

ENVIRONMENTAL ANALYSIS

The sources relied upon to complete this CEQA Initial Study and Mitigated Negative Declaration (IS-MND) include the City of Auburn General Plan Final EIR as certified on November 29, 1993 (SCH No. 92042025), and the various site-specific technical studies that were completed for the project, that are cited in the applicable IS-MND sections below.

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

a)-c) The visual character of the City is currently defined by two linear, developed cores along Interstate 80 and Highway 49 with the City of Auburn as a focal point. It is surrounded by typical rural Sierra Nevada foothills landscape, which includes the American River canyon area to the east and rural residential lands to the north, south, and west. Approximately 39% of the properties within the City limits (Auburn General Plan, Table IV-2, p. IV-9) are developed with urban land uses, including commercial, office, industrial, and residential uses on properties that are less than two acres in size.

The General Plan EIR (GPEIR) does not include a list of scenic vistas within the city limits but does identify existing visual features and scenic corridors, as summarized below.

The City's unique high quality visual features are described as – "Certain visual features in the Plan area are unique or of particularly high visual quality, helping define the City's character." These features include:

- The American River canyon
- Rural open spaces
- Cultural and historic features

- Characteristic landforms, including rolling hills, steep slopes and backdrop ridgelines
 - Woodlands
 - Streams and riparian areas
 - Scenic corridors and viewsheds of major roadways and others that are visually important to the character of the Auburn area including:
 - Interstate 80*
 - Highway 49 (south)*
 - Indian Hill Road*
 - Auburn Folsom Road*
 - Auburn Ravine Road
 - Marguerite Mine Road
 - Nevada Street*
 - Shirland Tract Road
 - Palm Avenue*
- * Indicates a heavily travelled road.

A search of the California State Scenic Highway System Map on 10/14/224 confirmed that there are no state scenic highways within Auburn City limits. There are two eligible state scenic highways within Auburn City limits which include a section of State Route 49 (SR 49) from Hwy 80 to SR 120 near Grass Valley, and a section of SR 49 from Elm Avenue to Jamestown, CA.

The proposed project will construct two warehouse buildings (100,633 SF) on an undeveloped 7.25-Ac (315,893 SF) site. The proposed project would not substantially degrade the visual character of public view of the site and the project is located in a mixed-use, urbanized area. Additionally, the proposed project will not impact scenic vistas, scenic resources, or visual character, therefore impacts will be **less than significant** and no mitigation measures are required.

d) The project site has a gross square footage of approximately 7.25-acres (315,893 SF). The site is currently undeveloped has the following General Plan land use designations – Industrial (IND) and Low-Medium Density Residential (LMDR), and the following zoning designations – Industrial Park District/Single-Family Residential/Open Space & Conservation (M-1/R1-10/OSC). The General Plan provides the following policy and implementation measure specific to lighting.

- Policy 6.4: Develop landscape maintenance and lighting districts in commercial zones.
- Policy 10.4, Implementation Measure D: The City shall adopt Landscape and Lighting Districts in residential and commercial areas.

The City of Auburn Municipal Code section 110.061 Installations Approval, and section 110.062 Installations Reports requires new developments to prove compliance with the code requirements to discourage excessive lighting of outdoor spaces, encourage energy conservation and promote exterior lighting that promotes safe vehicular and pedestrian access to and within a development while minimizing impacts on adjacent properties. The project will

be required to prove compliance with all applicable codes prior to plans approval and therefore will have **no impact** specific to light and glare.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Measures Incorporated	Less Than Significant Impact	No Impact
II AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997), prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the Project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in the loss of forestland or conversion of forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a)-b) The County's Important Farmlands map for the Auburn/Bowman area (GPEIR, Figure 4-2) delineates one 40-acre area as Class I soils (Prime Agricultural lands), located north of Oak Road, which is designated for residential uses on the General Plan Land Use Map. Soils of statewide and local importance are located in the northern portion of the General Plan area, above Bell Road. Williamson Act lands are located in four areas within the General Plan area. The General Plan area does not include any mapped Important Grazing Lands.

A search at the California Department of Conservation (DOC) Important Farmland Finder confirmed that the project site and vicinity is designated as Urban and Built-Up Land, which is classified as "occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary

landfills, sewage treatment, and water control structures (DOC, 11/1/24). Therefore, there will be **no impact** to important farmland or a Williamson Act contract.

c)-d) The GPEIR identifies areas of “limited timber production value located along the north wall of the American River canyon, which has stands of timber. However, this area is under the jurisdiction of the Bureau of Land Management and the Auburn Area Recreation District and is managed for recreation and scenic purposes; logging would not be allowed.

The site-specific Arborist Report & Tree Inventory (CalTLC, 2/2/22) (Attachment A) provides recommended mitigation measures for the protection and maintenance of the existing on-site trees. Furthermore, the applicant will be required to be in compliance with Municipal Code section 18.50.045-Preservation of significant trees as a project condition of approval. Therefore, compliance with applicable codes and recommended mitigation measures will result in a **less than significant impact**.

Recommended Mitigation Measures:

AGF-RMM-1: The Owner and/or Developer should ensure the project arborist’s protection measures are incorporated into the site plans and followed.

- Identify the Root Protection Zones on the final construction drawings and show the placement of tree protection fencing pursuant to the City requirements and Exhibit C.
- The project arborist should inspect the fencing prior to grading and/or grubbing for compliance with the recommended protection zones.
- The project arborist should directly supervise the clearance pruning, irrigation, fertilization, placement of mulch and chemical treatments.
- All stumps within the root zone of trees to be preserved shall be ground out using a stump router or left in place. No trunk within the root zone of other trees shall be removed using a backhoe or other piece of grading equipment.
- Prior to any grading, or other work on the site that will come within 50’ of any tree to be preserved, irrigation will be required from April through September and placement of a 4-6” layer of chip mulch over the protected root zone of all trees that will be impacted. Chips should be obtained from onsite materials and trees to be removed.
- Clearance pruning should include removal of all the lower foliage that may interfere with equipment PRIOR to having grading or other equipment on site. The Project Arborist should approve the extent of foliage elevation and oversee the pruning to be performed by a contractor who is an ISA Certified Arborist.
- Clearly designate an area on the site outside the drip line of all trees where construction materials may be stored, and parking can take place. No materials or parking shall take place within the root zones of protected trees.
- Trenching inside the protected root zone shall be by a hydraulic or air spade, placing pipes underneath the roots, or boring deeper trenches underneath the roots.
- Include on the plans an Arborist inspection schedule to monitor the site during (and after) construction to ensure protection measures are followed and make recommendations for care of the trees on site, as needed.

- Follow all of the General Development Guidelines, Appendix 3, for all trees to remain.

e) The analyses completed in questions a) through d) above confirm that the proposed project will not result in conversion of Farmland to non-agricultural use or conversion of forestland to non-forest use, and therefore will have **no impact**.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Measures Incorporated	Less Than Significant Impact	No Impact
III AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the Project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or result in a cumulatively considerable net increase in an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in substantial emissions (such as odors or dust) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The analysis of Air Quality impacts and compliance requirements are provided by the site-specific Air Quality and Greenhouse Gas Impact Analysis prepared by Raney Planning & Management, (1/2025). (Attachment B)

a)-b) The project site is located within the Sacramento Valley Air Basin (SVAB) and is under the jurisdiction of the Placer County Air Pollution Control District (PCAPCD). The SVAB is designated nonattainment for the federal particulate matter 2.5 microns in diameter (PM2.5) and the State particulate matter 10 microns in diameter (PM10) standards, as well as for both the federal and State ozone standards. The federal Clean Air Act requires areas designated as federal nonattainment to prepare an air quality control plan referred to as the State Implementation Plan (SIP). The SIP contains the strategies and control measures for states to use to attain the federal ambient air quality standards (AAQS).

The current applicable air quality plan for the project area is the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (Ozone Attainment Plan), updated October 17, 2023, and adopted by the California Air Resources Board (CARB) on October 26, 2023. The Ozone Attainment Plan demonstrates how existing and new control strategies would provide the necessary future emission reductions to meet the Federal Clean Air Act requirements, including the federal AAQS.

The PCAPCD has adopted recommended thresholds of significance for emissions of PM10 and the ozone precursors reactive organic gases (ROG) and oxides of nitrogen (NOX). On October 13, 2016, the PCAPCD adopted updated significance thresholds for the aforementioned pollutants.

The significance thresholds, expressed in pounds per day (lbs/day), listed in Table 1 are the PCAPCD’s current thresholds of significance for use in the evaluation of air quality impacts associated with proposed development projects. Thus, if the proposed project’s emissions exceed the pollutant thresholds presented in Table 1, the project could have a significant effect on air quality, the attainment of federal and State AAQS, and could conflict with or obstruct implementation of the applicable air quality plan.

Pollutant	Construction Threshold	Operational Threshold
ROG	82	55
NO _x	82	55
PM ₁₀	82	82

Source: Placer County Air Pollution Control District. CEQA Handbook. 2017.

Construction Emissions

During construction of the proposed 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.

Table 2 presents the estimated unmitigated construction-related emissions for the proposed project.

	ROG	NO _x	PM ₁₀
Project Emissions	6.65	62.7	26.7
PCAPCD Significance Threshold	82.0	82.0	82.0
Exceeds Threshold?	NO	NO	NO

Source: CalEEMod, December 2024 (see Appendix A).

As shown in Table 2, the project’s total construction-related emissions would be below the applicable PCAPCD thresholds of significance for ROG, NOX, and PM10. Additionally, the proposed project would be required to comply with all PCAPCD rules and regulations for construction, which would be noted on City-approved construction plans. The applicable rules and regulations would include, but not be limited to, the following:

- Rule 202 related to visible emissions;
- Rule 217 related to cutback and emulsified asphalt paving materials;
- Rule 218 related to architectural coatings;
- Rule 228 related to fugitive dust; and
- Rule 501 related to general permit requirements.

Because the proposed project’s estimated unmitigated construction emissions would be below the applicable PCAPCD thresholds of significance, construction of the proposed project would not violate any AAQS or contribute substantially to an existing or projected air quality violation, and a **less than significant impact** would occur associated with construction.

Operational Emissions

Operational emissions of ROG, NOX, and PM10 would be generated by the proposed project from both mobile and stationary sources. Day-to-day activities, such as the future vehicle trips to and from the project site, would make up the majority of the mobile emissions. Emissions would also occur from area sources such as natural gas combustion from heating mechanisms, landscape maintenance equipment exhaust, and consumer products (e.g., deodorants, cleaning products, spray paint, etc.). As stated above, the proposed project would be required to comply with all applicable PCAPCD rules and regulations, including the following related to operations:

- Rule 205 related to nuisances;
- Rule 231 or Rule 247 related to water heaters and boilers; and
- Rule 502 related to review of new sources of emissions.

Table 3 presents the estimated unmitigated operational emissions for the proposed project.

Table 3			
Maximum Unmitigated Operational Emissions (lbs/day)			
	ROG	NO_x	PM₁₀
Project Emissions	7.40	4.52	5.76
PCAPCD Significance Threshold	55.0	55.0	82.0
Exceeds Threshold?	NO	NO	NO
<i>Source: CalEEMod, December 2024 (see Appendix A).</i>			

As shown in the table, the proposed project's 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.

Cumulative Emissions

The PCAPCD recommends using the region's existing attainment plans as a basis for analysis of cumulative emissions. If a project would interfere with an adopted attainment plan, the project would inhibit the future attainment of AAQS and thus result in a cumulative impact. As discussed above, the PCAPCD's recommended thresholds of significance for ozone precursors and PM10 are based on attainment plans for the region. Thus, the PCAPCD concluded that if a project's ozone precursor and PM10 emissions would be less than PCAPCD project-level thresholds, the project would not be expected to conflict with any relevant attainment plans and would not result in a cumulatively considerable contribution to a significant cumulative impact.

