

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

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

**PROJECT:** Hulbert Court Car Wash and Self-Storage (PLN24-00041)

**PROJECT DESCRIPTION:** The Hulbert Court Car Wash and Self-Storage project consists of a Minor Land Division, Conditional Use Permit, and Design Review to divide the existing parcel into two resultant parcels, and construct and operate a 78,450 square foot self-storage (mini storage) facility and automated car wash with twelve (12) vacuum stalls. The proposed project area is located on a previously disturbed commercial-zoned property in the Auburn area along Highway 49.

**PROJECT LOCATION:** 1960 Grass Valley Highway, Placer County

**APPLICANT:** Tiffany Wilson

The comment period for this document closes on July 7, 2024. A copy of the Mitigated Negative Declaration is available for public review at the County's web site:

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

Property owners within 300 feet of the subject site shall be notified by mail of the upcoming hearing before the Planning Commission. Additional information may be obtained by contacting the Environmental Coordination Services, at (530)745-3132, between the hours of 8:00 am and 5:00 pm. Comments may be sent to [cdraecs@placer.ca.gov](mailto:cdraecs@placer.ca.gov) or 3091 County Center Drive, Suite 190, Auburn, CA 95603.

Delivered to 300' Property Owners on June 5, 2025.

## MITIGATED NEGATIVE DECLARATION

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

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

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

Title: Hulbert Court Car Wash and Self-Storage	Project # PLN24-00041
Project Description: Minor Land Division, Conditional Use Permit, and Design Review to divide the existing parcel into two resultant parcels, and construct and operate a 78,450 square foot self-storage facility and automated car wash with twelve vacuum stalls.	
Location: 1960 Grass Valley Highway, Auburn, Placer County	
Project Owner: Gilad Adizdris	
Project Applicant: Tiffany Wilson	
County Contact Person: Claudia Garcia	530-745-3132

### PROJECT INFORMATION PUBLIC NOTICE

The comment period for this document closes on **July 7, 2025**. A copy of the Mitigated Negative Declaration is available for public review at the County's web site (<https://www.placer.ca.gov/2826/Negative-Declarations>). It is also available for review during normal business hours, at the same link, via computer kiosks at the Placer County Libraries, the Placer County Community Development Resource Agency (3091 County Center Drive, Auburn) and Tahoe (775 N. Lake Boulevard, Tahoe City), and the County Clerk's Office (3715 Atherton Road, Rocklin, 95765). Property owners within 300 feet of the subject site shall be notified by mail of the upcoming meeting before the **Planning Commission**. Additional information may be obtained by contacting the Environmental Coordination Services, at (530)745-3132 between the hours of 8:00 am and 5:00 pm at 3091 County Center Drive, Auburn, CA 95603.

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

# INITIAL STUDY & CHECKLIST

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

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

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

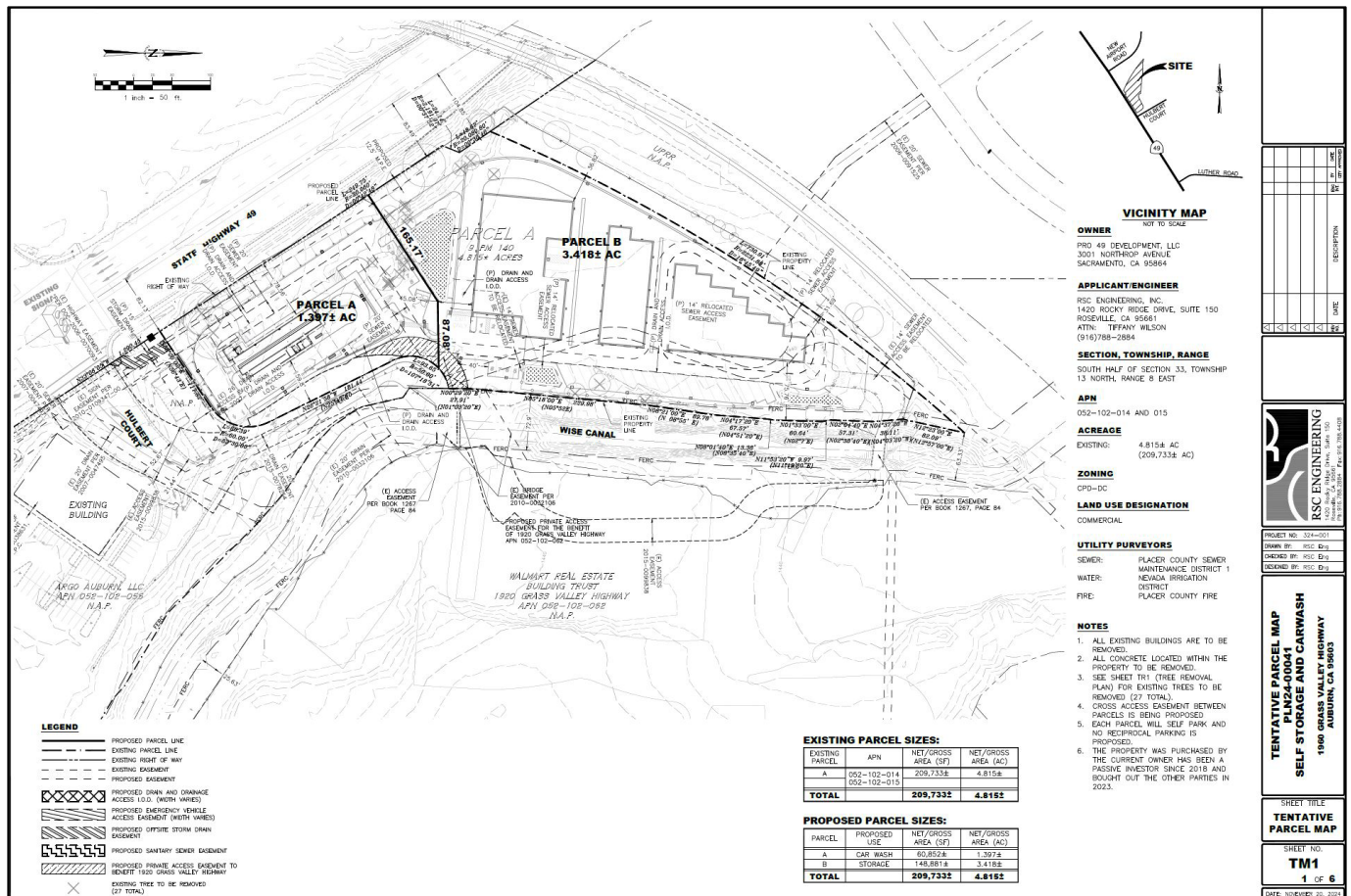
Project Title: Hulbert Court Car Wash and Self-Storage	Project # PLN24-00041
Entitlement(s): Minor Land Division, Conditional Use Permit, and Design Review	
Site Area: 4.815 acres / 209,733 square feet	APN: 052-102-014-000 and 052-102-015-000
Location: 1960 Grass Valley Highway, adjacent to Highway 49 and Hulbert Court in the unincorporated Auburn area.	

## A. BACKGROUND:

### Project Description:

The Hulbert Court Car Wash and Self-Storage project consists of a Minor Land Division, Conditional Use Permit, and Design Review to divide the existing parcel into two resultant parcels, and construct and operate a 78,450 square foot self-storage (mini storage) facility and automated car wash with twelve (12) vacuum stalls. The proposed project area is located on a previously disturbed commercial-zoned property in the Auburn area along Highway 49.

The proposed Minor Land Division would split the existing lot into two parcels resulting in an approximately 1.4-acre parcel (Parcel A) for the proposed car wash facility, and an approximately 3.4-acre parcel (Parcel B) for the proposed self-storage facility as shown in Figure 1.



**Figure 1: Minor Land Division**

The proposed car wash would include a 4,840 square foot automated car wash tunnel, double-queuing vehicle lanes that are approximately 127 feet in length for car wash customers, twelve (12) vacuum stalls, and eight (8) customer and employee parking stalls as shown in Figure 2. The car wash is proposed to be open seven days a week from 7:00 AM to 8:00 PM.

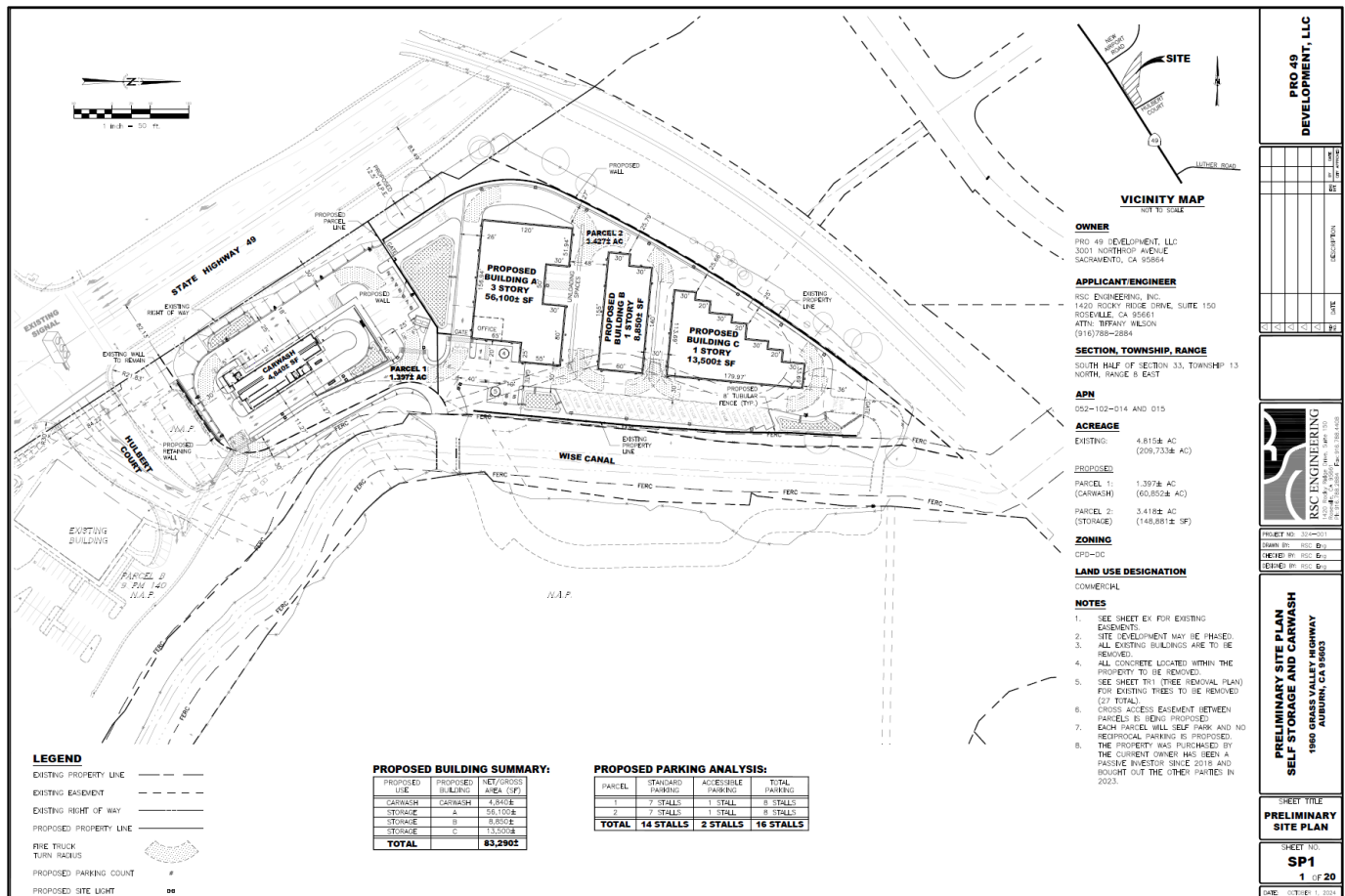


Figure 2: Site Plan

The proposed self-storage (mini storage) facility consists of three buildings totaling approximately 78,450 total square feet as shown in Figure 3. One building is proposed to be three (3) stories high and approximately 56,100 square feet. A 1,200 square foot office would be included in this building. The other two buildings are single-story and 8,850 square feet and 13,500 square feet respectively. There are 24 designated parking stalls for RV and boat storage ranging in size from 12 feet by 25 feet to 12 feet by 40 feet. The self-storage facility is proposed to be fenced with gates for security purposes. Nine (9) customer and employee parking spaces would be provided in front of the gate. Four (4) large unloading stalls would be provided to the 3-story building. Emergency vehicle access would be provided for fire trucks to circulate through the car wash and self-storage property. There is sufficient circulation lane width around the two single-story buildings to allow for 49 cars to park adjacent to the pull up units and allow traffic to go around them. The total proposed parking is 58 stalls, including the 9 stalls in the front of the gate, which meets the County's parking requirements for self-storage facilities.



**Figure 3: Self-Storage Site Plan (Parcel B)**

A total of 27 trees are proposed to be removed from the site. Two of the trees are protected Interior Live Oaks. The remaining trees to be removed are not considered protected species, do not meet the size requirements, and/or are in poor health/structure.

**Project Site** (Background/Existing Setting):

The proposed project site is located on the north side of Highway 49 at 1960 Grass Valley Highway (Highway 49) in the unincorporated North Auburn area. The triangular-shaped approximately 4.8-acre proposed project site consists of one legal lot of record with two Assessor's Parcel Numbers (APNs 052-102-014-000 and 052-102-015-000). Elevation of the proposed project area ranges between approximately 1,414 feet to 1,436 feet above mean sea level (MSL).

The site is located within the Auburn/Bowman Community Plan area. The property has a Land Use Designation of Commercial and is zoned Commercial Planned Development, combining Design Scenic Corridor, combining Aircraft Overflight (CPD-Dc-AO). Surrounding land uses include auto sales to the southwest across Highway 49, retail/commercial uses to the south, Southern Pacific railroad tracks to the north, and the PG&E operated Wise Canal immediately to the east with undeveloped land and the residential community of Sierra Meadows Park further to the east. The proposed project site is adjacent to Highway 49 and other commercial and industrial uses to the west. The proposed project site has existing agreements with Best Buy and the Auburn Plaza to the south to provide for access out to Hulbert Way which connects to a signalized intersection along Highway 49.

The subject property, along with several other adjacent parcels, was first developed in 1946 as the site of Cal-Ida Lumber Company's lumber mill and box shook (wood parts) plant and operated as such under various names and parent companies until 1985 (Figure 4). The site includes five existing abandoned mill structures, remaining lumber, paved asphalt and concrete areas, landscape, lights, and associated infrastructure. All the existing structures and improvements on the site would be demolished and replaced with the proposed car wash and self-storage facility.





**Figure 4 – Project Area Existing Conditions**

## B. Environmental Setting:

Location	Zoning	General Plan/Community Plan Designations	Existing Conditions and Improvements
Site	CPD-Dc-AO (Commercial Planned Development, Combining Design Review, Combining Aircraft Overflight)	Commercial	Former lumber mill site
North	O (Open Space)	Commercial and Open Space	Southern Pacific Railroad tracks
South	CPD-Dc-AO (Commercial Planned Development, Combining Design Review, Combining Aircraft Overflight)	Commercial	Best Buy commercial shopping center
East	CPD-Dc-AO (Commercial Planned Development, Combining Design Review, Combining Aircraft Overflight)	Commercial	PCWA Wise Canal; Undeveloped land
West	C2-Dc-AO (General Commercial, Combining Design Review, Combining Aircraft Overflight)	Commercial	Automotive dealerships and industrial uses

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

*Pursuant to Assembly Bill 52, invitations to consult were sent on April 26, 2024, to tribes who requested notification of proposed projects within this geographic area. The United Auburn Indian Community (UAIC) of the Auburn Rancheria reviewed the Tribal Historic Information System (THRIS) database and subsequently declined formal consultation but requested the standard mitigation measure for inadvertent discoveries to be included for this project.*

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

## D. PREVIOUS ENVIRONMENTAL DOCUMENT:

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

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

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

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



## E. EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Have a substantial adverse effect on a scenic vista? (PLN)				X
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within a state scenic highway? (PLN)				X
3. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced				X

from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? (PLN)				
4. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? (PLN)		X		

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

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

The proposed development would be consistent in type and scale with the existing and proposed development near the proposed project site. The area surrounding the proposed project site is predominantly developed with a mix of commercial and industrial uses. Adjacent uses include the Best Buy commercial shopping center to the south, the Southern Pacific Railroad tracks to the north, and car dealerships and industrial land uses to the west along Highway 49. The development of a car wash and self-storage facility with parking, lighting, and landscape features would be visually consistent with the surrounding commercial uses.

Terrain on the proposed project site is primarily flat and is disturbed from the previous lumber mill use. As discussed below, significant impacts to scenic vistas or viewsheds are not anticipated with implementation of recommended aesthetic mitigation measures.

#### **Discussion Item I-1:**

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

#### **Discussion Item I-2:**

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

#### **Discussion Item I-3:**

The proposed project site is in an urban setting and has street frontage along Highway 49 and is primarily surrounded by industrial and commercial uses, as well as highways and railroad tracks. Development of the proposed project would not result in a significant impact because the redevelopment of commercial buildings with frontage landscaping in this commercial area would not result in the degradation of visual character of the commercial Highway 49 corridor.

As discussed at the beginning of this section, private views (those available from vantage points on private property) are not protected. Views of the proposed project site are short range and limited to users of the neighboring parcels or travelers along Highway 49. Construction would also result in short-term impacts to the existing visual character and quality of the area. Construction activities would require the use of equipment and storage of materials within the

proposed project site. However, construction activities are temporary and would not result in any permanent visual impact.

As a part of the Conditional Use Permit evaluation, the proposed project plans have been generally reviewed for consistency with the Auburn Bowman Community Plan and the Placer County Design Guidelines. Prior to Improvement Plan approval the proposed project would be required to receive discretionary approval of a Design/Site Review Agreement to demonstrate consistency with the Auburn Bowman Community Plan and the Placer County Design Guidelines. Because the project site is located in an urban setting, and the project will demonstrate consistency with the Community Plan, there is no impact and no mitigation measures are required.

