COUNTY OF Placer
COMMUNITY DEVELOPMENT RESOURCE AGENCY

COMMUNITY DEVELOPMENT/RESOURCE AGENCY
ENVIRONMENTAL COORDINATION SERVICES
County of Placer

NOTICE OF INTENT
TO ADOPT A MITIGATED NEGATIVE DECLARATION

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

PROJECT: Vulcan MUP Modification (PLN25-00212)

PROJECT DESCRIPTION: Minor Use Permit Type A Modification to modernize their existing Hot Mix Asphalt (HMA) plant to include 3 storage silos. These 3–300-ton storage silos will hold prepared asphalt. The subject property, Assessor's Parcel Number(s) 474-120-007-000, comprises approximately 5 acres currently zoned IN-UP-Dc and is located at 9800 Del Rd. Roseville, Ca 95747 in the Dry Creek West Placer Community Plan area.

PROJECT LOCATION: 9800 Del Road, Roseville, Placer County

APPLICANT: Terry Marshall

The comment period for this document closes on January 9, 2026. 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 Zoning Administrator. Additional information may be obtained by contacting the Environmental Coordination Services, at (530)745-3132, between the hours of 8:00 am and 5:00 pm. Comments may be sent to cdraecs@placer.ca.gov or 3091 County Center Drive, Suite 190, Auburn, CA 95603.

Delivered to 300' Property Owners on December 10, 2025

COUNTY OF Placer
COMMUNITY DEVELOPMENT RESOURCE AGENCY

COMMUNITY DEVELOPMENT/RESOURCE AGENCY
Environmental Coordination Services
County of Placer

MITIGATED NEGATIVE DECLARATION

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

☐ The proposed project will not have a significant adverse effect on the environment; therefore, it does not require the preparation of an Environmental Impact Report and this **Negative Declaration** has been prepared.

☒ Although the proposed project could have a significant adverse effect on the environment, there will not be a significant adverse effect in this case because the project has incorporated specific provisions to reduce impacts to a less than significant level and/or the mitigation measures described herein have been added to the project. A **Mitigated Negative Declaration** has thus been prepared.

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

PROJECT INFORMATION

Title: Vulcan MUP Modification	Project # PLN25-00212
Description: Modernize existing Hot Mix Asphalt (HMA) plant to include 3 storage silos	
Location: 9800 Del Road, Roseville, Placer County	
Project Owner: Terry Marshall	
Project Applicant: Terry Marshall	
County Contact Person: Claudia Garcia	530-745-3592

PUBLIC NOTICE

The comment period for this document closes on **January 9, 2026**. 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 **Zoning Administrator**. Additional information may be obtained by contacting the Environmental Coordination Services, at (530)745-3132 between the hours of 8:00 am and 5:00 pm at 3091 County Center Drive, Auburn, CA 95603.

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

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: Vulcan Minor Use Permit Modification	Project # PLN25-00212
Entitlement(s): Minor Use Permit Type A Modification	
Site Area: 4.71 acres	APN: 474-120-032-000
Location: 9800 Del Road, Roseville, Placer County	

A. BACKGROUND:

Project Description:
The proposed project requests approval of a Minor Use Permit Modification to add three 76-foot tall hot mix asphalt storage silos to an existing Hot Mix Asphalt (HMA) plant and to modify the production on site as follows:

- Increased daily production of asphalt concrete from 4,600 tons/day to 6,000 tons/day
- Reduced quarterly finished asphalt production from 210,0000 to 195,000 tons/quarter
- Reduced annual finished asphalt production from 840,000 to 780,000 tons /year
- Increase daily production of Recycled Asphalt Pavement (RAP) usage from 690 tons/day to 1,500 tons/day.
- Increased daily production aggregate usage from 4,280 tons/day to 5,680 tons/day (the annual production of RAP would remain unchanged.

The project has received a revised Authority to Construct (ATC) permit from the Placer County Air Pollution Control District (PCAPCD) for the project proposed above. In addition to further control emissions, the newly proposed equipment will be in compliance with the best available control technology (BACT) guidelines. Particulate matter will be controlled with use of a Hot baghouse venting dryer, silo loadout and silo filling will be equipped with a 36,000 cfm blue smoke control (ASTEC) unit.

Project Site (Background/Existing Setting):
The proposed project site is located at 9800 Del Road in unincorporated Roseville. The parcel is 4.71 acres and surrounded by similarly sized industrial uses. The site currently hosts an operating HMA plan that was originally entitled under PCUP 1338 in 1990. The site is entirely converted to a disturbed industrial use with 10 ft. landscape areas on the north and west sides of the site.