As shown in Table 3, operational emissions would be below the PCAPCD's project-level thresholds, and, thus, would be below the PCAPCD's cumulative-level thresholds as well. Accordingly, impacts related to the cumulative emissions of criteria pollutants for which PCAPCD is in non-attainment would be considered **less than significant**.

Conclusion

Because the proposed project would not result in construction-related or operational emissions of criteria air pollutants in excess of PCAPCD's thresholds of significance, the proposed project would not be considered to conflict with or obstruct the implementation of any applicable air quality plans. In addition, the proposed project would not result in a cumulatively considerable net increase of any criteria air pollutant for which the project region is non-attainment under an applicable ambient air quality standard. Therefore, a **less than significant impact** would result.

c) 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 are single-family residences to the west and south, located approximately 278 and 64 feet from the project site boundaries, respectively.

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.

Conclusion

Based on the technical analysis, the operations of the proposed project would not be anticipated to result in the production of substantial concentrations of localized CO or criteria pollutants. Therefore, the proposed project would not result in the exposure of sensitive receptors to substantial pollutant concentrations, and a **less than significant impact** would result.

d) 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. Air pollutants have been discussed in questions 'a' through 'c' above. Therefore, the following discussion focuses on emissions of odors and dust during construction and operation of the project.

Odors

Certain land uses such as wastewater treatment facilities, landfills, confined animal facilities, composting operations, food manufacturing plants, refineries, and chemical plants have the potential to generate considerable odors. The proposed project would not allow any such uses.

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

Dust

As noted previously, construction of projects within the City of Auburn are required to comply with all applicable PCAPCD rules and regulations. The aforementioned rules would act to reduce construction-related dust by implementing dust control measures.

Recommended Mitigation:

- **AQ-RMM-1:** Implement PCAPCD Rule 205 requires all odor or air quality complaints to be addressed and mitigated, as necessary.
- **AQ-RMM-2:** Implement PCAPCD Rule 228 requires implementation of dust control measures, such as minimizing track-out on to paved public roadways, limiting vehicle travel on unpaved surfaces to 15 miles per hour, and stabilization of storage piles and disturbed

areas.

Conclusion

For the aforementioned reasons, construction and operation of the proposed project would not create objectionable odors affecting a substantial number of people, and impacts would be **less than significant**.

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

The analyses of Biological Resources and recommended mitigation measures are provided by the site-specific Biological Resources Assessment and Aquatic Resources Delineation reports. (Salix Consulting Inc, 7/25/24) (Appendix E)

Methods













New queries were conducted of the California Department of Fish and Wildlife's Natural Diversity Data Base (2024) and occurrence data were plotted on a five-mile radius map to show the special status species locations in proximity to the study area.

A field assessment was conducted on July 9, 2024 to determine if the property has been altered or is different in any way that would adjust the determinations made in the previous analysis. Vegetation units and aquatic resources were observed for any changes that may have occurred. Surveys to determine the actual presence or absence of potentially occurring special-status species were not conducted during this evaluation.

a)-b) Habitat and Vegetation: The site has remained unaltered since 2017. The upper area near the railroad has roadcuts throughout the area and they are regraded each year. A review of historic photos shows these roadcuts dating back to at least 2009. The habitat configuration remains unchanged. The lower western area of the property is a broad drainage swale that supports expansive Himalayan blackberry cover under a canopy of primarily valley oak.

Wildlife Occurrence and Usage: The project site remains an important refugia for local wildlife species and some migratory birds due to the dense vegetative cover and availability of water in the lower western area. No notable changes have occurred to alter this setting or species composition.

Animals: The five-mile radius map showing special status animal species has occurrences of 12 different species. Five of these species are bees, snails and an aquatic insect. There is one bird, two are mammals, two are fish, one is an amphibian, and one is a reptile.

CNDDDB Special-Status Wildlife Species		
 American peregrine falcon	 Morrison bumble bee	 northwestern pond turtle
 An andrenid bee	 North American porcupine	 steelhead - Central Valley DPS
 Cosumnes stripetail	 Townsend's big-eared bat	 tight coin (=Yates' snail)
 Galile's cave harvestman	 foothill yellow-legged frog - north Sierra DPS	 western bumble bee

The two species that may occupy the site are western pond turtle and foothill yellow-legged frog. The western pond turtle occupies ponds but uses connecting waterways as movement corridors. This particular waterway is mostly under Himalayan blackberry so travel would be limited, but still possible. The foothill yellow-legged frog may occupy the stream. Foothill yellow-legged frog, north Sierra DPS, has no federal status but is listed at Threatened under the California Endangered Species Act and efforts to avoid any impacts to the stream should be exercised to prevent any negative effects on this species.

Recommended Mitigation Measures:

BIO-RMM-1: Special-Status Animals: Potentially occurring special status animals are limited to the stream, and larger trees. The stream may support western pond turtle and foothill yellow-legged frog. These species are limited to aquatic areas and would not venture too far from water. Best management practices should be installed before any ground disturbance due to the steep adjacent landscape and potential for soil to move down in the stream zone. Every effort should be made to prevent soil from moving into the stream zone.

c) Aquatic Resources: A perennial or near perennial urban creek flows through the swale bottom. The stream is not visible from the surrounding area because most of it flows under the blackberry. During the 2017 Aquatic Resources Delineation, swaths were cut through the blackberry to reach the stream in several transects up and down the stream. The flowline was surveyed, and the aquatic resources mapping was generated from this survey. There appears to be no changes to any of these habitats since the 2017 analysis. This is the only aquatic resource in the study area.

Recommended Mitigation Measures:

BIO-RMM-2: Aquatic Resources: The property has one aquatic resource, a perennial (or near perennial) stream that flows through the large swale/ravine in the western area of the property. This stream carries local runoff for all or most of the year and is “buried” under an expansive area of Himalayan blackberry. Avoidance of this stream is recommended to eliminate the need for wetland permits and potential impacts to aquatic species, including the foothill yellow-legged frog.

d) Wildlife Occurrence and Usage: The project site remains an important refugia for local wildlife species and some migratory birds due to the dense vegetative cover and availability of water in the lower western area. No notable changes have occurred to alter this setting or species composition.

Aquatic Resources: A perennial or near perennial urban creek flows through the swale bottom. The stream is not visible from the surrounding area because most of it flows under the blackberry. During the 2017 Aquatic Resources Delineation, swaths were cut through the blackberry to reach the stream in several transects up and down the stream. The flowline was surveyed, and the aquatic resources mapping was generated from this survey. There appears to be no changes to any of these habitats since the 2017 analysis. This is the only aquatic resource in the study area.

Recommended Mitigation Measures:

BIO-RMM-3: Nesting Raptors and Migratory birds: The property likely supports nesting birds and potentially nesting raptors. If site disturbance occurs during the nesting season (Feb. 15-Aug. 31), a pre-construction survey should be conducted by a qualified biologist no more than 15 days prior to initiation of development activities. If active nests are found on or immediately

adjacent to the site, a no-work-zone buffer should be established by the biologist and confirmed by the City of Auburn and if necessary, CDFW. If no nesting is found to occur, necessary tree removal could then proceed. It is recommended that any tree and shrub removal be conducted in the non-nesting season.

e)-f) The City of Auburn General Plan EIR includes the following Goal and Policies specific to the protection of biological resources.

- Goal 3: Preserve all outstanding areas of natural vegetation or fish and wildlife habitat.
- Policies:
 - Identify all Important fish and wildlife areas within the plan area.
 - Retain all stream influence areas in their natural condition, including flood plains and riparian vegetation.
 - Provide for the protection of all rare and endangered species.

The City also has a Heritage Tree Ordinance (Ordinance No. 583) which applies to trees which are 24-inches in diameter or greater. Approval of permits to remove trees is by the Director of Public Works.

Recommended Mitigation Measures:

BIO-RMM-4: Oak Resources Conservation Ordinance: Impacts to oak trees should be coordinated with the Auburn Planning Department.

Therefore, implementation of the recommended mitigation measures summarized in the Biological Resources Assessment and Aquatic Resources Delineation reports. (Salix Consulting Inc, 7/25/24) (Appendix E), impacts to Biological Resources will be **less than significant**.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Measures Incorporated	Less Than Significant Impact	No Impact
V CULTURAL RESOURCES. Would the Project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5, respectively?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in Public Resources Code Section 21083.2 and 21084.1, and CEQA Guidelines Section 15064.5, respectively?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any Native American tribal cultural resources or human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a)-c) The GPEIR identifies the historic sites which have been recorded by archaeologists. In addition to the historic sites which have been recorded by archaeologists, there are also features which have been recognized as State Landmarks, National Register properties or other points of special interest. GPEIR Table 9-2 identifies the Cultural Resources of particular concern within existing city limits.

Table 9-2 Auburn General Plan Cultural Resources of Concern	
Existing City Limits	Land Use Designation
Pioneer Trail Alignment	Varies
First Continental Railroad Alignment Canals and ditches	Varies, most OS but some in urban uses
Ravines (small ravines as well as major ravines such as Baltimore & Auburn)	Varies
Various sites within City Core identified in the two City Inventories.	Varies, but protected by specific policies in Plan.
Non-structural and other Historic Features, etc: stone walls, signs, flumes. fences orchard remnants, visible foundations and mining/agricultural operation re-mains. Outbuildings and barns.	Land use designations vary as these features are scattered through-out the Plan area.

The project site does not contain any of the Cultural Resources of particular concern within existing city limits, as listed in GPEIR Table 9-2 above.

This IS-MND section relied on the findings provided by site-specific Cultural Resources Assessment prepared by Peak & Associates, 4/22/24. (Attachment C)

Research

A review of the files maintained at the North Central Information Center of the California Historical Resources Information System was conducted on August 5, 2013 (PLA-13-78). The Southern Pacific Railroad line to the east of the project area has been recorded as P-31-001240 (CAPLA-982H). The remainder of the project area has never been systematically surveyed and there are no recorded sites in the project area.

Field Inspection

A complete, intensive pedestrian inspection of the project area was completed on April 17, 2015. Transect spacing averaged ten to fifteen meters in width and were systematic across the entire project area. One area was excluded from systematic coverage due to the presence of a

dense thicket of blackberries paralleling an unnamed drainage located in the western portion of the property.

Scattered modern refuse, some metal poles from the adjacent Placer County yarding facility, and several homeless camps were discovered but otherwise historic and prehistoric period artifacts were absent as was evidence of prehistoric period or historic period use or habitation.

One of the buildings recorded in 1997, P-31-001804, is longer present near the project area, and a parking lot covers the former site of the building.

Recommended Mitigation Measures:

CULT-RMM-1: If, during construction activities, unusual amounts of non-native stone (obsidian, fine-grained silicates, basalt), bone, shell, or prehistoric or historic period artifacts (purple glass, etc.) are observed, or if areas that contain dark-colored sediment that do not appear to have been created through natural processes are discovered, then work should cease in the immediate area of discovery and a professionally qualified archeologist should be contacted immediately for an on-site inspection of the discovery.

CULT-RMM-2: If any bone is uncovered that appears to be human, then the Placer County Coroner must be contacted, according to state law. If the coroner determines that the bone most likely represents a Native American interment, then he must contact the Native American Heritage Commission in Sacramento so that they can identify the most likely descendants.

Mitigation Measures:

CULT-MM-1: Pursuant to the California Health and Safety Code Section 7050.5, and the CEQA Guidelines Section 15064.5, in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site, or any nearby area reasonably suspected to overlay adjacent remains, until the County Coroner has examined the remains. If the coroner determines the remains to be Native American or has reason to believe that they are Native American, the coroner shall contact by telephone within 24-hours of the Native American Heritage Commission to determine the Most Likely Descendent (MLD).

CULT-MM-2: If tribal cultural resources are discovered, Kara Perry-Director of Site Protection for the Shingle Springs Band of Miwok Indians must be notified by phone: 530-488-4049, and email: kperry@ssband.org.

