



**COUNTY OF PLACER**  
**Community Development Resource Agency**

**ENVIRONMENTAL  
COORDINATION  
SERVICES**

Michael J. Johnson, AICP  
Agency Director

E. J. Ivaldi, Coordinator

**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: Vian Enterprises, Pear Drive (PDSA 20120355)

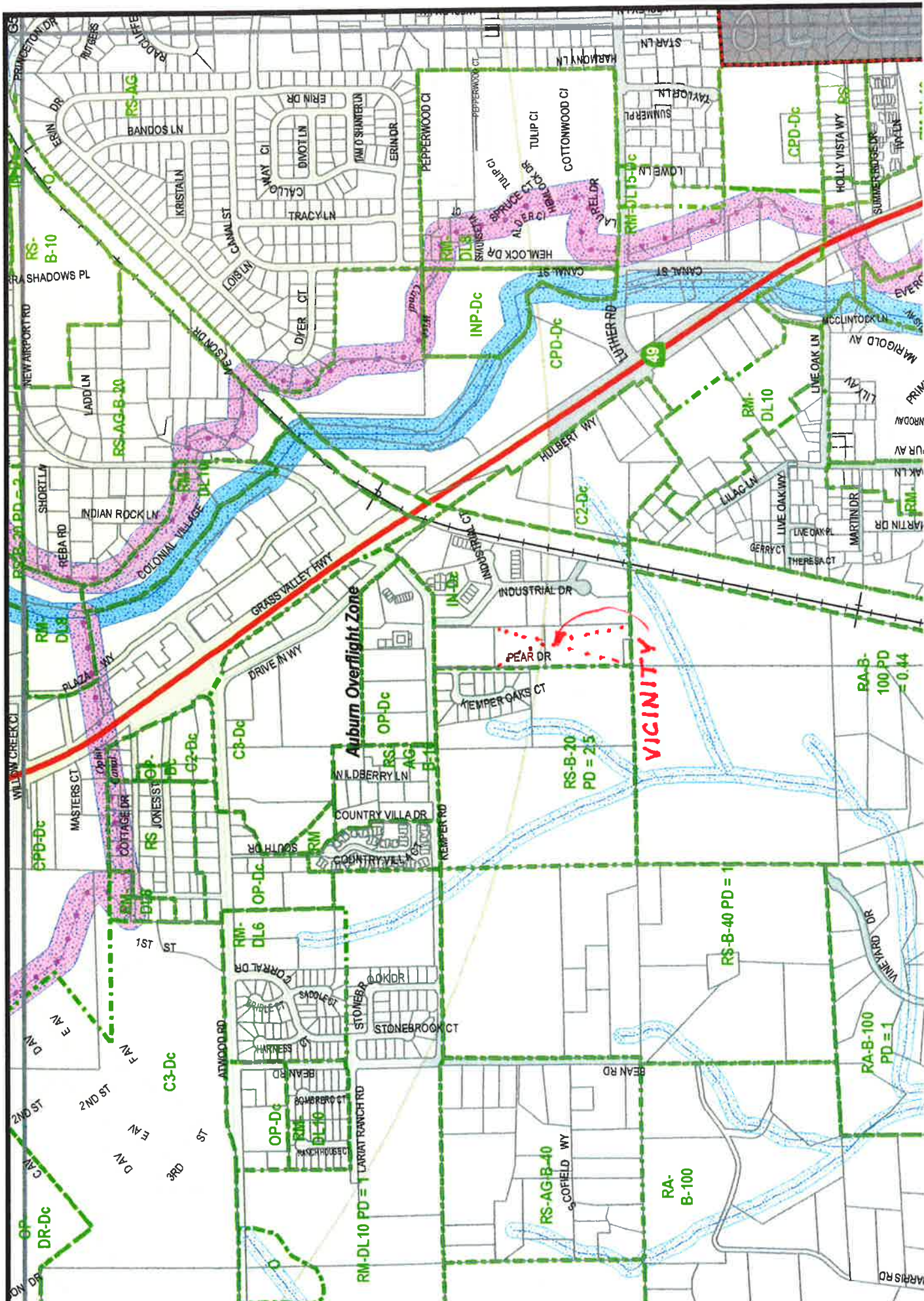
PROJECT DESCRIPTION: The project proposes a Design Review Agreement to construct two industrial buildings with a combined total floor area of 81,613 square feet (a northerly building at 27,850 square feet and a southerly building at 53,763 square feet) to suit the expanding operations of two specialty manufacturers, Vian Enterprises and Broach Masters.

PROJECT LOCATION: 2120 and 2160 Pear Drive, approximately 500 feet south of Kemper Road, North Auburn, Placer County

APPLICANT: Andregg Geomatics, 11611 Blocker Drive, Suite 200, Auburn, CA 95603, 530-885-7072

The comment period for this document closes on **May 20, 2013**. A copy of the Negative Declaration is available for public review at the County's web site <http://www.placer.ca.gov/Departments/CommunityDevelopment/EnvCoordSvcs/NegDec.aspx> Community Development Resource Agency public counter, and at the Auburn Public Library. 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.

Published in Sacramento Bee on Friday, April 19, 2013



**Auburn Overflight Zone**

**VICINITY**

RS-B-20  
PD = 2/5

RA-B-100  
PD = 0.44

RS-B-40 PD = 1

RA-B-100  
PD = 1

RS-AG-B-40

RA-B-100

RM-DL10 PD = 1

RS-B-10

RS-AG-B-20

RM-DL3

CPD-Dc

OP-Dc

RS-B-10

OP-Dc

DR-Dc

RS-B-10

OP-Dc

OP-Dc

OP-Dc

C3-Dc

C3-Dc

RM-DL6

OP-Dc

OP-Dc

OP-Dc

RS-AG-B-10

OP-Dc

OP-Dc

OP-Dc

INP-Dc

CPD-Dc

CPD-Dc

CPD-Dc

CPD-Dc

RM-DL15-Dc

RM-DL10

RM-DL10

RM-DL10

RM-DL10

RA-B-100

RA-B-100

RA-B-100

RA-B-100

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## 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

<b>Title:</b> Vian Enterprises, Pear Drive	<b>Plus#</b> PDSA 20120355
<b>Description:</b> The project proposes a Design Review Agreement to construct two industrial buildings with a combined total floor area of 81,613 square feet (a northerly building at 27,850 square feet and a southerly building at 53,763 square feet) to suit the expanding operations of two specialty manufacturers, Vian Enterprises and Broach Masters.	
<b>Location:</b> 2120 and 2160 Pear Drive, approximately 500 feet south of Kemper Road, North Auburn, Placer County	
<b>Project Owner:</b> Vian Enterprises, 1531 Industrial Drive, Auburn, CA 95603, 530-885-1939	
<b>Project Applicant:</b> Andregg Geomatics, 11611 Blocker Drive, Suite 200, Auburn, CA 95603, 530-885-7072	
<b>County Contact Person:</b> Lisa Carnahan	530-745-3067

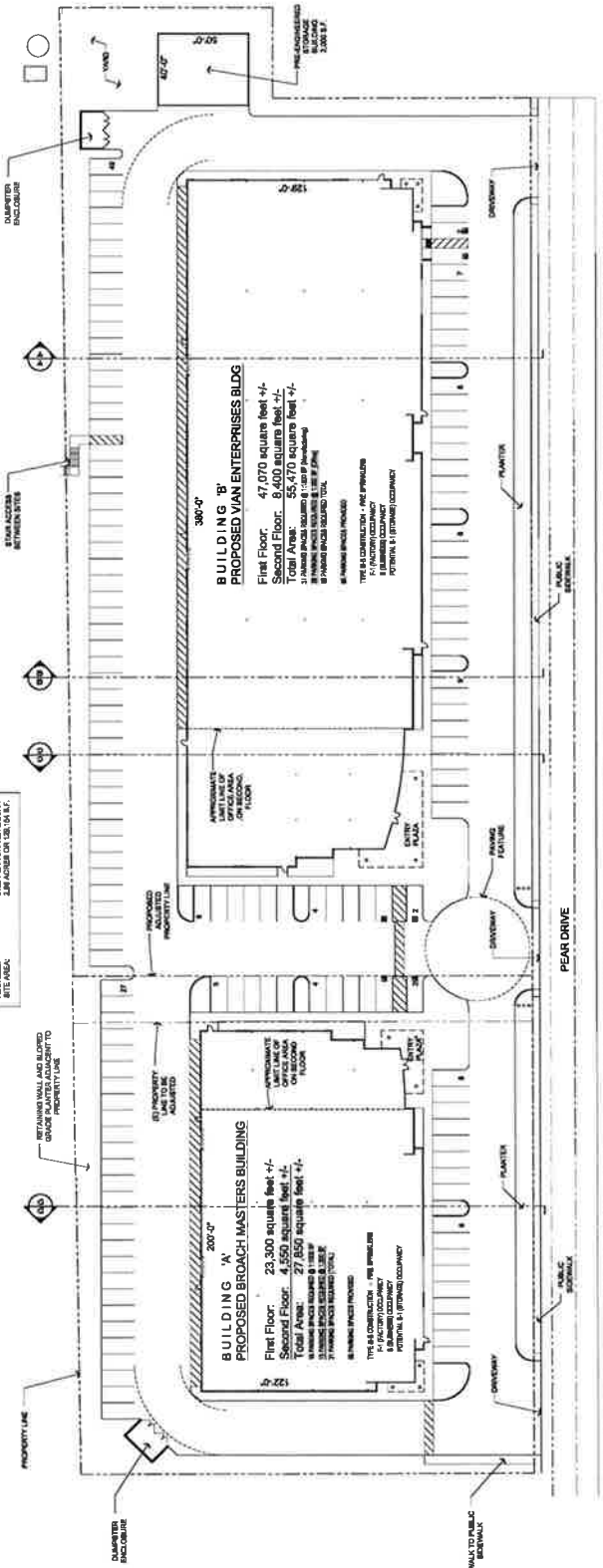
### PUBLIC NOTICE

The comment period for this document closes on **May 20, 2013**. A copy of the Negative Declaration is available for public review at the County's web site <http://www.placer.ca.gov/Departments/CommunityDevelopment/EnvCoordSvcsvs/NegDec.aspx>, Community Development Resource Agency public counter, and at the Auburn Public Library. 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. For Tahoe projects, please visit our Tahoe Office, 775 North Lake Blvd., Tahoe City, CA 96146.