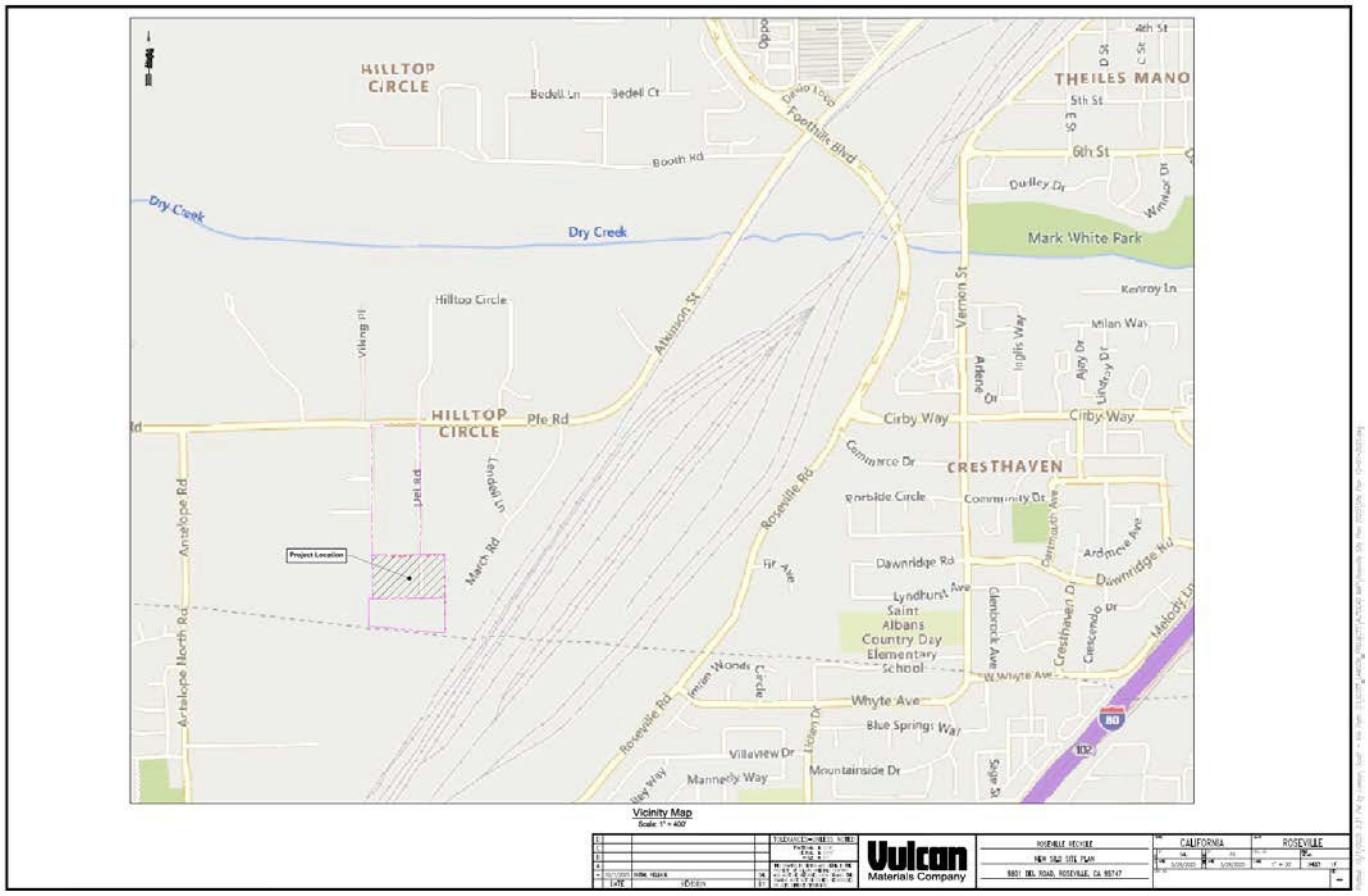


Figure 1: Vicinity Map

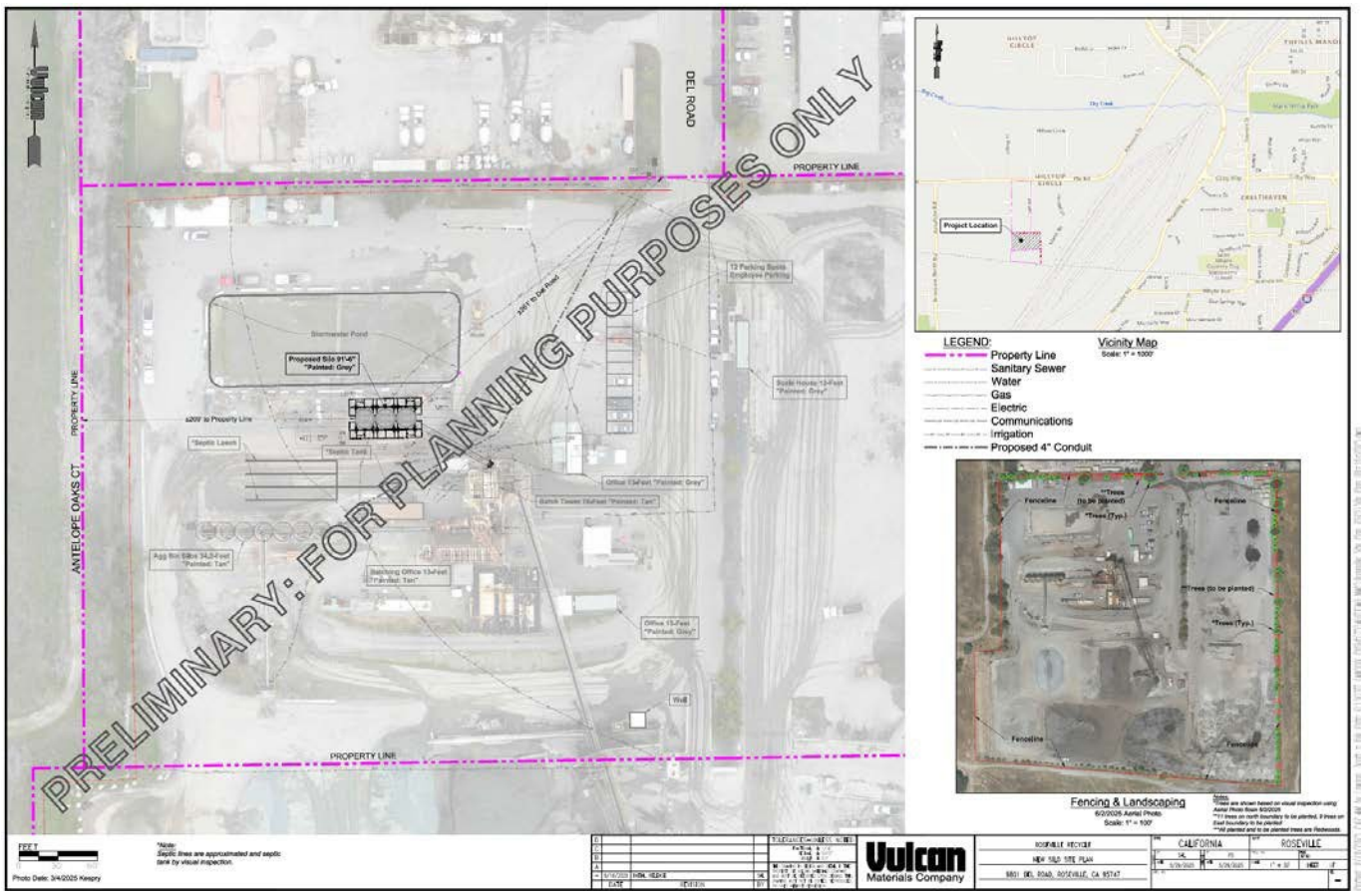


Figure 2: Site Plan

B. Environmental Setting:

Location	Zoning	General Plan/Community Plan Designations	Existing Conditions and Improvements
Site	IN-UP-Dc	Industrial	HMA Plant
North	Same as Site	Same as Site	Same as Site
South	Same as Site	Same as Site	Same as Site
East	Same as Site	Same as Site	Same as Site
West	Same as Site	Same as Site	Undeveloped, Parking Lot.

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 July 24,2025, 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 consultation – UAIC 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
- ➔ Dry Creek West Placer Community Plan EIR

E. EVALUATION OF ENVIRONMENTAL IMPACTS:

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

a) A brief explanation is required for all answers including “No Impact” answers.

b) “Less Than Significant Impact” applies where the project’s impacts are insubstantial and do not require any mitigation to reduce impacts.

c) "Less Than Significant with Mitigation Measures" applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact" to a "Less than Significant Impact." The County, as lead agency, must describe the mitigation measures, and briefly explain how they reduce the effect to a less-than-significant level (mitigation measures from earlier analyses may be cross-referenced).

d) "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

e) All answers must take account of the entire action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts [CEQA Guidelines, Section 15063(a)(1)].

f) Earlier analyses may be used where, pursuant to the tiering, Program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration [CEQA Guidelines, Section 15063(c)(3)(D)]. A brief discussion should be attached addressing the following:
   - ➔ **Earlier analyses used** – Identify earlier analyses and state where they are available for review.
   - ➔ **Impacts adequately addressed** – Identify which effects from the above checklist were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards. Also, state whether such effects were addressed by mitigation measures based on the earlier analysis.
   - ➔ **Mitigation measures** – For effects that are checked as “Less Than Significant with Mitigation Measures,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

g) References to information sources for potential impacts (i.e. General Plans/Community Plans, zoning ordinances)

should be incorporated into the checklist. Reference to a previously-prepared or outside document should include a reference to the pages or chapters where the statement is substantiated. A source list should be attached and other sources used, or individuals contacted, should be cited in the discussion.

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

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

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

Scenic 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 immediate surrounding area is developed with industrial uses such as storage lots, vehicle repair and modification yards, and the existing HMA plant. Proposed development is generally consistent in type and scale with similar developments both existing and planned in the surrounding area. The proposed silos would be consistent with the development on site in a manner generally anticipated by, and consistent with, land use and development considered in the Placer County General Plan and Dry Creek West Placer Community Plan. The change in the aesthetics of the visual nature or character of the site and the surroundings is consistent with the surrounding development and the future development that is anticipated by the community plan.

Discussion Item I-1:
A scenic vista is generally considered to be a location from which the public can experience unique and exemplary high-quality views, including panoramic views of great breadth and depth, often from elevated vantage points for the benefit of the general public. While undeveloped or mostly undeveloped areas have a natural aesthetic quality, there are no designated scenic vistas within the Dry Creek West Placer Community Plan (DCWP) area that are protected.

Views from the site are short range and limited to neighboring industrial uses. The site is viewable from Del Road, with certain existing structures currently viewable from PFE Road; however, views of the site are largely shielded by the riparian corridor connecting to Dry Creek west of the proposed project site. The J. R. Davis Rail Yard is located southeast of the proposed project site providing a significant buffer between the site and the residential uses farther to the southeast. Therefore, there are no impacts.



Figure 3: Site and Surrounding Uses

Discussion Item I-2:
The proposed project site is not located near a state scenic highway (Caltrans 2013) nor does it include any historic buildings. Therefore, there is no impact.

Discussion Item I-3:
Private views (those available from vantage points on private property) are not protected under CEQA. Ground level views from streets in the proposed project area are limited. Views to or from the proposed project site are short range and limited to neighboring industrial uses but are partially obstructed by vegetation, existing development, and the rail yards.