Therefore, implementation of CULT-RMM-1, CULT-RMM-2, CULT-MM-1, and CULT-MM-2 will reduce impacts to Cultural Resources to **less than significant with mitigation**.

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

a)-b) Energy use associated with operation of the proposed project would be typical of office, warehouse and light industrial uses, requiring electricity and natural gas for interior and exterior building lighting, HVAC, electronic equipment, machinery, 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.

The proposed project will be reviewed by city departments for compliance with all applicable codes, including these City of Auburn Municipal Code Sections: 151.04 Solar Energy System Requirements; and 158 Solar Energy (Sections 158.320-158.322); and the 2022 California Green Building Standard Code. The proposed project will also require a Design Review Permit approval to ensure compliance with all required energy efficiency standards, including Low Impact Development (LID), solar, and electric vehicle charging, and other green/sustainable features that will be defined during the design review processes. Therefore, impacts to energy resources are expected to be **less than significant**.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Measures Incorporated	Less Than Significant Impact	No Impact
VII GEOLOGY AND SOILS. Would the Project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of injury, damage or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Priolo Earthquake Fault Map issued by the State Geologist for the area or based upon on other substantial evidence of a known fault?				
ii)	Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii)	Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv)	Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The analyses of Geology and Soils and recommended mitigation measures are provided by the site-specific Geotechnical Engineering Reports. (Holdredge & Kull, 6/15/17 and 3/5/24) (Appendix D)

Site Geology

The Geologic Map of California (California Division of Mines and Geology, 1977) determined that to the area containing the project site is generally underlain by Jurassic age Mesozoic volcanic rocks.

ai)-aiv), c) The California Geological Survey Open File Report 96-08, Probabilistic Seismic Hazard Assessment for the State of California, and the 2002 update entitled California Fault Parameters indicate the property is located within the Foothills Fault System. The Foothills Fault System is designated as a Type C fault zone, with low seismicity and a low rate of recurrence. According to the Caltrans ARS online tool on the California Department of Transportation website, the site is located approximately 1/2 mile east of the Deadman Fault, and approximately one mile south of the DeWitt Fault.

The 6/15/17 Geotechnical Engineering Report, conclusion No. 3 states – “Based on our site observations, the geology of the region, and our experience in the area, our opinion is that the risk of seismically induced hazards such as slope instability, liquefaction, and surface rupture are remote at the project site.”

Recommended Mitigation Measures:

GEO-RMM1: Comply with report recommendations: 5.2-Structural Improvement Design Criteria; 5.2.1-Seismic Design Criteria; 5.2.2-Foundations; and 5.2.5-Retaining Wall Design Criteria.

Impacts are expected to be **less-than-significant** with recommended mitigation incorporated.

b) The online soil survey presented by the U.C. Davis Soil Resource Laboratory and the Soil Survey of Placer County, California, Western Part by the United States Department of Agriculture Soil Conservation Service (1980) indicates that the site is located in an area containing two distinct soil types. The property contains soils of the Auburn-Sobrante Silt Loams Complex, which is approximately 50% Auburn soil and 40% Sobrante soil. The Auburn-Sobrante Silt Loams (15 to 30 percent slopes) is described as having moderate permeability and a moderate to high erosion hazard.

Recommended Mitigation Measures:

GEO-RMM2: Comply with report recommendations: 5.1.2-Cut Slope Grading.

Impacts are expected to be **less-than-significant** with recommended mitigation incorporated.

d) The following recommended mitigation measures have been provided to limit the risks associated with expansive soil, as defined in Table 18-1-B of the Uniform Building Code.

Recommended Mitigation Measures:

GEO-RMM3: Comply with report recommendations: 5.1.1-Clearing and Grubbing; 5.1.4-Fill Placement; 5.1.8-Underground Utility Trenches; and 5.2.4-Slab-on-Grade Floor Systems.

Impacts are expected to be **less-than-significant** with recommended mitigation incorporated.

e) The proposed project includes two new single story Metal Warehouse Buildings with associated site improvements. Building A is 60,633 square feet and Building B is 40,000 square feet. The project site has a gross area of 7.25-acres (315,893 SF) and is currently undeveloped.

The project will connect to the existing City sewer services and will not include the use of septic tanks or alternative wastewater disposal systems. The applicant provided a sewer capacity determination dated 2/8/24 which determined that the City standard is 02. EDU/1,000 SF, therefore the 100,000 SF buildings would result in 20 EDUs and a net peak flow of 17,000 GPD. The sewer capacity determination concluded that there will be no sewer capacity issues. Furthermore, the applicant will be required to complete all required on-site improvements and pay the applicable City sewer connection fees. Therefore, there will be **no impact**.

f) The site-specific Geotechnical Engineering Reports (Holdredge & Kull, 6/15/17 and 3/5/24), relied on the findings of a field investigation completed on 5/2017 which determined that the site did not include a unique paleontological resource or site or unique geologic feature.

Furthermore, the Cultural Resources Assessment (Peak & Associates, 4/22/24) included a field investigation on 4/17/15 which concluded – “...historic and prehistoric period artifacts were absent as was evidence of prehistoric period or historic period use or habitation.” Therefore, there will be **no impact**.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Measures Incorporated	Less Than Significant Impact	No Impact
VIII GREENHOUSE GAS EMISSIONS. Would the Project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The analysis of greenhouse gas emissions impacts and compliance requirements are provided by the site-specific Air Quality and Greenhouse Gas Impact Analysis prepared by Raney Planning & Management, (1/2025). (Attachment B)

a)-b) Implementation of the proposed project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO₂) and, to a lesser extent, other GHG pollutants, such as methane (CH₄) and nitrous oxide (N₂O) associated with area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. The primary source of GHG emissions for the project would be mobile source emissions. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO₂ equivalents (MTCO_{2e}/yr).

Construction GHG Emissions

On October 13, 2016, the PCAPCD adopted GHG emissions thresholds for construction and operations in concert with the criteria pollutant threshold update. For project construction, the PCAPCD established a threshold of 10,000 MTCO_{2e}/yr. Should construction of a proposed project emit GHG emissions in excess of 10,000 MTCO_{2e}/yr, the project would be considered to have a cumulatively considerable contribution to global climate change.

The estimated unmitigated maximum construction-related emissions from the proposed project are presented in Table 5.

Table 5	
Unmitigated Annual Construction GHG Emissions	
	Maximum GHG Emissions (MTCO₂e/yr)
Project Emissions	587
PCAPCD Significance Threshold	10,000.00
Exceeds Threshold?	NO
<i>Source: CalEEMod, December 2024 (see Appendix A).</i>	

As shown in the table above, the maximum annual emissions related to implementation would be well below the PCAPCD’s construction 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 GHG Emissions

The PCAPCD’s operational thresholds begin with a screening emission level of 1,100 MTCO₂e/yr. Any project below the 1,100 MT CO₂e/yr threshold is judged by the PCAPCD as having a less-than-significant impact on GHG emissions within the PCAPCD and, thus, would not conflict with any State or regional GHG emissions reduction goals. Projects that would result in emissions above the 1,100 MT CO₂e/yr threshold would not necessarily result in substantial impacts, if certain efficiency thresholds are met. The efficiency thresholds, which are based on service populations and square footage, are presented in Table 4.

Table 4			
PCAPCD Operational GHG Efficiency Thresholds of Significance			
Residential (MTCO₂e/capita)		Non-Residential (MTCO₂e/1,000 sf)	
Urban	Rural	Urban	Rural
4.5	5.5	26.5	27.3
<i>Source: Placer County Air Pollution Control District. CEQA Handbook. 2017.</i>			

The GHG thresholds include a bright-line threshold for the construction and operational phases of land use projects and stationary source projects, a screening level threshold for the operational phase of land use projects, and efficiency thresholds for the operational phase of land use projects that result in GHG emissions that fall between the bright-line threshold and the screening level threshold.

The estimated operational GHG emissions at full buildout, in the year 2026, are presented Table 6. As shown in the table, the proposed project would result in operational GHG emissions above the PCAPCD’s 1,100 MTCO₂e/yr operational threshold of significance. Therefore, the resulting GHG emissions must remain below the efficiency thresholds for Urban Non-Residential Projects as listed in Table 7. The proposed project emissions would be 12.54 MTCO₂e/yr/1,000 sf which remains below the efficiency threshold of 26.50 MTCO₂e/yr/1,000 sf. Thus, operations of the proposed project would not be considered to result in a cumulatively considerable contribution to global climate change.

Table 6	
Unmitigated Operational GHG Emissions	
Emission Source	Maximum GHG Emissions (MTCO ₂ e/yr)
Mobile	834
Area	1.48
Energy	368
Water	29.6
Waste	29.2
Refrigerants	0.04
TOTAL ANNUAL GHG EMISSIONS	1,262.00
PCAPCD Screening Level Threshold	1,100.00
Exceeds Screening Level Threshold?	YES

Note: Rounding may result in small differences in summation.

Source: CalEEMod, December 2024 (see Appendix A).

Table 7		
Unmitigated Maximum Annual Project Operational GHG Emissions Per Capita		
Project Emissions (MTCO ₂ e/yr/1,000 sf)	PCAPCD Efficiency Threshold for Urban Non-Residential Projects (MTCO ₂ e/yr/1,000 sf)	Exceeds Threshold?
12.54	26.5	NO

Notes: 1,262 MTCO₂e/yr / 100.663 = 12.54

Conclusion

Based on the information presented above, construction and operation of the proposed project would not be considered to generate GHG emissions that would have a significant impact on the environment and, thus, would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Consequently, the project would not result in a cumulatively considerable incremental contribution to impacts related to GHG emissions or climate change and the project’s impact would be **less than significant**.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Measures Incorporated	Less Than Significant Impact	No Impact
IX HAZARDS AND HAZARDOUS MATERIALS. Would the Project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, emission or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	upset and accident conditions involving the release of hazardous materials into the environment?				
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) The proposed project includes two new single story metal warehouse buildings with associated site improvements. Building A is 60,633 square feet and Building B is 40,000 square feet. The two metal warehouse buildings totaling 100,633 square feet will be constructed on an undeveloped site that is 7.25-acres (315,893 SF) in area. The following uses, which are allowed within the Industrial District (M2), are proposed:

1. Animal hospitals and kennels
2. Bottling works
3. Building materials yards
4. Cabinet shops
5. Clothing manufacturing
6. Contractors yards and storage
7. Corporation yards
8. Design shops
9. Electrical distribution substations
10. Electronic assembly stores
11. Finished paper products
12. Furniture manufacturing
13. Greenhouses

14. Instrument manufacturing
15. Novelty manufacturing
16. Nurseries
17. Photographic processing shops
18. Precision machine shops
19. Printing and bookbinding shops
20. Professional offices
21. Research laboratories
22. Rugs, draperies, and other woven fabrics manufacturing
23. Sheet metal shops
24. Toy manufacturing
25. Warehouses

The proposed project uses are speculative in nature without known tenants and the nature of their operations. During project operation, allowed land uses could include the transport, use, and disposal of hazardous or potentially hazardous materials. General commercial and household hazardous materials are generally handled and transported in small quantities and would be required to comply with regulations covering the use, storage, and disposal of hazardous materials and wastes. The project applicant, builders, contractors, business owners, tenants, and others that would store hazardous materials and/or waste in regulated quantities would be required to submit business information and hazardous materials inventory forms contained in a Hazardous Materials Management Plan and Hazardous Materials Business Plan by the State of California Office of Emergency Services. The tenant would be required to notify the Placer County Department of Environmental Health Services, complete an electronic submittal to the California Environmental Reporting System (CERS) and pay required fees, and obtain an EPA ID number from the Department of Toxic Substances Control.