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.

**SITE DATA**

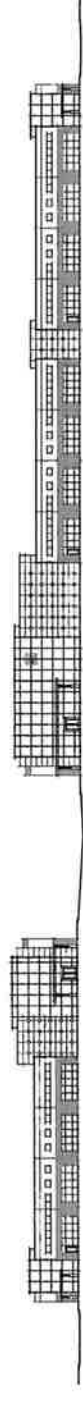
ZONING	INDUS. PARKING COUNTY
PROJECT MATTER BUILDING	2100 PEAR DRIVE, AUBURN
ADDRESS	2100 PEAR DRIVE, AUBURN
SITE AREA	1.86 ACRES (81,000 S.F.)
VAN ENTERPRISES BUILDING	2100 PEAR DRIVE, AUBURN
ADDRESS	2100 PEAR DRIVE, AUBURN
SITE AREA	2.88 ACRES (125,104 S.F.)



**SITE PLAN**  
SCALE: 1" = 30'-0"



**OVERALL WEST ELEVATION**  
SCALE: 1" = 30'-0"



**VIAN Enterprises & Broach Masters**  
2100 & 2120 Pear Drive, Auburn, California

Preliminary Design For:



10520 ARMSTRONG AVENUE, MATHER, CALIFORNIA 95635  
916.262.6202(F) 916.262.5841(F)



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## 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 C) and site-specific studies (see Section I) 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 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: <b>Vian Enterprises, Pear Drive</b>	Plus# PDSA 20120355
Entitlement(s): Design Review Agreement	
Site Area: Approximately 4.9 acres	APN: 052-470-005, 029
Location: 2120 and 2160 Pear Drive, approximately 500 feet south of Kemper Road, North Auburn, Placer County	

### A. BACKGROUND:

#### Project Description:

The applicant is requesting approval of a Design Review Agreement to construct two industrial buildings with a combined total floor area of 81,613 square feet (a northerly building at 27,850 square feet and a southerly building at 53,763 square feet). The structures would be built to suit the expanding operations of two specialty manufacturers, Vian Enterprises and Broach Masters, who currently operate within industrial buildings on the parcel immediately adjacent to and east of the proposed site. Both businesses primarily serve the airline industries and create master gears, broaches, gauges, bearings and other custom crafted components.

The two new structures would share a common parking lot including a total of approximately 143 parking stalls. The parking area would surround the two structures and take access from three locations along Pear Drive, which would be widened and improved to County standards. Landscaping would surround the site and a pedestrian access would be located along the east property line to provide circulation within the Vian complex.

#### Project Site (background/existing setting):

The project site includes a 4.9-acre rectangular-shaped site consisting of two parcels, the northerly parcel (APN 052-470-029) is approximately 1.6 acres and the southerly parcel (APN 052-470-005) is approximately 3.3 acres. The site is now undeveloped, but was previously developed with two farmhouses that have been recently removed.

The site is bordered on the north and east by the Kemper Industrial Park, which includes a mix of commercial and industrial buildings. Immediately adjacent to the east of the project site are two existing industrial buildings that presently house the Vian and Broach Masters facilities. The site is bordered on the south by a single-family residence and on the west by Pear Drive. West of Pear Drive is a large, undeveloped parcel that is bordered on the north by a single-family residential subdivision, Kemper Oaks. Railroad tracks are located approximately 500 to 1,000 feet to the east of the proposed project.

**B. ENVIRONMENTAL SETTING:**

Location	Zoning	General Plan/Community Plan Designations	Existing Conditions and Improvements
Site	IN-Dc (Industrial, combining Design Scenic Corridor)	Industrial	Undeveloped
North	Same as Project Site	Same as Project Site	Industrial Park
South	RA-B-100 (Residential Agriculture, combining Minimum Lot Size of 100,000 Square-Feet)	Rural Low Density Residential	Single Family Residence
East	Same as Project Site	Same as Project Site	Industrial Park
West	RS-B-20 PD = 2.5 (Residential Single Family, Minimum Lot Size of 20,000 Square-Feet, Planned Development with 2.5 maximum Dwelling Units/Acre)	Low Density Residential	Undeveloped Land to West and Single-Family Residential Development to the Northwest

**C. PREVIOUS ENVIRONMENTAL DOCUMENT:**

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

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

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

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

Section 15183 states that “projects which are consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified shall not require additional environmental review, except as may be necessary to examine whether there are project-specific significant effects which are peculiar to the project or site.” Thus, if an impact is not peculiar to the project or site, and it has been addressed as a significant effect in the prior EIR, or will be substantially mitigated by the imposition of uniformly applied development policies or standards, then additional environmental documentation need not be prepared for the project solely on the basis of that impact.

The above stated documents are available for review Monday through Friday, 8am to 5pm, at the Placer County Community Development Resource Agency, 3091 County Center Drive, Auburn, CA 95603. For Tahoe projects, the document will also be available in our Tahoe Division Office, 565 West Lake Blvd., Tahoe City, CA 96145.

**D. 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 – 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. Substantially degrade the existing visual character or quality of the site and its surroundings? (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		

**Discussion- Items I-1, 2:**

The site is not located within a scenic vista, nor is it visible from a state scenic highway. Therefore, no impacts to scenic vistas or scenic highways will occur as a result of the project.

**Discussion- Item I-3:**

The Vian Enterprises Pear Drive project consists of two new buildings to be constructed on two undeveloped parcels. This development will alter the current visual character of the site. The change from an undeveloped site to developed parcels with two buildings will substantially degrade the existing visual character of the site. However, properties to the north and east have already been developed with an industrial park. In addition, the property to the northwest is developed with a residential subdivision. The project site has been cleared of most of the oak woodland that once characterized this area. It is now mostly an open, grassy site with views of the neighboring Kemper Industrial Park. As a result of the level of disturbance to surrounding properties and the project site itself, the proposed development of the project site is considered a less than significant impact to the visual character of the site with the implementation of the following mitigation measure.

**Mitigation Measures- Item I-3:**

MM I.1 The proposed project shall be subject to design review and approval by the Placer County Design/Site Review Committee (D/SRC). Such review shall be conducted prior to the submittal of the Improvement Plans for the project and will include, but not be limited to a review of building locations, materials, finishes and colors as well a review of on-site landscaping, exterior lighting, parking, circulation and signage. The Design Review requirements will ensure that the above-mentioned design features are adhered to and that visual and aesthetic impacts are reduced to less than significant.

**Discussion- Item I-4:**

Although the project will introduce new exterior lighting on the buildings as well as parking lot lighting, the project lighting features will be subject to Design Review and will meet the specifications indicated for this type of development to minimize potential impacts with regard to new light sources. With implementation of the following mitigation measure, all impacts with respect to light and glare will be reduced to less than significant.

**Mitigation Measures- Item I-4:**

MM I.2 As part of the Design/Site Review process, and prior to issuance of occupancy, County staff shall verify that all outside lighting is of the fully-shielded, fully cut off style in order to prevent glare and to divert all lighting onto the project site. All windows shall be constructed with non-reflective glass. A detailed lighting and photometric plan shall be submitted to the DRC for review and approval with submittal of Design/Site Review, and shall include the following:

- A) The site lighting plan shall demonstrate compliance with the Auburn Bowman Community Plan and the Placer County Design Guidelines. The night lighting design shall be designed to minimize impacts to adjoining and nearby land uses. No lighting is permitted on top of structures.
- B) Site lighting fixtures in parking lots shall be mounted on poles not to exceed 18 feet in height. The metal pole color shall be such that the pole will blend into the landscape (i.e., black, bronze, or dark bronze). All site lighting in parking lots shall be full cut-off design so that the light source is fully screened to minimize the impacts discussed above. Wall pack or other non cut-off lighting shall not be used.



- C) Building lighting shall be fully shielded and downward directed such that the bulb or ballast is not visible. Lighting fixture design shall complement the building colors and materials and shall be used to light entries, soffits, covered walkways and pedestrian areas such as plazas. Roof and wall pack lighting shall not be used. Lighting intensity shall be of a level that only highlights the adjacent building area and ground area and shall not impose glare on any pedestrian or vehicular traffic.

**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 or Local 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 General Plan or other policies regarding land use buffers for agricultural operations? (PLN)				X
3. Conflict with existing zoning for agricultural use, a Williamson Act contract or a Right-to-Farm Policy? (PLN)				X
4. 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
5. Involve other changes in the existing environment which, due to their location or nature, could result in the loss or conversion of Farmland (including livestock grazing) or forest land to non-agricultural or non-forest use? (PLN)				X

**Discussion- All Items:**

The Farmland Mapping and Monitoring Program of the California Resources Agency has determined the project site and surrounding area to be “Urban and Built Up Land”. Therefore, the development of the site is not considered to be a conversion of farmland. There is currently no agricultural activity on the project site nor on adjacent parcels. The proposed commercial project will not conflict with County policies regarding land use buffers for agricultural operations. In addition, the project will not conflict with existing Farm zoning or involve changes which could result in the conversion of Farmland.

**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, Air Quality)			X	
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (PLN, Air Quality)		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, Air Quality)		X		

4. Expose sensitive receptors to substantial pollutant concentrations? (PLN, Air Quality)		X		
5. Create objectionable odors affecting a substantial number of people? (PLN, Air Quality)			X	

**Discussion- Item III-1:**

The project is located within the Sacramento Valley Air Basin (SVAB) portion of Placer County and is under the jurisdiction of the Placer County Air Pollution Control District (APCD). Although the SVAB is designated as nonattainment for federal and state ozone (O<sub>3</sub>) standards, nonattainment for the federal particulate matter standard (PM<sub>2.5</sub>) and state particulate matter standard (PM<sub>10</sub>), the project will not contribute a significant impact to the Region given that the project related emissions are below the District’s thresholds of significance. Therefore the project will not result in a significant obstruction to the Sacramento Regional Air Quality Plan. No mitigation measures are required.