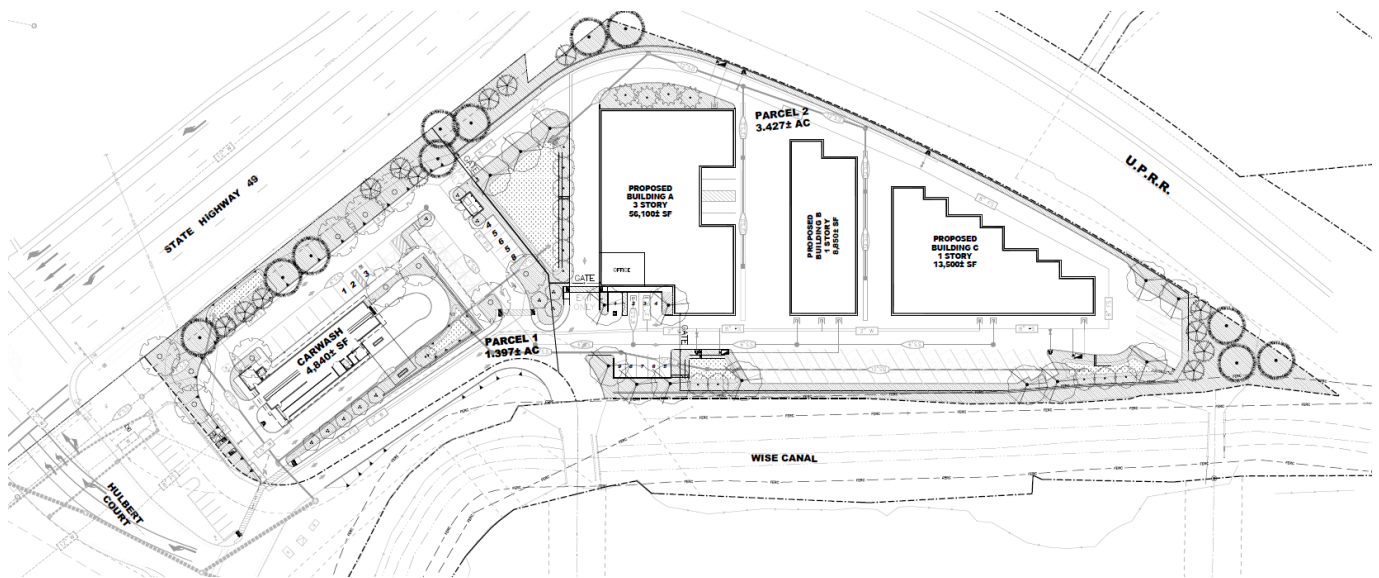
**Building Design.** The proposed project would alter the existing visual character of the site and its immediate surroundings by removing some perimeter trees and the remnants of the former lumber mill and constructing a new car wash and self-storage facility. The proposed car wash building would be one-story with the maximum building height approximately 26 feet above grade. The building's design utilizes a mix of exterior building materials including split-faced CMU blocks primarily using earthtone colors.

The proposed self-storage facility includes three buildings. Building A is proposed to be three-stories tall with the maximum building height of approximately 40-feet, 4-inches to the top of the building façade as shown in the illustrative in Figure 5. The remaining two self-storage buildings are proposed to be single story.



**Figure 5 – Three-Story Self-Storage Building Illustrative**

**Landscape.** Landscape is proposed on the site as shown in Figure 6, with some landscaping proposed internal to the site and enhanced landscaping along the Highway 49 frontage and in the and in the northern corner of the property. The proposed landscape includes native and ornamental trees, grasses, shrubs, and groundcover.



**Figure 6 – Preliminary Landscape Plan**

**Signs.** Signage will be evaluated during the Design Review process in accordance with the Placer County Design Guidelines and the Highway 49 Design Guidelines.

**Discussion Item I-4:**

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

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

The proposed project would incorporate lighting for public safety and security, and way finding. The project proposes 29 pole lights with a maximum height 14 feet spaced along the property's perimeter, and 40 wall mounted sconce lights around the buildings. None of the proposed project elements are highly reflective, and therefore the proposed project would not contribute to an increased source of glare. The proposed buildings would have a mix of siding materials including brick, stucco, wood, stone, and earthtone painted metal corrugated panels which are not surfaces that cause substantial glare. Windowed areas represent a minor percentage of the square footage of the building. Given the minimal use of glare-producing materials in the design of the proposed buildings, reflective glare impacts would be less than significant.

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

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

**Mitigation Measure Item I-4:**

**MM I.1**



All project lighting shall be reviewed and approved by the County for design, location, and photometrics, prior to Improvement Plan approval. The following standards shall apply:

- Parking lot lighting shall be accomplished with pole mounted decorative LED luminaires. The parking lot shall be illuminated by using 14-foot decorative post-to type LED fixtures mounted on metal poles. The pole color shall be such that the pole will blend into the landscape (i.e., black, bronze, or dark bronze). Such luminaires shall also be provided with side shields to minimize light pollution to the areas outside of the property lines.
- Landscape lighting may be used to visually accentuate and highlight ornamental shrubs and trees adjacent to buildings and patio areas. Lighting intensity will be of a level that only highlights shrubs and trees and will not impose glare on any pedestrian or vehicular traffic.
- Architectural lighting shall articulate and animate the particular building design and visibly promote and reinforce pedestrian movement. Indirect wall lighting or “wall washing” and interior illumination (glow) is encouraged in the expression of the building.
- Wall-mounted light fixtures will be permitted only if they have a 90-degree cut off to prevent glare.
- No lighting is permitted on top of structures.
- Pedestrian routes shall utilize bollard type lighting rather than pole lights and should be integrated into building and landscape design. Pedestrian-scale light fixtures shall be durable and vandal resistant.

## II. AGRICULTURAL & FOREST RESOURCES – Would the project:

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

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

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

The proposed project site and surrounding parcels are shown as ‘Other Land’ on the Placer County Important Farmland Map (CA Department of Conservation, 2016). Other Land includes low-density residential development, brush, timber, wetland, and riparian areas not suitable for grazing. The proposed project site is not currently used for agricultural production, and is not under a Williamson Act contract. The site may have been used as a lumber mill. As a result of the site being surrounded by urban land uses (industrial and commercial development), agricultural practices would be

incompatible with these adjacent and nearby land uses. The proposed project site is not located adjacent to land in productive agriculture; therefore, the County's agricultural buffering standards do not apply. Therefore, there is no impact.

#### Discussion Item II-4, 5:

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

### III. AIR QUALITY – Would the project:

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

#### Discussion Item III-1, 2:

The proposed project is located within the Sacramento Valley Air Basin (SVAB) portion of Placer County and is under the jurisdiction of the Placer County Air Pollution Control District (PCAPCD). The SVAB is designated non-attainment for the federal and state ozone standards (ROG and NO<sub>x</sub>), and nonattainment for the state particulate matter standard (PM<sub>10</sub>). The proposed project requires approval of a Minor Land Division, Conditional Use Permit, and Design Review to divide the existing parcel into two resultant parcels, and construct and operate a 78,450 square foot self-storage (mini storage) facility and automated car wash with twelve (12) vacuum stalls.

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

#### PCAPCD CEQA THRESHOLDS FOR CRITERIA POLLUTANT EMISSIONS

- 1) Construction Threshold of 82 pounds per day for Reactive Organic Gases (ROG), Oxides of Nitrogen (NO<sub>x</sub>), and particulate matter smaller than 10 microns (PM<sub>10</sub>);
- 2) Operational Threshold of 55 pounds per day for ROG, NO<sub>x</sub> and 82 pounds per day for PM<sub>10</sub>; and
- 3) Cumulative Threshold of 55 pounds per day for ROG, NO<sub>x</sub> and 82 pounds per day for PM<sub>10</sub>.

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

During construction of the proposed project, various types of equipment and vehicles would temporarily operate. Construction exhaust emissions would be generated from construction equipment, demolition, vegetation clearing and earth movement activities, construction workers' commute, and construction material hauling. The project related long-term operational emissions would result from vehicle exhaust, utility usage, and water/wastewater conveyance. Project construction and operational activities would generate air pollutant emissions of criteria pollutants, including ROG, NO<sub>x</sub>, and PM<sub>10</sub>.

The proposed project would result in an increase in regional and local emissions from construction of the project, but would be below the PCAPCD's thresholds. In order to reduce construction related emissions, the proposed project would be conditioned to list the PCAPCD's Rules and Regulations associated grading/improvement plans.

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

With compliance with APCD Rules and Regulations, impacts related to short-term construction-related emissions would be less than significant.

For the operational phase, the project does not propose to increase density beyond the development anticipated to occur within the SIP. Further, buildout of the proposed project would not exceed the PCAPCD's screening criteria and therefore would not exceed the PCAPCD's Project-level thresholds of significance. No mitigation measures are required.

#### **Discussion Item III-3:**

Certain air pollutants are classified by the ARB as toxic air contaminants, or TACs, which are known to increase the risk of cancer and/or other serious health effects. Localized concentrations of Carbon Monoxide (CO) can be a TAC and are typically generated by traffic congestion at intersections. The anticipated traffic resulting from the proposed car wash and self-storage facility would not significantly impact the nearby intersections' ability to operate acceptably and would therefore not result in substantial concentrations of CO emissions at any intersection.

The construction of the proposed project would result in short-term diesel particulate matter (DPM) emissions from heavy-duty onsite equipment and off-road diesel equipment. The California Air Resources Board (ARB) has identified DPM from diesel exhaust as a toxic air contaminant, with both chronic and carcinogenic public health risks. The nearest sensitive receptor, a residential dwelling, is located approximately 350 feet northeast from the project site.

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

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

Portable equipment and engines (i.e., back-up generators) 50 horsepower (hp) or greater, used during construction activities and operation require either a registration certificate issued by ARB, based on the California Statewide Portable Equipment Registration Program (PERP) or an Authority to Construct (ATC) permit issued by PCAPCD to operate. The proposed project would be conditioned to obtain all necessary permits from the ARB and PCAPCD prior to construction. Compliance with State and Local regulations, potential public health impacts would be less than significant. No mitigation measures are required.

Sensitive receptors would not be exposed to substantial pollutant concentrations given the dispersive properties of DPM and the temporary nature of the mobilized equipment use. Additionally, the project would not result in substantial CO emissions at intersections. Short-term construction and operationally-generated Toxic Air Contaminant emissions would not expose sensitive receptors to substantial pollutant concentrations and therefore would have a less than significant effect. No mitigation measures are required.

Naturally occurring asbestos (NOA) was identified as a TAC in 1986 by the ARB. For individuals living in areas of NOA, there are many potential pathways for airborne exposure. Exposure to soil dust containing asbestos can occur under a variety of scenarios, including children playing in the dirt, dust raised from unpaved roads and driveways covered with crushed serpentine rock/soil, grading and earth disturbance associated with construction activity, quarrying, gardening, and other human activities. People exposed to low levels of asbestos may be at elevated risk of lung cancer and mesothelioma.

The proposed project is located in an area mapped as “Moderately Likely” to contain or “High NOA” zone, and is subject to the requirements of Placer County Air Pollution Control District’s Rule 228: Fugitive Dust as well as the California Air Resources Board (ARB) Asbestos Airborne Toxic Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations.

For projects with a disturbed area of greater than one acre, and in an area “Moderately Likely” to contain NOA or “High NOA” zone, an Asbestos Dust Mitigation Plan (ADMP) must be prepared and submitted to the District for review and approval before a grading permit will be issued. Once approved, the ADMP must be implemented at the start and maintained throughout the duration of activities. The requirement for an ADMP also applies when NOA, ultramafic rock, or serpentine rock is discovered after the initiation of earth-disturbing activities, and must be submitted to the District within 14 days of discovery. Impacts associated with airborne asbestos would be reduced to a less-than-significant level with implementation of the following mitigation measures.

### **Mitigation Measure Item III-3:**

#### **MM III.1**

During construction activity, if NOA, serpentine, or ultramafic rock is discovered by the owner/operator the following measures shall be implemented. For additional information, visit the PCAPCD’s website at

<https://www.placer.ca.gov/1621/NOA-Construction-Grading>.

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

#### **MM III.2**

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

- a. Prior to construction activity, a Dust Control Plan or Asbestos Dust Mitigation Plan shall be submitted to the Placer County Air Pollution Control District (APCD). The Dust Control Plan shall be submitted to the APCD a minimum of 21 days before construction activity is scheduled to commence. The Dust Control Plan can be submitted online via the fill-in form: <http://www.placerair.org/dustcontrolrequirements/dustcontrolform>.
- b. Construction equipment exhaust emissions shall not exceed the APCD Rule 202 Visible Emissions



- limitations. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified by the APCD to cease operations, and the equipment must be repaired within 72 hours.
- c. Dry mechanical sweeping is prohibited. Watering of a construction site shall be carried out to mitigate visible emissions. (Based on APCD Rule 228 / Section 301).
  - d. The contractor shall apply water or use methods to control dust impacts offsite. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site. (Based on APCD Rule 228 / section 304)
  - e. During construction activity, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less unless the road surface and surrounding area is sufficiently stabilized to prevent vehicles and equipment traveling more than 15 miles per hour from emitting dust or visible emissions from crossing the project boundary line. (Based on APCD Rule 228 / section 401.2)
  - f. The contractor shall suspend all grading operations when fugitive dust exceeds the APCD Rule 228 (Fugitive Dust) limitations. Visible emissions of fugitive dust shall not exceed 40% opacity, nor go beyond the property boundary at any time. Lime or other drying agents utilized to dry out wet grading areas shall not exceed APCD Rule 228 limitations. (Based on APCD Rule 228 / section 302 & 401.4)
  - g. The prime contractor shall be responsible for keeping adjacent public thoroughfares clean by keeping dust, silt, mud, dirt, and debris from being released or tracked offsite. Wet broom or other methods can be deployed as control and as approved by the individual jurisdiction. (Based on APCD Rule 228 / section 401.5)
  - h. The contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) are high enough to result in dust emissions crossing the boundary line, despite the application of dust mitigation measures. (Based on APCD Rule 228 / section 401.6)
  - i. To minimize wind-driven dust during construction, the prime contractor shall apply methods such as surface stabilization, the establishment of a vegetative cover, paving (or use of another method to control dust as approved by Placer County). (Based on APCD Rule 228 / section 402)
  - j. The contractor shall not discharge into the atmosphere volatile organic compounds caused by the use or manufacture of Cutback or Emulsified asphalts for paving, road construction or road maintenance unless such manufacture or use complies with the provisions of Rule 217 Cutback and Emulsified Asphalt Paving Materials.
  - k. During construction, open burning of removed vegetation is only allowed under APCD Rule 304 Land Development Smoke Management. A Placer County Air Pollution Control District permit could be issued for land development burning, if the vegetation removed is for residential development purposes from the property of a single or two-family dwelling or when the applicant has provided a demonstration as per Section 400 of the Rule that there is no practical alternative to burning and that the Air Pollution Control Officer (APCO) has determined that the demonstration has been made. The APCO may weigh the relative impacts of burning on air quality in requiring a more persuasive demonstration for more densely populated regions for a large proposed burn versus a smaller one. In some cases, all of the removed vegetative material shall be either chipped on site or taken to an appropriate recycling site, or if a site is not available, a licensed disposal site. (Based on APCD Rule 304)
  - l. Any device or process that discharges 2 pounds per day or more of air contaminants into the atmosphere, as defined by Health and Safety Code Section 39013, may require an APCD permit. Developers/contractors should contact the APCD before construction and obtain any necessary permits before the issuance of a Building Permit. (APCD Rule 501)
  - m. The contractor shall utilize existing power sources (e.g., power poles) or clean fuel (e.g., gasoline, biodiesel, natural gas) generators rather than temporary diesel power generators.
  - n. The contractor shall minimize idling time to a maximum of 5 minutes for all diesel-powered equipment. (Placer County Code Chapter 10, Article 10.14).
  - o. Idling of construction-related equipment and construction-related vehicles shall be minimized within 1,000 feet of any sensitive receptor (i.e., house, hospital, or school).

#### **Discussion Item III-4:**

Car wash and self-storage uses are not typically associated with the creation of objectionable odors. However, the proposed project would result in additional air pollutant emissions during the construction phase, generated by diesel-powered construction equipment. During construction, any odors would be temporary and intermittent in nature, and would consist of diesel exhaust that is typical of most construction sites. Furthermore, the proposed project is prohibited from discharging air contaminants or other materials that could cause injury, detriment, nuisance, or annoyance to a considerable number of people, cause damage to property, or endanger the health and safety of the public, and would keep objectionable odors to a less than significant level. No mitigation measures are required.

#### **IV. BIOLOGICAL RESOURCES – Would the project:**

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

A Biological Resources Assessment for the proposed project area, dated October 2023, was prepared by Helix Environmental Planning. The proposed project area and surrounding areas have changed little over the last 30 years based on historic aerial imagery. The project area was previously almost entirely covered and developed with large commercial buildings and the site was used to store various materials such as lumber. Most of the previous commercial buildings have been removed from the site. Land surrounding the proposed project area consists of rural residences, commercial buildings and small businesses. Railroad tracks occur along the northern and western perimeter and the Wise Canal operated by Pacific Gas and Electric (PG&E) occurs along the eastern perimeter, but outside of the proposed project area.

#### Discussion Item IV-1:

The proposed project's Biological Resources Assessment identified 15 listed and/or special-status plant species that have the potential to occur on or in the vicinity of the site; however, based on field observations, published information, and literature review, special-status plants do not have the potential to occur within the proposed project area. All soils in the proposed project area are either imported soil or paved surfaces, which do not provide habitat for special-status plants.

The Biological Resources Assessment further identified 14 listed and/or special-status wildlife species that have the potential to occur on-site or in the vicinity of the proposed project area. Based on field observations, published information, and literature review, one special-status wildlife species has the potential to occur within the proposed project area, Townsend's big-eared bat (*Corynorhinus townsendii*). In addition, nesting birds and raptors protected under federal, State, and local laws/policies also have potential to occur within the proposed project area. Implementation of Mitigation Measures IV.1 and IV.2 will reduce impacts to those species identified as a candidate, sensitive, or special status species, that have potential to be adversely affected by implementation of the proposed project.

#### **Mitigation Measures Item IV-1:**

##### **MM IV.1**

At the time of project implementation, construction, demolition or other project related activities and/or disturbances, and no more than 14 days prior to initiation of vegetation removal, demolition, ground disturbance, or other construction activities, a qualified wildlife biologist should conduct surveys for special-status bats at the appropriate time of day to maximize detectability to determine if bat species are roosting near the work area. Survey methodology may include visual surveys for bats (e.g., observation of bats during foraging period), bat emergence from suspected roosting sites, inspection for suitable habitat, bat sign (e.g., guano), or use of ultrasonic detectors (e.g., Anabat, etc.). The type of survey will depend on the condition of the potential roosting habitat at the recommendation of the qualified biologist. If no bat roosts are found, then no further study is required.