The project applicant, builders, contractors, business owners, tenants, and others would also be required to use, store, and transport any hazardous materials in accordance with regulations including Cal/OSHA standards in Title 8 of the CCR to conduct on-site evaluations and issue notices of violations to enforce necessary improvements to health and safety practices and Department of Toxic Substances Control requirements under the Resource Conservation and Recovery Act of 1976, to implement permitting, inspection, compliance, and corrective action programs to ensure that people who manage hazardous waste follow state and federal requirements. With adherence to existing regulatory requirements, impacts related to routine use or disposal of hazardous materials would be minimized; however, with implementation of the following Mitigation Measure, impacts to the public or the environment through the routine transport, use, or disposal of hazardous materials would be less than significant. (Chris Schmidt Senior Planner, King Engineering, 2/24/25)

Mitigation Measure:

MM-HAZ-1: “Hazardous materials” as defined in Health and Safety Code Division 20, Chapter 6.95 shall not be allowed on the premises in regulated quantities (55 gallons, 200 cubic feet, 500 pounds) without notification to Placer County Department of Environmental Health Services. A property owner/occupant who handles or stores regulated quantities of hazardous materials shall comply with the following within 30 days of commencing operations:

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

Therefore, compliance with MM-HAZ-1 will result in a **less than significant impact with mitigation.**

b) An EnviroStor search at the California Department of Toxic Substances Control (DTSC) confirmed that there are no active clean-up sites within a 4,000-foot radius of the project site. The closest active DTSC clean-up site is the Black Forest Garage located at 140 Elm Avenue, Auburn, CA 95603 (Case No. 31750001), which is located approximately 5,000-feet from the project site. However, as stated in question a) above, the proposed project uses are speculative in nature without known tenants and the nature of their operations. During project operation, allowed land uses could include the transport, use, and disposal of hazardous or potentially hazardous materials which could result in the accidental release of hazardous materials into the environment.

The City of Auburn General Plan EIR (GPEIR) includes the following Goal and Policy specific to hazardous materials:

- Goal 3: Minimize hazards to public health, safety, and welfare resulting from natural and man-made hazards.
- Policy 3.2.E: The City shall review all new development proposals for conformance to standards for environmental protection, air pollution control, water quality, and hazardous waste disposal.

The City of Auburn Municipal Code Chapter 96-Hazardous Materials requires the filing of Hazardous Materials Disclosure Forms and other compliance requirements to prevent the upset and accident conditions involving the release of hazardous materials into the environment

Therefore, compliance with the City GPEIR, Municipal Code, and MM-HAZ-1 will result in a **less than significant impact with mitigation.**

c) There are no schools located within 0.25-miles (1,320-ft) from the project site. The closest school, Pathways Charter iLearn Academy is located 0.4-mile from the project site. As stated

above, the project involves the construction of two metal warehouse buildings totaling 100,633 square feet on an undeveloped site that is 7.25-acres (315,893 SF) in area. The project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Therefore, there will be **no impact**.

d) As stated in question b) above, an EnviroStor search at the California Department of Toxic Substances Control (DTSC) confirmed that there are no active clean-up sites within a 4,000-foot radius of the project site. Therefore, the project site will not create a significant hazard to the public or the environment and there will be **no impact**.

e) The project site is not located within an airport land use plan. The airport closest to the project site is the Auburn Municipal Airport, approximately 4.4-miles north of the project site. Therefore, there will be **no impact**.

f) The project site is located on the west side of Merrow Street in the City of Auburn, California. There are two site entrance driveways along a proposed extension of Merrow Street. Truck access will be accommodated via the northern-most site access driveway, which will serve as a shared visitor, employee, and semi-truck access drive. The southern site entrance will be for vehicle access. The site plan proposes a total of 165 vehicle parking spaces for employees and or visitors. The northern portion of the site has been reconfigured with the adjacent lot (belonging to the City of Auburn) to provide shared access drives and more parking area for the Auburn Train Station. The proposed project will require a Design Review Permit approval to ensure compliance with all applicable design guidelines and development standards. Therefore, the project will not impair or interfere with an emergency response plan and will have **no impact**.

g) A search of the fire hazard severity zones viewer at CalFire confirmed that the project site located outside of the State Responsibility Area (SRA) and is not located within, or within proximity to a Very High Fire Hazard Severity Zone (VHFHSZ). The closest VHFHSZ is located on the southern edge of the Auburn Ravine area, approximately 1.75-miles southwest of the project site. The project site is in a Local Responsibility Area (LRA), and the site and structures will be constructed in compliance with applicable fire codes and standards. Therefore, there will be **no impact**.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Measures Incorporated	Less Than Significant Impact	No Impact
X HYDROLOGY AND WATER QUALITY. Would the Project:				
a) Violate any water quality standards or waste discharge requirements or otherwise	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	substantially degrade surface or ground water quality?				
b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course or a stream or river or through the addition of impervious surfaces, in a manner that would:				
i)	result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii)	substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii)	create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv)	impeded or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) The following City of Auburn General Plan goal and policies apply to hydrology and water quality.

- Goal 2: Protect the high quality of air and water resources consistent with adopted federal, state and local standards.
- Policy 1: Continue to monitor and control existing land uses that could deteriorate air and water quality.
- Policy 2: Review proposed developments for their potential adverse effect on air and water quality.

Grading, excavation, removal of vegetation cover, and loading activities associated with construction activities could temporarily increase runoff, erosion, sedimentation, and soil compaction. The proposed project will be reviewed by city departments for compliance with all applicable codes, including the City of Auburn Municipal Code Title 53.001-Stormwater Management and Control Ordinance which provides for the regulation and reduction of pollutants discharged into the waters of the United States by extending National Pollutant Discharge Elimination System (NPDES) requirements to stormwater and urban runoff discharge into the city's municipal separate storm sewer system (MS4). The city's Stormwater

Management Program, as approved by the California Regional Water Quality Control Board for the Central Valley, requires the city to effectively prohibit non-stormwater discharges from the incorporated area of the city into the city's MS4 except as otherwise permitted by law.

Furthermore, the project site is greater than 1-acre in area and is required to prepare a detailed project specific drainage plan, Water Quality Management Plan, and a Storm Water Pollution Prevention Plan (SWPPP) that will control storm water runoff and erosion, both during and after construction. The SWPPP will include project specific best management measures that are designed to control drainage and erosion. Therefore, compliance with all applicable policies and codes will result in a **less than significant** impact.

b) The GPEIR states that groundwater is in sufficient quantities to supply domestic requirements which occurs along open fractures within metamorphic and granitic rock units. Terrace deposits are of insufficient occurrence to provide a significant groundwater supply, although there may be a few water wells producing from these surficial deposits along Dry Creek. The predominant rock type in the planning areas is metamorphic. The depth at which groundwater flows occur in metamorphic rock varies significantly. About 25% of domestic wells are completed at less than 90 feet and 75% at less than 160 feet. There is also a significant amount of granitic rock in the plan area. The most common depth intervals at which ground water is encountered in the granitic rocks are 60- to 70-feet. The average production for granitic rock well within the planning area is 9- to 10-gpm.

The proposed project will construct two warehouse buildings (100,633 SF) on an undeveloped 7.25-Ac (315,893 SF) site that is zoned – Industrial Park District/Single-Family Residential/Open Space & Conservation (M-1/R1-10/OSC). The site will be fully serviced and connect to all existing utilities that abut the site. Therefore, the proposed project will not substantially decrease groundwater supplies or interfere substantially with groundwater recharge, and therefore will have a **less than significant impact**.

c) The proposed project will construct two warehouse buildings (100,633 SF) on an undeveloped 7.25-Ac (315,893 SF) site that is zoned – Industrial Park District/Single-Family Residential/Open Space & Conservation (M-1/R1-10/OSC). As stated in response a) above, the project is required to prepare a detailed project specific drainage plan, Water Quality Management Plan, and a Storm Water Pollution Prevention Plan (SWPPP) that will control storm water runoff and erosion, both during and after construction.

Furthermore, no stream or rivers exist near the site whose courses could be altered by alterations to the drainage pattern of the site. Therefore, the project will not alter the existing drainage pattern of the site or area which would result in erosion or siltation on- or off-site. Therefore, there will be a **less than significant impact**.

d) According to the FEMA Flood Insurance Rate Map (FIRM No. 06061C0764H), the project site is located in flood zone X, described as an area of minimal flood hazard. The project site is not located within a 100-year flood hazard area and none of the structures or buildings surrounding

the site are within a 100-year flood hazard. The project is required to comply with the city stormwater management requirements cited in question a) above. Therefore, the project will have a **less than significant impact**.

e)-h) As stated above, the project will be constructed in compliance with all applicable water quality control plans, including the National Pollutant Discharge Elimination System (NPDES), California Storm Water Best Management Practices Handbook and corresponding Best Management Practices (BMPs), applicable General Plan policies and municipal codes. Therefore, there will be a **less than significant impact**.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Measures Incorporated	Less Than Significant Impact	No Impact
XI LAND USE AND PLANNING. Would the Project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) The proposed project will construct two warehouse buildings (100,633 SF) on an undeveloped 7.25-Ac (315,893 SF) site that is zoned – Industrial Park District/Single-Family Residential/Open Space & Conservation (M-1/R1-10/OSC). According to the City of Auburn Municipal Code section 159.036-Industrial Park District (M-1), warehouses are a permitted use in the M-1 zone, therefore the applicant is required to obtain a Design Review approval for the proposed project. The Design Review approval process will ensure that the project has been designed in full compliance with all applicable codes, design guidelines, and development standards and will be compatible with and enhance the surrounding land uses and will include linkages to adjacent uses. Therefore, the project will not physically divide an established community and there will be **no impact**.

b) The Design Review submittal for the proposed project includes the following project narrative.

Site: The project site is located on the west side of Merrow Street in the City of Auburn, California. The project scope includes two (2) new single story Metal Warehouse Buildings with associated site improvements. Building A is 60,633 square feet and Building B is 40,000 square feet. The project site (comprised of a portion of APN; 001-051-049-000) has a gross square footage of approximately ± 315,893 S.F. = 7.25 AC. The site is currently undeveloped.

Building: The project plan proposes two metal warehouse buildings totaling 100,633 square feet. The metal buildings will be of Type VB construction. The areas around the main entries of the buildings are enhanced with tinted glazing in aluminum frames and an overhead steel-framed painted canopy. The placement of these enhancements is focused at the locations most visible from the public roadways.

Site Access and Parking: There are two site entrance driveways along a proposed extension of Merrow Street. Truck access will be accommodated via the northern-most site access driveway, which will serve as a shared visitor, employee, and semi-truck access drive. The southern site entrance will be for vehicle access. The site plan proposes a total of 165 vehicle parking stalls for employees and or visitors. The northern portion of the site has been reconfigured with the adjacent lot (belonging to the City of Auburn) to provide shared access drives and more parking area for the Auburn Train Station.

Signage: The proposed signage in this submittal included is for reference only. Criteria for future tenant signage will be provided at a later and under a separate permit as required.

Landscaping: The project will be fully landscaped using plants appropriate for and indigenous to the City of Auburn. Low water use plants will be used extensively, while moderate water use plants will be concentrated at accent points, such as driveways and building entries.

Sustainable Materials & Construction Practices: The project will incorporate a variety of sustainable materials and construction practices to include the following: 1) A storm water pollution prevention plan to minimize contamination, erosion, and dust pollution during construction. 2) Storage and collection of recyclable materials. 3) Construction waste management. 4) Environmental tobacco smoke control. 5) Heat reflecting roof membranes. 6) Light pollution reduction. 7) Water efficient landscaping. 8) Water use reduction methods. 9) Low VOC emitting sealants, adhesives, coatings, floorings, and wood materials. 10) Roof structures designed to accommodate additional weight for roof-top photovoltaic electricity generation panel arrays. 11) California Green Building Code compliant electric vehicle charging stations. 12) The project architect is a LEED accredited professional and will apply his knowledge of LEED techniques and practices to the project design and construction.

Therefore, the project will fulfill the following goals and policies of the General Plan Land Use Element.

- Goal 1: Guide development in a pattern that will minimize land use conflicts between adjacent land users.
- Policy 1.1: Design industrial / commercial business uses to be compatible with adjacent land uses, including, but not limited to, siting, height, orientation, materials, landscaping, circulation, grading, setbacks proportion, and architecture.
- Goal 4: Enhance air quality.

