hardcopies (black print on bond paper) and two PDF copies. The digital format is to allow integration with Placer County's Geographic Information System (GIS). The final approved blackline hardcopy Record Drawings will be the official document of record. (ESD)</p> | |
| <p><u>MM VII.2</u></p> | <p>The Improvement Plans shall show all proposed grading, drainage improvements, vegetation and tree removal and all work shall conform to provisions of the County Grading Ordinance (Ref. Article 15.48, Placer County Code) and Stormwater Quality Ordinance (Ref. Article 8.28, Placer County Code) that are in effect at the time of submittal. No grading, clearing, or tree disturbance shall occur until the Improvement Plans are approved and all temporary construction fencing has been installed and inspected by a member of the Development Review Committee (DRC). All cut/fill slopes shall be at a maximum of 2:1 (horizontal: vertical) unless a soils report supports a steeper slope and the Engineering and Surveying Division (ESD) concurs with said recommendation.</p> <p>The applicant shall revegetate all disturbed areas. Revegetation, undertaken from April 1 to October 1, shall include regular watering to ensure adequate growth. A winterization plan shall be provided with project Improvement Plans. It is the applicant's responsibility to ensure proper installation and maintenance of erosion control/winterization before, during, and after project construction. Soil stockpiling or borrow areas, shall have proper erosion control measures applied for the duration of the construction as specified in the Improvement Plans. Provide for erosion control where roadside drainage is off of the pavement, to the satisfaction of the Engineering and Surveying Division (ESD).</p> <p>The applicant shall submit to the ESD a letter of credit or cash deposit in the amount of 110 percent of an approved engineer's estimate using the County's current Plan Check and Inspection Fee Spreadsheet for winterization and permanent erosion control work prior to Improvement Plan approval to guarantee protection against erosion and improper grading practices. For an improvement plan with a calculated security that exceeds \$100,000, a minimum of \$100,000 shall be provided as letter of credit or cash security and the remainder can be bonded. One year after the County's acceptance of improvements as complete, if there are no erosion or runoff issues to be corrected, unused portions of said deposit shall be refunded or released, as applicable, to the project applicant or authorized agent.</p> <p>If, at any time during construction, a field review by County personnel indicates a significant deviation from the proposed grading shown on the Improvement Plans, specifically with regard to slope heights, slope ratios, erosion control, winterization, tree disturbance, and/or pad elevations and configurations, the plans shall be reviewed by the DRC/ESD for a determination of substantial conformance to the project approvals prior to any further work proceeding. Failure of the DRC/ESD to make a determination of substantial conformance may serve as grounds for the revocation/modification of the project approval by the appropriate hearing body. (ESD)</p> | |

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| <u>MM VII.3</u> | Prior to any construction commencing, the applicant shall provide evidence to the Engineering and Surveying Division of a WDID number generated from the State Regional Water Quality Control Board's Stormwater Multiple Application & Reports Tracking System (SMARTS). This serves as the Regional Water Quality Control Board approval or permit under the National Pollutant Discharge Elimination System (NPDES) construction storm water quality permit. (ESD) | |
| <u>MM IX.1</u> | Submit a soil management plan to Environmental Health for approval concurrent with the UST installation permit. This soil management plan shall outline a proposal for handling and disposal of any petroleum hydrocarbon impacted soils and groundwater if encountered during the excavation for the installation of the new USTs. (EH) | |
| <u>MM X.1</u> | As part of the Improvement Plan submittal process, the preliminary Drainage Report provided during environmental review shall be submitted in final format. The final Drainage Report may require more detail than that provided in the preliminary report, and will be reviewed in concert with the Improvement Plans to confirm conformity between the two. The report shall be prepared by a Registered Civil Engineer and shall, at a minimum, include: A written text addressing existing conditions, the effects of the proposed improvements, all appropriate calculations, watershed maps, changes in flows and patterns, and proposed on- and off-site improvements and drainage easements to accommodate flows from this project. The report shall identify water quality protection features and methods to be used during construction, as well as long-term post-construction water quality measures. The final Drainage Report shall be prepared in conformance with the requirements of Section 5 of the Land Development Manual and the Placer County Stormwater Management Manual that are in effect at the time of Improvement Plan submittal. (ESD) | |
| <u>MM X.2</u> | The Improvement Plan submittal and final Drainage Report shall provide details showing that storm water run-off peak flows and volumes shall be reduced to pre-project conditions through the installation of detention/retention facilities or other methods of reducing flows to pre-project conditions such as reductions to the amount of impervious surface. Detention/retention facilities, if constructed, shall be designed in accordance with the requirements of the Placer County Stormwater Management Manual that are in effect at the time of submittal, and to the satisfaction of the Engineering and Surveying Division (ESD) and shall be shown on the Improvement Plans. The ESD may, after review of the project's final Drainage Report, delete this requirement if it is determined that drainage conditions do not warrant installation of this type of facility. Maintenance of detention/retention facilities by the homeowner's association, property owner's association, property owner, or entity responsible for project maintenance shall be required. No detention/retention facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals. (ESD) | |
| <u>MM X.3</u> | The Improvement Plans shall show that water quality treatment facilities/Best Management Practices (BMPs) shall be designed according to the guidance of the California Stormwater Quality Association Stormwater Best Management Practice Handbooks | |