If evidence of bat use is observed, then the number and species of bats using the roost will be determined. Bat detectors may be used to supplement survey efforts.

If roosts are determined to be present and have the likelihood to be disturbed by project related activities, then a qualified biologist will determine if the bats should be excluded from the roosting site before work adjacent to the roost occurs. A mitigation program addressing compensation, exclusion methods, and roost removal procedures will be developed prior to implementation and in coordination with California Department of Fish and Wildlife (CDFW) staff if exclusion is recommended. Exclusion methods may include use of one-way doors at roost entrances (bats may leave, but not reenter), or sealing roost entrances when the site can be confirmed to contain no bats. Exclusion efforts shall not be implemented during periods of sensitive activity (e.g., during hibernation or while females in maternity colonies are nursing young).

A note to this effect shall be included on the Improvement Plans prior to Improvement Plan approval.

##### **MM IV.2**

This measure shall be implemented to avoid and reduce impacts to nesting birds and raptors and applies prior to any ground disturbance, vegetation removal, rough grading or other construction activity on the project site:

##### ***Nesting Birds***

A qualified biologist shall conduct a preconstruction nesting bird survey (can be conducted concurrently with raptor surveys, as appropriate) of all areas associated with construction activities, and a 100-foot buffer (as accessible) around these areas, within three days prior to commencement of construction activity during the nesting season (February 1 through August 31). If active nests are found, a 100-foot no-disturbance buffer around the nest shall be established. If there is biological justification for a reduction in the buffer (e.g., intervening topography, intervening vegetation, species-specific characteristics or nesting information, etc.) the buffer distance may be modified by recommendation of a qualified biologist in consultation with the CDFW and PCA staff. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest, to be determined by a qualified biologist. Once the young are independent of the nest, no further measures are necessary.

##### ***Nesting Raptors***

A qualified biologist shall conduct a preconstruction survey for nesting raptors within the Study Area and a 500-foot buffer (as accessible), within three days of commencement of project activities (can be conducted concurrently with nesting bird surveys, as appropriate). If an active raptor nest is located, a 500-foot no-disturbance buffer shall be established. If there is biological justification for a reduction in the buffer (e.g., intervening topography, intervening vegetation, species-specific characteristics or nesting information, etc.) the buffer distance may be modified by recommendation of a qualified biologist in consultation with CDFW and Placer Conservation Authority (PCA) staff. The buffer shall be maintained until a qualified biologist determines the young have fledged and are no longer reliant upon the nest for survival. Once the young are independent of the nest, no further measures are necessary.

A qualified biologist shall conduct an environmental awareness training for all project-related personnel prior to the initiation of work, that shall include a discussion of nesting migratory birds, raptors, and bats with the potential to occur in the project area.

Notes to this effect shall be included on the Improvement Plans prior to Improvement Plan approval.

**Discussion Item IV-2, 3:**

The proposed project area is in the Upper Raccoon-Upper Auburn watershed. There are no drainages or wetlands in the proposed project area and precipitation either collects on the Study Area or sheds via sheet flow to surrounding stormwater control features associated with State Route 49. There are no potential waters of the U.S. within the Study Area. The proposed project area consists entirely of developed land and lacks any features with a defined ordinary high-water mark and bed/bank or that met the USACE three parameter criteria of a dominance of hydrophytic vegetation, hydric soil and wetland hydrology that would qualify a potential wetland under the jurisdiction of the USACE. Therefore, there is no impact.

**Discussion Item IV-4:**

The proposed project would not interfere with the movement of any native or migratory fish or wildlife species, would not interfere with established native or migratory wildlife corridors, nor impede the use of native wildlife nursery sites because the site does not include streams, lakes, wetlands, wildlife movement corridors, or other habitat features. The proposed project area is bordered by major roadways, rural residential properties, commercial buildings, railroad tracks, canals, and undeveloped lands. Although wildlife may disperse through the proposed project area on a local level, the proposed project area is not considered a wildlife migration or movement corridor. Therefore, there is no impact.

**Discussion Item IV-5:**

The proposed project is located within the Placer County Conservation Program (PCCP) plan area. The PCCP encompasses both a Habitat Conservation Plan (HCP) and a Natural Communities Conservation Plan (NCCP). The land cover is urban/suburban which refers to areas that are considered developed and are typically concentrated in cities. The proposed project is not an activity covered under the PCCP; therefore, no PCCP Certificate of Authorization is required. Therefore, there is no impact.

**Discussion Item IV-6:**

The proposed project does not conflict with policies or ordinances protecting biological resources. The Tree Preservation Ordinance (Chapter 12, Article 12.16 of the County Code) provides protections for native trees, landmark trees and heritage trees. The majority of the project development will be in previously disturbed areas. With implementation of the mitigation identified below, impacts to protected trees would be reduced to a less-than-significant level.

**MM IV.3**

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

**Discussion Item IV-7:**



The proposed project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number of restrict the range of an endangered, rare, or threatened species. As described above the proposed project area is heavily disturbed and only has potential for bats and nesting birds and raptors, and based on historical data it is highly unlikely that protected wildlife species, much less substantial populations of those species, would utilize the proposed project area. Therefore, the impact is less than significant. No mitigation measures are required.

#### Discussion Item IV-8:

The proposed project area does not include oak woodlands. Therefore, there is no impact.

#### V. CULTURAL RESOURCES – Would the project:

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

#### Discussion Item V-1:

A Historical Resource Evaluation (HRE) report was prepared by Helix Environmental Planning consultants in May 2025. The HRE includes the results of a cultural resource records search and literature review, an intensive-level survey of the subject property, and site history and evaluation to determine if the property is eligible for listing in the National Register of Historic Places (NRHP) and/or the California Register of Historical Resources (CRHR). Situated on the property are three buildings that are at least 50 years of age and thus require evaluation: the former office building (1964) and two ancillary buildings (sometime between 1962 and 1975). Based on their investigation and analysis Helix determined that the property at 1960 Grass Valley Highway does not meet the criteria to constitute a historical resource, therefore, the proposed project would not cause a substantial adverse change in the significance of a historical resource and there would be no impact.

#### Discussion Items V-2:

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

#### Discussion Item V-3:

The proposed project site is heavily disturbed and does not include any known human burial sites including burial sites located outside of formal cemeteries. However, there is always the possibility that subsurface construction activities associated with the proposed project could yield undiscovered artifacts or human remains; therefore MM V.1 shall be implemented to reduce potential impacts to a less than significant level.

Mitigation Measure Item V-3:

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

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

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

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

#### Discussion Item V-4, 5:

Cogstone Resource Management contacted the Native American Heritage Commission to request a Sacred Lands file search and Placer County has consulted with the UAIC in accordance with Assembly Bill 52. The proposed project site is heavily disturbed and does not include any known evidence that the proposed project site was used for religious or sacred uses. The proposed project does not have the potential to cause a physical change that would affect unique ethnic cultural values. Therefore, there is no impact.

#### VI. ENERGY – Would the project:

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

#### Discussion Item VI-1:

The main forms of available energy supply are electricity, natural gas, and oil. Energy would be used to construct the proposed project, and once constructed, energy would be used for the lifetime of the car wash and self-storage facility. Construction of the proposed project is required to comply with the California Green Building Standards Code (CBSC, also known as the CAL Green Code) and the 2019 Building Energy Efficient Standards (which is a portion of the CBSC). All construction equipment and operation thereof would be regulated per the California Air Resources Board (CARB) In-Use Off-Road Diesel Vehicle Regulation. The purpose of the CBSC is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable

construction practices. Building Energy Efficient Standards achieve energy reductions through requiring high-efficacy lighting, improved water heating system efficiency, and high-performance attics and walls. CARB standards for construction equipment include measures to reduce emissions from vehicles by subjecting fleet owners to retrofit or accelerated replacement/repower requirements and imposing idling limitations on owners, operators, renters, or lessees of off-road diesel vehicles. The proposed project construction would also be required to comply with all applicable Placer County Air Pollution Control District (PCAPCD) rules and regulations.

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

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

#### Discussion Item VI-2:

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

#### VII. GEOLOGY & SOILS – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Result in substantial soil erosion or the loss of topsoil? (ESD)		X		
2. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (ESD)		X		
3. Be located on expansive soils, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial direct or indirect risks to life or property? (ESD)		X		
4. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? (EH)				X
5. Directly or indirectly destroy a unique paleontological resource or unique geologic or physical feature? (PLN)				X
6. Result in significant disruptions, displacements, compaction or overcrowding of the soil? (ESD)		X		
7. Result in substantial change in topography or ground surface relief features? (ESD)		X		
8. Result in exposure of people or property to geologic and geomorphological (i.e. Avalanches) hazards such as earthquakes, landslides, mudslides, seismic-related ground failure, or similar hazards? (PLN, ESD)			X	

**Discussion Item VII-1, 6, 7:**

The project site is made up of an approximately 4.815 acre parcel proposed to be divided into two parcels consisting of Parcel A (1.397 acres) and Parcel B (3.418 acres). The project area is developed with various buildings, unmaintained asphalt concrete/concrete drive aisles and parking areas, and retaining walls. Additionally, there are large stockpiles of abandoned lumber covering the majority of the northern portion of the site. The site is adjacent to Wise Canal which borders the east portion of the property, and includes existing drive aisle connections to two existing PG&E owned and maintained bridges that cross the canal. The project area is gently to moderately sloped and is bordered by Wise Canal to the east, Union Pacific Railroad tracks to the north and west, Highway 49 to the southwest, and commercial development to the southeast.

A Preliminary Geotechnical Engineering Study prepared by Youngdahl Consulting Group, Inc. dated December 20, 2023, utilized site boring logs and classified the soil to consist of a thin layer of fill material overlying weathered rock and hard bedrock. The native fill consisted of sandy clay, clayey gravel, and clayey sand in very stiff/medium dense to hard/dense conditions, except where caving conditions were encountered from loosely placed fill under paved areas. Youngdahl Consulting Group drilled and sampled seven exploratory borings on November 13, 2023.

A permanent groundwater table was not encountered at the project site and is expected to be relatively deep with no impact to the development of the site. Due to the shallow depth and low permeability of the underlying rock, perched water is common to the area and could be encountered during grading operations.

The following Figure illustrates the locations of the exploratory borings underlain by the project site plan.





Project No.:  
E23422.000

December 2023

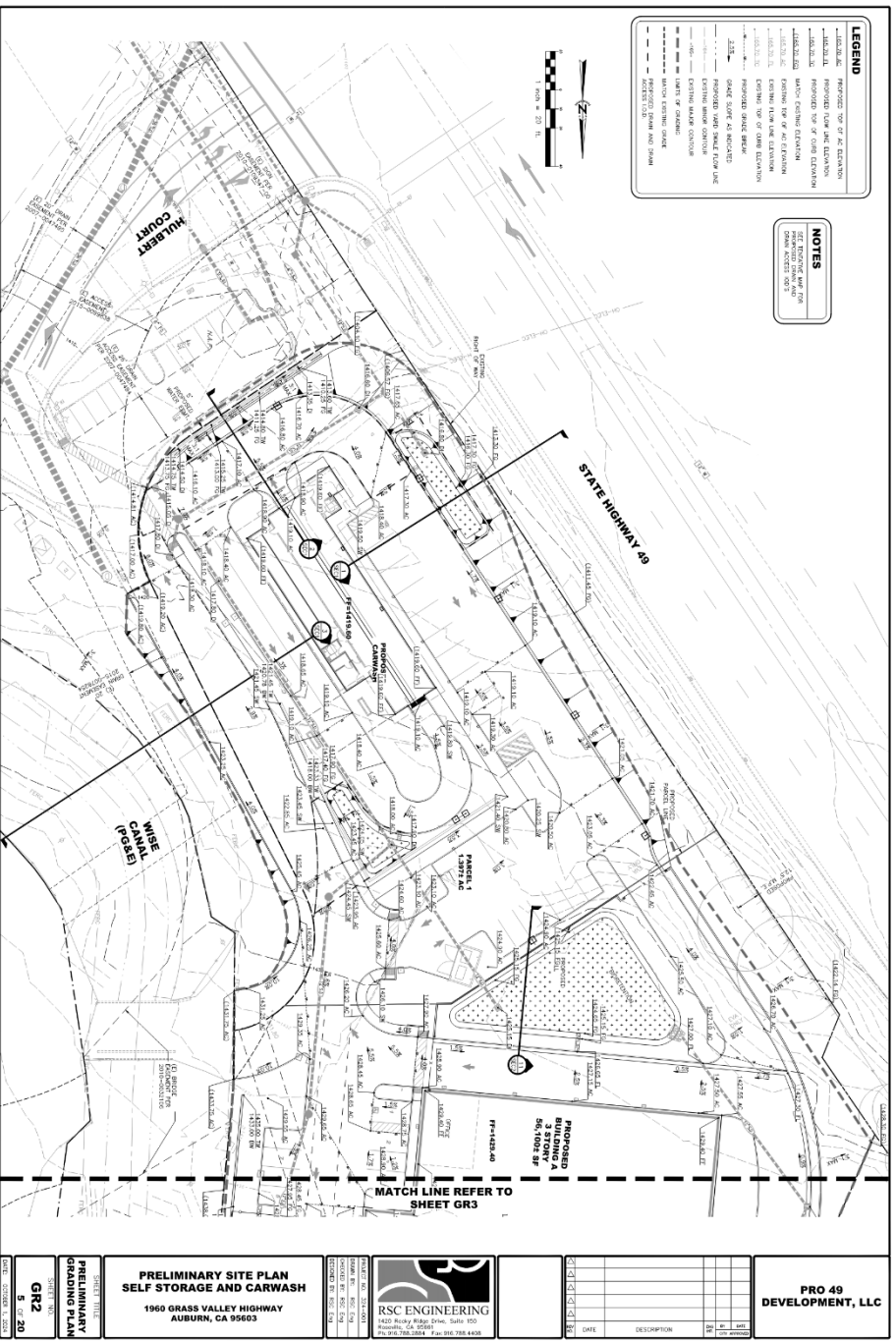
**SITE PLAN**  
**Grass Valley Highway (1960)**  
Auburn, California

**FIGURE**  
**A-2**

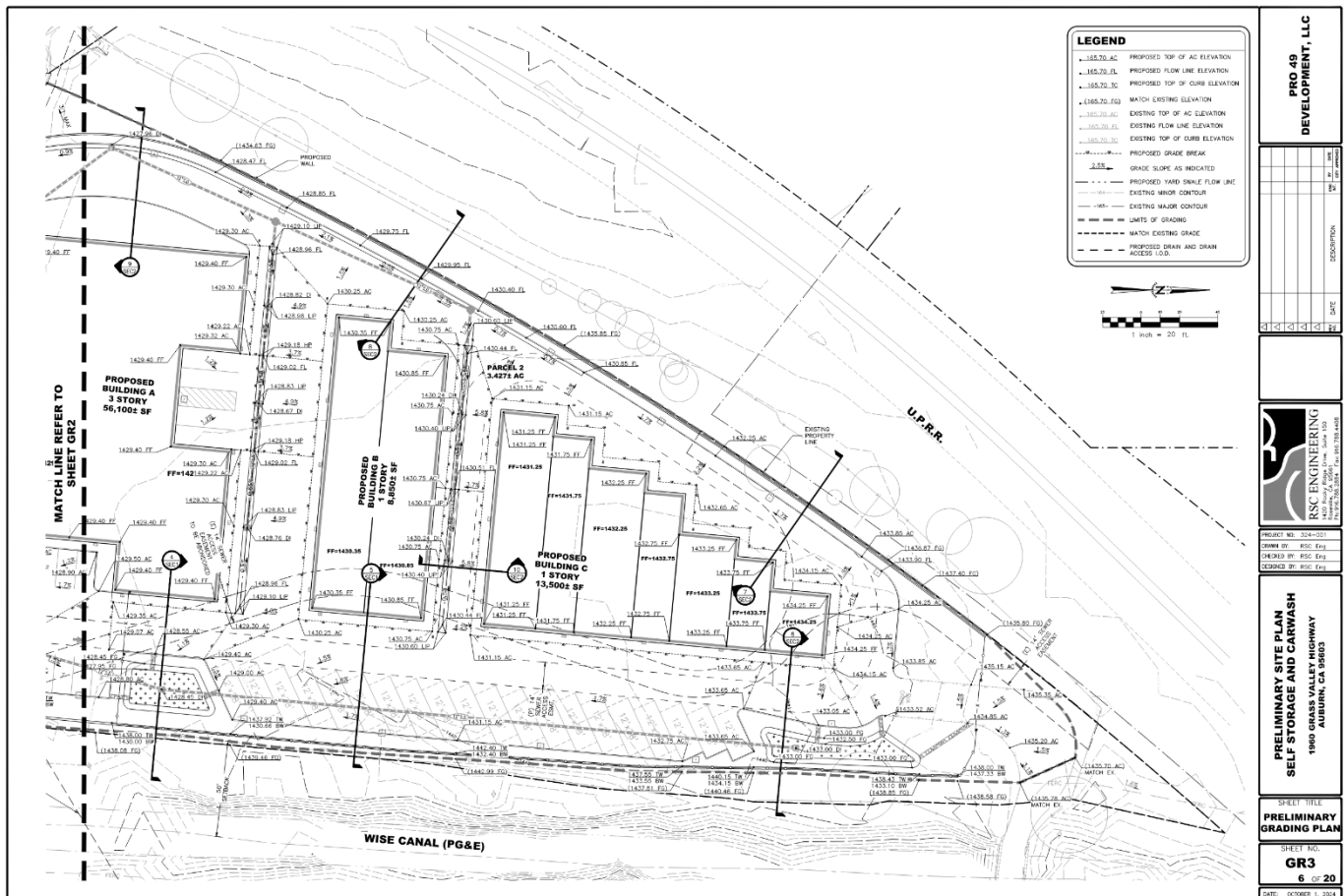
**Figure 7 – Locations of the Exploratory Borings Underlain by the Project Site Plan**



The project proposal would result in the construction of a 4,840 square foot carwash on proposed Parcel A. One three-story storage building and two one-story storage buildings would be constructed on proposed Parcel B (56,100 square feet for the three-story building, 8,850 square feet for the middle one-story building, and 13,500 square feet for the northern one-story building). Site improvements would include associated infrastructure including encroachment improvements, paved parking and circulation improvements and various utilities. To construct the improvements proposed, disruption of soils onsite would occur. The area of disturbance for these improvements per the submitted grading plan is approximated at 210,000 square feet (4.82 acres) which is approximately 100 percent of the approximate 4.82 acre project site. The submitted preliminary grading plan approximates 31,850 cubic yards of cut and 8,198 cubic yards of fill for the proposed improvements. The net export would be off-hauled to a previously environmentally approved site. The disruption of the soil increases the risk of erosion and creates a potential for contamination of storm runoff with disturbed sediment or other pollutants introduced through typical grading practices. The following Figures are from the Preliminary Grading Plan prepared by RSC Engineering dated October 1, 2024.