Public views surrounding the proposed project site are limited to surrounding roads. The silos would be a maximum of 76 ft tall to match the height of the existing structure onsite. Based on visual simulations prepared by Sespe consulting, the silos installed would be viewable from PFE Road, somewhat viewable from Roseville Road, and not viewable from Antelope Road (see figures below). PFE has a posted speed limit of 45 miles per hour. The high speed of traffic on PFE and the lack of destinations, would reduce the potential impacts on drivers along PFE road. Furthermore, the site is an urbanized area as designated by the US Census and is consistent with applicable zoning and other regulations governing scenic quality. No mitigation measures are required.



Figure 4: Conceptual View from Antelope Road



Figure 5: Conceptual View from PFE Road

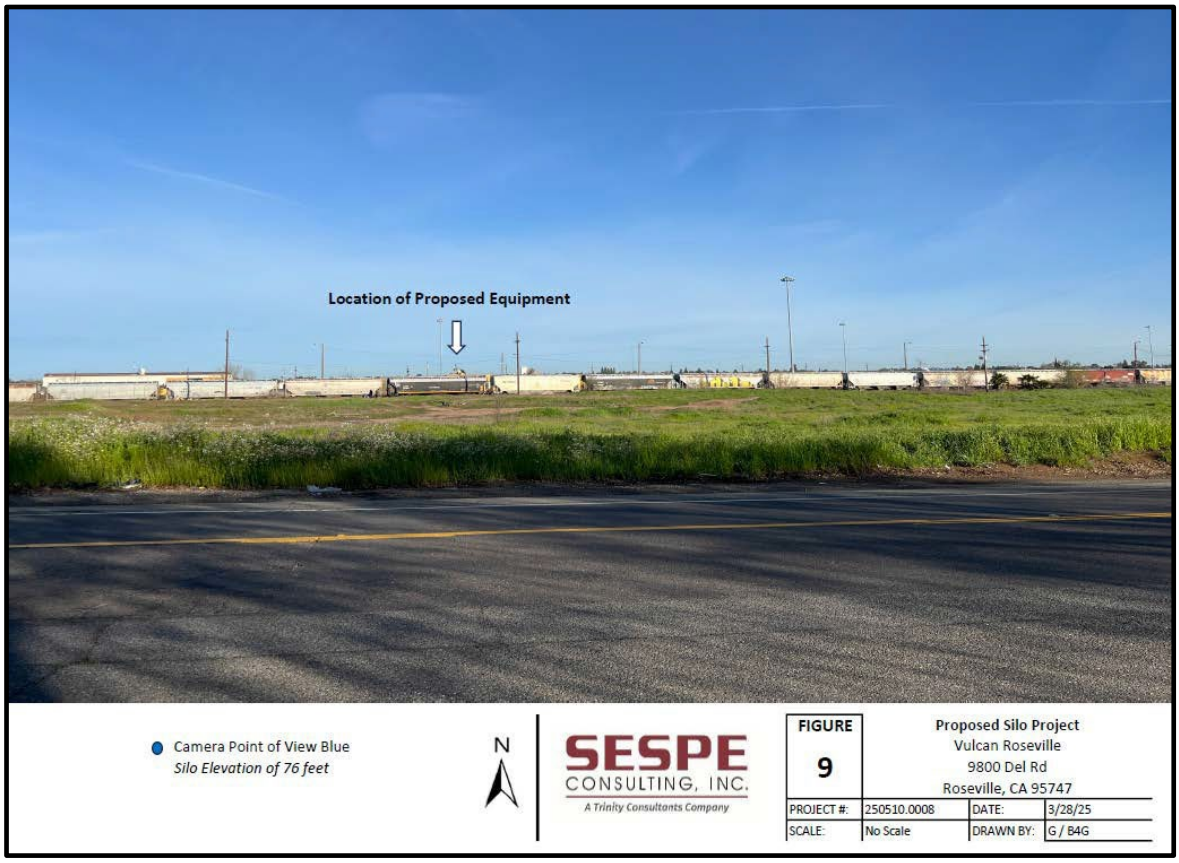


Figure 6: Conceptual View from Roseville Road

Discussion Item I-4:
The site is an existing HMA plant with lighting consistent with industrial uses. Future use would utilize the existing lighting. Any future lighting could be in the form of landscape lighting or security lighting such as flood lights, which would create a new source of light. Furthermore, all development on the proposed project site would be required to comply with General Plan Policy 1.0.9 which discourages the use of outdoor lighting that shines unnecessarily onto adjacent properties or into the night sky. As a result, impacts are considered less than significant. No mitigation measures are required.

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**

Discussion Item II-1, 2, 5, 6:
The site, and the land immediately adjacent to it, is identified as Other land on the California Department of Conservation's Important Farmland Finder GIS (2022). The proposed project site is not currently used for agricultural production, and is not under a Williamson Act contract. The parcel's zoning designation is "Industrial" which allows for limited agricultural uses. Agricultural uses are subject to and benefit from Placer County's "Right-to-Farm" ordinance, which serves as notification to adjoining landowners that agricultural operations are permitted within Placer County and are not to be considered a nuisance, providing the agricultural uses comply with existing County policies. 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-3, 4:
Neither the proposed project site nor adjacent properties are zoned for timberland, forest land, or timberland production zones. The only trees onsite are those installed within the landscape areas. 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. No trees are proposed for removal. 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? (PLN AQ)			**X**	
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (PLN AQ)			**X**	
3. Result in a cumulatively considerable net increase of any criteria for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (PLN AQ)			**X**	
4. Expose sensitive receptors to substantial pollutant concentrations? (PLN AQ)			**X**	
5. Create odors affecting a substantial number of people? (PLN AQ)			**X**	

Discussion Item III-1, 2:
The project is located within the unincorporated Roseville area of Placer County and is under the jurisdiction of the Placer County Air Pollution Control District (PCAPCD). The Sacramento Valley Air Basin is designated non-attainment for the federal and state ozone standards (ROG and NO_x), and nonattainment for the state particulate matter standard (PM_{10}). The proposed project requests approval of Minor Use Permit Modification to add three 76 ft tall ton hot mix asphalt storage silos to an existing Hot Mix Asphalt (HMA) plant. A project would not conflict with or obstruct the implementation of the regional air quality plan, if the project emissions were anticipated within the emission inventory contained in the regional air quality plan, referred to as the State Implementation Plan (SIP), and would not exceed the PCAPCD CEQA thresholds adopted October 13, 2016 as follows:

PCAPCD CEQA THRESHOLDS FOR CRITERIA POLLUTANT EMISSIONS

1) Construction Threshold of 82 pounds per day for Reactive Organic Gases (ROG), Oxides of Nitrogen

(NOx), and particulate matter smaller than 10 microns (PM10);
2) Operational Threshold of 55 pounds per day for ROG, NOx and 82 pounds per day for PM10; and
3) Cumulative Threshold of 55 pounds per day for ROG, NOx and 82 pounds per day for PM10.

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

During construction of the 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. Project construction activities would generate air pollutant emissions of criteria pollutants, including ROG, NOx, PM10, and Diesel Particulate Matter (DPM).

Table 1
Maximum Unmitigated Project
Short-term Construction & Long-term Criteria Pollutant Emissions

	Short-Term Construction		Long-term Operational	
Pollutant	Project Construction Emissions[1] (lbs/day)	PCAPCD Thresholds[2] (lbs/day)	Project Operational Emissions[1] (lbs/day)	PCAPCD Thresholds[2] (lbs/day)
ROG	1.54	82.0	35.16	55
NOx	12.90	82.0	15.91	55
PM10	6.29	82.0	21.5	82

Source 1: CalEEMod 2022.1.1, Project Analysis (June 10, 2025)
Source 2: PCAPCD CEQA Thresholds (adopted October 13, 2016)

Project related emissions were calculated using the California Emissions Estimator Model (CalEEMod), Version 2022.1.1, the project specific Permit to Operate NO: CALM-52-01 issued for the existing project by PCAPCD, as well as AP-42, a Compilation of Air Emissions Factors from Stationary Sources established by the US Environmental Protection Agency (USEPA). CalEEMod is a planning tool for estimating emissions related to land use projects. As shown in the table, the project would result in an increase in regional and local emissions from construction of the project but would be below the PCAPCD's thresholds. The project is subject to PCAPCD's Rules and Regulations.