- Policy 4.1: Review proposed development projects for their potential adverse impacts on air quality.
- Goal 8: Provide for the development of industrial areas where suitable land and services exist and with a minimum of land use conflicts.
- Policy 8.1: Designate lands for a variety of industrial land uses such as:
 - Warehousing/storage facilities for supplies serving other businesses.
 - Industrial parks providing space for research and product development firms.
 - Other light industrial businesses.

Therefore, the proposed project will not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and therefore will have **no impact**.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Measures Incorporated	Less Than Significant Impact	No Impact
XII MINERAL RESOURCES. Would the Project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a)-b) The GPEIR states that a number of mineral resources can be found in the Auburn area; including lode and placer gold, chromite, copper, asbestos, zinc, talc and limestone. However, the Mineral Land Classification of the Auburn 15' Quadrangle prepared by the California Division of Mines and Geology (CDMG) does not map any mineralized areas of statewide or regional significance (MRZ-2) in the City's planning area. In general, the State recognizes the infeasibility of extracting minerals in already urbanized areas.

The area of most concern noted in the CDMG study is the area to the southwest of Auburn's city boundaries where chromite resources are inferred. Industrial grade limestone deposits classed MRZ-2 are located outside the city boundaries in the Middle Fork of the American River canyon.

The Open Space Element of the General Plan includes the following goal and policy specific to mineral resources.

- Goal 4: Provide for the conservation, utilization, and development of mineral, geologic and

soil resources in keeping with sound conservation practices.

- Policy 4.1: The City should Identify all economically valuable resources, including mineral deposits, soils conducive to agricultural uses, and those open space areas which add to the overall attractiveness of the region.

Placer County's aggregate resources are classified as one of several different mineral resource zone categories (MRZ1, 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, only MRZ-1 occurs within the project site. MRZ-1 zones are where available geologic information indicates there is little likelihood for the presence of mineral resources. Therefore, the proposed project will have **no impact** on mineral resources.

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

The analyses of noise impacts and compliance requirements are provided by the site-specific Environmental Noise Assessment. (Saxelby Acoustics, 3/19/24) (Appendix F)

a) The Noise Element of the City of Auburn General Plan includes the following policies specific to noise.

- Policy 1.1 Where proposed non-residential land uses are likely to produce noise levels exceeding the performance standards of Table VIII-1 (Table 3) at existing or planned noise-sensitive uses, an acoustical; analyses shall be required as part of the environmental review process so that noise mitigation may be included in the project design.

- Policy 2.2 Noise created by new proposed non-transportation noise sources shall be mitigated so as not to exceed the noise level standards of Table VIII-1 (Table 3) as measured immediately within the property line of lands designated for noise-sensitive uses. This policy does not apply to noise sources associated with agricultural operations on lands zoned for agricultural uses.

TABLE 3: NOISE LEVEL PERFORMANCE STANDARDS FOR NEW PROJECTS AFFECTED BY OR INCLUDING NON-TRANSPORTATION SOURCES

Noise Level Descriptor	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
Hourly Leq, dB	55	45
Maximum level, dB	75	65

Saxelby Acoustics used the SoundPLAN noise prediction model. Inputs to the model included sound power levels for the proposed amenities, existing and proposed buildings, terrain type, and locations of sensitive receptors. These predictions are made in accordance with International Organization for Standardization (ISO) standard 9613-2:1996 (Acoustics – Attenuation of sound during propagation outdoors). ISO 9613 is the most commonly used method for calculating exterior noise propagation.

Operational Noise at Existing Sensitive Receptors

The project is predicted to expose adjacent noise sensitive receptors at the closest parcel line to noise levels up to 51 dBA, Leq during daytime (7:00 a.m. to 10:00 p.m.) and 45 dBA, Leq during nighttime (10:00 p.m. to 7:00 a.m.) hours. The predicted project noise levels would meet the City of Auburn daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) noise standard for non-transportation noise sources of 55 dBA, Leq and 45 dBA, Leq, respectively.

It should be noted that maximum noise levels generated by the light industrial operations, HVAC units, and on-site vehicle circulation are predicted to be 20 dBA, or less, than the average (Leq) values. The City of Auburn maximum (Lmax) nighttime noise level standard is 75 dBA Lmax, which is 20 dBA higher than the Leq standard. Therefore, where average noise levels are in compliance with the Leq standards, maximum noise levels will also meet the City’s standards. Based upon the predicted average noise levels of 51 dBA, the maximum noise levels will be 71 dBA, Lmax during daytime (7:00 a.m. to 10:00 p.m.) hours and comply with the City maximum standards.

The Environmental Noise Assessment concluded that the proposed project is predicted to comply with the City of Auburn noise level standards with no additional noise control measures. Therefore, there will be **no impact**.

b) The General Plan requires acoustical studies and any necessary vibration mitigation where development is proposed within proximity to an existing railroad. The proposed warehouse multi-family residential development is not located within proximity to an existing railroad.

Temporary construction noise will have less than significant noise and vibration impacts. The Auburn Municipal Code, Chapter 93-Loud and Unusual Noises prohibits making and creation of loud, unnecessary or unusual noises within the city, and limits construction noise as follows:

Construction or repair of buildings

Construction of the proposed project improvements include tree removal, grubbing, grading, trenching, paving of driveway, turnabout and parking spaces, and construction of the warehouse which would cause a temporary increase in ambient noise levels, and groundborne vibration.

1. The performance of any construction, alteration or repair activities which require the issuance of any building, grading or other permit may occur only during the following hours:
 - a. Monday through Friday: 7:00 a.m. to 6:00 p.m. For the period of June 1 through September 30 of each year the permissible hours for masonry and roofing work hereunder shall be from 6:00 a.m. to 6:00 p.m.;
 - b. Saturdays: 9:00 a.m. to 5:00 p.m.
 - c. Sundays and observed holidays: 10:00 a.m. to 6:00 p.m.

2. Any noise from the above activities, including from any equipment used therewith, shall not produce noise levels in excess of the following:
 - a. Saturdays: 80 dba when measured at a distance of 25 feet;
 - b. Sundays and observed holidays: 70 dba when measured at a distance of 25 feet.

Compliance with the noise regulations of the municipal code will result in less than significant noise and vibration impacts from construction activities. Therefore, impacts will be **less than significant**.

c) The project site is not located within an airport land use plan. The airport closest to the project site is the Auburn Municipal Airport, approximately 4.4-miles north of the project site. Therefore, the project will not expose people residing or working in the project area to excessive airport noise levels, and there will be **no impact**.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Measures Incorporated	Less Than Significant Impact	No Impact
XIV POPULATION AND HOUSING. Would the Project:				
a) Induce substantial unplanned population growth in an area, either directly (for example,	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Population and Housing data is provided by the City of Auburn Housing Element 2021-2029 (5/24/21).

a)-b) Population Trends

According to Department of Finance (DOF) estimates, as of 2019, the City of Auburn had a population of 14,392; this was a population growth of eight percent since 2010. This growth rate was significantly lower than Placer County’s growth, which was 14 percent from 2010 to 2019 (Table A-1). In comparison to other cities located in south Placer County, Auburn has not experienced the same growth and has retained a small-town atmosphere.

SACOG provided population projections through 2040. Based on these numbers, the city is expected to grow by less than one percent between 2019 and 2040. The County as a whole is expected to have a 27 percent increase by 2040.

Table A-1 – Population Growth

	2010	2019	2040	Percent Change 2019 - 2040
Auburn	13,330	14,392	14,454	<1%
Placer County	348,432	396,691	505,083	27%

Sources: 2010 US Census; 2019 DOF.

As stated above, the City of Auburn growth rate is significantly lower than Placer County’s growth rate, and the percent change in population from 2019 through 2040 is projected to be less than one percent (1 %).

The proposed project will construct two warehouse buildings (100,633 SF) on an undeveloped 7.25-Ac (315,893 SF) site that is zoned – Industrial Park District/Single-Family Residential/Open Space & Conservation (M-1/R1-10/OSC). Any increase in population due to new employees moving to the city would be de minimis.

The proposed project would not increase the supply of available housing which would be expected to increase population in the area. In addition, the project would not directly or indirectly induce substantial population growth in the area nor would it displace housing or require construction of replacement housing. Therefore, the proposed project will have **no impact** on population and housing.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Measures Incorporated	Less Than Significant Impact	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 following public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a)-e) Fire

Fire protection services are currently provided to the Plan area by the City of Auburn Volunteer Fire Department (AFD), the California Department of Forestry, the Placer Foothills Consolidated Fire Protection District (Consolidated), and the Newcastle Fire District (NFD).

The Auburn Fire Department provides primary response to all areas within the City limits except the recently annexed Oak Ridge Way/Luther Road area. The four fire stations currently serving the City of Auburn are:

1. Martin Park Station, 485 High Street and El Dorado Street.
2. Gietzen Station, 226 Sacramento Street.
3. Maidu Station, 901 Auburn Folsom Road and Maidu Drive.
4. Airport/Industrial Station, New Airport Road and Earhart Avenue.

The AFD stations have been situated throughout the City limits to allow the primary response station to be within a five-mile driving distance to all parts of the City. This travel distance standard has allowed the City to maintain an Insurance Service Organization (ISO) Rating of 4 (on a scale of 1-10, with 1 being the best rating) for all areas serviced by community water systems.

The Department operates 12 fire engines, one aerial ladder based on an engine chassis (Quint) and one rescue truck. The AFD is staffed by two full-time fire service personnel, a Fire Chief/Fire Marshall and an Assistant Fire Chief. In addition to the Fire Chief/Fire Marshall and Assistant Fire Chief, there are 45 volunteer fire suppression personnel. All AFC staff are trained in emergency medical techniques (EMTs).

Auburn Fire has reviewed the project proposal and determined that the property would be served by the Fire District. The project would not increase the amount of fire protection services needed to serve this site and would not result in a significant demand for construction of new

fire protection facilities, nor would it significantly impair service ratios, response times or other performance objectives. According to AFD Chief Howard Leal, the Department has been able to offset impacts from incremental growth by requiring payment of an impact mitigation fee, strictly enforcing building standards, maintaining fire flow requirements for new development, requiring use of fire-retardant construction material, enforcing the City's sprinkler ordinance, requiring minimum street widths and maintaining mutual aid agreements with neighboring fire districts.

Police

The Auburn Police Department has a permanent staff of 28 full time employees, of which 20 are sworn positions and 8 are civilians. The staff includes one police chief, one captain, one lieutenant, four patrol sergeants, two detectives, eleven police officers and eight civilians who perform the duties of secretary, parking enforcement, dispatcher/clerks, and animal control. Department staff is augmented by a reserve officer working vacation relief and two part-time employees, a police services aide, who works 20 hours a week, and a part-time dispatcher who works one day a week. The City population served is approximately 10,500 and covers 4,148 acres.

The City of Auburn Police Department staffing levels exceeds established standards with approximately 1.8 officer per 1,000 population. In addition, the number of non-sworn personnel (eight) currently on staff exceeds the standard of one non-sworn personnel for every four sworn officers. Implementation of policies contained in the General Plan that require the City to prepare and maintain a five-year capital improvement program for public facilities will avoid significant impacts.

Schools

The project would not result in an increased demand for construction of new schools or related administrative facilities. Schools are provided in the Plan area through two elementary districts, one high school district and one community college district. The following table outlines the total number of schools in each district and the number of schools within each district that are physically located in the Plan area

Table 13-2 – Existing City of Auburn School Facilities

School District (SD)	Total School Facilities	District Capacity
Ackerman (K-8) Elementary SD	1	126%
Auburn (K-8) Union SD	4	155%
Placer (9-12) Union High SD	4	119%
Sierra Community College SD	3	N/A

Parks

The project would not result in an increased demand for parks or requirements for improvements to existing park facilities. The current inventory of parks and recreation facilities totals approximately 3.2 acres per 1,000 residents in the Auburn Recreation District (ARD). However, within the existing City limits the ARD administers approximately 4.2 acres of developed parkland per 1,000 City residents based on existing developed parks. When the turf areas of the four schools in the City limits along with the undeveloped Railhead park site are added into the calculation, the ARD administers approximately 5.0 acres of parkland per resident within existing City limits.