**Discussion- Items III-2,3:**

As stated above, the SVAB is designated non-attainment for the federal and state ozone standards (ROG and NO<sub>x</sub>), nonattainment for the federal particulate matter standard (PM<sub>2.5</sub>) and non-attainment for the state particulate matter standard (PM<sub>10</sub>).

According to the project description, the project will result in an increase in regional and local emissions from construction and operation of the industrial building complex. The project’s related short-term construction air pollutant emissions will result primarily from site grading activities, diesel-powered construction equipment, trucks hauling building supplies, worker vehicle exhaust, and building painting activities. In order to reduce construction related air emissions, associated grading/improvement plans shall list the District’s Rules and State Regulations. A Dust Control Plan shall be submitted to the Placer County Air Pollution Control District for approval prior to the commencement of earth disturbing activities demonstrating all proposed measures to reduce air pollutant emissions. With the implementation of the following mitigation measures, impacts related to construction activities will be reduced to a less than significant level.

Further, the project’s long-term operational emissions would chiefly result from vehicle exhaust, utility usage, and water/wastewater usage. Although the project’s operational emissions would not exceed the District’s thresholds, the project will contribute incremental emissions of ROG, NO<sub>x</sub>, and CO<sub>2</sub> to the cumulative impacts in Placer County. The implementation of the following mitigation measures would result in further reduction of the ROG, NO<sub>x</sub> and CO<sub>2</sub> emissions and ensure the project’s related cumulative impacts to be less than significant.

**Mitigation Measures- Items III-2,3:**

MM III.1

1. Prior to approval of Improvement Plans, on project sites greater than one acre, the applicant shall submit a Construction Emission / Dust Control Plan to the Placer County APCD. To download the form go to [www.placer.ca.gov/apcd](http://www.placer.ca.gov/apcd) and click on Dust Control Requirements. If the APCD does not respond within twenty (20) days of the plan being accepted as complete, the plan shall be considered approved. The applicant shall provide written evidence, provided by APCD to the County, that the plan has been submitted to APCD. It is the responsibility of the applicant to deliver the approved plan to the County. The applicant shall not break ground prior to receiving APCD approval of the Construction Emission / Dust Control Plan, and delivering that approval to the County.
2. Include the following standard note on all building plans approved in association with this project: Stationary sources or processes (i.e. certain types of engines, boilers, heaters, etc.) associated with this project shall be required to obtain an Authority to Construct (ATC) permit from the APCD prior to the construction of these sources. In general, the following types of sources shall be required to obtain a permit: 1). Any engine greater than 50 brake horsepower, 2). Any boiler that produces heat in excess of 1,000,000 Btu per hour, or 3) Any equipment or process which discharge 2 pounds per day or more of pollutants. All on-site stationary equipment requiring a permit shall be classified as “low emission” equipment and shall utilize low sulfur fuel. Developers / contactors should contact the APCD prior to construction for additional information.

MM III.2

*Include the following standard notes on the Improvement Plans:*

1. The contractor shall use CARB ultra low diesel fuel for all diesel-powered equipment.
2. In order to control dust, operational watering trucks shall be on site during construction hours. In addition, dry,

mechanical sweeping is prohibited. Watering of a construction site shall be carried out in compliance with all pertinent APCD rules.

3. The prime contractor shall be responsible for keeping adjacent public thoroughfares clean of silt, dirt, mud, and debris, and shall “wet broom” the streets (or use another method to control dust as approved by the individual jurisdiction) if silt, dirt, mud or debris is carried over to adjacent public thoroughfares.
4. The contractor shall apply water or use other method to control dust impacts offsite. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site.
5. During construction, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less.
6. The prime contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) are excessive and dust is impacting adjacent properties.
7. In order to minimize wind driven dust during construction, the prime contractor shall apply methods such as surface stabilization, establishment of a vegetative cover, paving, (or use another method to control dust as approved by the individual jurisdiction).
8. The contractor shall suspend all grading operations when fugitive dust exceeds Placer County APCD Rule 228 (Fugitive Dust) limitations. The prime contractor shall be responsible for having an individual who is CARB-certified to perform Visible Emissions Evaluations (VEE). This individual shall evaluate compliance with Rule 228 on a weekly basis. It is to be noted that fugitive dust is not to exceed 40% opacity and not go beyond the property boundary at any time. Lime or other drying agents utilized to dry out wet grading areas shall not exceed Placer County APCD Rule 228 Fugitive Dust limitations. Operators of vehicles and equipment found to exceed opacity limits will be notified by APCD and the equipment must be repaired within 72 hours.
9. Construction equipment exhaust emissions shall not exceed Placer County APCD Rule 202 Visible Emission limitations. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified by APCD to cease operations and the equipment must be repaired within 72 hours.
10. A person shall not discharge into the atmosphere volatile organic compounds (VOC's) caused by the use or manufacture of Cutback or Emulsified asphalts for paving, road construction or road maintenance, unless such manufacture or use complies with the provisions of Rule 217.
11. During construction the contractor shall utilize existing power sources (e.g., power poles) or clean fuel (i.e. gasoline, biodiesel, natural gas) generators rather than temporary diesel power generators.
12. During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel powered equipment.
13. During construction, no open burning of removed vegetation shall be allowed unless permitted by the PCAPCD. All removed vegetative material shall be either chipped on site or taken to an appropriate recycling site, or if a site is not available, a licensed disposal site.

**Discussion- Item III-4:**

The project includes grading operations which would result in short-term diesel exhaust emissions from on-site heavy-duty equipment and would generate diesel PM emissions from the use of off-road diesel equipment required for site grading. Because of the dispersive properties of diesel PM and the temporary nature of the mobilized equipment use, short-term construction-generated Toxic Air Contaminant emissions would not expose sensitive receptors to substantial diesel pollutant concentrations.

The Department of Conservation classifies the site to be within an area most likely to contain Naturally-Occurring Asbestos (NOA). The following mitigation measures shall be implemented prior to the approval of a grading/improvement plans in order to reduce the potential impacts from NOA to less than significant:

**Mitigation Measures- Item III-4:**

MM III.3

1. The applicant shall prepare an Asbestos Dust Mitigation Plan pursuant to CCR Title 17 Section 93105 (“Asbestos Airborne Toxic Control Measures for Construction, Grading, Quarrying, and Surface Mining Operations”) and obtain approval by the Placer County APCD. The Plan shall include all measures required by the State of California and the Placer County APCD.
2. If asbestos is found in concentrations greater than 5 percent, the material shall not be used as surfacing material as stated in state regulation CCR Title 17 Section 93106 (“Asbestos Airborne Toxic Control Measure-Asbestos Containing Serpentine”). The material with naturally-occurring asbestos can be reused at the site for subgrade material covered by other non-asbestos-containing material.
3. Each subsequent individual lot developer shall prepare an Asbestos Dust Mitigation Plan when the construction area is equal to or greater than one acre.
4. The project developer and each subsequent lot seller must disclose the presence of this environmental hazard during any subsequent real estate transaction processes. The disclosure must include a copy of the CARB

pamphlet entitled “Asbestos-Containing Rock and Soil –What California Homeowners and Renters Need to Know,” or other similar fact sheet.

**Discussion- Item III-5:**

The project would result in additional air pollutant emissions generated by diesel-powered construction equipment, and vehicle exhaust from traffic that could create odors. However, the long-term operational emissions (vehicle traffic) from this project alone will not exceed the District’s significant thresholds. Therefore, potential impacts from odors will 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 & Game, U.S. Fish & Wildlife Service or National Oceanic and Atmospheric Administration Fisheries? (PLN)		X		
2. 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	
3. Have a substantial adverse effect on the environment by converting oak woodlands? (PLN)		X		
4. Have a substantial adverse effect on any riparian habitat or other sensitive natural community, including oak woodlands, identified in local or regional plans, policies or regulations, or by the California Department of Fish & Game, U.S. Fish & Wildlife Service, U.S. Army Corps of Engineers or National Oceanic and Atmospheric Administration Fisheries? (PLN)				X
5. Have a substantial adverse effect on federal or state protected wetlands as defined by Section 404 of the Clean Water Act (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
6. Interfere substantially with the movement of any native resident or migratory wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nesting or breeding sites? (PLN)				X
7. Conflict with any local policies or ordinances that protect biological resources, including oak woodland resources? (PLN)		X		
8. 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

**Discussion- Item IV-1:**

A Biological Resource Assessment for the project, dated April 15, 2011, was prepared by Barrett Anderson, Consulting Biologist. As part of the assessment, the entire site was walked and plants and animals observed on site were recorded. On-site habitats were evaluated for their potential to support special-status plant and wildlife species identified through a search of the California Natural Diversity Database (CDFG2006a). In addition, natural communities and habitats were evaluated.

No special-status plant or wildlife species were observed in the field during the survey. In addition, the biologist determined that there are no special-status wildlife species likely to be present, as the site lacks essential habitat elements for such species. No further surveys have been recommended by the consultant. However, since the study area does provide possible habitat for raptors, such as red-shouldered hawk and red-tailed hawk, the following mitigation measure has been include to ensure that impacts to raptors are less than significant.

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

MM IV.1 Prior to any grading or tree removal activities, during the raptor nesting season (March 1-September 15), a focused survey for raptor nests shall be conducted by a qualified biologist. A report summarizing the survey shall be provided to Placer County and the California Department of Fish & Game within 10 days of the completed survey. If an active raptor nest is identified, appropriate mitigation measures shall be developed and implemented in consultation with California Department of Fish & Game. If construction is proposed to take place between March 1<sup>st</sup> and September 15<sup>th</sup>, no construction activity shall occur within 1/2 mile of an active nest unless specifically approved in writing by the California Department of Fish & Game. If construction or other project-related activities which may cause nest abandonment or forced premature fledging are proposed within this 1/2-mile buffer zone, intensive monitoring (funded by the project sponsor) or by a DFG-approved raptor biologist will be required. Exact implementation of this measure will be based upon specific information at the project site. Construction activities may only resume after a follow up survey has been conducted and a report prepared by a qualified raptor biologist indicating that the nests (or nests) are no longer active, and that no new nests have been identified. A follow up survey shall be conducted two months following the initial survey, if the initial survey occurs between March 1<sup>st</sup> and July 1<sup>st</sup>. Additional follow up surveys may be required by the Design Review Committee, based on the recommendations in the raptor study and/or as recommended by the California Department of Fish & Game. Temporary construction fencing and signage as described herein shall be installed at a minimum 500 foot radius around trees containing active nests. If all project construction occurs between September 15<sup>th</sup> and March 1<sup>st</sup> no raptor surveys will be required. Trees previously approved for removal by Placer County, which contain stick nests, may only be removed between September 15<sup>th</sup> and March 1<sup>st</sup>. A note which includes the wording of this condition of approval shall be placed on the Improvement Plans. Said plans shall also show all protective fencing for those trees identified for protection within the raptor report.