### Figure 8 – Preliminary Grading Plan



**Figure 9 –Preliminary Grading Plan**

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

### **Mitigation Measures Item VII-1, 6, 7:**

#### **MM VII.1**

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

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

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

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

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

#### MM VII.2

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

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

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

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

#### MM VII.3

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

#### **Discussion Item VII-2, 3:**

The Preliminary Geotechnical Engineering Study prepared by Youngdahl Consulting Group, Inc. identified potentially expansive soils within two of the test pits within 0.5 to five feet below the existing ground surface, as well as the potential for unstable subgrade soils depending on the time of the year. The proposed project would be required to obtain a Final Geotechnical Report for recommendations for construction due to these limitations. The development of the buildings would be in compliance with the California Building Code and the proposed project would comply with the Placer County construction and improvement standards which would also reduce impacts related to expansive (shrink-swell) and unstable soils.

Therefore, the impacts of unstable and expansive soils can be mitigated to a less than significant level by implementing the following mitigation measures:

### **Mitigation Measures Item VII-2, 3:**

#### MM VII.1, MM VII.2

See Items VII-1, 6, and 7 for the text of these mitigation measures.

#### MM VII.4

**Geotechnical Report:** The Improvement Plan submittal shall include a final geotechnical engineering report produced by a California Registered Civil Engineer or Geotechnical Engineer for Engineering and Surveying Division review and approval. The report shall address and make recommendations on the following:

- A) Road, pavement, and parking area design;
- B) Structural foundations, including retaining wall design (if applicable);
- C) Grading practices;
- D) Erosion/winterization;
- E) Special problems discovered on-site, (i.e., groundwater, expansive/unstable soils, etc.);
- F) Slope stability

Once approved by the Engineering and Surveying Division (ESD), two copies of the final report shall be provided to the ESD and one copy to the Building Services Division for its use. It is the responsibility of the developer to provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the report.

If the geotechnical engineering report indicates the presence of critically expansive or other soil problems that, if not corrected, could lead to structural defects, a certification of completion of the requirements of the soils report shall be required, prior to issuance of Building Permits. This certification may be completed on a lot- by-lot basis or on a Tract basis. This shall be so noted on the Improvement Plans and on the Informational Sheet filed with the Final Parcel Map(s). **(ESD)**

#### MM VII.5

The preliminary geotechnical engineering study performed by Youngdahl Consulting Group, dated December 20, 2023, indicated the presence of critically expansive soils or other soil problems which, if not corrected, would lead to structural defects.

Prior to Building Permit issuance, the applicant shall submit to the Engineering and Surveying Division (ESD) for review and approval, a soil investigation of each lot produced by a California Registered Civil or Geotechnical Engineer (Section 17953-17955 California Health and Safety Code). Once approved by the ESD, two copies of the final soil investigation and certification shall be provided to the ESD and one copy to the Building Services Division for its use.

The soil investigations shall include recommended corrective action that is likely to prevent structural damage. A note shall be included on the Improvement Plans and the Informational Sheet filed with the Final Parcel Map(s) which indicates the requirements of this condition. **(ESD)**

#### **Discussion Item VII-4:**

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

#### **Discussion Item VII-5:**

Cogstone Resource Management performed a paleontological resources record search of the proposed project area using the online database of the University of California Museum of Paleontology on October 23, 2023. Based upon the findings of the record search conducted, as well as research indicating the proposed project area is underlain with Jurassic metasedimentary and metavolcanics soils, the proposed project has a very low sensitivity for fossils. No survey, monitoring, or any other paleontological mitigation is recommended. Therefore, there is no impact.

#### **Discussion Item VII-8:**

According to the Preliminary Geotechnical Engineering Study prepared by Youngdahl Consulting Group, the proposed project site is located in the foothills of the Sierra Nevada geomorphic province of California. According to the Fault Activity Map of California and Adjacent Areas, and the Map Index to Alquist-Priolo (Earthquake Hazard) Zones, no active faults are located on or adjacent to the proposed project site. No evidence of recent or active faulting was observed during the field study. The proposed project site is considered to have low seismic risk with respect to faulting, ground shaking, seismically related ground failure and liquefaction. While lower-intensity earthquakes could

potentially occur at the site, the design of proposed project structures would be required to adhere to the provisions of the California Building Code which contains provisions to safeguard against major structural failures or loss of life caused by earthquakes or other geologic hazards.

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

#### **VIII. GREENHOUSE GAS EMISSIONS – Would the project:**

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

#### **Discussion Item VIII-1, 2:**

Greenhouse gas (GHG) emissions of primary concern from land use projects include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O). Construction related activities resulting in exhaust emissions may come from fuel combustion for heavy duty diesel and gasoline-powered equipment, portable auxiliary equipment, material delivery trucks, and worker commuter trips. Operational GHG emissions would result from motor vehicle trips generated by customers and employees, as well as on-site fuel combustion for landscape maintenance equipment. The proposed project would result in demolition of the existing abandoned lumber mill, grading, construction of new buildings, parking, a vehicle queuing lane for the car wash, perimeter landscaping, directional ground painting, and a trash and recycling enclosure.

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

On October 13, 2016, the Placer County Air Pollution Control District (PCAPCD) adopted CEQA significance thresholds for GHG emissions as shown below. The Brightline threshold of 10,000 metric tons (MT) CO<sub>2</sub>e/yr threshold for construction and operational phases, and the De Minimis level of 1,100 MT CO<sub>2</sub>e/yr for operational, were used to determine significance. GHG emissions from projects that exceed 10,000 MT CO<sub>2</sub>e/yr would be deemed to have a cumulatively considerable contribution to global climate change.

#### **PCAPCD CEQA THRESHOLDS FOR GHG EMISSIONS**

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

Construction and operation-related GHG emissions are anticipated to be well below the PCAPCD's Brightline threshold of 10,000 MTCO<sub>2</sub>e/yr, and project construction would not be considered to result in a cumulatively considerable contribution to global climate change.

#### **Consistency with Placer County Sustainability Plan**

The CARB encourages local governments to adopt a reduction goal for municipal operations emissions and move toward establishing similar goals for community emissions that parallel the State's commitment to reduction GHG emissions. Placer County adopted the Placer County Sustainability Plan: A Greenhouse Gas Emission Reduction Plan and Adaptation Strategy (PCSP) on January 28, 2020. The PCSP includes an inventory of baseline emissions



from the year 2005 and forecasted emissions in 2020, 2030, and 2050. In addition, the PCSP establishes a target of reducing the County's GHG emissions to 15 percent below 2005 levels by 2020 and achieving the State-wide per capita efficiency target of six MTCO<sub>2</sub>e per person by 2030. The GHG reductions presented within the PCSP are designed to achieve the State's adopted AB 32 and SB 32 reduction targets.

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

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

The project would not exceed the PCAPCD De Minimis level threshold. The construction and operation of the project would not generate substantial greenhouse gas emissions, either directly or indirectly, which may be considered to have a significant impact on the environment, nor conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases and is therefore considered to have a less than significant impact. No mitigation measures are required.

#### IX. HAZARDS & HAZARDOUS MATERIALS – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (EH)			X	
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (EH)		X		
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (AQ)				X
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (EH)				X
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? (PLN)				X
6. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (PLN)			X	
7. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? (PLN)				X

#### Discussion Item IX-1:

The use of hazardous substances during normal construction and the proposed storage and car wash activities is

expected to be limited in nature and would be subject to standard handling and storage requirements. Accordingly, impacts related to the release of hazardous substances are considered less than significant. No mitigation measures are required.

**Discussion Item IX-2:**

The subject property is part of a larger area which historically operated as a lumber mill. Under previous ownership the site entered into a Voluntary Cleanup Agreement (VCA) with California Department of Toxic Substances Control (DTSC) in which a site investigation occurred to evaluate areas with potential contaminants of concern including arsenic, cadmium, lead and nickel. The results of the investigation led to removal and disposal of some cadmium containing soil. Following review of the remediation work and confirmation sampling, DTSC issued a No Further Action letter dated December 20, 2007 however DTSC issued another letter on September 2, 2016 rescinding the earlier No Further Action letter. In August 2011, DTSC learned of the potential for dioxins and furans at the site and subsequently conducted additional soils sampling which indicated levels in exceedance of residential screening levels. With the proposal of this project, the applicant will need to enter into a Standard Voluntary Agreement (SVA) with the Department of Toxic Substances Control to further evaluate potential hazards at the site and comply with any remediation, soil management measures, and land use covenants required by DTSC. The below mitigation measure will reduce the impacts to less than significant.

**Mitigation Measures Item IX-2:**

**MM XI.1**

Prior to improvement plan approval or any soil disturbance on site, the applicant shall enter into a Standard Voluntary Agreement (SVA) with the Department of Toxic Substances Control to further evaluate potential hazards at the site. Based on the results of that evaluation, the applicant shall comply with any and all conditions from DTSC including but not limited to remediation, soil management measures, and land use covenants required by DTSC. Following implementation of DTSC's conditions, the applicant shall submit a 'No Further Action' letter or equivalent from DTSC to Placer County Environmental Health.

**Discussion Item VIII-3:**

There are no existing or proposed school sites within one-quarter mile of the proposed project site. Rock Creek Elementary School is the nearest school and is located approximately 1.0 mile to the northwest of the proposed project area. Further, operation of the proposed project does not propose a use that involves activities that would emit hazardous substances or waste that would affect a substantial number of people. Therefore, there would be no impact.

**Discussion Item IX-4:**

The proposed project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, there are no impacts.

**Discussion Item IX-5:**

The proposed project is in Compatibility Zone D of the Auburn Municipal Airport Land Use Compatibility Plan. Compatibility Zone D has no limitations on this proposed use. The proposed project would not result in a safety hazard or excessive noise for customers, employees, or adjacent land uses and no mitigation measures are required. Therefore, there is no impact.

**Discussion Item IX-6:**

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

**Discussion Item IX-7:**

The new structures on the property would be required by Building Code to include interior fire suppression sprinkler systems. The proposed project is located in an urbanized setting and was reviewed by the Placer County Fire Department and has been designed with adequate emergency vehicle access and hydrants for use by the Department to reduce the risk of loss, injury or death involving wildland fires. Therefore, there is no impact.

**X. HYDROLOGY & WATER QUALITY – Would the project:**

Environmental Issue	Potentially Significant Impact	Less Than Significant with	Less Than Significant Impact	No Impact
---------------------	--------------------------------	----------------------------	------------------------------	-----------

		Mitigation Measures		
1. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade ground water quality? (EH)				X
2. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? (EH)				X
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: a) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; b) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems? (ESD)		X		
4. Create or contribute runoff water which would include substantial additional sources of polluted runoff or otherwise substantially degrade surface water quality either during construction or in the post-construction condition? (ESD)		X		
5. Place housing or improvements within a 100-year flood hazard area either as mapped on a federal Flood Hazard boundary or Flood Insurance Rate Map or other flood hazard delineation map which would: a) impede or redirect flood flows; or b) expose people or structures to risk of loss, injury, or death involving flooding c) risk release of pollutants due to project inundation? (ESD)			X	
6. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (EH)				X

**Discussion Item X-1:**

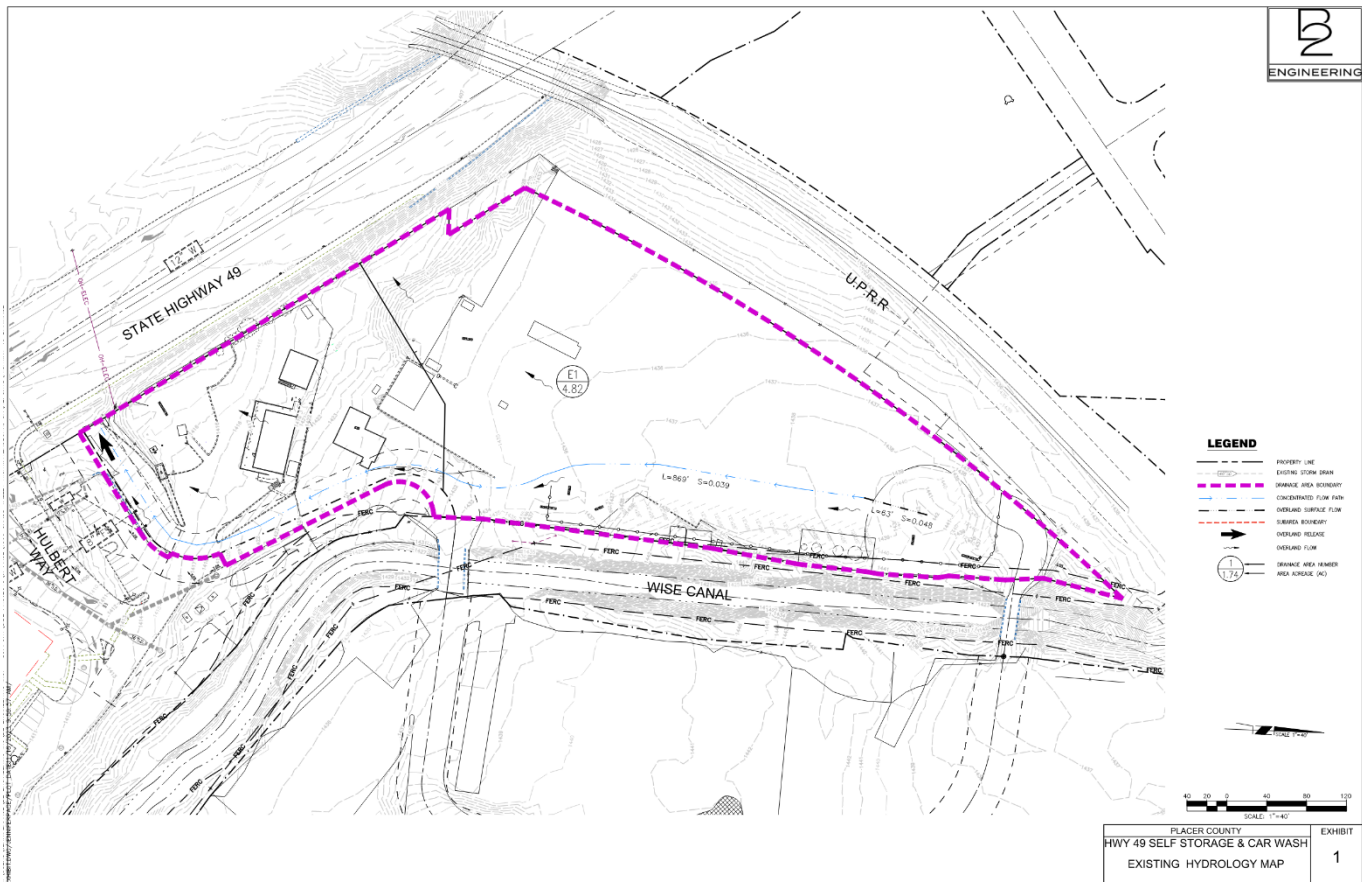
This proposed project would not rely on groundwater wells as a potable water source. Potable water for this proposed project would be treated water from Placer County Water Agency. The proposed project would not violate water quality standards with respect to potable water. Therefore, there is no impact.

**Discussion Item X-2:**

The proposed project would rely on treated water from Placer County Water Agency whose source is primarily surface water. This proposed project would not utilize groundwater and is not located in an area where soils are conducive to groundwater recharge. The proposed project would not substantially deplete groundwater supplies or interfere with groundwater recharge. Therefore, there is no impact.

**Discussion Item X-3:**

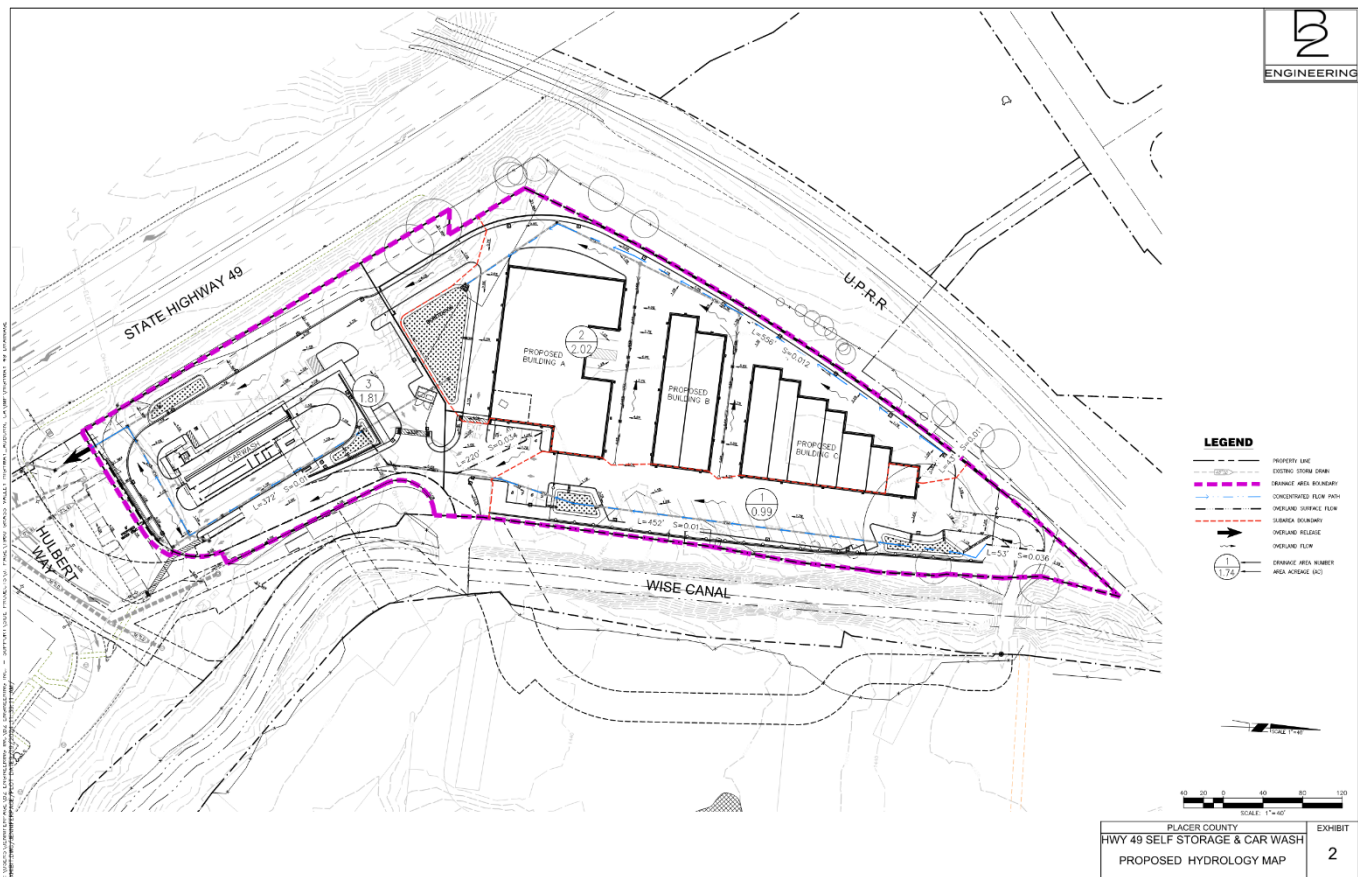
A Preliminary Drainage Report was prepared by B2 Engineering, Inc. dated September 19, 2024. The parcel is developed with various buildings, unmaintained asphalt concrete/concrete drive aisles and parking areas, and retaining walls. Additionally, there are large stockpiles of abandoned lumber covering the majority of the northern portion of the site. The entirety of the approximately 4.815 acre site flows south to an existing concrete V-ditch within Caltrans State Highway 49 right-of-way which discharges into an existing inlet that conveys drainage southwest beneath Highway 49. The existing site is comprised of approximately 78 percent impervious area and moderately slopes from north to south resulting in a relatively low time of concentration (six minutes as calculated in the Preliminary Report) for peak flows. The following Figure is an existing hydrology map from the Preliminary Drainage Report prepared by B2 Engineering.



