



COUNTY OF PLACER
Community Development Resource Agency

**ENVIRONMENTAL
COORDINATION
SERVICES**

Michael J. Johnson, AICP
Agency Director

Crystal Jacobsen, 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: Newcastle Fire Station (PLN14-00044)

PROJECT DESCRIPTION: The project proposes a Design Review Agreement for a new fire station in Newcastle an approximately 8,100-square-foot metal building with associated ten-stall paved parking lot, site lighting and perimeter landscaping, as well as an approximately 1,512 square-foot, roof-mounted solar photovoltaic system.

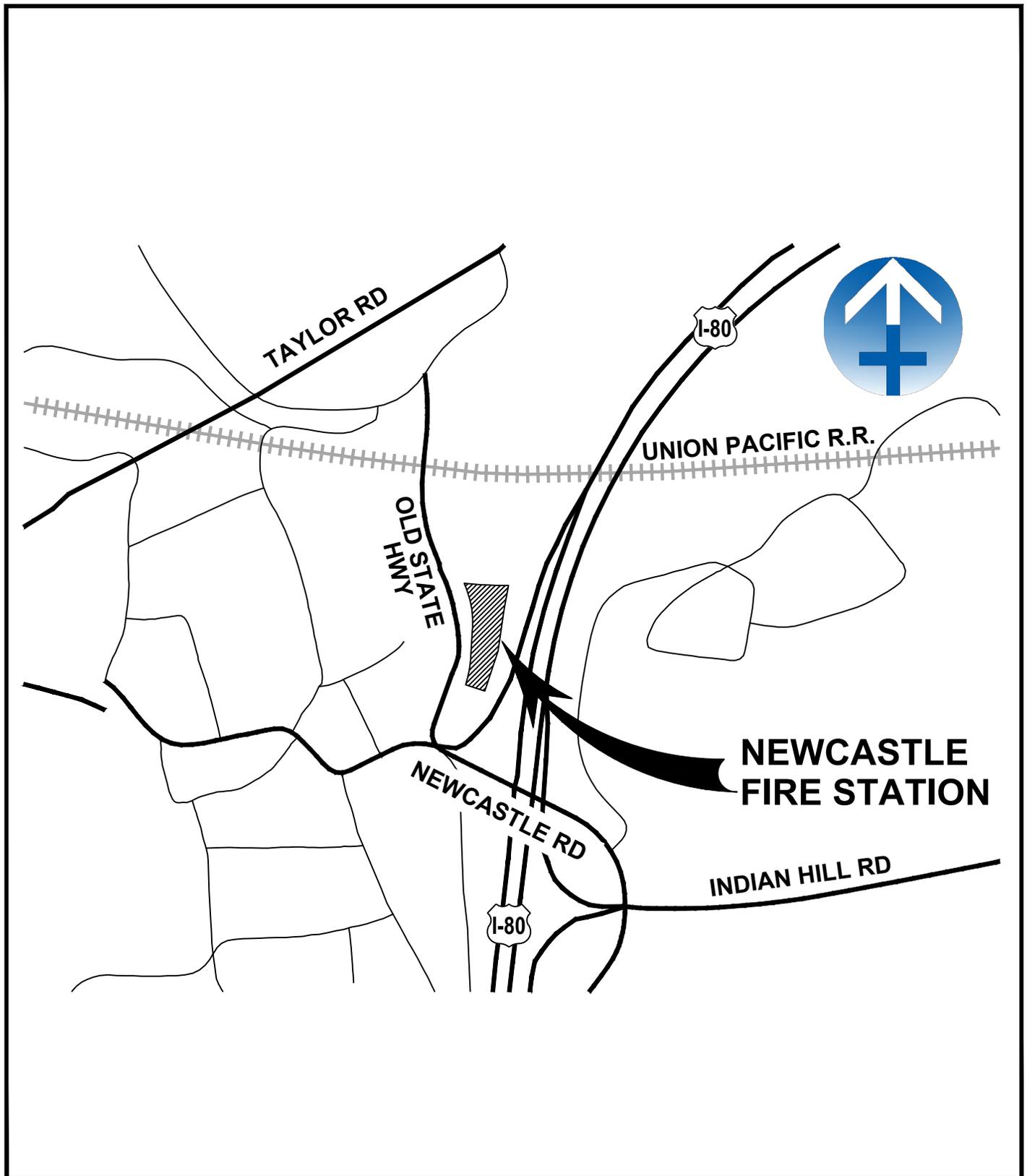
PROJECT LOCATION: 9350 and 9358 Old State Highway in Newcastle, Placer County