**Discussion- Item IV-2:**

The proposed development will reduce or eliminate onsite wildlife habitat, but will not create a substantial decrease in local area habitat, eliminate a plant or animal community, cause a fish or wildlife population to drop below sustaining levels, nor restrict the range of endangered, rare, or threatened species. This is primarily because the project size is limited and the property itself has been impacted by previous activity and is surrounded by other industrial and residential uses. As a result, impacts associated with the proposed project are considered less than significant and no mitigation measures are required.

**Discussion- Items IV-3,7:**

The project site is located in Zone One of the Placer County Tree Preservation Ordinance, requiring mitigation for any impacts to protected trees that result from site improvements. A tree exhibit has been provided by the applicant that depicts the areas of the site that contain protected trees. In total, these areas encompass approximately 45,396 square feet of the project site. The following mitigation measure has been included in order to reduce the impacts to trees to less than significant.

**Mitigation Measures- Items IV-3,7:**

MM IV.2 The applicant shall provide mitigation for the loss of the on-site, native trees protected under the Placer County Tree Ordinance. The applicant has proposed to provide mitigation in the form of in-lieu fees for off-site conservation. To achieve a replacement value for the impacted trees, the applicant shall pay \$25,000 per acre of impact. For this project, the amount of tree mitigation is based upon 45,396 square feet of oak tree impacts, which equates to \$28,200. The total mitigation amount shall be deposited into the Placer County Tree Preservation Fund prior to approval of the Improvement Plans.

**Discussion- Items IV-4,5:**

According to the Biological Resource Assessment, no drainages or wetlands were observed within the project site. Therefore, no additional surveys are required.

**Discussion- Item IV-6:**

Because the project site is isolated and fragmented, there are no known terrestrial migration corridors through or in the vicinity of the project site. The project site does not lend itself to a wildlife corridor due to its close proximity

to industrial and residential development. No long-term significant impacts are expected to local and/or regional wildlife movement corridors as a result of the proposed project.

**Discussion- Item IV-8:**

The project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan.

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

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Substantially cause adverse change in the significance of a historical resource as defined in CEQA Guidelines, Section 15064.5? (PLN)				X
2. Substantially cause adverse change in the significance of a unique archaeological resource pursuant to CEQA Guidelines, Section 15064.5? (PLN)			X	
3. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (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
6. Disturb any human remains, including those interred outside of formal cemeteries? (PLN)			X	

**Discussion- Item V-1:**

The North Central Information Center records search determined that there were no historic-period resources on the project site.

**Discussion- Items V-2,3,6:**

A field survey conducted by Peak and Associates, Inc. on October 18, 2012 revealed no evidence of historic or prehistoric, cultural resources within the project area. Although previous construction activities on the property did not indicate the presence of any archaeological or paleontological resources, there is the possibility that undiscovered resources may be found in the course of construction of the restroom building. Pursuant to CEQA Guidelines § 15064.5(e), the following standard condition of approval wording will be placed on improvement/grading plans to ensure that no significant impacts to undiscovered archeological or paleontological resources will occur:

*If any archeological resources artifacts, exotic rock (non-native), or unusual amounts of shell or bone are uncovered during any on-site construction activities, all work must stop immediately in the area and a County-approved professional archeologist shall be retained to evaluate the deposit. The Placer County Planning Division Services and the Department of Museums must also be contacted for review of the archeological find(s).*

*If the discovery consists of human remains, the Placer County Coroner and Native American Heritage Commission must also be contacted. Work in the area may only proceed after authorization is granted by the Placer County Planning Division Services. A note to this effect will be included in the general notes section of the Improvement Plans for the project.*

*Following a review of the new find and consultation with appropriate experts, if necessary, the authority to proceed may be accompanied by the addition of development requirements which provide protection of the site and/or additional mitigation measures necessary to address the unique sensitive nature of the site.*

No mitigation measures are required.

**Discussion- Item V-4:**

The proposed project does not have the potential to cause a physical change, which would affect unique ethnic cultural values.

**Discussion- Item V-5:**

The proposed project will not restrict existing religious or sacred uses within the potential impact area.

**VI. GEOLOGY & SOILS – Would the project:**

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Expose people or structures to unstable earth conditions or changes in geologic substructures? (ESD)				X
2. Result in significant disruptions, displacements, compaction or overcrowding of the soil? (ESD)		X		
3. Result in substantial change in topography or ground surface relief features? (ESD)		X		
4. Result in the destruction, covering or modification of any unique geologic or physical features? (ESD)				X
5. Result in any significant increase in wind or water erosion of soils, either on or off the site? (ESD)		X		
6. Result in changes in deposition or erosion or changes in siltation which may modify the channel of a river, stream, or lake? (ESD)		X		
7. Result in exposure of people or property to geologic and geomorphological (i.e. Avalanches) hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards? (ESD)			X	
8. Be located on a geological 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
9. Be located on expansive soils, as defined in Chapter 18 of the California Building Code, creating substantial risks to life or property? (ESD)				X

**Discussion- Item VI-1:**

The proposed project is located on soils classified in the United States Department of Agriculture (USDA) Soil Survey of Placer County as Auburn silt loam, 2 to 15 percent slopes with moderate permeability, medium surface runoff, depth to rock less than 28 inches, and shallow well drained soil underlain by vertically tilted metamorphic rock. According to the preliminary geotechnical engineering study prepared by Earthtec, Inc., dated March 25, 2010, surface and/or subsurface structures and/or man caused disturbances were not observed during field reconnaissance. The study included exploring the general subsurface conditions, performing soils mechanics laboratory tests, and determining soil parameters for earth grading, foundation design, lateral resistance, floor slab-on-grade and pavement support, and expansive soil conditions. The proposed construction of two new structures and associated parking improvements on these parcels for industrial uses will not expose people or structures to unstable earth conditions or changes in geologic substructures. There is no impact.

**Discussion- Items VI-2,3:**

The proposed project will result in the disturbance of almost all 4.9 acres of the two currently vacant parcels for the construction of two main industrial buildings and a small storage building, paved parking lot, on- and off-site road extension of Pear Drive, storm drainage system, retaining walls, and underground utilities to serve the buildings. The project will create approximately 4.17 acres of impervious surfaces, including buildings. In addition, the private access road, Pear Drive, will be improved with this project in order to provide a County standard roadway for

access to the commercial site. Approximately 1.11 acres of Pear Drive will be disturbed with the project grading to construct a paved road with 28 feet of pavement plus curb, gutter, and sidewalk along the project frontage. Drilling and blasting during project construction is expected for installation of some of the drainage lines and detention basins due to the presence of shallow bedrock.

The site topography slopes gently downward to the west with numerous rock outcrops present on site. The geotechnical engineering study prepared by Earthtec, Inc., dated March 25, 2010, generalized the soil encountered on site through soil borings as consisting of very moist to wet, reddish-brown sandy silt to a depth of approximately 2 feet below existing ground surface. Beneath the silt soil was severely weathered to highly weathered metavolcanic bedrock to approximately 11.5 feet (the maximum depth explored).

To construct the proposed improvements, potentially significant disruption of soils on-site could occur, including excavation/compaction for roadways, underground detention facilities, building pads, and various underground utilities. The project proposes soil cuts of approximately 6 feet maximum and fills of approximately 10 feet maximum with all resulting finished grades to be no steeper than 2:1 at locations identified on the preliminary grading plan. Retaining walls are proposed at heights varying from 2 to 13 feet to keep the grading limits contained within the property lines and also reduce the amount of exposed slopes as shown on the preliminary grading plan. The project proposes to cut approximately 26,300 cubic yards and fill approximately 5,300 cubic yards of material on-site. In addition, for the widening and improvement of Pear Drive, approximately 300 cubic yards of cut and approximately 1,000 cubic yards of fill are proposed as part of the project improvements. The preliminary geotechnical study concluded that the site is considered suitable for the proposed construction provided that the conclusions and recommendations presented in the report are incorporated into the design and construction of the project.

The proposed project's impacts associated with soil disruptions, displacements, compaction, or overcrowding of the soil and substantial change in topography or ground surface relief features can be mitigated to a less than significant level by implementing the following mitigation measures:

**Mitigation Measures- Items VI-2,3:**

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

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

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

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



a steeper slope and the Engineering and Surveying Division (ESD) concurs with said recommendation. Fill slopes shall not exceed 1.5:1 (horizontal: vertical)

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

The applicant shall submit to the ESD a letter of credit or cash deposit in the amount of 110 percent of an approved engineer's estimate for winterization and permanent erosion control work prior to Improvement Plan approval to guarantee protection against erosion and improper grading practices. Upon the County's acceptance of improvements, and satisfactory completion of a one-year maintenance period, unused portions of said deposit shall be refunded to the project applicant or authorized agent.

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

MM VI.3 The Improvement Plan submittal shall include a geotechnical engineering report produced by a California Registered Civil Engineer or Geotechnical Engineer. The report shall address and make recommendations on the following:

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

Once approved by the Engineering and Surveying Division (ESD), two copies of the final report shall be provided to the ESD and one copy to the Building Services Division for its use. If the soils report indicates the presence of critically expansive or other soils problems that, if not corrected, could lead to structural defects, a certification of completion of the requirements of the soils report shall be required for subdivisions, prior to approval of the Improvement Plans. It is the responsibility of the developer to provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the report.

MM VI.4 Prior to Improvement Plan approval, submit Proof of Contract with a State licensed contractor and a copy of a valid Blasting Permit from the Placer County Sheriff's Office, if blasting is required for the installation of site improvements. The developer shall comply with applicable County Ordinances that relate to blasting and use only State licensed contractors to conduct these operations.