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| | <p>for Construction, for New Development / Redevelopment, and for Industrial and Commercial (or other similar source as approved by the Engineering and Surveying Division (ESD)).</p> <p>Storm drainage from on- and off-site impervious surfaces (including roads) shall be collected and routed through specially designed catch basins, vegetated swales, vaults, infiltration basins, water quality basins, filters, etc. for entrapment of sediment, debris and oils/greases or other identified pollutants, as approved by the Engineering and Surveying Division (ESD). BMPs shall be designed in accordance with the West Placer Storm Water Quality Design Manual for Sizing of Permanent Post-Construction Best Management Practices for Stormwater Quality Protection. No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.</p> <p>All permanent BMPs shall be maintained as required to ensure effectiveness. The applicant shall provide for the establishment of vegetation, where specified, by means of proper irrigation. Proof of on-going maintenance, such as contractual evidence, shall be provided to ESD upon request. The project owners/permittees shall provide maintenance of these facilities and annually report a certification of completed maintenance to the County DPWF Stormwater Coordinator, unless, and until, a County Service Area is created and said facilities are accepted by the County for maintenance. Prior to Improvement Plan approval, easements shall be created and offered for dedication to the County for maintenance and access to these facilities in anticipation of possible County maintenance. (ESD)</p> | |
| <p><u>MM X.4</u></p> | <p>The Improvement Plans shall include the message details, placement, and locations showing that all storm drain inlets and catch basins within the project area shall be permanently marked/embossed with prohibitive language such as “No Dumping! Flows to Creek.” or other language /graphical icons to discourage illegal dumping as approved by the Engineering and Surveying Division (ESD). The Homeowners’ association is responsible for maintaining the legibility of stamped messages and signs. (ESD)</p> | |
| <p><u>MM X.5</u></p> | <p>This project is located within the permit area covered by Placer County’s Small Municipal Separate Storm Sewer System (MS4) Permit (State Water Resources Control Board National Pollutant Discharge Elimination System (NPDES)). Project-related storm water discharges are subject to all applicable requirements of said permit.</p> <p>The project shall implement permanent and operational source control measures as applicable. Source control measures shall be designed for pollutant generating activities or sources consistent with recommendations from the California Stormwater Quality Association (CASQA) Stormwater BMP Handbook for New Development and Redevelopment, or equivalent manual, and shall be shown on the Improvement Plans.</p> <p>The project is also required to implement Low Impact Development (LID) standards designed to reduce runoff, treat storm water, and</p> | |