PROJECT OWNER: Newcastle Fire District, PO Box 262, Newcastle, CA 95658, 916-663-3323

PROJECT APPLICANT: Roseville Design Group, 8421 Auburn Blvd., Suite 170, Citrus Heights, CA 95610, 916-910-9345

The comment period for this document closes on **July 10, 2015**. A copy of the Mitigated 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 Penryn and Auburn Public Libraries. Additional information may be obtained by contacting the Environmental Coordination Services, at (530)745-3132, between the hours of 8:00 am and 5:00 pm. Comments may be sent to cdraecs@placer.ca.gov or 3091 County Center Drive, Suite 190, Auburn, CA 95603.

Published in Sacramento Bee, Thursday, June 11, 2015



Roseville Design Group Inc. Comprehensive Services

8421 Auburn Blvd, Suite 170 Citrus Heights, California 95610
 Phone: (916) 910-9345 Fax: (916) 910-9479
 Email: rdg@rosevilledesigngroup.com

PLANNING
 SURVEYING
 BUILDING DESIGN
 CIVIL ENGINEERING
 STRUCTURAL ENGINEERING

NEWCASTLE FIRE STATION
VICINITY MAP
 PLACER COUNTY, CA

DRAWN:
 CHECKED:
 JOB NO:

13-262

SCALE:
 DATE:
 SHEET:



COUNTY OF PLACER
Community Development Resource Agency

**ENVIRONMENTAL
COORDINATION
SERVICES**

Michael J. Johnson, AICP
Agency Director

Crystal Jacobsen, Coordinator

MITIGATED NEGATIVE DECLARATION (Revised)

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

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

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

PROJECT INFORMATION

Title: Newcastle Fire Station	Project # PLN14-00044
Description: The project proposes a Design Review Agreement for a new fire station in Newcastle an approximately 8,100-square-foot metal building with associated ten-stall paved parking lot, site lighting and perimeter landscaping, as well as an approximately 1,512 square-foot, roof-mounted solar photovoltaic system.	
Location: 9350 and 9358 Old State Highway in Newcastle, Placer County	
Project Owner: Newcastle Fire District, PO Box 262, Newcastle, CA 95658, 916-663-3323	
Project Applicant: Roseville Design Group, 8421 Auburn Blvd., Suite 170, Citrus Heights, CA 95610, 916-910-9345	
County Contact Person: Lisa Carnahan	530-745-3067

PUBLIC NOTICE

The comment period for this document closes on **July 10, 2015**. A copy of the Negative Declaration is available for public review at the County's web site <http://www.placer.ca.gov/Departments/CommunityDevelopment/EnvCoordSvc/Svcs/NegDec.aspx>, Community Development Resource Agency public counter, and at the Penryn and Auburn Public Libraries. 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.



COUNTY OF PLACER
Community Development Resource Agency

**ENVIRONMENTAL
COORDINATION
SERVICES**

Michael J. Johnson, AICP
Agency Director

Crystal Jacobsen, Coordinator

3091 County Center Drive, Suite 190 • Auburn • California 95603 • 530-745-3132 • fax 530-745-3080 • www.placer.ca.gov

INITIAL STUDY & CHECKLIST (Revised)

The Initial Study & Checklist was posted for a 30-day public review from November 7, 2014 to December 8, 2014. During the public comment period, two agency letters and two sets of public comments were received. Additionally, subsequent to the public posting, comments were received from the South Placer Municipal Utility District which resulted in a revision to proposed sewer line locations for the project.

The Initial Study has therefore been revised to clarify the changes to the utility plan for sewer locations. A roof-mounted solar photovoltaic system has also been added to the project description. Lastly, clarifying language has been added to several parts of the Initial Study to address questions contained within the public comment letters. The proposed revisions and clarifications do not affect the level of impacts previously discussed, and do not require any new mitigation measures. The proposed changes to the sewer alignment and inclusion of a roof-mounted solar photovoltaic system do not constitute a "substantial revision" as defined by CEQA, Guidelines Section 15073.5(b) and it has been determined that recirculation is not required (Section 15073.5(c)). However, the County has elected to recirculate for another 30-day public review beginning **June 11, 2015**.