**Figure 10 – Hydrology Map from the Preliminary Drainage Report Prepared by B2 Engineering**

The proposed project would include the construction of a 4,840 square foot carwash on proposed Parcel A. One three-story storage building and two one-story storage buildings would be constructed on proposed Parcel B (56,100 square feet for the three-story building, 8,850 square feet for the middle one-story building, and 13,500 square feet for the northern one-story building). Site improvements would include associated infrastructure including encroachment improvements, paved parking and circulation improvements and various utilities. While the proposed project would include a cut condition at the north portion of the proposed project, the proposed improvements would maintain a similar drainage pattern at the existing site and would not significantly modify the existing runoff patterns.

The existing project site has approximately 164,522 square feet (3.78 acres) of impervious area. The proposed project would create approximately 4,246 square feet (0.097 acre) of impervious surface resulting in a total of approximately 168,768 square feet (3.87 acres) of impervious surface in the developed condition, 80.3 percent of the entire analyzed project area (4.82 acres), potentially increasing the stormwater runoff peak flows and volume. The potential for increases in stormwater peak flows and volume has the potential to result in downstream impacts. A Preliminary Drainage Report was prepared for the proposed project which analyzed a drainage system that would convey runoff from the proposed project site by way of storm drains and above ground bioretention facilities. The drainage analysis concluded that the proposed site would reduce the post-construction ten-year and 100-year flows to below pre-project levels as the site grading would flatten out the grades resulting in longer times of concentration. The following Figure and table are a proposed hydrology map and a summary of pre- and post-project flow rates from the Preliminary Drainage Report prepared by B2 Engineering.



**Figure 11 – Hydrology Map from the Preliminary Drainage Report Prepared by B2 Engineering**

**Table 3: Summary of Pre and Post Project Flow Rates**

EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED
DMA	DMA	TOTAL AREA	TOTAL AREA	Q10	Q100	Q10	Q100
		AC	AC	CFS	CFS	CFS	CFS
E1	1, 2, 3	4.82	4.82	12.00	21.64	10.77	18.59

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

#### **Mitigation Measures Item X-3:**

##### **MM VII.1, MM VII.2**

See Items VII-1, 6, and 7 for the text of these mitigation measures.

##### **MM X.1**

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

Manual and the Placer County Stormwater Management Manual that are in effect at the time of Improvement Plan submittal. **(ESD)**

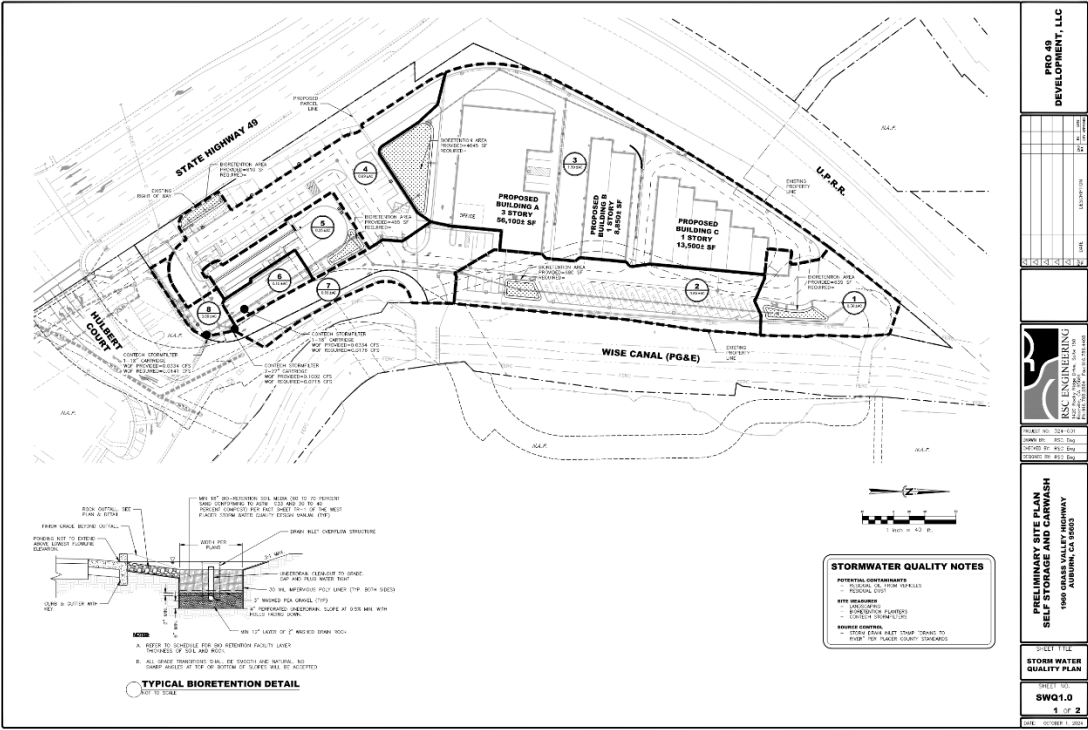
**MM X.2**

The Improvement Plan submittal and final Drainage Report shall provide details showing that storm water run-off peak flows shall be reduced to obtain an objective post-project mitigated peak flow that is equal to the estimated pre-project peak flow less 10% of the difference between the pre-project and unmitigated post-project peak flows through the installation of detention facilities. Detention facilities shall be designed in accordance with the requirements of the Placer County Stormwater Management Manual that are in effect at the time of submittal, and to the satisfaction of the Engineering and Surveying Division (ESD) and shall be shown on the Improvement Plans. The ESD may, after review of the project's final Drainage Report, delete this requirement if it is determined that drainage conditions do not warrant installation of this type of facility. Maintenance of detention facilities by the homeowner's association, property owner's association, property owner, or entity responsible for project maintenance shall be required. No detention facility construction shall be permitted within any identified wetlands area, floodplain, right-of-way, or Multi-Purpose Easement, except as authorized by project approvals. **(ESD)**

**Discussion Item X-4:**

The entirety of the 4.82 acre site would be disturbed during construction activities. After construction, an estimated 80.3 percent of the analyzed 4.82 acre site would be covered with new/replaced impervious surfaces including road improvements, driveways, structures, and associated utilities. Potential water quality impacts are present both during proposed project construction and after proposed project development. Construction activities would disturb soils and cause potential introduction of sediment into stormwater during rain events. In the post-development condition, the project could potentially introduce contaminants such as oil and grease, sediment, nutrients, metals, organics, pesticides, and trash from activities such as roadway and driveway runoff, outdoor storage, landscape fertilizing and maintenance. The proposed urban type development has the potential to result in the generation of new dry-weather runoff containing said pollutants. A Condition of Approval would be included requiring the car wash area to be self-contained and/or covered and equipped with a clarifier or other pretreatment facility and prohibiting direct connection to the storm drain system.

A Preliminary Stormwater Quality Plan dated November 15, 2024 was prepared by RSC Engineering for the proposed project which analyzed the proposed project's site design measures, source control measures, and compliance with Placer County's Low Impact Development (LID) and hydromodification requirements. The drainage analysis concluded that the proposed project's design would meet all of the County's storm water quality standards. The following Figure prepared by RSC Engineering illustrates the proposed project's Drainage Management Areas for stormwater quality and proposed treatment measures for the site.





## **Figure 12 –Drainage Management Areas for Stormwater Quality/Proposed Treatment Measures**

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

### **Mitigation Measures Item X-4:**

#### MM VII.1, MM X.1

See Items VII-1, 6, and 7 and X-3 for the text of these mitigation measures.

#### MM X.3

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

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

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

#### MM X.4

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

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

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

#### MM X.5

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

#### MM X.6

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

#### MM X.7

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

#### **Discussion Item X-5:**

Proposed project improvements are not located within a 100-year flood hazard area as defined and mapped by the Federal Emergency Management Agency (FEMA). The ultimate project improvements are not proposed within a local 100-year flood hazard area and no flood flows would be impeded or redirected after construction of any improvements.

Therefore, the impacts of/to flood flows and exposing people or structures to flooding risk are less than significant. No mitigation measures are required.

#### **Discussion Item X-6:**

This proposed project would utilize treated water from Placer County Water Agency which relies mostly on surface water sources. There should be no conflicts with existing groundwater quality control or management plans. Therefore, there is no impact.

#### **XI. LAND USE & PLANNING – Would the project:**

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

Approval of the proposed project would allow for the construction of a car wash and self-storage facility consisting of a 78,450 square foot self-storage (mini storage) facility and automated car wash with twelve (12) vacuum stalls, parking, and landscaping located within the Auburn/Bowman Community Plan area at the northwest corner of Highway 49 and Hulbert Way. The proposed project requires a Conditional Use Permit and Design Review Agreement to construct a car wash and mini-storage facility within the Commercial Planned Development (CPD) zoning district.

#### **Discussion Item XI-1:**

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

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

**Discussion Item XI-2, 3:**

The proposed project includes the demolition of a derelict lumber mill and development of a carwash and self-storage facility. Proposed commercial uses on the site would be of a commercial nature similar to the previous use. The project proposes two distinct commercial land uses consisting of four (4) buildings. The carwash and two of self-storage structures would be one-story. A fourth building in the center of the proposed project area and closest to the elevated railroad tracks and away from Highway 49 is a 3-story buildings, 40-feet, 4-inches in height.

The subject parcel is located within the Commercial Planned Development (CPD) zone district. Minimum required setbacks in the CPD zone district are established by the Conditional Use Permit. Coverage limits in the CPD district are 50 percent and the height limit is 50 feet.

Mini storage facilities are allowed within the CPD zoning district with approval of a Conditional Use Permit. The proposed project would redevelop an existing commercial/industrial and the new commercial uses on the site would be similar in scale to the existing development surrounding the site.

The proposal does not conflict with any Environmental Health land use plans, policies or regulations. The proposed project design does not significantly conflict with General Plan/Community Plan policies related to grading, drainage, and transportation. The purpose of the Commercial Planned Development zoning district is to designate areas appropriate for mixed use development projects, office parks, and other similar developments, where excellence in site planning and building objectives are important objectives. The CPD district is located mainly along major transportation corridors such as Highway 49.

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

**Discussion Item XI-4:**

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

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

**XII. MINERAL RESOURCES – Would the project:**

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

**Discussion Item XII-1, 2:**

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

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

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

**XIII. NOISE – Would the project result in:**

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

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

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

Chapter 9 of Placer County Code establishes land use compatibility criteria for non-transportation (stationary) noise sources. A property owner or occupant may not cause the exterior sound level measured at the property line of any affected sensitive receptor to exceed the ambient sound level by five dBA or exceed the sound level standards as set forth in the Table below, whichever is greater.

### Placer County Sound Level Standards

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

#### **Discussion Item XIII-1:**

The proposed project consists of a new car wash with vacuum stalls and a mini-storage facility. Saxelby Acoustics prepared an Environmental Noise Assessment for the proposed project, dated April 8, 2024. Existing land uses in the proposed project vicinity include commercial uses to the immediate west, and south, railroad tracks to the north, and undeveloped commercially zoned land and developed medium-density single family residences to the east. Traffic noise from Highway 49 is the greatest contributor to ambient noise levels near the proposed project site.

#### Existing Noise Receptors

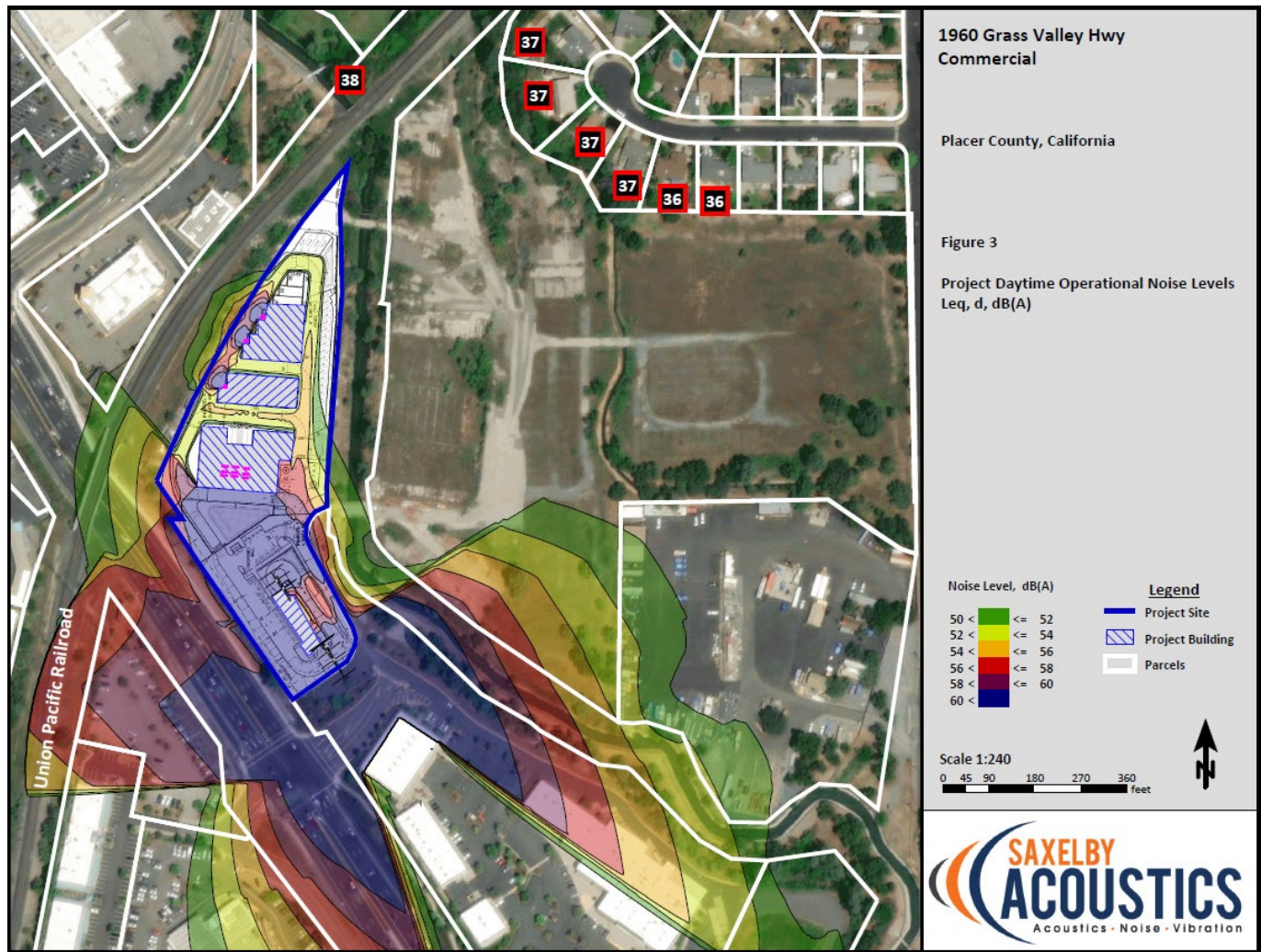
Noise sensitivity is a function of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities involved. Near the proposed project site, sensitive land uses include existing single family residential uses to the east and northeast of the proposed project site.

#### Existing General Noise Levels

Existing noise environment in the proposed project area is primarily defined by traffic on Highway 49 and the Southern Pacific Railroad line. To quantify the existing ambient noise environment in the proposed project vicinity, Saxelby Acoustics conducted continuous (24-hr.) noise level measurements at one location on the proposed project site and short-term noise level measurements at two locations.

#### Project-Produced Noise

The Saxelby noise study used data from similar projects to estimate and model operational project noise. The most significant noise sources associated with the proposed car wash operations include the car wash dryer/air blower assembly (used for drying the vehicles at the end of the wash cycle) and vacuum equipment operations. Additionally, the vacuum station area and associated central vacuum turbine are substantial noise-generating components. The proposed project's noise analysis considers each of these primary noise sources along with operation of HVAC systems, parking lot traffic, and heavy trucks associated with deliveries and garbage collection. The project noise study confirms that the project would not have potentially significant noise impacts associated with operations or traffic noise increases at off-site receptors,



**Figure 13 –Daytime Operational Noise Levels**

Although construction activities are temporary in nature and would occur during normal daytime working hours, construction-related noise could result in sleep interference at existing noise-sensitive land uses in the vicinity of the construction if construction activities were to occur outside the normal daytime hours. Therefore, impacts resulting from noise levels temporarily exceeding the threshold of significance due to construction would be considered potentially significant. However, Mitigation Measure XIII.1 would reduce construction noise impacts to less-than-significant.