**Discussion- Item VI-4:**

According to the preliminary geotechnical engineering study prepared by Earthtec, Inc., dated March 25, 2010, surface and/or subsurface structures and/or man caused disturbances were not observed during field reconnaissance. The proposed project will not result in the destruction, covering, or modification of any unique geologic or physical features. There is no impact.

**Discussion- Items VI-5,6:**

The disruption of soils as part of this proposed project increases the risk of erosion and creates a potential for contamination of storm runoff with disturbed sediment and other pollutants introduced through typical grading practices. In addition, project grading and soil disruption has the potential to modify the existing downstream drainage conditions by transporting sediment from the disturbed areas into drainage ways. Discharge of concentrated runoff after construction could also contribute to these impacts in the long-term. Erosion potential and water quality impacts are always present and occur when soils are disturbed and protective vegetative cover is removed. It is primarily shaping of building pads, grading for transportation systems, and trenching and construction

of underground utilities that are responsible for accelerating erosion and degrading water quality. The project would increase the potential for erosion and water quality impacts without appropriate mitigation measures in place. The proposed project's site specific impacts associated with erosion and/or siltation of drainage ways can be mitigated to a less than significant level by implementing the following mitigation measures:

**Mitigation Measures- Items VI-5,6:**

MM VI.1, MM VI.2, MM VI.3 See Items VI-2,3 for the text of these mitigation measures as well as the following:

MM VI.5 The Improvement Plans shall show that water quality treatment facilities/Best Management Practices (BMPs) shall be designed according to the guidance of the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development / Redevelopment, and for Industrial and Commercial (or other similar source as approved by the Engineering and Surveying Division (ESD)).

Construction (temporary) BMPs for the project include, but are not limited to: Revegetation techniques/erosion control mix of seed and/or mulch; fiber rolls (SE-5) and silt fences (SE-1) for sediment control at toe of slopes, drainage inlets (SE-10), and road gutters; construction scheduling; covering stockpiled materials; housekeeping; stabilized construction vehicle entrance (TC-1); concrete truck washout areas; street cleaning; and dust control practices.

MM VI.6 Staging Areas: The Improvement Plans shall identify the stockpiling and/or vehicle staging areas with locations as far as practical from existing dwellings and protected resources in the area.

MM VI.7 This project is located within the area covered by Placer County's municipal stormwater quality permit, pursuant to the National Pollutant Discharge Elimination System (NPDES) Phase II program. Project-related stormwater discharges are subject to all applicable requirements of said permit. Best Management Practices (BMPs) shall be designed to mitigate (minimize, infiltrate, filter, or treat) stormwater runoff in accordance with "Attachment 4" of Placer County's NPDES Municipal Stormwater Permit (State Water Resources Control Board NPDES General Permit No. CAS000004, Board Order 2003-005-DWQ) and shall be shown on the Improvement Plans.

MM VI.8 Prior to Improvement Plan approval, the applicant shall obtain a State Regional Water Quality Control Board National Pollutant Discharge Elimination System (NPDES) construction stormwater quality permit and shall provide to the Engineering and Surveying Division evidence of a state-issued Waste Discharge Identification (WDID) number or filing of a Notice of Intent and fees.

**Discussion- Item VI-7:**

According to the preliminary geotechnical engineering study prepared by Earthtec, Inc., dated March 25, 2010, the "Fault Activity Map of California" (CDMG, 1994) indicates that the subject site is located west of the Wolf Creek Fault Zone and near the Spenceville-Deadman Fault. These faults are part of the Foothills Fault System which runs in a northeasterly direction from Mariposa County to Butte County. The Wolf Creek Fault Zone is indicated to have Late Quaternary (>10,000 years before present) displacement. There is no presence of faulting or fault rupture on the subject property. If structures are constructed according to the current edition of the California Building Code, as is required by Placer County, the likelihood of severe damage due to ground shaking should be minimal. No mitigation measures are required.

**Discussion- Items VI-8,9:**

The geotechnical engineering study prepared by Earthtec, Inc., dated March 25, 2010, concluded that the potential for liquefaction of earth materials found on-site and differential compaction (subsidence) is very low due to the dense nature of the soil and depth to groundwater. In addition, the soils found in the soil borings are considered to be low plasticity materials that do not have significant potential for developing expansive soil pressures and the underlying decomposed rock material is not expansive. The proposed project will not create unstable earth conditions including liquefaction, subsidence, or landsliding, result in the destruction, covering, or modification of any unique geologic or physical features, or be located on expansive soils. There is no impact.

**VII. 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 and/or cumulative 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- All Items:**

Greenhouse gas (GHG) emissions of primary concern from land use projects include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O). Construction related activities resulting in exhaust emissions may come from fuel combustion for heavy-duty diesel and gasoline-powered equipment, portable auxiliary equipment, material delivery trucks, and worker commuter trips. Operational GHG emissions would result from motor vehicle trips generated by the workers, as well as on-site fuel combustion for landscape maintenance equipment.

The project would result in grading, subsequent paving and the construction of approximately 81,613 square feet of new buildings. The construction and operational related GHG emissions resulting from the project would not substantially hinder the State’s ability to attain the goals identified in AB 32 (i.e., reduction of statewide GHG emissions to 1990 levels by 2020; approximately a 30 percent reduction from projected 2020 emissions). Thus, the construction and operation of the project would not generate substantial greenhouse gas emissions, either directly or indirectly, which may be considered to have a significant impact on the environment, nor conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases and is therefore considered to have a less than significant impact. No mitigation measures are required.

**VIII. 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 handling, transport, use, or disposal of hazardous or acutely hazardous materials? (EHS)			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? (EHS)			X	
3. Emit hazardous emissions, substances, or waste within one-quarter mile of an existing or proposed school? (PLN, Air Quality)			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? (EHS)				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 for people residing or working in the project area? (PLN)				X
6. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing in the project area? (PLN)				X

7. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (PLN)			X	
8. Create any health hazard or potential health hazard? (EHS)			X	
9. Expose people to existing sources of potential health hazards? (EHS)			X	

**Discussion- Items VIII-1,2:**

The use of hazardous substances during normal construction activities is expected to be limited in nature, and will be subject to standard handling and storage requirements. The proposed facility will store and use cutting and hydraulic oils that may be considered hazardous materials, these materials will be subject to standard handling and storage requirements, including preparation of a Hazardous Materials Business Plan. Accordingly, impacts related to the routine transport, use, disposal, or release of hazardous substances, are considered to be less than significant. No mitigation measures are required.

**Discussion- Item VIII-3:**

The Auburn Elementary School is located approximately 0.54 miles northwest of the project site. There are no known existing or proposed schools within one-quarter mile of the site and therefore, no mitigation measures are required.

**Discussion- Item VIII-4:**

The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, the potential for this project to create a hazard to the public or the environment as a result of being included on this list is considered to be less than significant.

**Discussion- Item VIII-5:**

The project site is approximately 1.7 miles southwest of the Auburn Municipal Airport and barely touches the outer limits of the compatibility overflight area Zone D (areas of much less frequent overflights). Generally, commercial projects are not a concern within this Zone unless they are uses involving high concentrations of people such as spectator-oriented sports stadiums or amphitheatres, or the buildings are over 150 in height. As determined by Placer County Transportation Planning Agency in their letter received on April 2, 2013, this project has been found consistent with the Placer County Airport Land Use Compatibility Plan (PCALUCP). As such, the project would not result in a safety hazard for people residing or working in the project area.

**Discussion- Item VIII-6:**

The project is not located within the vicinity of a private airstrip. There is no impact.

**Discussion- Item VIII-7:**

Although a wooded area exists directly west of the site, the other areas surrounding the site are already developed. Since the buildings will be required to comply with all of the current building codes and fire safety requirements, neither the surrounding areas nor the people working within the proposed buildings will be exposed to a significant risk of loss, injury or death involving wildland fires. No mitigation measures are required.

**Discussion- Items VIII-8,9:**

Existing sources of potential health hazards that people may be exposed to as a result of the project is limited to mosquitoes, if conditions exist that allow for the breeding of mosquitoes. Mosquitoes are potential vectors of diseases; therefore, they are a health hazard. Conditions that allow for the breeding of mosquitoes include standing water, which may occur as a result of overwatering of landscaping. Drip irrigation is recommended for landscaped areas where shrubbery and trees are located and to prevent the ponding of water and a habitat for mosquitoes. No mitigation measures are required.

**IX. 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 federal, state or county potable water quality standards? (EHS)				X
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lessening of local groundwater supplies (i.e. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? (EHS)			X	
3. Substantially alter the existing drainage pattern of the site or area? (ESD)			X	
4. Increase the rate or amount of surface runoff? (ESD)		X		
5. Create or contribute runoff water which would include substantial additional sources of polluted water? (ESD)		X		
6. Otherwise substantially degrade surface water quality?(ESD)		X		
7. Otherwise substantially degrade ground water quality? (EHS)			X	
8. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard boundary or Flood Insurance Rate Map or other flood hazard delineation map? (ESD)				X
9. Place within a 100-year flood hazard area improvements which would impede or redirect flood flows? (ESD)				X
10. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (ESD)				X
11. Alter the direction or rate of flow of groundwater? (EHS)				X
12. Impact the watershed of important surface water resources, including but not limited to Lake Tahoe, Folsom Lake, Hell Hole Reservoir, Rock Creek Reservoir, Sugar Pine Reservoir, French Meadows Reservoir, Combie Lake, and Rollins Lake? (EHS, ESD)			X	

**Discussion- Item IX-1:**

This project will not rely on groundwater wells as a potable water source. Potable water for this project will be treated water from Nevada Irrigation District. Therefore, the project will not violate water quality standards with respect to potable water.

**Discussion- Item IX-2:**

The introduction of commercial uses and impervious surfaces can have indirect groundwater recharge capability impacts in some areas. As this project does not involve disturbance of major drainage ways, impacts related to groundwater recharge are considered less than significant. No mitigation measures are required.