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: Newcastle Fire Station	Project Number: PLN14-00044
Entitlement(s): Design Review Agreement	
Site Area: Approx. 0.6 acres	APN: 040-179-013-000
Location: The site is located at 9350 and 9358 Old State Highway in Newcastle, Placer County	

A. BACKGROUND:

Project Description:

The applicant is requesting approval of a Design Review Agreement for a new fire station in Newcastle. The use would include the construction of an approximately 8,100-square-foot metal building with associated ten-stall paved parking lot, site lighting and perimeter landscaping, as well as an approximately 1,512 square-foot, roof-mounted solar photovoltaic system. The project would be constructed in two construction phases. The first phase would include site clearing, importation of approximately 13,600 cubic yards of earthen material and grading of the site. The second phase would include construction of the site work for the fire station, parking area, installation of utilities and landscaping. After completion of the new fire station, the existing Newcastle fire station operations, currently located approximately 345 feet west on Cypress Street in Downtown Newcastle, would move to the new location.

Based upon the combined Design Scenic Corridor zoning of the Industrial-zoned project site, any project proposed on the site would be subject to Design Review by Placer County. Because the construction of the proposed fire station requires Design Review and approval by Placer County, the County is considered the “Lead Agency” and responsible for conducting environmental review for the project. This Mitigated Negative Declaration will be reviewed by the Placer County Planning Director who has the discretion to formally adopt it at the end of the 30-day public review period. If this Mitigated Negative Declaration is adopted by the Placer County Planning Director, the Newcastle Fire District Board will enter into the Design Review Agreement process with Placer County to execute the project. The Design Review Agreement would be signed by both Placer County and a representative of the Newcastle Fire Protection District. Any mitigation measures included within this Mitigated Negative Declaration would become Conditions of Approval of the Design Review Agreement, and the Newcastle Fire District would be required to comply with all mitigation measures and Conditions of Approval. The Newcastle Fire District would be required to execute the Design Review Agreement prior to receiving a building permit.

During the original 30-day public review period (which ended on December 8, 2014), four comment letters were received. In response to information received from the South Placer Municipal Utility District (SPMUD), the project has been revised with regards to sewer line locations. The existing sewer line near the rear of the proposed building will remain in its current location in order to continue to provide sewer service to the adjacent properties to the north. The proposed fire station building would construct two new sewer lines from the parking lot side of the building which would connect with a new sewer main line in Old State Highway, as shown on the attached revised Preliminary Utility Plan. Correspondence received during the first 30-day public review period did not raise any issues which would require new mitigation measures. This revised Mitigated Negative Declaration was subsequently prepared to address changes to the sewer line configuration, to include the information on the roof-mounted solar photovoltaic system in the project description, and to address public comments, where appropriate.

Project Site (Background/Existing Setting):

The approximately 0.6-acre project site is located between Old State Highway and the Interstate 80 (I-80) westbound off ramp, near the I-80/Newcastle Road interchange, at 9350 and 9358 Old State Highway in Newcastle. The property was donated to the Newcastle Fire Protection District by the former owners. The parcel is zoned Industrial, combining Design Scenic Corridor (IN-Dc), and is surrounded by other similarly-zoned properties to the west and north of the property, and by Caltrans right-of-way on the south and east sides of the property. The project site is an approximately 20-foot deep basin which will require clearing of trees and shrubs and subsequent filling with imported earthen material to create a building pad at existing road grade elevation.

B. ENVIRONMENTAL SETTING:

Location	Zoning	General Plan/Community Plan Designations	Existing Conditions and Improvements
Site	Industrial, Design Scenic Corridor (IN-Dc)	Placer County General Plan – General Commercial	Undeveloped Lot
North	Same as project site	Same as project site	Commercial buildings
South	Caltrans Right-of-Way	Caltrans Right-of-Way	Highway 80
East	Caltrans Right-of-Way	Caltrans Right-of-Way	Highway 80
West	Same as project site	Same as project site	Commercial buildings

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

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- Item I-1:

Topography of the project site consists of an approximately 20-foot deep basin, which is bordered by Old State Highway and Interstate 80. There are no scenic vistas associated with the site, and therefore, the project would have no impact on a scenic vista.