Table 13-10 – Existing City of Auburn Park Sites

Proposed Parks within ARD	Acreage
Lone Star Road Park	44
Halsey Forbay Park	88
Bell & Dry Creek Road Park	55
Dry Creek Park	69
Atwood Road Park	50
Park Square Lane Park	11
Bell & New Airport Road Park	30
Bell Road Park	121
TOTAL	568

New subdivisions and commercial complexes typically have impacts on public services, however the proposed project will construct two warehouse buildings (100,633 SF) on an undeveloped 7.25-Ac (315,893 SF) site that is zoned – Industrial Park District/Single-Family Residential/Open Space & Conservation (M-1/R1-10/OSC).

The site is adequately served and will require no increase in the amount of fire or police services needed to serve the site, no demand for new construction of schools or administrative facilities, no increased demand for parks or park improvements, and no increased demand for other government services creating the need to physically alter or construct facilities.

The Design Review approval process will ensure that the project has been designed in full compliance with all applicable codes, design guidelines, and development standards and pay all applicable impact mitigation fees to offset all potential impacts to public services. Therefore, there will be a **less than significant** impact.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Measures Incorporated	Less Than Significant Impact	No Impact
XVI RECREATION. Would the Project:				
a) Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The current inventory of parks and recreation facilities totals approximately 3.2 acres per 1,000 residents in the Auburn Recreation District (ARD). However, within the existing City limits the ARD administers approximately 4.2 acres of developed parkland per 1,000 City residents based on existing developed parks. When the turf areas of the four schools in the City limits along with the undeveloped Railhead park site are added into the calculation, the ARD administers approximately 5.0 acres of parkland per resident within existing City limits.

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Halsey Forbay Park	88
Bell & Dry Creek Road Park	55
Dry Creek Park	69
Atwood Road Park	50
Park Square Lane Park	11
Bell & New Airport Road Park	30
Bell Road Park	121
TOTAL	568

New subdivisions and multifamily housing projects typically have impacts on recreation services and facilities, however the proposed project will construct two warehouse buildings (100,633 SF) on an undeveloped 7.25-Ac (315,893 SF) site that is zoned – Industrial Park District/Single-

Family Residential/Open Space & Conservation (M-1/R1-10/OSC). The project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The project does not include residential units which require public recreational facilities.

The Design Review approval process will ensure that the project has been designed in full compliance with all applicable codes, design guidelines, and development standards and pay all applicable impact mitigation fees to offset all potential impacts to recreation services. Therefore, there will be a **less than significant** impact.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Measures Incorporated	Less Than Significant Impact	No Impact
XVII TRANSPORTATION. Would the Project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian paths?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curve or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The analyses of transportation impacts and compliance requirements are provided by the site-specific Transportation Impact Study. (W-Trans, 1/21/25) (Appendix G)

a) Trip Generation

The anticipated trip generation for the proposed project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 11th Edition, 2021, for General Light Industrial space (LU #110), as this description most closely matches the proposed project. Based on the application of these rates, the proposed project is expected to generate an average of 487 trips per day, including 74 a.m. peak hour trips and 65 trips during the p.m. peak hour. These results are summarized in Table 2.

Table 2 – Trip Generation Summary

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
General Light Industrial	100 ksf	4.87	487	0.74	74	65	9	0.65	65	9	56

Note: ksf = 1,000 square feet

Trip Distribution

The pattern used to allocate new project trips to the street network was based on the one used for the Meade-Blocker traffic study, adjusted to reflect an employment-based use versus residential. The assumptions shown in Table 3 were applied.

Table 3 – Trip Distribution Assumptions	
Route	Percent
From/To the West via I-80	25
From/To the East via I-80	20
From/To the East via Fulweiler Ave-Elm Ave	5
From/To the South via SR 49	10
From/To the South via Placer St-Union St-Maple St	10
From/To the North via SR 49	20
From/To the North via Nevada St	10
TOTAL	100

Existing and Planned Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, pedestrian signal phases, curb ramps, curb extensions, and various streetscape amenities such as lighting, benches, etc. In general, a network of sidewalks, crosswalks, pedestrian signals, and curb ramps northeast of the proposed project site provide access for pedestrians in the vicinity of the site; however, sidewalk gaps and lack of crosswalks can be found along some or all of the roadways connecting to the project site. Existing gaps and obstacles along the connecting roadways impact convenient and continuous access for pedestrians and present safety concerns in those locations where appropriate pedestrian infrastructure would address potential conflict points.

- **Blocker Drive** – Sidewalk coverage is provided on both sides of Blocker Drive, with an approximate 100-foot gap on the south side where the Union Pacific railroad tracks pass through the street. Lighting is provided by overhead streetlights.
- **Merrow Street** – Currently, Merrow Street terminates in a cul-de-sac approximately 1,200 feet south of Blocker Drive. In the existing stretch of Merrow Street, sidewalks do not exist on either side of the road. Streetlighting is generally not provided.
- **Fulweiler Avenue** – Sidewalks are provided on both sides of Fulweiler Avenue, with gaps on the south side of the street between Nevada Street and approximately 100 feet west of Carson Avenue, as well as between Sterling Avenue and SR 49. Lighting is provided by overhead streetlights.

Pedestrian Safety

The collision history for the study area was reviewed to determine any trends or patterns that may indicate a safety issue for pedestrians. Collision records available from the California Highway Patrol as published in their Statewide Integrated Traffic Records System (SWITRS) reports were reviewed for the most current five-year period available, which was October 1, 2018, through September 30, 2023 at the time of the analysis. During the five-year study period there were no reported collisions involving pedestrians at any of the study intersections.

Pedestrian Project Impacts on Pedestrian Facilities

Given the proximity of the nearby train station and residential homes to the northeast of the proposed project site, it is reasonable to assume that some project patrons and employees will want to walk or bicycle to reach the project site. However, due to the rural character of the area, limited pedestrian trips are expected.

Project Site – As part of the project, sidewalks would be built along the project frontage on the east side of the Merrow Street extension past the southern driveway. Slightly south of the northern driveway, the sidewalk on the east side would terminate and would instead continue on the west side of the street to Blocker Drive. As designed, the project would provide a disconnected system and would not provide direct access to the train station. The project should be modified to include a continuous sidewalk on the east side of Merrow Street all the way to Blocker Drive.

Finding – Existing pedestrian facilities serving the project site are considered adequate for the area. While sidewalks would be provided as part of the project, as proposed they are discontinuous and are therefore inadequate to serve pedestrian trips.

Existing and Planned Bicycle Facilities

The *Highway Design Manual*, Caltrans, 2020, classifies bikeways into four categories:

- **Class I Multi-Use Path** – a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.
- **Class II Bike Lane** – a striped and signed lane for one-way bike travel on a street or highway.
- **Class III Bike Route** – signing only for shared use with motor vehicles within the same travel lane on a street or highway.
- **Class IV Bikeway** – also known as a separated bikeway, a Class IV Bikeway is for the exclusive use of bicycles and includes a separation between the bikeway and the motor vehicle traffic lane. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

In the project area, Class II bike lanes exist on Nevada Street between Fulweiler Avenue and Placer Street. Class III bike routes are proposed nearby on Placer Street, Maple Street, and

Union Street. Bicyclists ride in the roadway and/or on sidewalks along all other streets within the project study area. Table 4 summarizes the existing and planned bicycle facilities in the project vicinity, as contained in the *City of Auburn Bikeway Master Plan, 2002*.

Table 4 – Bicycle Facility Summary				
Status Facility	Class	Length	Begin Point	End Point
Existing				
Nevada St	II	0.47 mi	Fulweiler Ave	Placer St
Planned				
Placer St	III	350 ft	Nevada St	Union St
Maple St	III	875 ft	Lincoln Wy W	Lincoln Wy E
Union St	III	315 ft	Placer St	Maple St

Source: *City of Auburn Bikeway Master Plan, Placer County Transportation Planning Agency, 2002*

Bicyclist Safety

Collision records for the study area were reviewed to determine if there had been any bicyclist-involved crashes. During the five-year study period stated above, there were no reported collisions involving bicyclists at any of the study intersections.

Project Impacts on Bicycle Facilities

Existing bicycle facilities, including bike lanes on Nevada Street, together with shared use of minor streets provide adequate access for bicyclists.

Bicycle Storage

The project site plan does not identify the provision of bicycle parking or storage facilities. Additionally, the City of Auburn Municipal Code does not identify bicycle parking requirements. The California Green Building Standards Code recommends that new construction provide bike parking spaces at a rate of at least five percent of the number of vehicular parking spaces proposed. As 165 vehicular parking spaces are proposed as part of the project, a minimum of nine bicycle parking spaces should be provided.

Finding – Off-site bicycle facilities serving the project site are adequate, but the project does not provide parking for bicycles.

Recommendation – The project site plan should be modified to include nine bike parking spaces near the entrance of the building.

Existing Transit Facilities

Auburn Transit services provides bus services in the City of Auburn, which include the Auburn Loop Route and Confluence Route, which operates between April 1 and October 1 each year. The closest stop for the Auburn Loop is at the southwest corner of Lincoln Way/Sacramento Street and the Confluence Route stops at the Auburn Firehouse in Old Town. Both stops are approximately 0.8 miles southeast of the proposed project site, which is considered to be beyond what is a comfortable walking distance. Transit use would, however, be feasible using a bicycle for a part of the trip if bicycle parking were to be provided at the project site.

Placer County Transit provides several routes that stop at the Auburn Station 0.2 miles north of the proposed project site. Additionally, the Amtrak Capital Corridor southbound train to San Jose leaves from the Auburn Station daily. Existing transit routes and their operations are summarized in Table 5.

Table 5 – Transit Routes					
Transit Agency Route	Distance to Stop (mi) ¹	Service			Connection
		Days of Operation	Time	Frequency	
Auburn Transit Services					
Loop Route	0.8	Mon – Sat	9:00 a.m. – 5:00 p.m.	On-Demand ²	Nevada Station, Old Town, and Downtown to North and South Auburn
Confluence Route	0.8	Apr 1 – Oct 1 Fri – Sat	9:00 a.m. – 5:00 p.m.	On-Demand ²	North Auburn, Old Town, and Downtown to American River Confluence
Placer County Transit					
Light Rail Express Route	0.2	Mon – Fri Sat	5:00 a.m. – 7:00 p.m. 8:00 a.m. – 8:00 p.m.	1 hour 1 hour	Auburn to Sacramento Watt/I-80 Light Rail Station
Highway 49 Route	0.2	Mon – Fri Sat	7:00 a.m. – 9:00 p.m. 8:00 a.m. – 7:00 p.m.	1 hour 1 hour	Auburn Station to Auburn District Regional Park
Alta Colfax	0.2	Mon – Fri	7:00 a.m., 3:15 p.m.	Once per day	Auburn Station to Colfax Depot and Alta Store
Taylor Rd Shuttle	0.2	Mon – Fri Sat	6:35 a.m. – 4:35 p.m. 8:35 a.m. – 4:35 p.m.	2 hours 2 hours	Auburn Station to Sierra College
Commuter Express	0.2	Mon – Fri	5:43 a.m., 6:23 a.m. to Roseville 5:49 p.m., 6:43 p.m. to Colfax	Once per day Once per day	Roseville to Colfax
Amtrak					
Capital Corridor	0.2	Mon – Fri Sat - Sun	6:35 a.m., 10:15 a.m., 4:10 p.m. 7:55 a.m., 9:15 a.m., 4:10 p.m.	Once per day Once per day	Auburn to San Jose

Note: ¹ Defined as the shortest walking distance between the project site and the nearest bus stop; ² Rides are scheduled on the Transloc app or by calling the Transit Dispatcher; *Italics* = Via Amtrak Thruway Connecting Bus and one or two transfers

Sources: auburn.ca.gov; placercountytransit.com; amtrak.com

Auburn OnDemand is a rideshare service provided by the City to travel directly to and from desired locations within Auburn City limits and some parts of surrounding Placer County. These rides can also be scheduled through the Transloc app or by calling the Transit Dispatcher.