**Discussion- Item IX-3:**

The proposed industrial development project is comprised of two parcels on 4.9 acres located within the North Ravine watershed. Pre-development overland stormwater flows towards the west and to the south. The preliminary drainage report prepared by King Engineering, Inc., dated October 26, 2012, indicates that the existing drainage

pattern and watershed boundaries are proposed to remain essentially the same with no areas being diverted to other drainage watersheds. A proposed 17 inch by 13 inch arch pipe under Pear Drive will replace the existing 6 inch pipe and discharge into the existing vegetated roadside ditch at discharge point A. A rock flow spreader and energy dissipater will be placed at the outlet of the pipe to prevent erosion at the pipe outlet. For discharge area B, existing overland stormwater flow will be mimicked by rock flow spreaders at the outlet of multiple 17 inch-by-13 inch, arch pipes under Pear Drive spaced to return the flow to a pre-development overland release condition. For discharge area C, the post-development peak storm water runoff discharge rate will be reduced as well as the total area draining to this subshed area in order to limit any project related impacts to the existing residential structures and yard area near the project's south property line. The flow from this reduced shed area C will be discharged at small flow rates as sheet flow with rock flow spreaders to simulate pre-development overland flow conditions. No mitigation measures are required.

**Discussion- Item IX-4:**

The project proposes to construct an industrial site that will cover approximately 4.17 acres of the 4.9 acre site with buildings or impervious paved surfaces. Pear Drive will also be widened and paved with the project improvements to provide adequate commercial site access. The proposed site improvements will increase the rate and amount of surface water runoff from all of the new impervious surfaces; however, the project proposes to mitigate the project's impacts using on-site storm water detention basins under the parking areas to keep post-development peak storm water runoff discharge rates less than or equal to pre-development rates. Where pre-development conditions are currently overland flow for stormwater runoff, the project proposes that post-development discharge will simulate existing sheet flow conditions by releasing reduced flows from multiple spaced out discharge pipes to a rock level spreader to spread the flow out laterally. The proposed on-site detention and infiltration Best Management Practices will mitigate the project's impacts due to increased rate and amount of surface water runoff to less than significant levels by implementing the following mitigation measures:

**Mitigation Measures- Item IX-4:**

MM VI.1, MM VI.2 See Items VI-2,3 for the text of these mitigation measures as well as the following:

MM IX.1 The Improvement Plan submittal shall include a drainage report in conformance with the requirements of Section 5 of the Land Development Manual and the Placer County Storm Water Management Manual that are in effect at the time of submittal, to the Engineering and Surveying Division for review and approval. The report shall be prepared by a Registered Civil Engineer and shall, at a minimum, include: A written text addressing existing conditions, the effects of the improvements, all appropriate calculations, a watershed map, increases in downstream flows, proposed on- and off-site improvements and drainage easements to accommodate flows from this project. The report shall identify water quality protection features and methods to be used both during construction and for long-term post-construction water quality protection. "Best Management Practice" measures shall be provided to reduce erosion, water quality degradation, and prevent the discharge of pollutants to stormwater to the maximum extent practicable.

MM IX.2 The Improvement Plan submittal and Drainage Report shall provide details showing that storm water runoff shall be reduced to pre-project conditions through the installation of detention facilities. Detention facilities shall be designed in accordance with the requirements of the Placer County Storm Water Management Manual that are in effect at the time of submittal, and to the satisfaction of the Engineering and Surveying Division (ESD) and shall be shown on the Improvement Plans. Maintenance of detention facilities by the property owner shall be required. No detention facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.

**Discussion- Items IX-5,6:**

Approximately 4.17 acres of the 4.9 acre site will be covered with impervious surfaces including structures and pavement. Potential water quality impacts are present both during project grading and construction activities as well as after project development. Construction activities will 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 can be reduced to less than significant levels. In the post-development condition, the project could potentially introduce contaminants such as oil and grease, sediment, nutrients, metals, organics, pesticides, and trash from activities such as parking lot runoff, landscape fertilizing and maintenance, and refuse collection. The project does not propose outdoor material storage. According to the preliminary drainage report dated October 26, 2012 prepared by King Engineering, Inc., stormwater runoff from the project will be captured on-site and treated prior to leaving the site using water quality BMPs such as bioswales, oil removal filters on drainage inlets, rock outfall protection, underground volumetric collection and infiltration. A final drainage report will be

required with submittal of the Improvement Plans for County review and approval to substantiate the preliminary report drainage and BMP sizing calculations. The proposed project's impacts associated with water quality degradation can be mitigated to a less than significant level by implementing the following mitigation measures:

**Mitigation Measures- Items IX-5,6:**

MM VI.1, MM VI.2, MM VI.3, MM VI.5, MM VI.6, MM VI.7, MM VI.8, MM IX.1 See Items VI-2,3, VI-5,6, and IX-4 for the text of these mitigation measures as well as the following:

MM IX.3 Storm drainage from on- and off-site impervious surfaces (including roads) shall be collected and routed through specially designed catch basins, vegetated swales, vaults, infiltration basins, water quality basins, filters, etc. for entrapment of sediment, debris and oils/greases or other identified pollutants, as approved by the Engineering and Surveying Division (ESD). BMPs shall be designed at a minimum in accordance with the Placer County Guidance Document for Volume and Flow-Based Sizing of Permanent Post-Construction Best Management Practices for Stormwater Quality Protection. Post-development (permanent) BMPs for the project include, but are not limited to: bioswales, oil removal filters on drop inlets, underground volumetric infiltration, and rock outfall protection. No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.

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

**Discussion- Item IX-7:**

This project will not utilize groundwater, but will result in urban stormwater runoff. Standard Best Management Practices (BMPs) are required as part of the site improvements and will be applied and as such, the potential for this project to violate any groundwater quality standards is considered to be less than significant.

**Discussion- Items IX-8,9,10:**

The project site is not located within a 100-year flood hazard area as defined and mapped by the Federal Emergency Management Agency (FEMA). The project improvements are not proposed within a local 100-year flood hazard area and no flood flows would be impeded or redirected after construction of the improvements. The project site is elevated well above areas that are subject to flooding and is not located within any levee or dam failure inundation area. There is no impact.

**Discussion- Item IX-11:**

The project will not alter the direction or rate of flow of groundwater. There is no impact.

**Discussion- Item IX-12:**

The project site is located approximately 0.10 mile east of a drainage tributary named the North Ravine Tributary #2 in the Auburn/Bowman Community Plan hydrology study. The project will collect and treat its surface water runoff on-site. Runoff from the site will not negatively impact an important surface water resource, especially since the project's location is not in close proximity to discharge directly to an important receiving water. No mitigation measures are required.

**X. 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. Conflict with General Plan/Community Plan/Specific Plan designations or zoning, or Plan policies adopted for the purpose of avoiding or mitigating an environmental effect? (EHS, ESD, PLN)				X
3. Conflict with any applicable habitat conservation plan or natural community conservation plan or other County policies, plans, or regulations adopted for purposes of avoiding or mitigating environmental effects? (PLN)				X
4. Result in the development of incompatible uses and/or the creation of land use conflicts? (PLN)				X
5. Affect agricultural and timber resources or operations (i.e. impacts to soils or farmlands and timber harvest plans, or impacts from incompatible land uses)? (PLN)				X
6. Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)? (PLN)				X
7. Result in a substantial alteration of the present or planned land use of an area? (PLN)				X
8. 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 X-1:**

The project site is proposed to be developed with two industrial buildings and is consistent with both the adjacent industrial uses to the north and east, as well as the Industrial zoning of the site. Due to the consistency of the proposed use with existing uses in the vicinity, no community would be divided by the project as proposed.

**Discussion- Item X-2:**

The Auburn/Bowman Community Plan land use designation for the project site is Industrial and the site Zoning is In-Dc (Industrial, combining Design Scenic Corridor). The proposed industrial use is consistent with both the Community Plan policies and Zoning Ordinance standards.

**Discussion- Item X-3:**

The project does not conflict with any applicable habitat conservation plan or natural community conservation plan or other County policy, plan or regulation adopted for the purpose of avoiding or mitigating environmental effects.

**Discussion- Item X-4:**

The proposed project would be developed as an expansion of the adjacent Vian industrial buildings to the east, located off of Industrial Drive, and would consist of similar land uses and would not create land use conflicts.

**Discussion- Item X-5:**

The project site is currently undeveloped and does not support agricultural or timber uses. Therefore, site development would not have an impact on agricultural and timber resources or operations.

**Discussion- Item X-6:**

The proposed project will not divide or disrupt the physical arrangement of an established community, nor have a significant impact on a low-income or minority community.

**Discussion- Item X-7:**

The proposed project will not result in a substantial alteration of the present or planned land use. The site is currently undeveloped and, as indicated above, the project is consistent with the Auburn/Bowman Community Plan and Industrial zoning for this site.

**Discussion- Item X-8:**

The proposed industrial project will not cause economic or social changes that would result in significant adverse physical changes to the environment such as urban decay or deterioration.



**XI. MINERAL RESOURCES – Would the project result in:**

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. 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. 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 XI-1:**

The Mineral Land Classification of Placer County (California Department of Conservation – Division of Mines and Geology, 1995), was prepared for the purpose of identifying and documenting the various mineral compounds found in the soils of Placer County. The site and immediate vicinity are classified as Mineral Resource Zone 1 (MRZ-1), which is an area where available geological information indicates that there is little likelihood for the presence of significant mineral resources. Implementation of the proposed project will result in less than significant impacts to mineral resources. No mitigation measures are required.

**Discussion- Item XI-2:**

No recovery site has been delineated on the subject property or vicinity. Therefore, no impacts to the availability of locally-important mineral resources would occur as a result of the development of this site.

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

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Exposure of persons to or generation of noise levels in excess of standards established in the local General Plan, Community Plan or noise ordinance, or applicable standards of other agencies? (PLN)			X	
2. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (PLN)			X	
3. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (PLN)		X		
4. 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 expose people residing or working in the project area to excessive noise levels? (PLN)			X	
5. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (PLN)				X

**Discussion- Item XII-1:**

The project does not have the potential to expose people to noise levels in excess of standards contained in the Auburn Bowman Community Plan. During operation of the project, noise outside the buildings will be limited to daily workers' vehicles between approximately 7:00 a.m. and 6:00 p.m. According to the applicant, noise generated within the building will be of a very low frequency and will not be heard outside the building. In addition, the project as proposed is not considered a sensitive receptor because the use is industrial. No mitigation measures are required.