Discussion- Items I-2,3:

The proposed project would include the removal of the majority of on-site vegetation, including live oak and cottonwood trees, filling of the site, and the construction of a new fire station and parking lot, with associated building and site lighting. The project would also include the removal of trees from the adjacent Caltrans property. The revised conceptual landscape plan included within the revised project description depicts the revegetation of the Caltrans Right-of-Way (ROW) area with a variety of trees and hydroseeding. The applicant will be required to obtain an Encroachment Permit for any work conducted within the Caltrans ROW. The other surrounding parcels consist of similarly-zoned industrial parcels which have been used for commercial uses for many years. The proposed use is consistent with both the surrounding land uses and uses allowed in the zone district. Although the proposed use is allowed within the base zone district (IND), the proposed project is subject to Design Review and approval by the Placer County Design/Site Review Committee (D/SRC). Such review will be conducted prior to the submittal of the Improvement Plans for the project and would include, but not be limited to, landscaping, irrigation, signs, exterior lighting, fences and walls, solar panel placement, and exterior building design and colors. Preliminary Building Elevations included with the application indicate that the exterior of the building will consist of metal siding with split face, concrete wainscoting around the lower area. The exterior colors shown consist of brown hues, with a red trim band, which will accentuate the red entrance letters stating the “Newcastle Fire Station”. The roof color is proposed as a “light stone” color in order to be energy efficient, yet not visually obtrusive. With the inclusion of the mitigation measures included below, the impacts to scenic resources and the visual character of the site and its surroundings were determined to be less than significant.

Mitigation Measures- Items I-2,3:

MM I.1 The project shall comply with the Placer County Tree Preservation Ordinance for any existing trees which are removed as a result of the project.

MM I.2 In order to protect the remaining trees from construction damage, brightly-colored Environmental Sensitive Areas (ESA) fencing shall be placed around the drip-line of all trees to be saved in order to prevent construction equipment and personnel from compacting the root structure of the trees. Said fencing shall be installed prior to any construction activity and shall remain in place until construction is completed.

Discussion- Item I-4:

The proposed project would add an 8,100-square-foot metal building onto the site. On-site lighting and all exterior lighting as well as the exterior color of the building will be subject to the Design Review process. All exterior building lighting and parking lot lighting will be required to be of the full cut-off, fully-shielded style in order to direct light downward and meet Dark Sky recommendations. A photometric plan submitted during the environmental review process indicated that the proposed lighting will not create any substantial lighting beyond the parcel boundaries. The revised project description includes a roof-mounted solar photovoltaic system. Approximately 1,512 square feet

of panels are proposed for the west roof of the building (84 panels at 18 square feet per panel). Modern solar panel surfaces are constructed of dark-colored (usually blue or black) materials and are covered with anti-reflective coatings. The solar array will therefore not cause substantial light or glare. These features will result in a less than significant impact to day and nighttime views in the area. No mitigation measures are required.

II. AGRICULTURAL & FOREST RESOURCES – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide 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 project is zoned for industrial uses and is not located in an agricultural or forest area. Therefore, there is no impact to agriculture and forest resources.

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- Items III-1,2,3:

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). Air quality modeling was performed for the proposed project on September 17, 2014, utilizing the California Emissions Estimator Model (CalEEMod), version 2013.2.2. The modeling report stated that although there would be emissions of criteria pollutants, including Reactive Organic Gases (ROG), Nitrous Oxides (NOx), and Particulate Matter (PM₁₀) during both construction and operation of the fire station, the levels would be below the District's thresholds of significance. Although the SVAB is designated as nonattainment for federal and state ozone (O₃) standards, nonattainment for the federal particulate matter standard (PM_{2.5}) and state particulate matter standard (PM₁₀), 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.

According to the project description, the project will result in an increase in regional and local emissions from filling of the site, the construction of the building and parking areas and operation of the facility. 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 improvement plans shall list the District's Rules and State Regulations. It is the responsibility of the contractor on site to adhere to all notes listed on the improvement plans. 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 mitigation measures listed below, impacts related to construction activities will be further reduced.

Additionally, 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 would contribute incremental emissions of ROG, NOx, and CO₂ to the cumulative impacts in Placer County. The implementation of the following mitigation measures would result in further reduction of the ROG, NOx and CO₂ emissions and ensure the project's related cumulative impacts to be less than significant.

Mitigation Measures- Items III-1,2,3:

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 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.