A separate paratransit service for those who are unable to independently use the transit system due to a physical or mental disability is not provided. However, all buses within Auburn Transit Services are equipped with lifts so they are accessible to riders with disabilities. Additional arrangements for riders with disabilities include allowing service animals on the bus, an additional passenger for free, priority seating, and reduced fares.

Impact on Transit Facilities

Transit load factors are expected to be spread out across multiple rides; therefore, the volume of transit riders expected to be generated by the project is not anticipated to exceed the carrying capacity of the existing transit services near the project site and existing transit routes are adequate to accommodate project-generated transit trips. The Auburn Station, which serves the Placer County Transit bus routes as well as the daily Amtrak trains, is within an acceptable walking distance of the site, located about 0.2 miles away.

Finding – Transit facilities serving the project site are adequate.

Vehicles

The project as proposed would result in the extension of Merrow Street to Blocker Drive. As proposed, the roadway would be approximately 32 feet wide. According to the City of Auburn Municipal Code, Chapter 100.84; Roadway and Emergency Access Requirements, all roads must be constructed to provide a minimum of two 10-foot traffic lanes providing two-way traffic flow. Additionally, there must be an unobstructed vertical clearance of 15 feet along the entire length and the maximum grade shall not exceed 15 percent. The proposed Merrow Street extension appears to meet City requirements based on the information provided in the site plan.

Significance Finding – The project would not conflict with any policies regarding transit or vehicular facilities but would provide a disconnected and therefore inadequate sidewalk system and does not include bike parking.

Mitigation Measures:

TRANS-RMM-1: It is recommended that the sidewalk between the northerly end of the site and Blocker Drive be located on the east side of Merrow Street to provide a continuous pedestrian path.

TRANS-RMM-2: The project site plan should be modified to include nine bike parking spaces near the entrance to the building.

TRANS-MM-3: The design for the Merrow Street extension should be modified to provide a connected sidewalk by extending the facility along the easterly side of the street to Blocker Drive rather than requiring a mid-block crossing near the northly driveway.

b) The potential for the project to conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b) was evaluated based the project’s anticipated Vehicle Miles Traveled (VMT). Senate Bill (SB) 743 established VMT as the metric to be applied for determining transportation impacts associated with development projects. Like many other jurisdictions in California, the City of Auburn has not yet adopted a policy or thresholds of significance regarding VMT so the project-related VMT impacts were assessed based on guidance provided by the California Governor’s Office of Planning and Research (OPR) in the publication *Transportation Impacts (SB 743) CEQA Guidelines Update and Technical Advisory*, 2018. This document identifies several criteria that may be used by jurisdictions to identify certain types of projects that are unlikely to have a VMT impact and can be “screened” from further VMT analysis. As indicated in the Technical Advisory, projects that are located within one-half mile of a rail transit stop or a bus stop on a high-frequency transit line can generally be presumed to have a less than significant VMT impact; the proposed project is adjacent to the Amtrak station so it meets this criterion.

It is noted that the parking provided by the project to serve the Amtrak station would also support the use of nonvehicle transportation and reduced VMT. Currently the existing parking spaces at the Amtrak station are not open for general use; they are designated for tenants of the station building, short-term parking, and people with disabilities. The 61 spaces that would be provided by the project would be available to users of the Auburn Amtrak station, where passengers can access train service as well as six bus routes. Among the bus routes are Route 20 from Amtrak’s Thruway service, which includes two weekday trips to the Sacramento Amtrak station and five return trips. In addition, Placer County Transit Route 10 provides hourly express service from the Auburn station to the Watt/I-80 light rail station in North Highlands, providing additional service to Sacramento. Given the potential for future users to park at this location and use regional transit services, the additional parking spaces proposed as part of the project have the potential to eliminate regional trips, thereby reducing VMT.

Significance Finding – The project would be expected to screen out from quantitative analysis and have a **less than significant** impact on VMT.

c) Safety Issues

The potential for the project to impact safety was evaluated in terms of the adequacy of sight distance and need for turn lanes at the project accesses as well as the adequacy of stacking space in dedicated turn lanes at the study intersections to accommodate additional queuing due to adding project-generated trips and need for additional right-of-way controls. This section addresses the third transportation bullet on the CEQA checklist which is whether or not the project would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

Site Access

The proposed project would be accessible via two new driveways on Merrow Street, which would be extended north to Blocker Drive.

Sight Distance

Sight distances along Blocker Drive at the proposed location of the Merrow Street extension were evaluated based on sight distance criteria contained in the *Highway Design Manual* published by Caltrans. The recommended sight distance at intersections of public streets is based on corner sight distances, with more sight distance needed for making a left turn versus a right turn, while recommended sight distances for minor street approaches that are either a private road or a driveway are based on stopping sight distance. Both use the approach travel speeds as the basis for determining the recommended sight distance. Additionally, the stopping sight distance needed for a following driver to stop if there is a vehicle waiting to turn into a side street or driveway is evaluated based on stopping sight distance criterion and the approach speed on the major street.

Blocker Drive does not have a posted speed limit, so the *prima facie* speed of 25 mph applies for the residential neighborhood condition. Actual speeds were sampled on Blocker Drive and indicate 85th percentile speeds of 21 mph westbound and 27 mph eastbound. For speeds of 25 mph, the minimum corner sight distance needed is 275 feet for left turns and 240 feet for right turns. Field measurements were obtained to and from the position of a vehicle waiting on the proposed Merrow Street approach of the intersection and were determined to extend approximately 300 feet to the west, which is adequate for anticipated travel speeds. To the east, sight lines extend approximately 260 feet. Therefore, sight lines would be adequate at the proposed Blocker Drive/Merrow Street intersection.

Consideration was also given to the adequacy of sight lines along the Merrow Street extension at the project driveways; however, the roadway does not currently exist and the site plan is still preliminary so the exact positions and details of the driveways have not yet been determined, though it is anticipated that the roadway extension and the connections to the project driveways would be designed in accordance with applicable design standards. For the *prima facie* speed limit of 25 mph on Merrow Street, the minimum stopping sight distance needed is 150 feet; therefore, it is recommended that the roadway extension be designed to provide a minimum of 150 feet of stopping sight distance at the project driveways. Additionally, any new signage or monuments should be placed outside of the vision triangles of a driver waiting on the project driveways, which is denoted graphically in Plate 1.

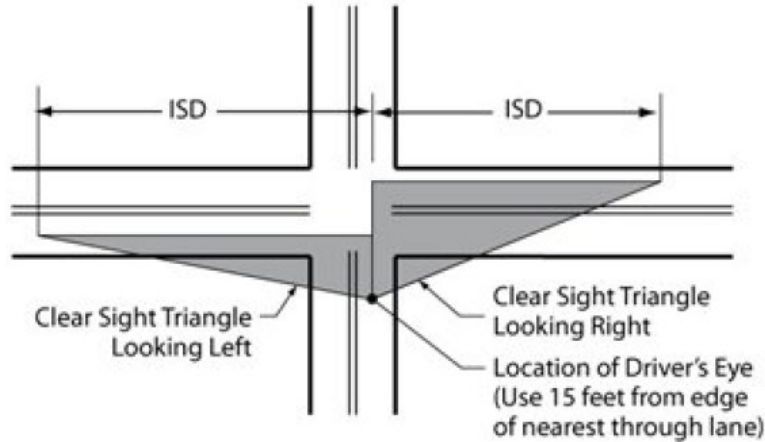


Plate 1 Vision Triangle Graphic

Finding – Sight lines at the new Blocker Drive/Merrow Street intersection are anticipated to be adequate for the assumed design speed. Sight lines along Merrow Street at the project driveways could not be evaluated but will need to be designed to meet applicable design criteria.

Mitigation Measures

TRANS-MM-4: To preserve existing sight lines, any new signage, monuments, or other structures to be placed near the project entrances should be positioned outside of the vision triangles of a driver waiting on the driveway approaches. Landscaping should be planned or trimmed to be lower than three feet in height or above seven feet.

Access Analysis

Left-Turn Lane Warrants

The need for a left-turn lane on Blocker Drive at the future intersection with Merrow Street was evaluated based on criteria contained in the *Intersection Channelization Design Guide*, National Cooperative Highway Research Program (NCHRP) Report No. 279, Transportation Research Board, 1985, as well as an update of the methodology developed by the Washington State Department of Transportation and published in the *Method For Prioritizing Intersection Improvements*, January 1997. The NCHRP report references a methodology developed by M. D. Harmelink that includes equations that can be applied to expected or actual traffic volumes to determine the need for a left-turn pocket based on safety issues.

With project-generated trips, a left-turn lane is not warranted on Blocker Drive at the future intersection with Merrow Street during either of the peak periods evaluated. A left-turn lane is also not warranted on Merrow Street at the project driveways since the volumes on the future extension of Merrow Street are expected to be lower than volumes on Blocker Drive. The left-turn lane warrants are provided in Appendix B.

Queuing

The City of Auburn does not prescribe thresholds of significance regarding queue lengths. However, an increase in queue length due to project traffic was considered a potentially significant impact if the increase would cause the queue to extend out of a dedicated turn lane into a through traffic lane, or the back of queue into a visually restricted area, such as a blind corner. If queues would already be expected to extend past a dedicated turn lane or into a visually restricted area without project traffic, the addition of project traffic was considered to constitute a potentially adverse effect only if it would cause a new unacceptable conditions; in other words, if the queue were already beyond the turn lane and the project would cause it to stack into an adjacent intersection or a visually restricted area, and that would not occur without the project, that would be considered an impact.

Under each scenario, the projected maximum queues in dedicated turn pockets at the study intersections were determined using the SIMTRAFFIC application of Synchro and averaging the 95th percentile projected queue for each of ten runs. Summarized in Table 6 are the predicted queue lengths for all dedicated turn lanes.

Study Intersection Approach	Available Storage	95 th Percentile Queues							
		AM Peak Hour				PM Peak Hour			
		B	B+P	F	F+P	B	B+P	F	F+P
1. Mt. Vernon Rd-Palm Ave/Nevada St									
NB Left Turn	150	75	82	90	93	133	143	177	182
SB Left Turn	250	49	46	44	42	44	44	36	71
2. SR 49/Palm Ave									
NB Left Turn	250 ¹	130	148	172	181	216	206	200	197
SB Left Turn	350 ¹	138	93	249	253	195	202	391	397
SB Right Turn	450	52	75	144	120	33	36	552	538
3. Nevada St/Blocker Dr-Fulweiler Ave									
NB Left Turn	150	112	133	117	139	55	76	126	146
SB Left Turn	180 ¹	82	87	118	116	129	152	217	248
WB Through/Left Turn	145	100	115	105	122	91	91	151	205
4. SR-49/Fulweiler Ave-Elm Ave									
NB Left Turn	200	183	186	239	242	232	235	269	282
NB Right Turn	280	143	159	220	210	183	239	416	419
SB Left Turn	290 ²	292	292	408	409	376	392	409	417
SB Right Turn	370 ³	122	191	274	294	173	177	269	281
WB Left Turn	180	87	89	123	133	142	134	186	181
5. I-80 West Ramps-Nevada St/Andrews St-Placer St									
NB Left Turn	75	3	0	2	0	0	2	6	4

Notes: All distances are measured in feet; B = baseline conditions; B+P = baseline plus project conditions; F = future conditions; F+P = future plus project conditions; NB = Northbound; SB = Southbound; WB = Westbound; **Bold text** = queue length exceeds available storage; ¹Available storage is measured to the point where vehicles could queue before queuing in the two-way left-turn lane; ²There are two SB Left-turn lanes and the longer queue of the two was reported; ³Storage was measured to the end of the bicycle conflict markings

During the a.m. peak hour, the northbound left-turn pocket is expected to exceed capacity at SR 49/Fulweiler Avenue-Elm Avenue under Future volumes with and without project-generated trips, and the southbound leftturn pocket is expected to exceed capacity under all scenarios evaluated. During the p.m. peak hour under Future and Future plus Project volumes the following turn pockets are expected to exceed capacity: the northbound leftturn pocket at Mt Vernon Road-Palm Avenue/Nevada Street, southbound left-turn and right-turn pockets at SR 49/Palm Avenue, southbound left-turn and westbound through/left-turn pockets at Nevada Street/Blocker Drive-Fulweiler Avenue, and northbound right-turn and westbound left-turn pockets at SR 49/Fulweiler Avenue-Elm Avenue. The northbound left-turn and southbound left-turn pockets at SR-49/Fulweiler Avenue-Elm Avenue are expected to exceed storage capacity under all scenarios evaluated during the p.m. peak hour.