- Rule 202—Visible Emissions. Requires that opacity emissions from any emission source not exceed 20% for more than 3 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% at any time.
    - Track-out must be minimized from paved public roadways.

Based on the results of the CalEEMod model run for the proposed project and with compliance with APCD Rules and Regulations, impacts related to short-term construction-related emissions would be less than significant. No mitigation measures are required.

Discussion Item III-3:
For the operational phase, the project does not propose to increase density beyond the development anticipated to occur within the SIP. Additionally, given the project size, the project related emissions would not exceed the PCAPCD's Project-level thresholds of significance.

The project related long-term operational emissions would result from vehicle exhaust, utility usage, and water/wastewater conveyance. An air quality analysis was prepared using CalEEMod (2016.3.1). Maximum daily

emissions were estimated for the Construction and Operational phases, using default settings in CalEEMod, with a Rural land-use setting. The analysis indicates the project would result in an increase in regional and local emissions from the operation of the proposed project, but would not exceed the PCAPCD's Project-level and Cumulative Thresholds of 55 pounds per day for ROG, NOx, and 82 pounds per day for PM10.

The proposed project related long-term operational emissions would result from vehicle exhaust from motor vehicle trips; utility usage; an asphalt plant-dryer, asphalt silos, hot oil heater, aggregate/RAP handling system, and roads; evaporative emissions of ROG associated with the application of architectural coatings and use of consumer products; and water/wastewater conveyance. The proposed project does not propose to increase density beyond the development anticipated to occur within the SIP. The applicant is required to comply with all PCAPCD Rules applicable to the proposed project. Additionally, given the proposed project size, the proposed project related operational emissions would not exceed the PCAPCD's Project or Cumulative thresholds of significance and therefore would have a less than significant effect. No mitigation measures are required.

Discussion Item III-4:
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 project would not impact the nearby intersections ability to operate acceptably and would therefore not result in a substantial concentration of CO emissions at any intersection.

The construction of the proposed project would result in short-term DPM emissions from heavy-duty onsite equipment and off-road diesel equipment. Additionally, DPM emissions would result from monthly testing of the diesel generator. 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 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 is required to comply with the following idling restriction (5-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 (ARB) Section 2449(d)(3) of the ARB's In-use Off-road Diesel regulation: Off-road diesel equipment shall comply with the five-minute idling restriction. Available via the web: www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf

- Placer County, Code Section 10.14. Available via the web: http://qcode.us/codes/placercounty/

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 a District permit to operate. The proposed project would be conditioned to obtain all necessary permits from ARB and PCAPCD prior to construction. Due to the short-term nature of the construction, and with compliance with State and Local regulations, potential public health impacts would be less than significant. No mitigation measures are required.

Discussion Item III-5:
The proposed project would result in additional air pollutant emissions generated by diesel-powered construction equipment, as well as long-term operational emissions from regular plant operations and employee vehicle exhaust that could create odors. However, residential uses and other sensitve receptors are not located close to the proposed project and the proposed uses are typical of industrial areas. Therefore, potential impacts from odors would be less than significant. No mitigation measures are required.

IV. BIOLOGICAL RESOURCES – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact

1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish & Wildlife, U.S. Fish & Wildlife Service or National Marine Fisheries Service? (PLN)				**X**
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community, identified in local or regional plans, policies or regulations, or regulated by the California Department of Fish & Wildlife, U.S. Fish & Wildlife Service, U.S. Army Corps of Engineers, or Regional Water Quality Control Board? (PLN)				**X**
3. Have a substantial adverse effect on federal or state protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) or as defined by state statute, through direct removal, filling, hydrological interruption, or other means? (PLN)				**X**
4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (PLN)				**X**
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (PLN)				**X**
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (PLN)				**X**
7. Substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number of restrict the range of an endangered, rare, or threatened species? (PLN)				**X**
8. Have a substantial adverse effect on the environment by converting oak woodlands? (PLN)				**X**



Figure 7: Aerial Photo of Site (February 21, 2025: NearMap)

Discussion Item IV-1, 2, 3, 4, 5, 6, 7, 8:
The proposed project site is currently entirely converted to industrial uses with landscaping installed along the north, west, and east property lines. There are no natural landcover types on site that wildlife or plant species, endangered or otherwise, could use as habitat. As a function of the site being entirely converted to urban/disturbed, there are no aquatic features, riparian, woodlands, or other protected or sensitive habitats onsite.

The proposal would install three 76-ft tall, silos over non-natural landcover. The installation of these silos would be accomplished without removal of any of the trees existing within the landscaping along the periphery of the property and therefore would not conflict with Placer County's Woodland Conservation Ordinance. The proposed project site is surrounded entirely by developed industrial sites and undeveloped industrial zoned parcels. The existing development on site and on adjacent sites, would prevent the site from being used as a wildlife corridor.

The Placer County Conservation Program (PCCP) and related implementing ordinances were adopted by Placer County in 2020. The PCCP is a multi-component program comprised of a Habitat Conservation Plan (HCP) and a Natural Community Conservation Plan (NCCP), the County Aquatic Resources Program (CARP), and an In-Lieu Fee Program to fulfill Clean Water Act Section 401/404 compensatory mitigation requirements for impacts to aquatic resources. The state and federal wildlife and regulatory agencies have adopted and issued permits allowing the program to be fully implemented. The subject property is within PCCP Area B1. Within Area B1, only permittee

projects, such as those from Placer County or Placer County Water Agency (PCWA), may receive coverage under the PCCP. Private projects are not permittee projects and thus may not receive coverage under the PCCP. 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, 2, 3, 4, 5:
The proposed site is entirely disturbed as a function of the existing HMA plant under operation and any work previously done to establish it. The proposed project includes minor grading for ground leveling where the silos would be installed. The addition of the three 76 ft tall silos would not impact known historical or cultural resources as none are onsite. However, there is a possibility of cultural material being unearthed during construction, however, with implementation of MM XVIII.1 the impact is reduced to less than significant.

Mitigation Measures Item V-1:
MM V.1
Implement MM XVIII.1

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 Hot Mix Asphalt Plant. 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 industrial uses, requiring electricity and natural gas for interior and exterior building lighting, HVAC, electronic equipment, machinery, appliances, and security systems. In addition, maintenance activities during operations, such as landscape maintenance, would involve the use of electric or gas-powered equipment.

While the proposed project would introduce new operational energy demands to the proposed project area, this demand does not necessarily mean that the proposed project would have an impact related to energy sources. The proposed project would result in an impact if a project would result in the inefficient use or waste of energy. The proposed project is required to comply with all applicable standards and regulations regarding energy conservation and fuel efficiency, which would ensure that the future uses would be designed to be energy efficient to the maximum extent practicable. The current draw of the HMA plant is 841 Amps. The proposed modified project including the proposed silos would increase the power draw to 1496 Amps. The existing service provided by Sacramento Municipal Utility District (SMUD) can supply up to 2000 Amps. 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:
This proposed project site consists of an existing Hot Mix Asphalt (HMA) plant that currently produces 840,000 tons of finished asphalt product per year. The proposed project is proposing the addition of three 76-ft tall HMA storage silos. Alongside the new silos, the intensity of production onsite would be modified slightly to reduce finished annual production of the plant to 780,000 tons of finished asphalt product. No grading activities are proposed for this project.

According to the United States Department of Agriculture (USDA) Soil Survey of Placer County and the United States Department of Agriculture - Natural Resources Conservation Service Web Soil Survey, the proposed project is located on soils classified as 12% Cometa-Fiddyment complex (1 to 5 percent slopes) along the western boundary and southeastern corner of the site, and 90% Urban Land Xerarents-Fiddyment complex (0 to 8 percent slopes) over the remainder of the site. The only identified significant soil constraints are the expansive properties of the soil, which is addressed in item VII.3.