Include the following standard notes on the Improvement Plans:

3. The contractor shall use CARB ultra-low diesel fuel for all diesel-powered equipment.
4. The prime contractor shall submit to the District a comprehensive inventory (e.g., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used in aggregate of 40 or more hours for the construction project. If any new equipment is added after submission of the inventory, the prime contractor shall contact the District prior to the new equipment being utilized. At least three business days prior to the use of subject heavy-duty off-road equipment, the project representative shall provide the District with the anticipated construction timeline including start date, name, and phone number of the property owner, project manager, and on-site foreman.
5. The applicant shall provide a written calculation to the District for approval demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and

subcontractor vehicles, will achieve a project wide fleet-average of 20% of NOx and 45% of DPM reduction as compared to CARB statewide fleet average emissions. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The following link shall be used to calculate compliance with this condition and shall be submitted to the District as described above: <http://www.airquality.org/ceqa/> (click on the current "Roadway Construction Emissions Model").

6. 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.
7. 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.
8. 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.
9. During construction, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less.
10. The prime contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) are excessive and dust is impacting adjacent properties.
11. 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).
12. 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.
13. 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.
14. 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.
15. 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.
16. During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel powered equipment.
17. 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 Particulate Matter (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 equipment use, short-term construction-generated and operational 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 least likely to contain Naturally-Occurring Asbestos (NOA). No mitigation measures are required.

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- Items IV-1,2,6:

A Biological Resource Assessment was prepared for the project by H.T. Harvey & Associates, Ecological Consultants, in December of 2013. Both a records research and field-based biological survey were conducted on the proposed project site. The report stated that the site consists of approximately 0.02 acres of annual grassland and 0.55 acres of mixed-oak woodland. The report concluded that no sensitive or special-status plants, animals, or habitats occur on-site. Although no special-status wildlife species were observed during the field review, migratory birds were determined to have some potential to occur on the site during the nesting season. However, nesting activity was determined to be minimal, given the close proximity of the site to the freeway (therefore a high noise disturbance), the small size of the site, and the fact that there was no evidence of previously-used nesting structures. The mitigation measure included below will reduce any potential impacts for migratory bird species to less-than-significant levels.

Mitigation Measures- Items IV-1,2,6:

MM IV.1 A pre-construction survey shall be conducted by a qualified biologist not more than 30 days prior to demolition/construction activities during the breeding season (February through August). During this survey, the

qualified wildlife biologist shall inspect all trees in and immediately adjacent to the impact area for raptor and migratory bird nests. If the above survey does not identify any nesting raptor species on or near the construction site, further mitigation is not required. However, should any raptor species be found nesting on or near the construction site (within 500 feet of construction activities), the following mitigation measures shall be implemented:

- a. Prior to the issuance of Improvement Plans, the project applicant, in consultation with the Placer County and CDFW, shall avoid all birds of prey or migratory bird nest sites located in the construction area during breeding season while the nest is occupied with adults and/or eggs or young. The occupied nest shall be monitored by a qualified wildlife biologist to determine when the nest is no longer used. Avoidance shall include the establishment of a no disturbance buffer zone around the nest site. The size of the buffer zone shall be determined in consultation with Placer County and CDFW. Highly visible temporary construction fencing shall delineate the buffer zone.
- b. If a legally-protected species nest is located in a tree designated for removal, the removal shall be deferred until after August 31, or until the adults and young are no longer dependent on the nest site, as determined by a qualified biologist.

Discussion- Items IV-3,7:

According to the Biological Resources Assessment, approximately 0.55 acres of the site consists of mixed-oak woodland. The project site is located in Zone Two of the Placer County Tree Preservation Ordinance, requiring mitigation for any impacts to protected trees as a result of a discretionary project. The project also includes off-site impacts to trees within the Caltrans right-of-way. A preliminary demolition plan has been provided by the applicant that depicts the variety of trees and proposed tree removal locations resulting from the proposed project. Of those, at least six are oak trees with a diameter at breast height of six inches or greater. 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 project would include tree impacts, both on-site, and off-site within the Caltrans right-of-way. The applicant shall provide mitigation for the loss of both the on-site and off-site native trees protected under the Placer County Tree Ordinance. Prior to approval of Improvement Plans, the applicant shall obtain a Tree Permit and shall provide mitigation for the loss of both on-site and off-site native trees protected under the Placer County Tree Ordinance which are six inches or greater diameter at breast height either through the payment of in-lieu fees, or replacement of trees on or off-site. If replacement tree planting is proposed either on-site, or within the Caltrans right-of-way, the tree replacement/mitigation plan must be shown on Improvements Plans and must be installed by the applicant and inspected and approved by the Development Review Committee (DRC). Any tree replacement proposed must include an associated watering system. In lieu of the tree planting mitigation for tree removal listed above, a tree replacement mitigation fee of \$100 per diameter inch at breast height for each tree removed or impacted or the current market value, as established by an Arborist, Forester or Registered Landscape Architect, of the replacement trees, including the cost of installation, shall be paid to the Placer County Tree Preservation Fund.