The queues on several movements are predicted to decrease slightly with project traffic added compared to without-project conditions. This is attributed to the stochastic nature of the modeling wherein traffic is randomly seeded and the average of ten runs is reported, occasionally resulting in shorter queues with project traffic than without it. However, as these reductions are relatively small, the practical effect of the project is negligible.

Finding – The project does not cause any queues to exceed available storage that would not do so without the project, so the impact is considered **less than significant**.

Significance Finding – The project would not result in any changes to the physical or operational conditions of the roadway that would introduce any hazards.

d) Emergency Access

The final transportation bullet on the CEQA checklist requires an evaluation as to whether the project would result in inadequate emergency access or not.

Adequacy of Site Access

City of Auburn Municipal Code Section 100.84 sets forth requirements to ensure that developments provide adequate access for emergency vehicles. Applicable requirements identified in these plans include a minimum roadway width of 20 feet for one-way and two-way traffic, minimum driveway widths of 12 feet, and minimum inside turn radii of 50 feet. Additionally, the City of Auburn Fire Department *Planning and Development Guidelines* require fire and emergency access to be a minimum of 26 feet in width. According to the preliminary site plan, the internal drive aisles are 26 feet wide and the driveway widths are at least 25 feet wide. The proposed access point dimensions appear to be in accordance with City standards; however, the roadway turning radius is not denoted in the site plan. Review and approval of all on-site turning radii from the fire code official would be required. The site would have two access points, so should one access be compromised during an emergency, responders would be able to use one of the other access points to reach the site.

Effect on Emergency Response Times

As detailed in the following section, the addition of project-generated traffic would have a limited effect on traffic operation and would therefore potentially result in only a nominal increase in response times. However, as all traffic is required by law to pull to the side to allow emergency responders traveling with their lights and sirens operating to pass, response times would not be expected to change as a result of the project.

Finding – The proposed site access and on-site circulation would function acceptably for emergency response vehicles and the project would not increase emergency response times.

Significance Finding – The project would be expected to have a **less than significant** impact on emergency access.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Measures Incorporated	Less Than Significant Impact	No Impact
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:				
a) 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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) 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) to Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) As stated in Section V-Cultural Resources above, the project site does not contain any of the Cultural Resources of particular concern within existing city limits, as listed in GPEIR Table 9-2 above. Furthermore, the findings provided by the site-specific Cultural Resources Assessment prepared by Peak & Associates, 4/22/24 (Attachment C), confirmed that implementation of CULT-RMM-1, CULT-RMM-2, and CULT-MM-1 will reduce impacts to Cultural Resources to **less than significant with mitigation**.

b) The United Auburn Indian Community (UAIC) is a federally recognized Tribe comprised of both Miwok and Maidu (Nisenan) Tribal members who are traditionally and culturally affiliated with the project area. The Tribe has a deep spiritual, cultural, and physical ties to their ancestral land and are contemporary stewards of their culture and 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. (UAIC Tribal Historic Preservation Department)

California Assembly Bill (AB 52) requires public agencies to consult with tribes during the CEQA process. The Auburn, CA Native American Heritage Commission Tribal Consultation List for Placer County is current as of the date of this document and is based on the information available to the Commission on the date it was produced as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code. Tribal consultation with the 18 tribes was initiated on 12/3/24 (Appendix C), and as of the date of this MND not one request for tribal consultation was received by the lead agency, however Kara Perry-Director of Site Protection for the Shingle Springs Band of Miwok Indians requested to be notified if tribal cultural resources are discovered, as summarized in mitigation measure **CULT-MM-2**.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Measures Incorporated	Less Than Significant Impact	No Impact
XIX UTILITIES AND SERVICE SYSTEMS. Would the Project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) The project site will connect to existing utilities for water, sewer, electric power, natural gas, telecommunications, and storm water drainage services. The project does not require any significant relocation or construction of electric, gas, or telecommunication facilities that would cause significant environmental effects. As stated on the project plans, all services will be

installed in compliance with all applicable codes, specifications, BMPs and CVRWQCB standards. The project will also be required to pay all applicable impact fees to the City of Campbell associated with the connections to services and utilities. Therefore, there will be a **less than significant impact**.

b) Domestic water service for the City of Auburn is provided by the Placer County Water Agency (PCWA). Residents and businesses within the City contract directly with PCWA for service. PCWA purchases its raw water supply from PG&E's Yuba-Bear water system and has current contracts to purchase up to 55,000-acre feet of water annually from this system. The Bowman and Auburn Water Treatment Plants provide water clarification and chlorine treatment prior to delivery in the Upper Zone One and City of Auburn service areas. The combined production capacity of these two plants is 12 million gallons per day (MGO). During 1992, the maximum daily water demand on the Upper Zone One system was 10.94 MGD, resulting in an excess system capacity of approximately 9%.

In addition to PCWA, the Nevada Irrigation District (NID) serves approximately 1800 customers in the North Auburn area, both east and west of Highway 49. This area includes land within the existing and proposed Sphere of Influence area. The District itself covers portions of three counties and provides both agricultural and domestic water service. The District's Locksley Lane treatment plant has a current capacity of treating 4.0 million gallons per day. The expansion of the plant to 6 MGD is being designed and should be complete in 1994 (Vern Smith, personal communication 5/4/92). The District system is intertied at two locations with the PCWA system.

The Water Supply section of the GPEIR provides the following conclusions – “It appears that adequate supplies are available to serve the City of Auburn and the Auburn/Bowman water system area per the proposed Land Use Plans. It appears that adequate facilities are planned to serve area growth by PCWA. It appears that new development fees are adequate to fund capital improvements needed as a direct result of new growth. Based on the impact evaluation criteria and the analysis above, buildout of the City of Auburn General Plan area is not expected to have a significant impact on the Placer County Water Agency.” Therefore, impacts will be **less than significant**.

c) The proposed project includes two new single story Metal Warehouse Buildings with associated site improvements. Building A is 60,633 square feet and Building B is 40,000 square feet. The project site has a gross area of 7.25-acres (315,893 SF) and is currently undeveloped.

The project will connect to the existing City sewer services and will not include the use of septic tanks or alternative wastewater disposal systems. The applicant provided a sewer capacity determination dated 2/8/24 which determined that the City standard is 02. EDU/1,000 SF, therefore the 100,000 SF buildings would result in 20 EDUs and a net peak flow of 17,000 GPD. The sewer capacity determination concluded that there will be no sewer capacity issues. Furthermore, the applicant will be required to complete all required on-site improvements and pay the applicable City sewer connection fees. Therefore, there will be **no impact**.

d)-e) Solid waste generated in the City of Auburn General Plan area is collected by the Auburn Placer Disposal Service (APDS), a licensed private disposal company. Solid waste from the Plan area is transported to the company's transfer station located on Shale Ridge Road and then long-hauled to the Western Regional Landfill located near Highway 65 at Industrial Boulevard and Athens Road. The Western Regional Landfill is a 320-acre Class III facility owned by Placer County and operated by the Western Placer Recovery Company, a licensed private landfill operator, under a contract with the Western Regional Landfill Authority (a joint powers authority consisting of Placer County, Lincoln, Roseville, and Rocklin).

Based on an overall solid waste generation factor of 6.8 lbs/capita/day, total waste generation including residential, industrial, institutional, construction, demolition and wastewater treatment sludge/septage is expected to be 29,565 tons per year (based on 23,870 population at 6.8 lbs/day/person) within City limits and 38,325 tons per year (based on 30,780 population at 6.8 lbs/day/person) at buildout of the General Plan. The existing Plan would result in approximately 51,936 tons/year (based on 41,851 population at 6.8 lbs/day/person).

The Solid Waste section of the GPEIR provides the following conclusions – “Based on the impact evaluation criteria and discussion above, impacts resulting from an increased demand on solid waste disposal facilities are not expected to be significant. However, it would be appropriate for the Plan to include a policy requiring implementation of the City of Auburn Source Reduction and Recycling Element (SRRE).” Therefore, impacts will be **less than significant with mitigation**.

Mitigation Measure:

USS-RMM-1: Requiring implementation of the City's SRRE.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Measures Incorporated	Less Than Significant Impact	No Impact
XX WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:				
a) Impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or uncontrolled spread of wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				
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a)-c) The City of Auburn provides fire prevention, fire suppression, and life safety services to the project site. The project site is located in an area that is classified as “Moderate” risk for wildland fires. The project site is located in an environment with oak woodland landcover, which is subject to wildfires. 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 required via the entrances off Merrow Street, with fire turnaround.

A search of the fire hazard severity zones viewer at CalFire confirmed that the project site located outside of the State Responsibility Area (SRA) and is not located within, or within proximity to a Very High Fire Hazard Severity Zone (VHFHSZ). The closest VHFHSZ is located on the southern edge of the Auburn Ravine area, approximately 1.75-miles southwest of the project site. The project site is in a Local Responsibility Area (LRA), and the site and structures will be constructed in compliance with applicable fire codes and standards. Therefore, there will be **no impact**.

d) According to the FEMA Flood Insurance Rate Map (FIRM No. 06061C0764H), the project site is located in flood zone X, described as an area of minimal flood hazard. The project site is not located within a 100-year flood hazard area and none of the structures or buildings surrounding the site are within a 100-year flood hazard. The project is required to comply with the city stormwater management requirements cited in question a) above. Therefore, the project will have a **less than significant impact**.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Measures Incorporated	Less Than Significant Impact	No Impact
XXI MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable”	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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)?				
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) The project site has a gross square footage of approximately 7.25-acres (315,893 SF). The site is currently undeveloped has the following General Plan land use designations – Industrial (IND) and Low-Medium Density Residential (LMDR), and the following zoning designations – Industrial Park District/Single-Family Residential/Open Space & Conservation (M-1/R1-10/OSC).

The project site is not on or near any migratory wildlife corridors nor would construction impede access to any native wildlife nursery sites since there are none near the site. The site is not within a habitat conservation plan area and does not contain any natural drainage courses or wetlands. The project site is not near any sensitive natural community identified in local or regional plans, policies, and regulations or by any state or by the California Department of Fish and Game or US Fish and Wildlife Service. Therefore, the project will have a **less than significant impact with mitigation** on habitats or wetlands or interfere with migratory fish or wildlife.

b) None of the standards for mandatory findings of significance are met. With regard to cumulative impacts, development of the industrial warehouse project would not result in any significant environmental impacts. Likewise, the project would not result in any incremental effects that would be cumulatively considerable when viewed in combination with past and probably future projects. Thus, the cumulative impacts of this project are **less than significant**.

c) The project will implement 20 mitigation measures to reduce impacts to a less than significant level. Of those mitigation measures, 13 are recommended mitigation measures and are not required to mitigate a known environmental impact. Therefore, the project will have **no impact** on human beings, either directly or indirectly.