**Discussion- Item XII-2:**

This project will not cause a permanent substantial increase in the ambient noise levels because the noise from machinery will be generated inside the building, and the proposed uses for the site will be essentially the same type of activity that exists on surrounding industrial properties to the north and east of the site. The only outside noise will be generated by workers arriving and departing from work. No mitigation measures are required.

**Discussion- Item XII-3:**

Construction of the project, through build-out, will increase ambient noise levels. Although the project site is surrounded by other industrial development on the north and east sides, residential development exists to the northeast and south and may be negatively impacted. This impact is considered to be temporary and less than significant. Construction noise is exempt from the provisions of the Placer County Noise Ordinance provided that the hours of construction activity are limited. However, the following mitigation measure will be implemented to avoid any significant impacts as a result of project construction.

**Mitigation Measures- Item XII-3:**

MM XI.1 The following restriction on hours of construction activity will be required:

“Construction noise emanating from any construction activities for which a Grading or Building Permit is required is prohibited on Sundays and Federal Holidays, and shall only occur:

- a) Monday through Friday, 6:00 am to 8:00 pm (during daylight savings)
- b) Monday through Friday, 7:00 am to 8:00 pm (during standard time)
- c) Saturdays, 8:00 am to 6:00 pm

In addition, temporary signs 4’ x 4’ shall be located throughout the project, as determined by the DRC, at key intersections depicting the above construction hour limitations. Said signs shall include a toll free public information phone number where surrounding residents can report violations and the developer/builder will respond and resolve noise violations.”

**Discussion- Item XII-4:**

The project is located within an airport land use plan, however, the “D” Zone applies to parcels over which planes only sometimes fly over due to arriving and departing the Auburn airport. As a result, the noise from the airport would not expose people working in the project area to excessive noise levels. No mitigation measures are required.

**Discussion- Item XII-5:**

The project is not located within the vicinity of a private airstrip and would not expose people residing or working to excessive noise levels. There is no impact.

**XIII. 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 population growth in an area, either directly (i.e. by proposing new homes and businesses) or indirectly (i.e. through extension of roads or other infrastructure)? (PLN)				X
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (PLN)				X

**Discussion- All Items:**

The project will not induce significant population growth nor displace substantial numbers of existing housing because it is a relatively minor in-fill development in an existing industrial area. There is no impact.

**XIV. PUBLIC SERVICES** – Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental services and/or 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. Maintenance of public facilities, including roads? (ESD, PLN)			X	
5. Other governmental services? (ESD, PLN)			X	

**Discussion- All Items:**

The Placer County Fire Department provides fire protection services to the project area; the Placer County Sheriff's Department provides police protection services to the project area; the Placer County Department of Public Works is responsible for maintaining County roads; schools districts serving the site include Auburn Union School District and Placer Union High School District.

Only minor radius widening, sidewalk relocation and paving improvements are proposed to the off-site County maintained portion of Pear Drive at the intersection of Kemper Road and Pear Drive. The relatively small amount of additional pavement widening in this location will not impact existing County maintenance. The majority of Pear Drive is privately maintained and is proposed to remain as a privately maintained road after construction of this industrial project.

Because the proposed project is consistent with the underlying land use designations, the project development will result in a negligible additional demand on the need for these public services. The proposed project is not anticipated to impact schools. As is required for all new projects, "will serve" letters will be required from these public service providers. The incremental increase in demand for these services will not result in significant impacts associated with the construction of new or physically altered governmental services or facilities. No mitigation measures are required.

**XV. RECREATION** – Would the project result in:

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

**Discussion- All Items:**

The proposed project will not generate an increase in the use of, or include the construction of recreational facilities or neighborhood or regional parks. There is no impact.

**XVI. TRANSPORTATION & TRAFFIC – Would the project result in:**

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. An increase in traffic which may be substantial in relation to the existing and/or planned future year traffic load and capacity of the roadway system (i.e. result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? (ESD)		X		
2. Exceeding, either individually or cumulatively, a level of service standard established by the County General Plan and/or Community Plan for roads affected by project traffic? (ESD)		X		
3. Increased impacts to vehicle safety due to roadway design features (i.e. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (ESD)		X		
4. Inadequate emergency access or access to nearby uses? (ESD)			X	
5. Insufficient parking capacity on-site or off-site? (ESD, PLN)				X
6. Hazards or barriers for pedestrians or bicyclists? (ESD)			X	
7. Conflicts with adopted policies, plans, or programs supporting alternative transportation (i.e. bus turnouts, bicycle lanes, bicycle racks, public transit, pedestrian facilities, etc.) or otherwise decrease the performance or safety of such facilities? (ESD)			X	
8. Change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (PLN)				X

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

The Vian Enterprises project site is located off of Pear Drive, south of Kemper Road, in the unincorporated area of Placer County and north of the City of Auburn. This project proposal would result in the construction of two new industrial buildings totaling approximately 81,613 square feet on currently vacant property at the end of Pear Drive. At build out, the proposed project could generate approximately 568 average daily trips, with approximately 79 p.m. peak hour trips.

Traffic will be added to Kemper Road as a result of the project. Based on the Traffic Impact Analysis prepared by KD Anderson & Associates, Inc., dated June 30, 2012, with the addition of this individual project, the daily volume on Kemper Road west of Pear Drive is estimated to increase by 40 vehicles per day and the daily volume on the segment east of Pear Drive is estimated to increase by 530 vehicles per day. The resulting totals (970 average daily trips on the western segment of Kemper Road and 1,730 average daily trips on the eastern segment of Kemper Road) indicate Level of Service (LOS) A or B conditions. The traffic analysis also considered cumulative traffic impacts related to the completion of other approved/pending projects as well as long-term future traffic conditions projected for 2030 using the County approved North Auburn Area regional travel demand forecasting model. The traffic study concluded that while approved and pending projects will add traffic to Kemper Road over the course of the day, the resulting totals for the western and the eastern segments of Kemper Road would indicate LOS B conditions. In addition, the year 2030 forecasting model resulted in traffic volumes on Kemper Road increasing regardless of whether the Vian Properties project proceeds or not. Adding the Vian Properties project would increase the volumes on each segment of Kemper Road to LOS B conditions. In both individual and

cumulative cases, the LOS would be indicative of LOS B conditions, which are within the County's LOS C standard, therefore, the project's impacts related to exceeding a Level of Service standard established by the County General Plan and/or Community Plan for roads affected by project traffic is less than significant.

The proposed project creates site-specific impacts on local transportation systems that are considered less than significant when analyzed against the existing baseline traffic conditions and roadway segment / intersection existing LOS, however, the cumulative effect of an increase in traffic has the potential to create significant impacts to the area's transportation system. Article 15.28.010 of the Placer County Code establishes a road network Capital Improvement Program (CIP). This project is subject to this code and, therefore, required to pay traffic impact fees to fund the CIP for area roadway improvements. With the payment of traffic mitigation fees for the ultimate construction of the CIP improvements, the traffic impacts are considered less than significant:

**Mitigation Measures- Items XVI-1,2:**

MM XVI.1 This project will be subject to the payment of traffic impact fees that are in effect in this area (Auburn/Bowman Fee District), pursuant to applicable Ordinances and Resolutions. The applicant is notified that the following traffic mitigation fee(s) will be required and shall be paid to Placer County DPW prior to issuance of any Building Permits for the project:

- A) County Wide Traffic Limitation Zone: Article 15.28.010, Placer County Code

The current traffic impact fee rate in the Auburn/Bowman Fee District is \$4,705 per DUE. The fees will be calculated using the information supplied by the applicant and the ITE-Trip Generation Manual (8th Edition). If either the use or the square footage changes, then the fees will change. The actual fees paid will be those in effect at the time the payment occurs.

**Discussion- Item XVI-3:**

The project proposal would result in the construction of two new industrial buildings totaling approximately 81,613 square feet on currently vacant property at the end of Pear Drive. Access to the site will occur on a newly improved section of Pear Drive south of Kemper Road, to be constructed with the project improvements. The existing intersection of Pear Drive and Kemper Road is currently substandard at the eastern side of the encroachment onto Kemper Road. In order to allow for large delivery vehicles and fire trucks to safely make turning movements from Pear Drive onto Kemper Road, improvements are required to the eastern side of the intersection. The applicant has analyzed an alternative design to the County's standard Plate R-17 roadway connection for a design speed of 35 mph. County staff finds that the alternative design will improve safety for vehicle turning movements at this intersection, by providing a radius and 25 foot long taper at the eastern side of the roadway connection to more closely match the existing radius on the western side of the Pear Drive connection. The design details will be finalized during the Improvement Plan review process. The proposed project's impacts associated with vehicle safety due to roadway/intersection design features can be mitigated to a less than significant level by implementing the following mitigation measures:

**Mitigation Measures- Item XVI-3:**

MM VI.1, MM VI.2 See Items VI-2,3 for the text of these mitigation measures as well as the following:

MM XVI.2 The project shall construct Pear Drive roadway improvements as required by the Engineering and Surveying Division's conditions of approval to provide a minimum one-half of a 32-foot road section plus curb, gutter, and 6-foot sidewalk along the length of the project's frontage for northbound traffic plus a 12 foot lane and roadside ditch west of the approved plan alignment of Pear Drive for southbound traffic, as well as a minimum 24-foot paved roadway extension from the project site to conform to the existing County Pear Drive road improvements.

MM XVI.3 The project shall show on the Improvement Plans the reconstruction of the eastern curb return of Pear Drive with Kemper Road per the "Alternate Plan" dated January 8, 2013 with a 25 foot taper provided that a design exception is obtained by the applicant's engineer from the Placer County Engineering and Surveying Division and the Department of Public Works during the Improvement Plan review process. Disturbed pavement and sidewalk shall be replaced in kind and conform back to existing improvements. Sidewalks and curb returns shall meet California Code of Regulations, Title 24, and ADA accessibility standards.

**Discussion- Item XVI-4:**

The proposed project will construct on- and off-site roadway access on Pear Drive with the site improvements that will meet emergency response access requirements. A turnaround is provided at the southern end of Pear Drive at the southern driveway to the parking lot. The project is not gated, so vehicles, including fire trucks can access

through the project parking area and back onto Pear Drive. The on-site parking lot drive aisles are designed to meet the fire district’s minimum standard width of 26 feet. A will serve letter from the servicing fire district, the Placer County Fire Department, will be required with Improvement Plan review and a fire district representative’s signature will be required on the project Improvement Plans prior to ESD approval. No mitigation measures are required.