The portion of the site located on soils classified as Urban Land Xerarents-Fiddyment was previously developed and is covered by pavement, buildings, storage tanks, and other impervious, human-manufactured surfaces and structures.

The Cometa-Fiddyment complex (1 to 5 percent slopes) are undulating soils on low terraces generally west of State Route 65 and south of Auburn Ravine. The Cometa soil is a deep, well drained claypan soil. Typically, the surface layer is brown sandy loam about 18 inches thick. The subsoil is brown clay. At a depth of about 29 inches is compacted very pale brown sandy loam. Permeability is very slow, surface runoff is slow, and the hazard of erosion is slight. The major limitations to urban use are the very slow permeability of the subsoil, the shrink-swell potential of the subsoil, and the limited ability of the soil to support a load. The Fiddyment soil is a well drained soil that is moderately deep over a hardpan. Typically, the surface layer is light yellowish brown loam and silt loam about 12 inches thick. The subsoil is brown and yellowish brown dense clay loam. At a depth of 28 inches is silica-indurated siltstone. Permeability is very slow, surface runoff is slow to medium, and the hazard of erosion is slight to moderate.The major limitations to construction on the Fiddyment soil are the very slow permeability of the subsoil, the moderate depth to hardpan, and the limited ability of the soil to support a load.

The portion of the site located on soils classified as Cometa-Fiddyment would not be disturbed as part of this proposed project. The proposed improvements do not have the potential to disrupt on-site soils as the location for the proposed silos is in an area that is covered and surrounded by existing pavement. Surface disturbance is relatively minimal and topographic or ground surface relief feature impacts would not be significant due to the relatively flat existing slope. The risk of erosion is low due to the lack of grading activity necessary to complete the proposed improvements.

Therefore, the proposed project's site specific impacts associated with soil disruptions, soil erosion and topography changes are less than significant. No mitigation measures are required.

Discussion Item VII-2, 8:
The proposed project is located within Placer County. The California Department of Conservation Geological Survey indicates that the proposed project site is not within an earthquake fault zone. The proposed project site is considered to have low seismic risk with respect to faulting, ground shaking, seismically related ground failure and liquefaction. There is a potential for the site to be subjected to at least moderate earthquake shaking during the useful life of the proposed silos. However, the silos would be constructed in compliance with the California Building Code, which includes seismic standards.

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

Discussion Items VII-3:
According to the United States Department of Agriculture (USDA) Soil Survey of Placer County, the United States Department of Agriculture ~ Natural Resources Conservation Service Web Soil Survey, the site has soil with shrink/swell limitations. The portion of the site that is proposed for the construction of the silos is not near the area that contains soil with shrink/swell potential (Cometa-Fiddyment). Therefore, the impact is less than significant. No mitigation measures are required.

Discussion Item VII-4:
The project does not proposed any changes to the previously approved method of sewage disposal. The existing septic system would not be impacted by the placement of the new silos. Therefore, there is no impact.

Discussion Item VII-5:
The proposed site is entirely disturbed as a function of the existing HMA plant under operation and any work previously done to establish it. The proposed project includes minor grading for ground leveling where the silos would be installed, however large scale excavation would not occur. The addition of the three 76-foot tall silos would not impact known paleontological resources as none are onsite. No mitigation measures are required.

VIII. GREENHOUSE GAS EMISSIONS – Would the project:

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

Discussion Item VII-1, 2:
The California Global Warming Solutions Act (AB32) signed into law in September 2006, required statewide GHG emissions to be reduced to 1990 levels by 2020. AB32 established regulatory, reporting, and market mechanisms to achieve this goal and provide 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.

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

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

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

PCAPCD CEQA THRESHOLDS FOR GHG EMISSIONS

1. Bright-line Threshold of 10,000 MT CO2e/yr 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 MT of CO2e/yr.

Table 2 Maximum Unmitigated Project Short-term Construction & Long-term GHG Emissions					
	Short-Term Construction		Long-term Operational		
Pollutant	Project Construction Emissions[1] (MT/year)	PCAPCD Thresholds[2] (MT/year)	Project Operational Emissions[1] (MT/year)	PCAPCD Brightline Threshold[2] (MT/year)	PCAPCD De Minimis Level[2] (MT/year)
CO2e	2,730	10,000	**8,800.69**	10,000	1,100
Source 1: CalEEMod 2022.1.1, Project Analysis (June 10, 2025) *Source 2: Taylor Enviornmental Service, Project Analysis (July 29, 2025)* *Source 2: PCAPCD CEQA Thresholds (adopted October 13, 2016)*					

GHG emissions from the Proposed project's onsite and offsite activities were calculated using the California Emissions Estimator Model (CalEEMod), Version 2022.1.1 and as well as U.S. EPA emission factors for natural gas combustion, as published in 40 CFR Part 98. CalEEMod is a planning tool for estimating emissions related to land use projects. The CalEEMod analysis prepared for this proposed project estimated GHG emissions resulting from the proposed project are approximately 2,730 MT CO2e/yr during construction, and 8,800.69 MT CO2e/yr during the operational phase. Overall, annual intensities from the hot mix asphalt plant are being reduced as a result of the annual production of finished asphalt declining from 840,000 to 780,000 tons per year. This reduction in yearly production would result in an overall 501.14 MT/year reduction of CO2e equivalent for an overall project emissions level of 8800.69 MT/year. These levels do not exceed the PCAPCD Brightline Threshold and therefore would not substantially hinder the State's ability to attain the goals identified in SB 32. Thus, the construction and operation of the proposed 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, 2:
The facility maintains active permits with Environmental Health for the use of hazardous materials for operation of the hot mix asphalt facility. The placement of the three new storage silos does not change the management and use of hazardous materials. The facility would continue to be subject to standard handling and storage requirements for hazardous materials. Accordingly, impacts related to the release of hazardous substances are considered less than significant. No mitigation measures are required.

Discussion Item VIII-3:
The proposed project includes grading operations which would result in short-term diesel exhaust emissions from heavy-duty on-site equipment and would generate DPM emissions from the use of off-road diesel equipment required for site grading. However, because of the dispersive properties of DPM, and the distance from any sensitive receptors to the proposed project site, the impacts on those receptors would be less than significant. Further, the 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 and is therefore considered to have a less than significant impact. No mitigation measures are required.

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 is no impact..

Discussion Item IX-5:
The proposed project is not located within an airport land use plan area or, within two miles of a public airport or public use airport. Therefore, there is no impact.

Discussion Item IX-6:
Development of the proposed project would not physically block any existing roadways nor would it interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, there is no impact.

Discussion Item IX-7:
The silos that would be developed on the proposed project site would be required to conform to all applicable Building Code standards. The proposed project has been reviewed by CAL FIRE and has adequate emergency vehicle access and hydrants for use by first responders to reduce the risk of loss, injury or death involving wildland fires to a less than significant level. No mitigation measures are required.

X. HYDROLOGY & WATER QUALITY – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade ground water quality? (EH)			**X**	
2. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? (EH)			**X**	
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: a) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; b) create or contribute runoff water which would exceed			**X**	

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

Discussion Item X-1:
The proposed project utilizes a drilled water well which was installed in accordance with permits obtained from Placer County Environmental Health. The location of the water well is beyond the required 100-foot required setback to the on-site sewage disposal area. The water well is protected from contaminants at the ground surface by a sanitary seal and an annular seal. Being that the design, location, and construction of the existing well and on-site sewage disposal system are in accordance with applicable County and State requirements, the impacts are considered less than significant. No mitigation measures are required.

Discussion Item X-2:
The addition of the three storage silos would not significantly impact the overall groundwater use at the facility. The proposed project would not substantially deplete groundwater supplies or interfere with groundwater recharge. Therefore, impacts are considered less than significant. No mitigation measures are required.