#### **Mitigation Measures Item XIII-1:**

##### **MM XIII.1**

Prior to approval of Improvement Plans the following note shall be included on the Improvement Plans.

- Construction shall not take place outside the hours of six a.m. and eight p.m. Monday through Friday and the hours of eight a.m. and eight p. m. Saturday and Sunday, unless the Planning Director authorizes nighttime construction noise.
- All construction equipment powered by internal combustion engines shall be properly muffled and maintained.
- Quiet construction equipment, particularly air compressors, are to be selected whenever possible.
- All stationary noise-generating construction equipment such as generators or air compressors are to be located as far as is practical from existing residences. In addition, the project contractor shall place such stationary construction equipment so that emitted noise is directed away from sensitive receptors closest to the project site.
- Unnecessary idling of internal combustion engines is prohibited.
- The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.

#### **Discussion Item XIII-2:**



Construction vibration impacts include human annoyance and building structural damage. Human annoyance occurs when construction vibration rises significantly above the threshold of perception. Building damage can take the form of cosmetic or structural. Sensitive receptors which could be impacted by construction related vibrations, especially vibratory compactors/rollers, are located further than 26 feet from typical construction activities. At distances greater than 26 feet construction vibrations are not predicted to exceed acceptable levels. Additionally, construction activities would be temporary in nature and would likely occur during normal daytime working hours. This is a less-than-significant impact, and no mitigation is required.

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

**Discussion Item XIII-3:**

The Auburn Municipal Airport is located 1.4 miles away from the proposed project site. Therefore, transportation noise emanating from the airport would not be a main contributor to noise on the proposed project site and would not expose customers or people working in the proposed project area to excessive noise levels. Therefore, noise impacts related to airport proximity are less than significant. No mitigation measures are required.

**XIV. POPULATION & HOUSING – Would the project:**

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

**Discussion Item XIV-1:**

The proposed project does not have a residential component and would result in the construction of a car wash and self-storage facility. The proposed project would not substantially induce population growth. Therefore, there is no impact.

**Discussion Item XIV-2:**

Since there are no existing residences on the proposed project site, neither housing units nor people would be displaced, and no replacement housing would be required. Therefore, there is no impact.

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

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

3. Schools? (ESD, PLN)			<b>X</b>	
4. Parks? (PLN)			<b>X</b>	
5. Other public facilities? (ESD, PLN)			<b>X</b>	
6. Maintenance of public facilities, including roads? (ESD, PLN)			<b>X</b>	

**Discussion Item XV-1:**

The proposed project site is located within the Placer County Fire District. The district operates through a Cooperative Fire Protection Agreement with the California Department of Forestry and Fire Protection (CAL FIRE). The nearest CAL FIRE station to the proposed project site is the Atwood Fire Station (Station 180), located approximately 0.6 mile northwest of the proposed project site. Station 180 is staffed full-time and would provide fire protection services to the proposed project.

CAL FIRE/Placer County Fire Department has reviewed the application and has determined that the property has appropriate access for fire and rescue vehicles. The proposed project would not result in substantial additional demand for fire protection services. The additional demand generated by the proposed project and would result in an incremental increase in demand for these services, and as such, would create a less-than-significant impact. No mitigation measures are required.

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

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

**XVI. RECREATION:**

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

**Discussion Item XVI-1, 2:**

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

**XVII. TRANSPORTATION – Would the project:**

<b>Environmental Issue</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
----------------------------	---------------------------------------	--	-------------------------------------	------------------

		Measures		
1. Conflict with a program, plan, ordinance or policy, except LOS (Level of Service) addressing the circulation system (i.e., transit, roadway, bicycle, pedestrian facilities, etc.)? (ESD)			X	
2. Substantially increase hazards to vehicle safety due to geometric design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (ESD)			X	
3. Result in inadequate emergency access or access to nearby uses? (ESD)			X	
4. Result in insufficient parking capacity on-site or off-site? (ESD, PLN)			X	
5. Would the project result in VMT (Vehicle Miles Traveled) which exceeds an applicable threshold of significance, except as provided in CEQA Guidelines section 15064.3, subdivision (b)? (PLN)			X	

#### Discussion Item XVII-1:

The proposed project would not significantly conflict with any existing policies or preclude anticipated future policies, plans, or programs supporting the circulation system. A Local Transportation Analysis and CEQA Impact Assessment prepared by Fehr and Peers dated June 27, 2024 analyzed the proposed project's impacts to the circulation system. The proposed design/improvements do not significantly impact the construction of bus turnouts, bicycle racks, planned roadway, bicycle, or pedestrian facilities, etc.

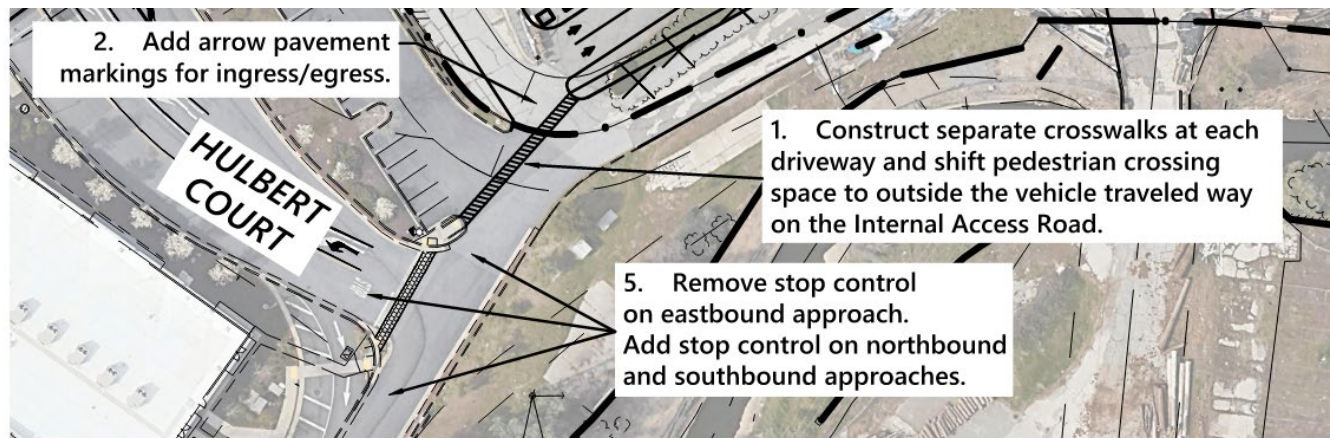
The Placer County General Plan includes a fully funded Capital Improvement Program (CIP) that requires payment of traffic fees for the ultimate construction of the CIP improvements. A Condition of Approval on the proposed project would be included requiring the payment of traffic fees (estimated to be \$89,893.60 based on 78,450 square feet of self-storage and one carwash tunnel in the Auburn/Bowman Fee Area) to the Placer County Department of Public Works. The traffic fees represent the project's fair share towards cumulative roadway improvement projects.

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

#### Discussion Item XVII-2:

The proposed project would include improvements for an internal access road connecting to Hulbert Court providing access to both of the proposed Parcels as well as maintaining access to the adjacent parcel to the east across Wise Canal. The road would serve as the main project access and would be constructed to the County standard. The resultant road would decrease hazards to vehicle safety.

A Condition of Approval would also be included requiring that the existing stop control on the eastbound approach of the Hulbert Court/internal access road intersection be removed and new stop controls added to the northbound and southbound approaches of the same intersection. This would decrease vehicle queues on Hulbert Court and decrease hazards to vehicle safety. The following Figure is from the Local Transportation Analysis (LTA) prepared by Fehr and Peers illustrating the location of this recommended transportation related design feature.



**Figure 14 – Recommended Transportation Related Design Feature**

The LTA also determined that the proposed project would not require changes to any roadway configurations on the public right-of-way and that vehicle queuing would remain within available storage capacity.

Therefore, the impacts of vehicle safety are less than significant. No mitigation measures are required.

**Discussion Item XVII-3:**

The servicing fire district has reviewed the proposed project and has not identified any significant impacts to emergency access. The fire district would require that the northern bridge across Wise Canal be maintained for secondary emergency ingress and egress as the project site holds rights to an existing access easement through the adjacent parcel to the east. A Condition of Approval would be included to require this secondary access. Additionally, proposed Parcel A would dedicate an Emergency Access Easement through its drive aisles to an EVA gate at the shared property line of proposed Parcel A and B to allow for additional emergency access. The proposed project also does not significantly impact the access to any nearby use. Therefore, this is a less than significant impact. No mitigation measures are required.

**Discussion Item XVII-4:**

The proposed project would provide parking spaces in accordance with the Placer County Zoning Ordinance. Therefore, this is a less than significant impact. No mitigation measures are required.

**Discussion Item XVII-4:**

The Placer County Zoning Ordinance establishes the minimum number of on-site parking spaces required for various land uses in the County.

Parking requirements for the self-storage proposed project is 1 space per 300 square feet for office and 1/1500 for the self-storage facility. The office is approximately 1,200 sf and would require 4 parking stalls. The remainder self-storage facility is approximately 77,250 sf and requires 52 stalls. The self-storage drive aisles are wide enough to allow cars to park adjacent to the pull up unit and still allow traffic to go around them. There is enough area around the buildings to allow for 49 cars to park. Total proposed parking is 58 stalls, including the 9 stalls in the front of the gate, which meets the County's parking requirements. As a result, the proposed project would have a less than significant impact. No mitigation measures are required.

**Discussion Item XVII-5:**

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

In response to PRC 21099(b)(2), CEQA Guidelines Section 15064.3 notes that "Generally, vehicle miles traveled is the most appropriate measure of transportation impacts." As of July 1, 2020, the requirement to analyze transportation

impacts in CEQA using Vehicle Miles Traveled (VMT) went into effect.

The Placer County Transportation Study Guidelines present direction for assessing VMT impacts for land development projects within Placer County in compliance with CEQA Guidelines Section 15064.3, including the use of screening criteria. Screening criteria are intended to quickly identify when a proposed project should be expected to cause a less-than-significant VMT impact without conducting a detailed study. Pursuant to the Transportation Study Guidelines, a project that meets at least one of several screening criteria can be presumed to have a less-than-significant VMT impact:

- Small Projects;
- Affordable Housing;
- Local-Serving Non-Residential Development;
- Projects in Low VMT-Generating Area;
- Recreational Amenities;
- Seasonal Recreation; and
- Active Transportation and Transit.

Local-serving non-residential development is defined in the Transportation Study Guidelines as projects consisting of local-serving non-residential uses, unless substantial evidence indicates the proposed project would generate a potentially significant level of VMT. Such development projects in Western Placer County are generally less than 50,000 sf, however, the proposed project can be considered a local serving non-residential development because the site will serve local residents and is located in a low VMT-generating area. Therefore, the impact is less than significant. No mitigation measures are required.

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

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

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

**Discussion Item XVIII-1, 2:**

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



through the CHRIS North Central Information Center (NCIC) as well as historic resources and survey data.

On April 26, 2024, Placer County contacted Native American tribes who requested notification of proposed projects within this geographic area pursuant to the statutory requirements of Assembly Bill 52. A letter from the United Auburn Indian Community (UAIC) was received on May 16, 2024. UAIC requested the inclusion of mitigation measures for Inadvertent Discoveries. At the time of preparation of this Initial Study, no other tribes have contacted the County. With implementation of MM XVIII.1 potential impacts will be reduced to less than significant.

**Mitigation Measures Item XVIII-1, 2:**  
**MM XVIII.1**

If any suspected TCRs, including but not limited to cultural features, midden/cultural soils, artifacts, exotic rock (non-native), shell, bone, shaped stones, or ash/charcoal are discovered by any person during construction activities including ground disturbing activities, all work shall pause immediately within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. Work shall cease in and within the immediate vicinity of the find regardless of whether the construction is being actively monitored by a Tribal Monitor, cultural resources specialist, or professional archaeologist.

A Tribal Representative and the Placer County Community Development Resource Agency shall be immediately notified, and the Tribal Representative in coordination with the County shall determine if the find is a TCR (PRC §21074) and the Tribal Representative shall make recommendations for further evaluation and treatment as necessary.

**Treatment:**

The culturally affiliated Tribe shall consult with the County to (1) identify the boundaries of the new TCR and (2) if feasible, identify appropriate preservation in place and avoidance measures, including redesign or adjustments to the existing construction process, and long-term management, or 3) if avoidance is infeasible, a reburial location in proximity of the find where no future disturbance is anticipated. Permanent curation of TCRs will not take place unless approved in writing by the culturally affiliated Tribe.

The construction contractor(s) shall provide secure, on-site storage for culturally sensitive soils or objects that are components of TCRs that are found or recovered during construction. Only Tribal Representatives shall have access to the storage. Storage size shall be determined by the nature of the TCR and can range from a small lock box to a conex box (shipping container). A secure (locked), fenced area can also provide adequate on-site storage if larger amounts of material must be stored.

The construction contractor(s) and Placer County shall facilitate the respectful reburial of the culturally sensitive soils or objects. This includes providing a reburial location that is consistent with the Tribe's preferences, excavation of the reburial location, and assisting with the reburial, upon request.

Work at the TCR discovery location shall not resume until authorization is granted by the Placer County Community Development Resource Agency in coordination with the culturally affiliated Tribe.

If articulated or disarticulated human remains, or human remains in any state of decomposition or skeletal completeness are discovered during construction activities, the Placer County Coroner and the culturally affiliated Tribe shall be contacted immediately. Upon determination by the Placer County Coroner that the find is Native American in origin, the Native American Heritage Commission will assign the Most Likely Descendent who will work with the project proponent to define appropriate treatment and disposition of the burials.

**XIX. UTILITIES & SERVICE SYSTEMS – Would the project:**

Environmental Issue	Potentially Significant Impact	Less Than Significant with	Less Than Significant Impact	No Impact
---------------------	--------------------------------	----------------------------	------------------------------	-----------

		Mitigation Measures		
1. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects? (EH, ESD, PLN)			X	
2. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? (EH)			X	
3. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (EH, ESD)			X	
4. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? (EH)			X	
5. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? (EH)			X	

#### Discussion Item XIX-1:

A Preliminary Drainage Report was prepared for the proposed project which analyzed a drainage system that would convey runoff from the proposed project site by way of storm drains and above ground bioretention facilities before discharging into an existing underground storm drain system within the Caltrans Highway 49 right-of-way. The drainage analysis concluded that the site grading would reduce the 10- and 100-year post-project peak flows and volumes to less than the pre-project peak flows. No downstream drainage facility or property owner would be significantly impacted by any surface runoff. No new significant storm water drainage facilities or expansion of existing facilities is required.

The proposed project is within Placer County Sewer Maintenance District 1. A Sewer Study prepared by RSC Engineering, dated December 6, 2023 analyzed the capacity of the existing public sewer system as well as the capacity of the Alpine Sewer Lift Station under post-project conditions. The study concluded that the proposed project would not require any upgrades to the existing sewer system. Placer County Environmental Engineering has reviewed the proposed project and study and has not identified any significant environmental impacts. Nevada Irrigation District has provided comments and has no significant concerns with the proposed project. Therefore, there would be no significant increase in new or expanded wastewater systems/treatment or water systems.

The Nevada Irrigation District (NID) has provided comments that the proposed project is eligible for water service. The existing development is served by the existing 5/8 -inch meter with treated water service delivered from the North Auburn Treatment Plant.

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

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

#### Discussion Item XIX-2:

Placer County Water Agency has indicated their availability to provide water service to the project. The proposed project would not result in the construction of any new or expanded water treatment plants and therefore the impacts are considered to be less than significant. No mitigation measures are required.

#### Discussion Item XIX-3:

The sewer agency has indicated their availability to provide service to the proposed project. The proposed project would not result in the construction of any new or expanded wastewater treatment plants. Therefore, the impacts are considered less than significant. No mitigation measures are required.

**Discussion Item XIX-4, 5:**

The proposed project lies in an area of the County that is served by the local franchised refuse hauler (Recology) in which solid waste is brought to a landfill with sufficient permitted capacity. The residential and storage use are not expected to generate excess solid waste. The impacts are less than significant. No mitigation measures are required.

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

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

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

**Discussion Item XX-1:**

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

**Discussion Item XX-2:**

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

**Discussion Item XX-3:**

The proposed project does not include infrastructure that would exacerbate fire risk or result in temporary or ongoing impacts to the environment. Therefore, there is no impact.

**Discussion Item XX-4:**

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

## F. MANDATORY FINDINGS OF SIGNIFICANCE:

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

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


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

## H. DETERMINATION – The Environmental Review Committee finds that:

<input type="checkbox"/>	The proposed project <b>COULD NOT</b> have a significant effect on the environment, and a <b>NEGATIVE DECLARATION</b> will be prepared.
<input checked="" type="checkbox"/>	Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A <b>MITIGATED NEGATIVE DECLARATION</b> will be prepared.
<input type="checkbox"/>	The proposed project is within the scope of impacts addressed in a previously-adopted Negative Declaration, and that only minor technical changes and/or additions are necessary to ensure its adequacy for the project. An <b>ADDENDUM TO THE PREVIOUSLY-ADOPTED NEGATIVE DECLARATION</b> will be prepared.
<input type="checkbox"/>	The proposed project <b>MAY</b> have a significant effect on the environment, and an <b>ENVIRONMENTAL IMPACT REPORT</b> is required.
<input type="checkbox"/>	The proposed project <b>MAY</b> have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An <b>ENVIRONMENTAL IMPACT REPORT</b> is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	The proposed project is within the scope of impacts addressed in a previously-certified EIR, and that some changes and/or additions are necessary, but none of the conditions requiring a Subsequent or Supplemental EIR exist. An <b>ADDENDUM TO THE PREVIOUSLY-CERTIFIED EIR</b> will be prepared.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.
<input type="checkbox"/>	Other _____

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

Planning Services Division, Patrick Dobbs, Chairperson  
 Planning Services Division-Air Quality, Patrick Dobbs  
 Engineering and Surveying Division, Michael Wilson, P.E.  
 Department of Public Works-Transportation, Katie Jackson  
 DPW-Environmental Engineering Division, Sarah Gillmore, P.E.  
 Flood Control and Water Conservation District, Brad Brewer  
 DPW- Parks Division, Shaun Johnson  
 HHS-Environmental Health Services, Danielle Pohlman  
 Placer County Fire Planning/CDF, Derek Schepens and/or Dave Bookout

Signature  Date 6-5-2025  
 Leigh Chavez, Environmental Coordinator

**J. SUPPORTING INFORMATION SOURCES:** The following public documents were utilized and site-specific studies prepared to evaluate in detail the effects or impacts associated with the project. This information is available for public review, Monday through Friday, 8am to 5pm, at the Placer County Community Development Resource Agency, Environmental Coordination Services, 3091 County Center Drive, Auburn, CA 95603. For Tahoe projects, the document will also be available in our Tahoe Division office, 775 North Lake Blvd., Tahoe City, CA 96145.