**Discussion- Item XVI-5:**

The project proposes the construction of approximately 81,613 square feet of industrial space. Based on the Placer County minimum on-site parking requirement of one space for every 1,500 square feet of metal products fabrication use, a minimum of 55 new parking spaces are required for this project. In total, 143 new spaces are proposed. Therefore, the on-site capacity is more than sufficient.

**Discussion- Items XVI-6,7:**

The project is required to construct a 6-foot wide pedestrian sidewalk improvement along the entire project frontage as part of the site work. The project also proposes an off-site pedestrian walkway along the east side of Pear Drive towards Kemper Road for a length of approximately 350 feet. Sidewalk exists along both sides of the County maintained portion of Pear Drive and on both sides of Kemper Road at the Pear Drive roadway connection. The Auburn-Bowman Community Plan references guidelines for pedestrian connectivity. The project as proposed does not present a hazard and barrier to safe and reasonable pedestrian connectivity. The proposed project does not conflict with adopted policies, plans, or programs supporting alternative transportation (i.e. bus turnouts, bicycle lanes, bicycle racks, public transit, pedestrian facilities, etc.) or otherwise decrease the performance or safety of such facilities. There is no impact.

**Discussion- Item XVI-8:**

The project will not result in a change in air traffic patterns because it is a relatively minor in-fill development of an existing industrial area corridor. There is no impact.

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

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (ESD)		X		
2. Require or result in the construction of new water or wastewater delivery, collection or treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (EHS, ESD)		X		
3. Require or result in the construction of new on-site sewage systems? (EHS)				X
4. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (ESD)			X	
5. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (EHS)			X	
6. Require sewer service that may not be available by the area’s waste water treatment provider? (EHS, ESD)		X		
7. Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs in compliance with all applicable laws? (EHS)			X	

**Discussion- Items XVII-1,2,6:**

This project is located within the service area for Placer County Sewer Maintenance District 1 (SMD 1). SMD 1 has capacity issues within the existing collection system and wastewater treatment plant. The project will add flows to

the already stressed SMD1 wastewater conveyance and treatment system. During recent storm events, both the wastewater conveyance and treatment systems experienced hydraulic overloading and surcharging conditions in various sections of the Highway 49 sewer system during a 10-year storm. While the type of wastewater produced by the Vian Enterprises expansion project is not anticipated to exceed the wastewater treatment requirements of the Regional Water Quality Control Board, the treatment plant itself at times has exceeded treatment limits over the past years due to more stringent effluent standards. This project would have to construct a new sewer line from the project site across an off-site parcel to tie into an existing manhole to the east. The project's wastewater would flow to an existing lift station called the Alpine Lift Station on the south side of the railroad tracks before entering the Highway 49 trunkline. The Alpine Lift Station is currently performing under the designed capacity and will not accommodate the additional anticipated flows from the Vian project without modifications to the lift station. The County is accessing the condition of the lift station and will determine the appropriate actions to increase the pump capacity. The impacts of the Vian Project on the Alpine Lift Station and Highway 49 trunk will be determined pursuant to the results of the County's changes to the existing lift station. The proposed project's impacts associated with wastewater conveyance and treatment can be mitigated to a less than significant level by implementing the following mitigation measures:

**Mitigation Measures- Items XVII-1,2,6:**

MM XVII.1 Prior to submittal of Improvement Plans for review by the County, the Project Applicant shall evaluate the impacts of the Project's wastewater flows on the Alpine Lift Station and submit a technical report to the County (Facility Services) for review and approval. If the County determines that any necessary improvements at the Alpine Lift Station resulting from the Project's flows will increase flows downstream of the Alpine Lift Station, the Project Applicant will be required to a complete a capacity analysis of the Highway 49 trunkline. The required study(ies) shall be prepared by a California Registered Civil Engineer in accordance with Facility Services' requirements. The final study(ies) will be used to develop the appropriate improvements required at the Alpine Lift Station and/or the downstream conveyance system to be designed and constructed by the Project prior to SMD 1 providing sewer service to the project through the issuance of a Sewer Permit(s).

MM XVII.2 The off-site improvements to the Alpine Lift Station and/or the downstream conveyance system as identified in the approved study(ies) shall be shown on the Improvement Plans and constructed with the site improvements to the satisfaction of the Department of Facility Services and the Engineering and Surveying Division.

MM XVII.3 Unless otherwise agreed to by the Department of Facility Services, the applicant shall implement an off-site mitigation project to offset the project's increase in peak wet weather flow from their project. The off-site mitigation project shall be coordinated and approved by the Placer County Facility Services and Engineering and Surveying Division. The off-site mitigation project will replace and/or rehabilitate sewer infrastructure to, in effect, create capacity within the existing system equivalent to this project's peak wet weather flows.

**Discussion- Item XVII-3:**

The project will be served by public sewer, and will not require or result in the construction of new onsite sewage disposal systems. There is no impact.

**Discussion- Item XVII-4:**

The project proposes on-site and off-site storm drainage collection and conveyance facilities to convey storm water and release it back to pre-project conditions via sheet flow, where possible. The applicant has demonstrated through a preliminary drainage report prepared by King Engineering, Inc., dated October 26, 2012, that the construction of the on-site and off-site stormwater conveyance system is not expected to cause significant environmental effects. Grading and drainage impacts have been adequately addressed elsewhere in this document. No mitigation measures are required.

**Discussion- Item XVII-5:**

The agencies charged with providing treated water services have indicated their requirements to serve the project. These requirements are routine in nature and do not represent significant impacts. Typical project conditions of approval require submission of "will-serve" letters from each agency. No mitigation measures are required.

**Discussion- Item XVII-7:**

Solid waste in the project area is processed at the Western Regional Sanitary Landfill. This landfill has sufficient permitted capacity to accommodate the project's solid waste disposal needs. No mitigation measures are required.

**E. MANDATORY FINDINGS OF SIGNIFICANCE:**

Environmental Issue	Yes	No
1. Does the project have the potential to degrade the quality of the environment, substantially impact biological resources, or eliminate important examples of the major periods of California history or prehistory?		<b>X</b>
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.)		<b>X</b>
3. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?		<b>X</b>

**F. OTHER RESPONSIBLE AND TRUSTEE AGENCIES** whose approval is required:

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

**G. DETERMINATION** – The Environmental Review Committee finds that:

Although the proposed project **COULD** have a significant effect on the environment, there **WILL NOT** be a significant effect in this case because the mitigation measures described herein have been added to the project. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

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

Planning Services Division, Lisa Carnahan, Chairperson  
 Planning Services Division, Air Quality, Lisa Carnahan  
 Engineering and Surveying Division, Rebecca Taber  
 Department of Public Works, Transportation, Andrew Gaber  
 Environmental Health Services, Justin Hansen  
 Flood Control Districts, Andrew Darrow  
 Facility Services, Parks, Andy Fisher  
 Environmental Engineering Division, Janelle Heinzler  
 CALFire, Brad Albertazzi



Signature \_\_\_\_\_ Date April 12, 2013  
 E. J. Ivaldi, Environmental Coordinator



**I. 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, Suite 190, Auburn, CA 95603. For Tahoe projects, the document will also be available in our Tahoe Division office, 565 West Lake Blvd., Tahoe City, CA 96145.

<b>County Documents</b>	<input checked="" type="checkbox"/> Air Pollution Control District Rules & Regulations	
	<input checked="" type="checkbox"/> Community Plan	
	<input checked="" type="checkbox"/> Environmental Review Ordinance	
	<input checked="" type="checkbox"/> General Plan	
	<input checked="" type="checkbox"/> Grading Ordinance	
	<input checked="" type="checkbox"/> Land Development Manual	
	<input checked="" type="checkbox"/> Stormwater Management Manual	
	<input checked="" type="checkbox"/> Tree Ordinance	
<b>Trustee Agency Documents</b>	<input type="checkbox"/> Department of Toxic Substances Control	
	<input type="checkbox"/> _____	
<b>Site-Specific Studies</b>	Planning Services Division	<input checked="" type="checkbox"/> Biological Study
		<input checked="" type="checkbox"/> Cultural Resources Pedestrian Survey
		<input checked="" type="checkbox"/> Cultural Resources Records Search
		<input checked="" type="checkbox"/> Lighting & Photometric Plan
		<input type="checkbox"/> Paleontological Survey
		<input checked="" type="checkbox"/> Tree Survey & Arborist Report
	Engineering & Surveying Division, Flood Control District	<input type="checkbox"/> Phasing Plan
		<input checked="" type="checkbox"/> Preliminary Grading Plan
		<input checked="" type="checkbox"/> Preliminary Geotechnical Report
		<input checked="" type="checkbox"/> Preliminary Drainage Report
		<input checked="" type="checkbox"/> Stormwater & Surface Water Quality BMP Plan
		<input checked="" type="checkbox"/> Traffic Study
		<input checked="" type="checkbox"/> Sewer Pipeline/Lift Station Capacity Analysis
		<input type="checkbox"/> Placer County Commercial/Industrial Waste Survey (where public sewer is available)
		<input type="checkbox"/> Sewer Master Plan
	<input checked="" type="checkbox"/> Utility Plan	
	Environmental Health Services	<input type="checkbox"/> Groundwater Contamination Report
		<input type="checkbox"/> Hydro-Geological Study
		<input type="checkbox"/> Phase I Environmental Site Assessment
		<input type="checkbox"/> Soils Screening
		<input type="checkbox"/> Preliminary Endangerment Assessment
	Planning Services Division, Air Quality	<input type="checkbox"/> CALINE4 Carbon Monoxide Analysis
		<input checked="" type="checkbox"/> Construction Emission & Dust Control Plan
		<input type="checkbox"/> Geotechnical Report (for naturally occurring asbestos)
		<input type="checkbox"/> Health Risk Assessment
		<input type="checkbox"/> CalEEMod Model Output
	Fire Department	<input type="checkbox"/> Emergency Response and/or Evacuation Plan
		<input checked="" type="checkbox"/> Traffic & Circulation Plan