Discussion Item X-3:
The proposed project site is located on relatively flat slopes, sloping generally to the west at approximately 2% to an unnamed drainage course and ultimately to Dry Creek. The location where the silos are proposed to be constructed is existing impervious area that was paved under with the original entitlement (CUP-1338). The addition of the silos would not increase the amount of impervious surface or increase the amount of surface runoff. Therefore, this impact would be less than significant. No mitigation measures are required.

Discussion Item X-4:
Approximately 1,800 square feet could potentially be disturbed during construction of the silos. Potential water quality impacts are present during proposed project construction. Construction activities would disturb soils and cause potential introduction of sediment into stormwater during rain events. Through the implementation of Best Management Practices (BMPs) for minimizing contact with potential stormwater pollutants at the source and erosion control methods, this potentially significant impact would be reduced to less than significant levels. In the post-development condition, the proposed 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. Project-related stormwater discharges are subject to Placer County's Stormwater Quality Ordinance (Placer County Code, Article 8.28). This proposed project would reduce pollutants in stormwater discharges to the maximum extent practicable and prevent non-stormwater discharges from leaving the site, both during and after construction.

Additionally, the proposed project is located in an area subject to the Placer County Phase II Municipal Separate Storm Sewer Systems (MS4) National Pollutant Discharge Elimination System (NPDES) Permit. Although no additional impervious surface would be created with this proposed project, project-related stormwater discharges would continue to be subject to all applicable requirements of said permit.

Erosion potential and water quality impacts are always present and occur when impervious surface is removed and

soils are disturbed. The disruption of soils on the site is minimal therefore, the proposed project's impacts associated with soil erosion and surface water quality are less than significant. No mitigation measures are required.

Discussion Item X-5:
Proposed project is not located within a 100-year flood hazard area as defined and mapped by the Federal Emergency Management Agency (FEMA). The ultimate proposed project improvements are not proposed within a FEMA or local 100-year flood hazard area and no flood flows would be impeded or redirected after construction of any improvements.

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

Discussion Item X-6:
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:

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

Discussion Item XI-1, 3, 4:
The proposed project site and adjacent parcels are zoned, designated for, and developed with Industrial uses. The proposed silos are a complementary use common in industrial areas and would not present a significant enlargement of the site such that it would divide an established community. Furthermore, as the area surrounding the parcel is exclusively industrial, there is no community to divide. The proposed project is not proposing any modification that would make it non-conforming to the zoning ordinance nor the goals and policies of the Placer County General Plan and the Dry Creek West Placer Community Plan. The addition of the silos would not cause economic or social changes that would result in significant adverse physical changes to the environment such as urban decay or deterioration. Therefore, there is no impact.

Discussion Item XI-2:
The use on the site is consistent with the current zoning designation of the parcel and surrounding area, and would not change with this proposal. The proposed project does not significantly conflict with General Plan/Community Plan/Specific Plan policies related to grading, drainage, and transportation. Therefore, this is a less than significant impact. No mitigation measures are required.

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 general vicinity 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 mineral resource zone classifications found in Placer County, only MRZ-4 occurs within the proposed project site. MRZ-4 zones are areas of no known mineral occurrences where geologic information does not rule out either the presence or absence of significant mineral resources. Implementation of the proposed project would not interfere with the extraction of any known mineral resources. Therefore, there is no impact.

XIII. NOISE – Would the project result in:

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

Discussion Item XIII-1, 2:
The proposed project site currently operates as a Hot Mix Asphalt Plant. The proposed project would add three silos for the storage of hot mix asphalt. The proposed project commissioned a technical study from Sespe Consulting to determine the current status of noise generation onsite and the potential impacts resulting from the proposed project. To quantify the existing ambient/baseline noise levels within the proposed project area, Sespe collected noise data on July 9 and July 10, 2025, logging measurements every minute over a 24-hour period. Sounds data collected is reflected in the below table:

Location	Average Sound Level (L_{eq})		Maximum Sound Level (L_{max})		24-Hour Average (L_{eq})	24-Hour Maximum (L_{max})
	Daytime (7 am - 10 pm)	Nighttime (10 pm - 7 am)	Daytime (7 am - 10 pm)	Nighttime (10 pm - 7 am)		
Project Area	61.1	62.5	89.1	91.5	61.7	91.5

Table 1: Baseline Noise Level

The measured pre-project decibel levels summarized in Table 1 already exceed the applicable County noise thresholds for average and maximum sound level. Where the measured ambient noise levels already exceeds the applicable County noise thresholds, the threshold is adjusted by +3 dBA above the measured noise levels to reflect the heightened ambient noise level (Table 2). This is because if background ambient noise levels within the proposed project area already exceed the unadjusted County threshold, it would be impossible for the Proposed project to result in noise levels less than the applicable threshold, even if the proposed project was completely silent. Additionally, Sespe cites a study by Norton & Karczub, 2003, to support the assertion that a +3 dBA change is generally accepted as the minimum change/increase in noise level perceptible to the human ear within an average noise environment. Therefore, a 3-dBA change to baseline noise levels would be the threshold at which impacts would begin to occur, because that is when a change in noise level would be detectable.

Sound Level Descriptor	Daytime (7 am to 10 pm)	Nighttime (10 pm to 7 am)
Hourly, L_{eq}, dB	64.1	65.5
Maximum level (L_{max}) dB	92.1	94.5

Table 2: Adjusted County Noise Thresholds (Measured Noise Level +3)

As shown in Figure 8 (Noise Analysis Overview), the silos are proposed to be installed within the central portion of the HMA facility. Construction of the silos would involve minimal onsite activities, specifically pouring of a new concrete foundation and installation of the silos in the same location. Because the majority of the silo structures would be prefabricated and assembled offsite, construction would only involve the use of a concrete delivery truck for the foundations, and a crane and hand tools to erect/anchor the silos.



Figure 8: Noise Analysis Overview

Construction is proposed to occur during daytime hours only, specifically between the hours of 6:00 a.m. and 8:00 p.m. Monday through Friday, or between 8:00 a.m. and 8:00 p.m. Saturday and Sunday. Additionally, onsite construction equipment would be maintained in good working order and be equipped with standard noise control features such as mufflers. For these reasons, noise generated by the proposed project's onsite construction activities would be exempt from the County's noise standards/regulations in accordance with Section 9.36.030(A)(7) of the County's Code of Ordinances.

Once operational, the new silos would generate little to no noise under typical conditions. Specifically, noise would only be generated while asphalt is being loaded into the silos using conveyors, or when trucks are being loaded underneath. The silos would be loaded with asphalt via internal motorized conveyors, which are anticipated to produce low levels of ambient mechanical noise; however, these conveyor systems would be enclosed within the silos and much of the noise would be attenuated. Therefore, operational noise would primarily be generated during truck loading, specifically when asphalt is released from the silos and dropped into the bed of delivery trucks below, which would be similar to noise currently generated at the existing facility (i.e., trucks are currently loaded using existing silos/equipment).

To quantify the noise levels generated by the operation of the proposed silos, average (Leq) and maximum (Lmax) reference noise data was gathered from Ventura County's *Construction Noise Threshold Criteria and Control Plan* (Ventura County, 2010). This guidance document provides a reference noise level for "Trucks (Under Load)" which is an appropriate approximation for the noise that would be generated when loading asphalt material into delivery trucks using the new silos. Specifically, it's assumed that truck loading would generate a maximum (Lmax) noise level of approximately 95 dBAs, and an average (Leq) noise level of approximately 88 dBAs, both at a reference distance of 50 feet away from the activity.

Additionally, during the 2025 baseline noise monitoring conducted on July 9th and 10th, Sespe staff observed various topographic/environmental and manmade features surrounding the existing facility that would help attenuate noise

emanating from the site during truck loading. Specifically, to the west of the site is a slightly elevated hill which is heavily vegetated with tall trees. Similarly, various vegetated berms are located to the south and east of the site adjacent to the large rail yard. It's also important to note that noise generated by truck loading would occur close to ground level, and is not expected to be within line-of-sight from offsite locations/receptors. Therefore, a noise reduction of -10 dBAs was assumed due to offsite topography blocking line-of-sight between onsite operational noise sources and nearby receptors, while similarly a -5 dBA reduction was assumed due to offsite vegetation blocking line-of-sight at receptors to the west. Large onsite stockpiles of material would also act as noise barriers and further attenuate noise; however, conservatively these were not accounted for within this analysis.