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



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

Exhibit A: Mitigation Monitoring Plan

<div><div>MITIGATION MONITORING PROGRAM</div><div>Mitigated Negative Declaration – PLN24-00041</div><div>Hulbert Court Car Wash and Self-Storage</div></div> <div>Section 21081.6 of the Public Resources Code requires all public agencies to establish monitoring or reporting procedures for mitigation measures adopted as a condition of project approval in order to mitigate or avoid significant effects on the environment. Monitoring of such mitigation measures may extend through project permitting, construction, and project operations, as necessary.</div> <div>Said monitoring shall be accomplished by the county’s standard mitigation monitoring program and/or a project specific mitigation reporting program as defined in Placer County Code Chapter 18.28, Mitigation Monitoring and Reporting Program.</div> <div><div>Standard Mitigation Monitoring Program (pre-project implementation):</div><div>The following mitigation monitoring program (and following project specific reporting plan, when required) shall be utilized by Placer County to implement Public Resources Code Section 21081.6. Mitigation measures adopted for discretionary projects must be included as conditions of approval for that project. Compliance with conditions of approval is monitored by the county through a variety of permit processes as described below. The issuance of any of these permits or County actions which must be preceded by a verification that certain conditions of approval/mitigation measures have been met, shall serve as the required monitoring of those condition of approval/mitigation measures. These actions include design review approval, improvement plan approval, improvement construction inspection, encroachment permit, recordation of a final map, acceptance of subdivision improvements as complete, building permit approval, and/or certification of occupancy.</div><div>The following mitigation measures, identified in the Mitigated Negative Declaration, have been adopted as conditions of approval on the project’s discretionary permit and will be monitored according to the above Standard Mitigation Monitoring Program verification process:</div></div>						
Impact Number	Impact	MM Number	Mitigation Measure	COA Number	Monitoring Agency	Implementation Schedule
I. AESTHETICS						
I-4	Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? (PLN)	MM I.1	All project lighting shall be reviewed and approved by the County for design, location, and photometrics, prior to Improvement Plan approval. The following standards shall apply: <ul style="list-style-type: none"><li>•Parking lot lighting shall be accomplished with pole mounted decorative LED luminaires. The parking lot shall be illuminated by using 14-foot decorative post-to type LED fixtures mounted on metal poles. The pole color shall be such that the pole will blend into the landscape (i.e., black, bronze, or dark bronze). Such luminaires shall also be provided with side shields to minimize light pollution to the areas outside of the property lines.</li><li>•Landscape lighting may be used to visually accentuate and highlight ornamental shrubs and trees adjacent to buildings and patio areas. Lighting intensity will be of a level that only highlights shrubs and trees and will not impose glare on any pedestrian or vehicular traffic.</li><li>•Architectural lighting shall articulate and animate the particular building design and visibly promote and reinforce pedestrian movement. Indirect wall lighting or “wall washing” and interior illumination (glow) is encouraged in the expression of the building.</li><li>•Wall-mounted light fixtures will be permitted only if they have a 90-degree cut off to prevent glare.</li><li>•No lighting is permitted on top of structures.</li><li>•Pedestrian routes shall utilize bollard type lighting rather than pole lights and should be integrated into building and landscape design. Pedestrian-scale light fixtures shall be durable and vandal resistant.</li></ul>		Placer County Planning Services	Prior to Improvement Plan Approval
II. AGRICULTURAL & FOREST RESOURCES						
No Mitigation Measures						
III. AIR QUALITY						
III-3	Expose sensitive receptors to substantial pollutant concentrations? (AQ)	MM III.1	During construction activity, if NOA, serpentine, or ultramafic rock is discovered by the owner/operator the following measures shall be implemented. For additional information, visit the PCAPCD’s website at <a href="https://www.placer.ca.gov/1621/NOA-Construction-Grading">https://www.placer.ca.gov/1621/NOA-Construction-Grading</a> .  a. When the construction area is equal or greater than one acre, the applicant shall prepare an Asbestos Dust Mitigation Plan pursuant to CCR Title 17 Section 93105 (“Asbestos Airborne Toxic Control Measures for Construction, Grading, Quarrying, and Surface Mining Operations”) and obtain approval by the Placer County APCD. The Plan shall include all measures required by the State of California and the Placer County APCD.  b. If asbestos is found in concentrations greater than 5 percent, the material shall not be used as surfacing material as stated in state regulation CCR Title 17 Section 93106 (“Asbestos Airborne Toxic Control Measure-Asbestos Containing Serpentine”). The material with naturally-occurring asbestos can be reused at the site for sub-grade material covered by other non-asbestos-containing material  c. Each subsequent individual lot developer shall prepare an Asbestos Dust Mitigation Plan when the construction area is equal to or greater than one acre.  d. The project developer and each subsequent lot seller must disclose the presence of this environmental hazard during any subsequent real estate transaction processes. The disclosure must include a copy of the CARB pamphlet entitled “Asbestos-Containing Rock and Soil –What California Homeowners and Renters Need to Know,” or other similar fact sheet, which may be found on the PCAPCD’s website (Placer County Air Pollution Control District 2020c).		Placer County Planning Services & PCAPCD	During Construction Activity

III-3	Expose sensitive receptors to substantial pollutant concentrations? (AQ)	MM III.2	<p>The applicant shall include the following standard notes on Grading/Improvement Plans (PLN-AQ):</p> <p>a. Prior to construction activity, a Dust Control Plan or Asbestos Dust Mitigation Plan shall be submitted to the Placer County Air Pollution Control District (APCD). The Dust Control Plan shall be submitted to the APCD a minimum of 21 days before construction activity is scheduled to commence. The Dust Control Plan can be submitted online via the fill-in form: <a href="http://www.placerair.org/dustcontrolrequirements/dustcontrolform">http://www.placerair.org/dustcontrolrequirements/dustcontrolform</a>.</p> <p>b. Construction equipment exhaust emissions shall not exceed the APCD Rule 202 Visible Emissions limitations. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified by the APCD to cease operations, and the equipment must be repaired within 72 hours.</p> <p>c. Dry mechanical sweeping is prohibited. Watering of a construction site shall be carried out to mitigate visible emissions. (Based on APCD Rule 228 / Section 301).</p> <p>d. The contractor shall apply water or use methods to control dust impacts offsite. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site. (Based on APCD Rule 228 / section 304)</p> <p>e. During construction activity, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less unless the road surface and surrounding area is sufficiently stabilized to prevent vehicles and equipment traveling more than 15 miles per hour from emitting dust or visible emissions from crossing the project boundary line. (Based on APCD Rule 228 / section 401.2)</p> <p>f. The contractor shall suspend all grading operations when fugitive dust exceeds the APCD Rule 228 (Fugitive Dust) limitations. Visible emissions of fugitive dust shall not exceed 40% opacity, nor go beyond the property boundary at any time. Lime or other drying agents utilized to dry out wet grading areas shall not exceed APCD Rule 228 limitations. (Based on APCD Rule 228 / section 302 &amp; 401.4)</p> <p>g. The prime contractor shall be responsible for keeping adjacent public thoroughfares clean by keeping dust, silt, mud, dirt, and debris from being released or tracked offsite. Wet broom or other methods can be deployed as control and as approved by the individual jurisdiction. (Based on APCD Rule 228 / section 401.5)</p> <p>h. The contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) are high enough to result in dust emissions crossing the boundary line, despite the application of dust mitigation measures. (Based on APCD Rule 228 / section 401.6)</p> <p>i. To minimize wind-driven dust during construction, the prime contractor shall apply methods such as surface stabilization, the establishment of a vegetative cover, paving (or use of another method to control dust as approved by Placer County). (Based on APCD Rule 228 / section 402)</p> <p>j. The contractor shall not discharge into the atmosphere volatile organic compounds caused by the use or manufacture of Cutback or Emulsified asphalts for paving, road construction or road maintenance unless such manufacture or use complies with the provisions of Rule 217 Cutback and Emulsified Asphalt Paving Materials.</p> <p>k. During construction, open burning of removed vegetation is only allowed under APCD Rule 304 Land Development Smoke Management. A Placer County Air Pollution Control District permit could be issued for land development burning, if the vegetation removed is for residential development purposes from the property of a single or two-family dwelling or when the applicant has provided a demonstration as per Section 400 of the Rule that there is no practical alternative to burning and that the Air Pollution Control Officer (APCO) has determined that the demonstration has been made. The APCO may weigh the relative impacts of burning on air quality in requiring a more persuasive demonstration for more densely populated regions for a large proposed burn versus a smaller one. In some cases, all of the removed vegetative material shall be either chipped on site or taken to an appropriate recycling site, or if a site is not available, a licensed disposal site. (Based on APCD Rule 304)</p> <p>l. Any device or process that discharges 2 pounds per day or more of air contaminants into the atmosphere, as defined by Health and Safety Code Section 39013, may require an APCD permit. Developers/contractors should contact</p>		Placer County Planning Services & PCAPCD	Prior to Improvement Plan Approval & Prior to Construction Activity
IV. BIOLOGICAL RESOURCES						
IV-1	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish & Wildlife, U.S. Fish & Wildlife Service or National Marine Fisheries Service? (PLN)	MM IV.1	<p>At the time of project implementation, construction, demolition or other project related activities and/or disturbances, and no more than 14 days prior to initiation of vegetation removal, demolition, ground disturbance, or other construction activities, a qualified wildlife biologist should conduct surveys for special-status bats at the appropriate time of day to maximize detectability to determine if bat species are roosting near the work area. Survey methodology may include visual surveys for bats (e.g., observation of bats during foraging period), bat emergence from suspected roosting sites, inspection for suitable habitat, bat sign (e.g., guano), or use of ultrasonic detectors (e.g., Anabat, etc.). The type of survey will depend on the condition of the potential roosting habitat at the recommendation of the qualified biologist. If no bat roosts are found, then no further study is required.</p> <p>If evidence of bat use is observed, then the number and species of bats using the roost will be determined. Bat detectors may be used to supplement survey efforts.</p> <p>If roosts are determined to be present and have the likelihood to be disturbed by project related activities, then a qualified biologist will determine if the bats should be excluded from the roosting site before work adjacent to the roost occurs. A mitigation program addressing compensation, exclusion methods, and roost removal procedures will be developed prior to implementation and in coordination with California Department of Fish and Wildlife (CDFW) staff if exclusion is recommended. Exclusion methods may include use of one-way doors at roost entrances (bats may leave, but not reenter), or sealing roost entrances when the site can be confirmed to contain no bats. Exclusion efforts shall not be implemented during periods of sensitive activity (e.g., during hibernation or while females in maternity colonies are nursing young).</p> <p>A note to this effect shall be included on the Improvement Plans prior to Improvement Plan approval.</p>		Placer County Planning Services	Prior to initiation of vegetation removal, demolition, ground disturbance, or other construction activities (No more than 14 days prior)

IV-1	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish & Wildlife, U.S. Fish & Wildlife Service or National Marine Fisheries Service? (PLN)	MM IV.2	<p>This measure shall be implemented to avoid and reduce impacts to nesting birds and raptors and applies prior to any ground disturbance, vegetation removal, rough grading or other construction activity on the project site:</p> <p>Nesting Birds A qualified biologist shall conduct a preconstruction nesting bird survey (can be conducted concurrently with raptor surveys, as appropriate) of all areas associated with construction activities, and a 100-foot buffer (as accessible) around these areas, within three days prior to commencement of construction activity during the nesting season (February 1 through August 31). If active nests are found, a 100-foot no-disturbance buffer around the nest shall be established. If there is biological justification for a reduction in the buffer (e.g., intervening topography, intervening vegetation, species-specific characteristics or nesting information, etc.) the buffer distance may be modified by recommendation of a qualified biologist in consultation with the CDFW and PCA staff. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest, to be determined by a qualified biologist. Once the young are independent of the nest, no further measures are necessary.</p> <p>Nesting Raptors A qualified biologist shall conduct a preconstruction survey for nesting raptors within the Study Area and a 500-foot buffer (as accessible), within three days of commencement of project activities (can be conducted concurrently with nesting bird surveys, as appropriate). If an active raptor nest is located, a 500-foot no-disturbance buffer shall be established. If there is biological justification for a reduction in the buffer (e.g., intervening topography, intervening vegetation, species-specific characteristics or nesting information, etc.) the buffer distance may be modified by recommendation of a qualified biologist in consultation with CDFW and Placer Conservation Authority (PCA) staff. The buffer shall be maintained until a qualified biologist determines the young have fledged and are no longer reliant upon the nest for survival. Once the young are independent of the nest, no further measures are necessary.</p> <p>A qualified biologist shall conduct an environmental awareness training for all project-related personnel prior to the initiation of work, that shall include a discussion of nesting migratory birds, raptors, and bats with the potential to occur in the project area.</p> <p>Notes to this effect shall be included on the Improvement Plans prior to Improvement Plan approval.</p>		Placer County Planning Services	Prior to any ground disturbance, vegetation removal, rough grading, or other construction activity on the project site
IV-5	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (PLN)	MM IV.3	To mitigate for the loss of Protected Trees, the project applicant(s) shall obtain a Tree Permit from Placer County’s Planning Services Division prior to construction activities that could impact native trees and comply with all requirements of the Tree Permit. The Planning Services Division shall review the Tree Permit application as well as the final site improvement plans and determine the precise mitigation requirement at that time. Compensatory mitigation shall consist of payment of a mitigation fee into the Placer County Tree Preservation Fund at \$125 per DBH (diameter at breast height) (or current market rate) removed or impacted.		Placer County Planning Services	Prior to Construction Activities That Could Impact Native Trees
V. CULTURAL RESOURCES						
V-3	Disturb any human remains, including these interred outside of dedicated cemeteries? (PLN)	MM V.1	<p>If potential tribal cultural resources (TCRs), historic, archaeological resources, other cultural resources, articulated or disarticulated human remains are discovered during construction activities, all work shall cease within 100 feet of the find (based on the apparent distribution of cultural resources). Examples of potential cultural materials include midden soil, artifacts, chipped stone, exotic (non-native) rock, or unusual amounts of baked clay, shell, or bone.</p> <p>Following discovery, a qualified cultural resources specialist, archaeologist, and Native American Representative from the traditionally and culturally affiliated Native American Tribe (the United Auburn Indian Community (UAIC)) shall be retained to evaluate the significance of the find and make recommendations for further evaluation and treatment as necessary. Culturally appropriate treatment that preserves or restores the cultural character and integrity of a TCR may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, construction monitoring of further construction activities by Tribal representatives of the UAIC, and/or returning objects to a location within the project area where they will not be subject to future impacts. The UAIC does not consider curation of TCRs to be appropriate or respectful and requests that materials not be permanently curated, unless specifically requested by the UAIC.</p> <p>If articulated or disarticulated human remains are discovered during construction activities, the County Coroner and Native American Heritage Commission shall be contacted immediately. Upon determination by the County Coroner that the find is Native American in origin, the Native American Heritage Commission will assign the Most Likely Descendant(s) who will work with the project proponent to define appropriate treatment and disposition of the burials.</p> <p>Following a review of the find and consultation with appropriate experts, the authority to proceed may be accompanied by the addition of development requirements which provide for protection of the site and/or additional measures necessary to address the unique or sensitive nature of the site. The treatment recommendations made by the cultural resource specialist and the Native American Representative will be documented in the project record. Any recommendations made by these experts that are not implemented, must be documented and explained in the project record. Work in the area(s) of the cultural resource discovery may only proceed after authorization is granted by the Placer County Community Development Resource Agency following coordination with cultural resources experts and tribal representatives as appropriate.</p>		Placer County Planning Services	During Construction Activities
VI. ENERGY						
No Mitigation Measures						
VII. GEOLOGY & SOILS						