Discussion- Items IV-4,5:

According to the Preliminary Delineation of Wetland and Other Waters report prepared for the project in December of 2013 by H.T. Harvey & Associates Ecological Consultants, no wetlands or other waters of the U.S. were observed within the project site. Therefore, there is no impact.

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. Therefore, there is no impact.

V. CULTURAL RESOURCES – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. 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- Items V-1,2,3,4,6:

A Cultural and Paleontological Resources Assessment was prepared for the project site in September of 2014 by GrassRoots Environmental. A field-based survey of the site was conducted, and resulted in the discovery of two historical resources: a concrete slab and a pier, near the center of the site. It is not clear whether or not the pier was connected with use of the slab. According to the report, the slab appeared greater than 50 years old, but neither the slab nor pier contained any values which would make them eligible for listing on either the California Register of Historical Resources (CRHR) or the National Register of Historic Places (NRHP). In order to mitigate project impacts to these resources, both were documented on the appropriate California Department of Parks and Recreation site record forms to be filed with the North Central Information Center (NCIC). The report further stated that the concrete slab and pier may be related to a Chinese community which existed in the area from 1900 to the late 1950's, and which was razed in the late 1950's to make way for the construction of Interstate 80. No other artifacts from the previous Chinese community were observed on site, nor were there indications of any Native American culturally significant artifacts on site. Newcastle Fire Protection District representatives present during the field survey indicated that the project site had been cleared, scraped, or otherwise altered during highway construction, so any artifacts may have been removed at that point in time. Because the project would require the existing deep basin to be filled and brought to grade level, any cultural resources left below (including the concrete slab and pier) will be preserved in-situ.

The project site does not include any known paleontological resources, unique geologic features, nor include any known human burial sites, including burial sites located outside of formal cemeteries. However, there is the possibility that undiscovered resources may be found in the course of project development work. Pursuant to CEQA Guidelines § 15064.5(e), the following standard condition of approval wording will be placed on Improvement Plans to ensure that no significant impacts to undiscovered archeological 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 Department 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 Department. 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-5:

The project site is not used for known religious or sacred uses. Therefore, there is no impact.

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? (PLN, 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- Items VI-1,2,3:

The approximately 0.6-acre project site is currently undeveloped. The site is located on the east side of Newcastle between Old State Highway (a County maintained roadway) and the Caltrans' Highway 80 off-ramp. The project proposes significant fill and grading in order to construct an 8,100 square foot building, paved parking area, concrete walkways, utilities, and landscaping. The site is currently a deep hole that will require significant clearing of trees and brush, and filling with imported earthen material. Borrow sources for fill material have not yet been identified; however, a grading permit for the site, or sites, of export and potentially further environmental review will be required for any export of 250 cubic yards or more of soil. The estimated quantity of fill material is approximately 13,600 cubic yards. The fill material will need to be properly compacted to avoid long-term settlement of the site and damage to the new fire station structure. Fills on the order of 20 to 25 feet are anticipated, according to the Preliminary Geotechnical Report prepared by Roseville Design Group, dated July 2014. Retaining walls are not proposed. Resulting slopes will not exceed 2:1 slopes as shown on the preliminary grading plan.

Preliminary soil information provided in the Preliminary Geotechnical Report describes the sediments of the Mehrten Formation in this area as generally consisting of volcanic mudflow breccia and cobble conglomerate. The volcanic mudflow breccia typically consists of a gray mixture of angular andesitic blocks, which range from one inch to several feet in diameter. The blocks are well cemented with a matrix of volcanic lapilli and ash. The cobble conglomerate consists mainly of cobbles with a well cemented matrix of andesitic sand and silt. The cobble conglomerate can contain interbedded layers of sandstone, siltstone, and lenses of mudflow breccia. The local soils are composed of Xerorthents and are characteristic of being variable in soil texture and well drained.