To confirm that the proposed project would not result in new significant noise impacts during operation, estimated average (Leq) and maximum (Lmax) operational noise levels at the closest sensitive receptors (i.e., residences) were estimated herein. Conservatively, it was assumed that material loading into trucks could occur up to 24 hours per day, and therefore estimate operational noise levels were compared to the County's applicable adjusted daytime (7:00 a.m. – 10:00 p.m.) and nighttime (10:00 p.m. – 7:00 a.m.) noise thresholds.

Receptor #	Receptor Type	Direction	Distance to Source (feet) [A]	Baseline Noise Level [B]		Equipment Noise Levels [C]	Total Project Noise Level [D]		Adjusted County Thresholds [E]		Exceed Daytime Thresholds?	Exceed Nighttime Thresholds?
				Daytime (7:00 am - 10:00 pm)	Nighttime (10:00 pm - 7:00 am)	Daytime and Nighttime	Daytime (7:00 am - 10:00 pm)	Nighttime (10:00 pm - 7:00 am)	Daytime (7:00 am - 10:00 pm)	Nighttime (10:00 pm - 7:00 am)		
R1	Residential	West	2,295	61.1	62.5	39.8	61.2	62.6	64.1	65.5	No	No
R2	Residential	East	4,480	61.1	62.5	39.0	61.2	62.6			No	No
R3	Residential	South	3,495	61.1	62.5	41.1	61.2	62.6			No	No
R4	Future Residential	West	703	61.1	62.5	50.1	61.5	62.8			No	No

Table 3: Project average operational noise level at nearby receptors

Receptor #	Receptor Type	Direction	Distance to Source (feet) [A]	Baseline Noise Level [B]		Equipment Noise Levels [C]	Total Project Noise Level [D]		Adjusted County Thresholds [E]		Exceed Daytime Thresholds?	Exceed Nighttime Thresholds?
				Daytime (7:00 am - 10:00 pm)	Nighttime (10:00 pm - 7:00 am)	Daytime and Nighttime	Daytime (7:00 am - 10:00 pm)	Nighttime (10:00 pm - 7:00 am)	Daytime (7:00 am - 10:00 pm)	Nighttime (10:00 pm - 7:00 am)		
R1	Residential	West	2,295	89.1	91.5	46.8	89.1	91.5	92.1	94.5	No	No
R2	Residential	East	4,480	89.1	91.5	46.0	89.1	91.5			No	No
R3	Residential	South	3,495	89.1	91.5	48.1	89.1	91.5			No	No
R4	Future Residential	West	703	89.1	91.5	57.0	89.1	91.5			No	No

Table 4: Project maximum operational noise level at nearby receptors

As evidenced in the above tables, the proposed project would not result in a +3dBA increase over the existing ambient noise level, the standard by which an operational noise increase could be deemed significant. Additionally, with the inclusion of standard mitigation measures limiting the time construction noise may occur, the proposed project would result in less than significant impacts.

Mitigation Measures Item XIII-1, 2:
MM XIII.1
Construction noise emanating from any construction activities for which a Grading or Building Permit is required is prohibited on Sundays and Federal Holidays and shall only occur:

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

Discussion Item XIII-3:
The proposed project is not located within an airport land use plan or within two miles of a public airport and would not expose people residing or working in the proposed project area to excessive noise levels. Therefore, there is no impact.

XIV. POPULATION & HOUSING – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Induce substantial unplanned population growth in an area, either directly (i.e., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or				**X**

other infrastructure)? (PLN)				
2. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? (PLN)				**X**

Discussion Item XIV-1, 2:
The proposed project would include the installation of three new 76-ft tall silos at an existing HMA plant. These silos would improve the HMA plant's ability to store HMA onsite. While this would be an improvement to the plant's operations, it is not anticipated to cause employment at the plant to increase. Even if employment numbers increased, the increase would be negligible and would not induce substantial unplanned population growth. Furthermore, the silos would be located on the existing HMA plant site. This would not displace any people as the industrial facility has no residential uses associated with it. Therefore there is no impact.

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

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

Discussion Item XV-1, 2, 3, 4, 5, 6:
CAL FIRE has reviewed the proposed project. The proposed project would not significantly increase the intensity of the existing use. The proposed project does not generate need for new fire protection facilities. Law enforcement service to the proposed project site is provided by the Placer County Sheriff's Department. The Placer County Department of Public Works is responsible for maintaining County roads. The proposed project is located within the Dry Creek Joint Elementary School District for elementary school students and is in the Roseville Joint Union High School District for high school students.

Due to the non-existent increase in population, impacts would not occur to fire, law enforcement, school, park, nor public facility services. The proposed project would not result in any physical impacts associated with the provision of new or physically altered governmental facilities as the proposed project results in a negligible increase in demand for government services. Therefore, there is no impact.

XVI. RECREATION:

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

		Measures		
1. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (PLN)				**X**
2. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (PLN)				**X**

Discussion Item XVI-1, 2:
The proposed project would not create an increase in residents, therefore there would not be a substantial physical deterioration of park or recreational facilities. The project does not propose development of recreational facilities nor does it require the construction or expansion of off-site recreational facilities. Therefore, there is no impact.

XVII. TRANSPORTATION – Would the project:

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

Discussion Item XVII-1:
The proposed project is accessed from privately maintained Del Road, is a modification of an existing use, and is not anticipated to increase daily trips to and from the site. The proposed project would not conflict with any existing policies or preclude anticipated future policies, plans, or programs supporting the circulation system. Therefore, this impact is less than significant. No mitigation measures are required.

Discussion Item XVII-2:
No improvements or changes to the road network are proposed with this proposed project. Therefore, this impact is less than significant**.** No mitigation measures are required.

Discussion Item XVII-3:
The proposed project is accessed from privately maintained Del Road which is of adequate width to facilitate two-way travel and emergency response. Therefore, this impact is less than significant**.** No mitigation measures are required.

Discussion Item XVII-4:
Conformance to the County Zoning Ordinance would verify that minimum onsite parking requirements would be met. Therefore, this is 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 proposed project site is currently operating with up to 12 employees at any one time. The proposal would not increase the number of employees onsite. To estimate the average daily commute distance per employee, default trip lengths from the California Emissions Estimator Model (CalEEMod) were utilized. Specifically, CalEEMod indicates that the average home-to-work round-trip distance in urban areas of south Placer County is approximately 10.8 miles (CalEEMod, 2022). Accordingly, it is estimated that existing operations generate approximately 10.8 VMT per employee per day (one 5.4-mile inbound trip, and one 5.4-mile outbound trip), resulting in a total of approximately 129.6 employee VMT per day. Since there would be no change in the number of employees onsite, the proposed project would not result in changes to the existing VMT levels associated with the facility.

The governor's office of planning and research provides guidance to analyze VMT. The guidance provided notes "'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project." Here, the term "automobile" refers to on-road passenger vehicles, specifically cars and light trucks".(SB 743 Technical Advisory, OPR, 2018) Therefore, for the purpose of VMT analysis pursuant to section 15064.3, any potential increase in heavy trucks associated with the proposed project would not contribute to the level of impact.

Based on the above, no new operational VMT would be introduced and the proposed project would not exceed the Small Project Threshold defined in the Placer County Transportation Study Guidelines as "a project that generates 110 average daily vehicle trips or 880 daily VMT or fewer in western Placer County". 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 possess 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 compose of UAIC's areas of oral history, ethnographic history, and places of cultural and religious significance, including UAIC Sacred Lands that are submitted to the Native American Heritage Commission (NAHC). The THRIS resources shown in this region also include previously recorded indigenous resources identified through the CHRIS North Central Information Center (NCIC) as well as historic resources and survey data.