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| | provide baseline hydromodification management as outlined in the West Placer Storm Water Quality Design Manual. (ESD) | |
| <u>MM X.6</u> | Per the State of California NPDES Phase II MS4 Permit, this project is a Regulated Project that creates and/or replaces 5,000 square feet or more of impervious surface. A final Storm Water Quality Plan (SWQP) shall be submitted, either within the final Drainage Report or as a separate document that identifies how this project will meet the Phase II MS4 permit obligations. Site design measures, source control measures, and Low Impact Development (LID) standards, as necessary, shall be incorporated into the design and shown on the Improvement Plans. In addition, per the Phase II MS4 permit, projects creating and/or replacing one acre or more of impervious surface (excepting projects that do not increase impervious surface area over the pre-project condition) are also required to demonstrate hydromodification management of storm water such that post-project runoff is maintained to equal or below pre-project flow rates for the 2 year, 24-hour storm event, generally by way of infiltration, rooftop and impervious area disconnection, bioretention, and other LID measures that result in post-project flows that mimic pre-project conditions. (ESD) | |
| <u>MM X.7</u> | The Improvement Plans shall show that all storm water runoff shall be diverted around trash storage areas to minimize contact with pollutants. Trash container areas shall be screened or walled to prevent off-site transport of trash by the forces of water or wind. Trash containers shall not be allowed to leak and must remain covered when not in use. (ESD) | |
| <u>MM XIII.1</u> | In order to satisfy the applicable Placer County Code daytime and nighttime hourly average (Leq) and Placer County General Plan day-night average (DNL) noise level standards at the nearest residential uses, the total reference noise level of future drying assembly equipment at this location shall not exceed 74 dB at 50 feet. The car wash operator shall submit car drying equipment specs and/or a supplemental noise analysis for County review and approval prior to issuance of a building permit for the car wash facility. (PLN) | |
| <u>MM XIII.2</u> | In order to satisfy the applicable Placer County Code daytime and nighttime hourly average (Leq) and Placer County General Plan day-night average (DNL) noise level standards at the nearest residential uses, the future car wash vacuum system equipment shall be located where proposed on the approved site plan and shall not exceed 70 dB at 60 feet. The vacuum system operator shall submit vacuum equipment specs and/or a supplemental noise analysis for County review and approval prior to building permit issuance of the vacuum system. (PLN) | |
| <u>MM XIII.3</u> | In order to avoid a potential exceedance of applicable Placer County noise level limits at the nearest residential uses, all project construction activities shall comply with the hours and equipment noise attenuating criteria contained in Section 9.36.030(7) of the Placer County Code. Construction noise emanating from any construction activities for which a Grading or Building Permit is required is prohibited on Sundays and Federal Holidays, and shall only occur: A) Monday through Friday, 6:00 am to 8:00 pm (during daylight savings) | |

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| | <p>B) Monday through Friday, 7:00 am to 8:00 pm (during standard time)</p> <p>C) Saturdays, 8:00 am to 6:00 pm</p> <p>All construction equipment must be fitted with factory installed muffling devices and shall be maintained in good working order.</p> <p>Essentially quiet activities, which do not involve heavy equipment or machinery, may occur at other times. Work occurring within an enclosed building may occur at other times as well. The Planning Director is authorized to waive the time frames based on special circumstances, such as adverse weather conditions.</p> <p>This note shall be included on the Improvement Plans. (PLN)</p> | |
| <p><u>MM XVIII.1</u></p> | <p>If potential tribal cultural resources (TCRs), archaeological resources, other cultural resources, articulated, or disarticulated human remains are discovered during construction activities, all work shall cease within 100 feet of the find (based on the apparent distribution of cultural resources). Examples of potential cultural materials include midden soil, artifacts, chipped stone, exotic (non-native) rock, or unusual amounts of baked clay, shell, or bone.</p> <p>A qualified cultural resources specialist and Native American Representative from the traditionally and culturally affiliated Native American Tribe(s) will assess the significance of the find and make recommendations for further evaluation and treatment as necessary. Culturally appropriate treatment that preserves or restores the cultural character and integrity of a Tribal Cultural Resource may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, construction monitoring of further construction activities by Tribal representatives of the traditionally and culturally affiliated Native American Tribe, and/or returning objects to a location within the project area where they will not be subject to future impacts. The United Auburn Indian Community (UAIC) does not consider curation of TCRs to be appropriate or respectful and requests that materials not be permanently curated, unless specifically requested by the Tribe.</p> <p>If articulated or disarticulated human remains are discovered during construction activities, the County Coroner and Native American Heritage Commission shall be contacted immediately. Upon determination by the County Coroner that the find is Native American in origin, the Native American Heritage Commission will assign the Most Likely Descendant(s) who will work with the project proponent to define appropriate treatment and disposition of the burials.</p> <p>Following a review of the find and consultation with appropriate experts, the authority to proceed may be accompanied by the addition of development requirements which provide for protection of the site and/or additional measures necessary to address the unique or sensitive nature of the site. The treatment recommendations made by the cultural resource specialist and the</p> | |

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| | Native American Representative will be documented in the project record. Any recommendations made by these experts that are not implemented, must be documented and explained in the project record. Work in the area(s) of the cultural resource discovery may only proceed after authorization is granted by the Placer County Community Development Resource Agency following coordination with cultural resources experts and tribal representatives as appropriate. (PLN) | |
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Project-Specific Reporting Plan (post-project implementation):

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