VII-1	VII-1: Result in substantial soil erosion or the loss of topsoil? (ESD)	MM VII.1	<p>The applicant shall prepare and submit Improvement Plans, specifications and cost estimates (per the requirements of Section II of the Land Development Manual (LDM) that are in effect at the time of submittal) to the Engineering and Surveying Division (ESD) for review and approval of each project phase. The plans shall show all physical improvements as required by the conditions for the project as well as pertinent topographical features both on and off site. All existing and proposed utilities and easements, on site and adjacent to the project, which may be affected by planned construction, shall be shown on the plans. All landscaping and irrigation facilities within the public right-of-way (or public easements), or landscaping within sight distance areas at intersections, shall be included in the Improvement Plans. The applicant shall pay plan check and inspection fees and Placer County Fire Department improvement plan review and inspection fees with the 1st Improvement Plan submittal. (NOTE: Prior to plan approval, all applicable recording and reproduction costs shall be paid). The cost of the above-noted landscape and irrigation facilities shall be included in the estimates used to determine these fees. It is the applicant's responsibility to obtain all required agency signatures on the plans and to secure department approvals. If the Design/Site Review process and/or County review is required as a condition of approval for the project, said review process shall be completed prior to submittal of Improvement Plans.</p> <p>Conceptual landscape plans submitted prior to project approval may require modification during the Improvement Plan process to resolve issues of drainage and traffic safety.</p> <p>The Final Parcel Map(s) shall not be submitted to the Engineering and Surveying Division (ESD) until the Improvement Plans are submitted for the second review. Final technical review of the Final Parcel Map(s) shall not conclude until after the Improvement Plans are approved by the ESD.</p> <p>Any Building Permits associated with this project shall not be issued until, at a minimum, the Improvement Plans are approved by the Engineering and Surveying Division.</p> <p>Prior to the County's final acceptance of the project's improvements, submit to the Engineering and Surveying Division one copy of the Record Drawings in digital format (on compact disc or other acceptable media) along with one blackline hardcopy (black print on bond paper) and one PDF copy. The digital format is to allow integration with Placer County's Geographic Information System (GIS). The final approved blackline hardcopy Record Drawings will be the official document of record. (ESD)</p>		Placer County Engineering & Surveying	In Conjunction With Submittal
VII-6	VII-6: Result in significant disruptions, displacements, compaction or overcrowding of the soil? (ESD)					
VII-7	VII-7: Result in substantial change in topography or ground surface relief features? (ESD)					
VII-1	VII-1: Result in substantial soil erosion or the loss of topsoil? (ESD)	MM VII.2	<p>The Improvement Plans shall show all proposed grading, drainage improvements, vegetation and tree removal and all work shall conform to provisions of the County Grading Ordinance (Ref. Article 15.48, Placer County Code) and Stormwater Quality Ordinance (Ref. Article 8.28, Placer County Code) that are in effect at the time of submittal. No grading, clearing, or tree disturbance shall occur until the Improvement Plans are approved and all temporary construction fencing has been installed and inspected by a member of the County. All cut/fill slopes shall be at a maximum of 2:1 (horizontal: vertical) unless a soils report supports a steeper slope and the Engineering and Surveying Division (ESD) concurs with said recommendation.</p> <p>The applicant shall revegetate all disturbed areas. Revegetation, undertaken from April 1 to October 1, shall include regular watering to ensure adequate growth. A winterization plan shall be provided with project Improvement Plans. It is the applicant's responsibility to ensure proper installation and maintenance of erosion control/winterization before, during, and after project construction. Soil stockpiling or borrow areas, shall have proper erosion control measures applied for the duration of the construction as specified in the Improvement Plans. Provide for erosion control where roadside drainage is off of the pavement, to the satisfaction of the Engineering and Surveying Division (ESD).</p> <p>The applicant shall submit to the ESD a letter of credit or cash deposit in the amount of 110 percent of an approved engineer's estimate using the County's current Plan Check and Inspection Fee Spreadsheet for winterization and permanent erosion control work prior to Improvement Plan approval to guarantee protection against erosion and improper grading practices. For an improvement plan with a calculated security that exceeds \$100,000, a minimum of \$100,000 shall be provided as letter of credit or cash security and the remainder can be bonded. One year after the County's acceptance of improvements as complete, if there are no erosion or runoff issues to be corrected, unused portions of said deposit shall be refunded or released, as applicable, to the project applicant or authorized agent.</p> <p>If, at any time during construction, a field review by County personnel indicates a significant deviation from the proposed grading shown on the Improvement Plans, specifically with regard to slope heights, slope ratios, erosion control, winterization, tree disturbance, and/or pad elevations and configurations, the plans shall be reviewed by the County/ESD for a determination of substantial conformance to the project approvals prior to any further work proceeding. Failure of the County/ESD to make a determination of substantial conformance may serve as grounds for the revocation/modification of the project approval by the appropriate hearing body. (ESD)</p>		Placer County Engineering & Surveying	Prior to Improvement Plan Approval
VII-6	VII-6: Result in significant disruptions, displacements, compaction or overcrowding of the soil? (ESD)					
VII-7	VII-7: Result in substantial change in topography or ground surface relief features? (ESD)					
VII-1	VII-1: Result in substantial soil erosion or the loss of topsoil? (ESD)	MM VII.3	<p>Prior to any construction commencing, the applicant shall provide evidence to the Engineering and Surveying Division of a WDID number generated from the State Regional Water Quality Control Board's Stormwater Multiple Application &amp; Reports Tracking System (SMARTS). This serves as the Regional Water Quality Control Board approval or permit under the National Pollutant Discharge Elimination System (NPDES) construction storm water quality permit. (ESD)</p>		Placer County Engineering & Surveying	Prior to Any Construction Commencing
VII-6	VII-6: Result in significant disruptions, displacements, compaction or overcrowding of the soil? (ESD)					
VII-7	VII-7: Result in substantial change in topography or ground surface relief features? (ESD)					

VII-2	VII-2: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (ESD)	MM VII.1, MM VII.2	See Items VII-1, 6, and 7 for the text of these mitigation measures.		Placer County Engineering & Surveying	See Items VII-1, 6, & 7
VII-3	VII-3: Be located on expansive soils, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial direct or indirect risks to life or property? (ESD)					
VII-2	VII-2: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (ESD)	MM VII.4	Geotechnical Report: The Improvement Plan submittal shall include a final geotechnical engineering report produced by a California Registered Civil Engineer or Geotechnical Engineer for Engineering and Surveying Division review and approval. The report shall address and make recommendations on the following: A) Road, pavement, and parking area design; B) Structural foundations, including retaining wall design (if applicable); C) Grading practices; D) Erosion/winterization; E) Special problems discovered on-site, (i.e., groundwater, expansive/unstable soils, etc.); F) Slope stability  Once approved by the Engineering and Surveying Division (ESD), two copies of the final report shall be provided to the ESD and one copy to the Building Services Division for its use. It is the responsibility of the developer to provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the report.  If the geotechnical engineering report indicates the presence of critically expansive or other soil problems that, if not corrected, could lead to structural defects, a certification of completion of the requirements of the soils report shall be required, prior to issuance of Building Permits. This certification may be completed on a lot- by-lot basis or on a Tract basis. This shall be so noted on the Improvement Plans and on the Informational Sheet filed with the Final Parcel Map(s). (ESD)		Placer County Engineering & Surveying	Prior to Improvement Plan Approval
VII-3	VII-3: Be located on expansive soils, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial direct or indirect risks to life or property? (ESD)					
VII-2	VII-2: Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (ESD)	MM VII.5	The preliminary geotechnical engineering study performed by Youngdahl Consulting Group, dated December 20, 2023, indicated the presence of critically expansive soils or other soil problems which, if not corrected, would lead to structural defects.  Prior to Building Permit issuance, the applicant shall submit to the Engineering and Surveying Division (ESD) for review and approval, a soil investigation of each lot produced by a California Registered Civil or Geotechnical Engineer (Section 17953-17955 California Health and Safety Code). Once approved by the ESD, two copies of the final soil investigation and certification shall be provided to the ESD and one copy to the Building Services Division for its use.  The soil investigations shall include recommended corrective action that is likely to prevent structural damage. A note shall be included on the Improvement Plans and the Informational Sheet filed with the Final Parcel Map(s) which indicates the requirements of this condition. (ESD)		Placer County Engineering & Surveying	Prior to Building Permit Issuance
VII-3	VII-3: Be located on expansive soils, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial direct or indirect risks to life or property? (ESD)					
VIII. GREENHOUSE GAS EMISSIONS						
No Mitigation Measures						
IX. HAZARDS & HAZARDOUS MATERIALS						



IX-2	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (EH)	MM XI.1	Prior to improvement plan approval or any soil disturbance on site, the applicant shall enter into a Standard Voluntary Agreement (SVA) with the Department of Toxic Substances Control to further evaluate potential hazards at the site. Based on the results of that evaluation, the applicant shall comply with any and all conditions from DTSC including but not limited to remediation, soil management measures, and land use covenants required by DTSC. Following implementation of DTSC's conditions, the applicant shall submit a 'No Further Action' letter or equivalent from DTSC to Placer County Environmental Health.		Placer County Environmental Health	Prior to Improvement Plan Approval or Any Soil Disturbance On-Site
X. HYDROLOGY & WATER QUALITY						
X-3	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: a)Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; b)Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems? (ESD)	MM VII.1, MM VII.2	See Items VII-1, 6, and 7 for the text of these mitigation measures.		Placer County Engineering & Surveying	See Items VII-1, 6, and 7
X-3	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: a)Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; b)Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems? (ESD)	MM X.1	Drainage Report: As part of the Improvement Plan submittal process, the preliminary Drainage Report provided during environmental review shall be submitted in final format. The final Drainage Report may require more detail than that provided in the preliminary report, and will be reviewed in concert with the Improvement Plans to confirm conformity between the two. The report shall be prepared by a Registered Civil Engineer and shall, at a minimum, include: a written text addressing existing conditions, the effects of the proposed improvements, all appropriate calculations, watershed maps, changes in flows and patterns, and proposed on- and off-site improvements and drainage easements to accommodate flows from this project. The report shall identify water quality protection features and methods to be used during construction, as well as long-term post-construction water quality measures. The final Drainage Report shall be prepared in conformance with the requirements of Section 5 of the Land Development Manual and the Placer County Stormwater Management Manual that are in effect at the time of Improvement Plan submittal. (ESD)		Placer County Engineering & Surveying	Prior to Improvement Plan Approval

X-3	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: a)Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; b)Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems? (ESD)	MM X.2	The Improvement Plan submittal and final Drainage Report shall provide details showing that storm water run-off peak flows shall be reduced to obtain an objective post-project mitigated peak flow that is equal to the estimated pre-project peak flow less 10% of the difference between the pre-project and unmitigated post-project peak flows and volumes shall be reduced to pre-project conditions through the installation of detention/retention facilities. Detention/retention facilities shall be designed in accordance with the requirements of the Placer County Stormwater Management Manual that are in effect at the time of submittal, and to the satisfaction of the Engineering and Surveying Division (ESD) and shall be shown on the Improvement Plans. The ESD may, after review of the project's final Drainage Report, delete this requirement if it is determined that drainage conditions do not warrant installation of this type of facility. Maintenance of detention/retention facilities by the homeowner's association, property owner's association, property owner, or entity responsible for project maintenance shall be required. No detention/retention facility construction shall be permitted within any identified wetlands area, floodplain, right-of-way, or Multi-Purpose Easement, except as authorized by project approvals. (ESD)		Placer County Engineering & Surveying	Prior to Improvement Plan Approval
X-4	Create or contribute runoff water which would include substantial additional sources of polluted runoff or otherwise substantially degrade surface water quality either during construction or in the post-construction condition? (ESD)	MM VII.1, MM X.1	See Items VII-1, 6, and 7 and X-3 for the text of these mitigation measures.		Placer County Engineering & Surveying	See Items VII-1, 6, and 7 and X-3
X-4	Create or contribute runoff water which would include substantial additional sources of polluted runoff or otherwise substantially degrade surface water quality either during construction or in the post-construction condition? (ESD)	MM X.3	<p>The Improvement Plans shall show water quality treatment facilities/Best Management Practices (BMPs) designed according to the guidance of the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development / Redevelopment, and for Industrial and Commercial (or other similar source as approved by the Engineering and Surveying Division (ESD)).</p> <p>Storm drainage from on- and off-site impervious surfaces (including roads) shall be collected and routed through specially designed catch basins, vegetated swales, vaults, infiltration basins, water quality basins, filters, etc. for entrapment of sediment, debris and oils/greases or other identified pollutants, as approved by the Engineering and Surveying Division (ESD). BMPs shall be designed in accordance with the West Placer Storm Water Quality Design Manual for sizing of permanent post-construction Best Management Practices for stormwater quality protection. No water quality facility construction shall be permitted within any identified wetlands area, floodplain, right-of-way, or Multi-Purpose easement, except as authorized by project approvals.</p> <p>All permanent BMPs shall be maintained as required to ensure effectiveness. The applicant shall provide for the establishment of vegetation, where specified, by means of proper irrigation. Proof of on-going maintenance, such as contractual evidence, shall be provided to ESD upon request. The project owners/permittees shall provide maintenance of these facilities and annually report a certification of completed maintenance to the County DPW Stormwater Coordinator, unless, and until, a County Service Area is created and said facilities are accepted by the County for maintenance. Contractual evidence of a monthly parking lot sweeping and vacuuming, and catch basin cleaning program shall be provided to the ESD upon request. Failure to do so will be grounds for discretionary permit revocation. Prior to Improvement Plan approval or Final Parcel Map recordation, easements shall be created and offered for dedication to the County for maintenance and access to these facilities in anticipation of possible County maintenance. (ESD)</p>		Placer County Engineering & Surveying	Prior to Improvement Plan Approval
X-4	Create or contribute runoff water which would include substantial additional sources of polluted runoff or otherwise substantially degrade surface water quality either during construction or in the post-construction condition? (ESD)	MM X.4	<p>This project is located within the permit area covered by Placer County's Small Municipal Separate Storm Sewer System (MS4) Permit (State Water Resources Control Board National Pollutant Discharge Elimination System (NPDES)). Project-related storm water discharges are subject to all applicable requirements of said permit.</p> <p>The project shall implement permanent and operational source control measures as applicable. Source control measures shall be designed for pollutant generating activities or sources consistent with recommendations from the California Stormwater Quality Association (CASQA) Stormwater BMP Handbook for New Development and Redevelopment, or equivalent manual, and shall be shown on the Improvement Plans.</p> <p>The project is also required to implement Low Impact Development (LID) standards designed to reduce runoff, treat storm water, and provide baseline hydromodification management as outlined in the West Placer Storm Water Quality Design Manual. (ESD)</p>		Placer County Engineering & Surveying	Prior to Improvement Plan Approval

X-4	Create or contribute runoff water which would include substantial additional sources of polluted runoff or otherwise substantially degrade surface water quality either during construction or in the post-construction condition? (ESD)	MM X.5	Per the State of California NPDES Phase II MS4 Permit, this project is a Regulated Project that creates and/or replaces 5,000 square feet or more of impervious surface. A final Storm Water Quality Plan (SWQP) shall be submitted, either within the final Drainage Report or as a separate document that identifies how this project will meet the Phase II MS4 permit obligations. Site design measures, source control measures, and Low Impact Development (LID) standards, as necessary, shall be incorporated into the design and shown on the Improvement Plans. In addition, per the Phase II MS4 permit, projects creating and/or replacing one acre or more of impervious surface (excepting projects that do not increase impervious surface area over the pre-project condition) are also required to demonstrate hydromodification management of storm water such that post-project runoff is maintained to equal or below pre-project flow rates for the 2 year, 24-hour storm event, generally by way of infiltration, rooftop and impervious area disconnection, bioretention, and other LID measures that result in post-project flows that mimic pre-project conditions. (ESD)		Placer County Engineering & Surveying	Prior to Improvement Plan Approval
X-4	Create or contribute runoff water which would include substantial additional sources of polluted runoff or otherwise substantially degrade surface water quality either during construction or in the post-construction condition? (ESD)	MM X.6	The Improvement Plans shall include the message details, placement, and locations showing that all storm drain inlets and catch basins within the project area shall be permanently marked/embossed with prohibitive language such as “No Dumping! Flows to Creek.” or other language /graphical icons to discourage illegal dumping as approved by the Engineering and Surveying Division (ESD). The Property Owners’ association is responsible for maintaining the legibility of stamped messages and signs. (ESD)		Placer County Engineering & Surveying	Prior to Improvement Plan Approval
X-4	Create or contribute runoff water which would include substantial additional sources of polluted runoff or otherwise substantially degrade surface water quality either during construction or in the post-construction condition? (ESD)	MM X.7	The Improvement Plans shall show that all storm water runoff shall be diverted around trash storage areas to minimize contact with pollutants. Trash container areas shall be screened or walled to prevent off-site transport of trash by the forces of water or wind. Trash containers shall not be allowed to leak and must remain covered when not in use. (ESD)		Placer County Engineering & Surveying	Prior to Improvement Plan Approval
XI. LAND USE & PLANNING						
No Mitigation Measures						
XII. MINERAL RESOURCES						
No Mitigation Measures						
XIII. NOISE						
XIII-1	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (PLN)	MM XIII.1	<p>Prior to approval of Improvement Plans the following note shall be included on the Improvement Plans.</p> <ul style="list-style-type: none"><li>•Construction shall not take place outside the hours of six a.m. and eight p.m. Monday through Friday and the hours of eight a.m. and eight p. m. Saturday and Sunday, unless the Planning Director authorizes nighttime construction</li><li>•All construction equipment powered by internal combustion engines shall be properly muffled and maintained.</li><li>•Quiet construction equipment, particularly air compressors, are to be selected whenever possible.</li><li>•All stationary noise-generating construction equipment such as generators or air compressors are to be located as far as is practical from existing residences. In addition, the project contractor shall place such stationary construction equipment so that emitted noise is directed away from sensitive receptors closest to the project site.</li><li>•Unnecessary idling of internal combustion engines is prohibited.</li><li>•The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.</li></ul>		Placer County Planning Services	Prior to Improvement Plan Approval
XIV. POPULATION & HOUSING						
No Mitigation Measures						
XV. PUBLIC SERVICES						
No Mitigation Measures						
XVI. RECREATION						
No Mitigation Measures						
XVII. TRANSPORTATION						

No Mitigation Measures						
XVIII. TRIBAL CULTURAL RESOURCES						
XVIII-1	XVIII-1: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or (PLN)	MM XVIII.1	<p>If any suspected TCRs, including but not limited to cultural features, midden/cultural soils, artifacts, exotic rock (non-native), shell, bone, shaped stones, or ash/charcoal are discovered by any person during construction activities including ground disturbing activities, all work shall pause immediately within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. Work shall cease in and within the immediate vicinity of the find regardless of whether the construction is being actively monitored by a Tribal Monitor, cultural resources specialist, or professional archaeologist.</p> <p>A Tribal Representative and the Placer County Community Development Resource Agency shall be immediately notified, and the Tribal Representative in coordination with the County shall determine if the find is a TCR (PRC §21074) and the Tribal Representative shall make recommendations for further evaluation and treatment as necessary.</p>		Placer County Planning Services	During Construction
XVIII-2	XVIII-2: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. (PLN)		<p><u>Treatment:</u></p> <p>The culturally affiliated Tribe shall consult with the County to (1) identify the boundaries of the new TCR and (2) if feasible, identify appropriate preservation in place and avoidance measures, including redesign or adjustments to the existing construction process, and long-term management, or 3) if avoidance is infeasible, a reburial location in proximity of the find where no future disturbance is anticipated. Permanent curation of TCRs will not take place unless approved in writing by the culturally affiliated Tribe.</p> <p>The construction contractor(s) shall provide secure, on-site storage for culturally sensitive soils or objects that are components of TCRs that are found or recovered during construction. Only Tribal Representatives shall have access to the storage. Storage size shall be determined by the nature of the TCR and can range from a small lock box to a conex box (shipping container). A secure (locked), fenced area can also provide adequate on-site storage if larger amounts of material must be stored.</p> <p>The construction contractor(s) and Placer County shall facilitate the respectful reburial of the culturally sensitive soils or objects. This includes providing a reburial location that is consistent with the Tribe's preferences, excavation of the reburial location, and assisting with the reburial, upon request.</p> <p>Work at the TCR discovery location shall not resume until authorization is granted by the Placer County Community Development Resource Agency in coordination with the culturally affiliated Tribe.</p> <p>If articulated or disarticulated human remains, or human remains in any state of decomposition or skeletal completeness are discovered during construction activities, the Placer County Coroner and the culturally affiliated Tribe shall be contacted immediately. Upon determination by the Placer County Coroner that the find is Native American in origin, the Native American Heritage Commission will assign the Most Likely Descendent who will work with the project proponent to define appropriate treatment and disposition of the burials.</p>			
XIX. UTILITIES & SERVICE SYSTEMS						
No Mitigation Measures						
XX. WILDFIRE						
No Mitigation Measures						