The proposed site is entirely disturbed as a function of the existing HMA plant under operation and any work previously done to establish it. The proposed project includes minor grading for ground leveling where the silos would be installed. The addition of the three 76 ft tall silos would not impact known tribal cultural resources as none are onsite. Nevertheless, there is a possibility of tribal cultural material being unearthed during construction; however, with implementation of MM XVIII.1 the impact is 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 Mitigation Measures	Less Than Significant Impact	No Impact
1. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects? (EH, ESD, PLN)			**X**	
2. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? (EH)			**X**	
3. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (EH, ESD)				**X**
4. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? (EH)			**X**	
5. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? (EH)			**X**	

Discussion Item XIX-1:
The proposed project would not increase demand for utilities onsite as the footprint of the site is not expanding. For that reason the impacts are less than significant. No mitigation measures are required.

Discussion Item XIX-2:
There are no new potable water sources proposed for the project. The facility would continue to use the existing drilled well. Impacts on water supply are considered less than significant. No mitigation measures are required.

Discussion Item XIX-3:
The proposed project site is not within an area served by a wastewater treatment provider. Wastewater generated by the facility would continue to be treated by the onsite septic system. Therefore, there is no impact**.**

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) by which solid waste is brought to a landfill with sufficient permitted capacity. The HMA operation is 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**	

Discussion Item XX-1:
The proposed project would not increase intensity of the use onsite and therefore would not impair implementation or operation of an adopted emergency response plan or emergency evacuation plan. CAL FIRE has reviewed the proposed site plan and did not request any modification to accommodate emergency vehicles. Therefore, there is no impact.

Discussion Item XX-2, 3:
The proposed project is within the Local Responsibility Area Non-Wildland, and is surrounded by properties with the same designation (CAL FIRE, Fire Hazard Severity Zone, 2024). PRC 4291 creates minimum fire safety standards for structures and buildings and these standards include, but are not limited to, defensible space, fire access, fuel breaks and building standards. With full compliance with these regulations, the impact would be less than significant. No mitigation measures are required.

Discussion Item XX-4:
The topography onsite is largely flat with industrial infrastructure throughout the proposed project site and minimal on-site vegetation. Therefore the proposal does not present unique or unusual challenges to preventing or suppressing wildfires. The topography would not expose people or structures to significant risk of flooding, mudslides or landslides as a result of runoff or post-fire instability. Therefore, this impact would be less than significant. No mitigation measures are required.

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?	☐	☒
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.)	☐	☒
3. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒

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

☐ California Department of Fish and Wildlife	☐ Local Agency Formation Commission (LAFCO)
☐ California Department of Forestry	☐ National Marine Fisheries Service
☐ California Department of Health Services	☐ Tahoe Regional Planning Agency
☐ California Department of Toxic Substances	☐ U.S. Army Corps of Engineers
☐ California Department of Transportation	☐ U.S. Fish and Wildlife Service
☐ California Integrated Waste Management Board	☐ _____

☐ California Regional Water Quality Control Board	☐ _____

H. DETERMINATION – The Environmental Review Committee finds that:

☐	The proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
☒	Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
☐	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 **ADDENDUM TO THE PREVIOUSLY-ADOPTED NEGATIVE DECLARATION** will be prepared.
☐	The proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
☐	The proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
☐	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 **ADDENDUM TO THE PREVIOUSLY-CERTIFIED EIR** will be prepared.
☐	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.
☐	Other _____

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

Planning Services Division, Jared Peters, Chairperson
Planning Services Division-Air Quality, Jared Peters
Engineering and Surveying Division, William Alexander
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 12/10/25

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.

County Documents	☒Air Pollution Control District Rules & Regulations
	☒Community Plan
	☒Environmental Review Ordinance
	☒General Plan
	☐ Grading Ordinance

	☒Land Development Manual	
	☒Land Division Ordinance	
	☒Stormwater Management Manual	
	☒Tree Ordinance	
	☐	
Trustee Agency Documents	☐ Department of Toxic Substances Control	
Site-Specific Studies	Planning Services Division	☐ Biological Study
		☐ Cultural Resources Pedestrian Survey
		☐ Cultural Resources Records Search
		☐ Lighting & Photometric Plan
		☐ Paleontological Survey
		☐ Tree Survey & Arborist Report
		☒Visual Impact Analysis
		☐ Wetland Delineation
		☒Acoustical Analysis
		☐
	Engineering & Surveying Division, Flood Control District	☐ Phasing Plan
		☐ Preliminary Grading Plan
		☐ Preliminary Geotechnical Report
		☐ Preliminary Drainage Report
		☐ Stormwater & Surface Water Quality BMP Plan
		☐ West or East Placer Storm Water Quality Design Manual
		☐ Traffic Study
		☐ Sewer Pipeline Capacity Analysis
		☐ Placer County Commercial/Industrial Waste Survey (where public sewer is available)
		☐ Sewer Master Plan
		☐ Utility Plan
		☒Site Plan
	Environmental Health Services	☐ Groundwater Contamination Report
		☐ Hydro-Geological Study
		☐ Phase I Environmental Site Assessment
		☐ Soils Screening
		☐ Preliminary Endangerment Assessment
		☐
	Planning Services Division, Air Quality	☒Air Quality Analysis
		☐ Construction Emission & Dust Control Plan
		☐ Geotechnical Report (for naturally occurring asbestos)
		☐ Health Risk Assessment
		☒CalEEMod Model Output
		☐
	Fire Department	☐ Emergency Response and/or Evacuation Plan
		☐ Traffic & Circulation Plan

		☐

MITIGATION MONITORING PROGRAM
Mitigated Negative Declaration – PLN25-00212
Vulcan Minor Use Permit Type A Modification

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

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

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

The following mitigation measures, identified in the 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:

Impact Number	Impact	MM Number	Mitigation Measure	COA Number	Monitoring Agency	Implementation Schedule
			I. AESTHETICS			
No Mitigation Measures						
			II. AGRICULTURAL & FOREST RESOURCES			
No Mitigation Measures						
			III. AIR QUALITY			
No Mitigation Measures						
			IV. BIOLOGICAL RESOURCES			
No Mitigation Measures						
			V. CULTURAL RESOURCES			
V-1	Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines, Section 15064.5?	M V.1	Implement MM XVIII.1	TBD	Placer County Planning Services Division (PLN)	During construction
V-2	Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines, Section 15064.5?					
V-3	Disturb any human remains, including these interred outside of dedicated cemeteries?					
V-4	Have the potential to cause a physical change, which would affect unique ethnic cultural values?					
V-5	Restrict existing religious or sacred uses within the potential impact area?					
			VI. ENERGY			

Impact Number	Impact	MM Number	Mitigation Measure	COA Number	Monitoring Agency	Implementation Schedule
No Mitigation Measures						
			VII. GEOLOGY & SOILS			
No Mitigation Measures						
			VIII. GREENHOUSE GAS EMISSIONS			
No Mitigation Measures						
			IX. HAZARDS & HAZARDOUS MATERIALS			
No Mitigation Measures						
			X. HYDROLOGY & WATER QUALITY			
No Mitigation Measures						
			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? Generation of excessive groundborne vibration or groundborne noise levels?	MM XIII.1	Construction noise emanating from any construction activities for which a Grading or Building Permit is required is prohibited on Sundays and Federal Holidays and shall only occur: A. 1Monday through Friday, 6:00am to 8:00pm (during daylight savings) B. 1Monday through Friday, 7:00am to 8:00pm (during standard time) C.1Saturdays, 8:00am to 6:00pm	TBD	Placer County Engineering and Surveying Division (ESD)	During construction
XIII- 2						
			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			

Impact Number	Impact	MM Number	Mitigation Measure	COA Number	Monitoring Agency	Implementation Schedule
XVIII-1 XVIII-2	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) 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.	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.	TBD	Placer County Planning Services Division (PLN)	During construction
XIX. UTILITIES & SERVICE SYSTEMS						
No Mitigation Measures						
XX. WILDFIRE						
No Mitigation Measures						