The proposed project's impacts associated with unstable earth conditions, soil disruptions, displacements, compaction of the soil, and changes to topography and ground surface relief features will be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures- Items VI-1,2,3:

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 of each project phase. The plans shall show all physical improvements as required by the conditions for the project as well as pertinent topographical features both on and off site. All existing and proposed utilities and easements, on site and adjacent to the project, which may be affected by planned construction, shall be shown on the plans. All landscaping and irrigation facilities within the public right-of-way (or public easements), or landscaping within sight distance areas at intersections, shall be included in the Improvement Plans. The applicant shall pay plan check and inspection fees with the first Improvement Plan submittal. (NOTE: Prior to plan approval, all applicable recording and reproduction costs shall be paid). The cost of the above-noted landscape and irrigation facilities shall be included in the estimates used to determine these fees. It is the applicant's responsibility to obtain all required agency signatures on the plans and to secure department approvals. If the Design/Site Review process and/or 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.

MM VI.2 The Improvement Plans for each project phase 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 final geotechnical engineering report produced by a California Registered Civil Engineer or Geotechnical Engineer for Engineering and Surveying Division (ESD) review and approval. The report shall address and make recommendations on the following:

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

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

MM VI.4 Staging Areas: The Improvement Plans for each project phase shall identify the stockpiling and/or vehicle staging areas with locations as far as practical from existing dwellings and protected resources in the area.

Discussion- Item VI-4:

The approximately 0.6-acre parcel is undeveloped and the proposed grading will extend beyond the property boundaries on the eastern and southern sides. The area of disturbance is approximately one acre. The preliminary geotechnical report prepared by the Roseville Design Group, dated July 2014, did not identify any unique geologic or physical features. The subject site is located in the Mehrten Formation and consists of xerorthents cut and fill areas. These areas consist of mechanically removed and mixed soil material within the right-of-way of Interstate 80 with the horizons no longer discernable. There are no unique geologic or physical features that will be destroyed, covered, or modified as a result of project construction. There is no impact.

Discussion- Items VI-5,6:

The disruption of soils on this undeveloped property increases the risk of erosion and creates a potential for contamination of stormwater runoff with disturbed soils or other pollutants introduced through typical grading practices. The construction phase will create significant potential for erosion as disturbed soil may come in contact with wind or precipitation that could transport sediment to the air and/or local drainage ways. Erosion and water quality impacts from site grading activities have the potential for causing a direct negative influence on local waterways. Discharge of concentrated runoff in the post-development condition could also contribute to the erosion potential impact in the long-term. Erosion potential and water quality impacts are always present and occur when protective vegetative cover is removed and soils are disturbed. This disruption of soils on the site has the potential to result in significant increases in erosion of soils both on- and off-site. The proposed project's impacts associated with soil erosion will 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, MM VI.4 See Items VI-1,2,3 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 and 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: Fiber Rolls (SE-5), Hydroseeding (EC-4), Stabilized Construction Entrance (LDM Plate C-4), Vehicle and Equipment Maintenance (NS-10), Wind Erosion Control (WE-1), Material Delivery and Storage (WM-1), revegetation techniques, dust control measures, concrete truck washout areas, securing import loads with tarps to prevent offsite airborne contaminants, weekly street sweeping, and limiting the soil disturbance.

MM VI.6 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:

The site is located within Seismic Zone 3 on the California Building Code (CBC) Seismic Zone Map. Given that the project proposes a fire station that is an essential service building, additional assessment of seismic hazards will need to be addressed by the geotechnical engineer in a final geotechnical report. The site may experience moderate ground shaking caused by earthquakes occurring along offsite faults. The structures will be constructed according to the current edition of the California Building Code, which includes seismic design criteria, so the likelihood of severe damage due to ground shaking is minimal. However, the project's impacts related to geologic and geomorphological hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards can be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures- Item VI-7:

MM VI.3 See Items VI-1,2,3 for the text of this mitigation measure.

Discussion- Item VI-8:

The existing soils at the project site are classified by the United States Department of Agriculture (USDA) Soil Survey of Placer County, Natural Resources Conservation Service Web Soil Survey, as Xerorthents- cut and fill areas. These areas consist of mechanically removed and mixed soil material within the right-of-way of Interstate 80. The site is currently well drained, with rapid surface runoff. However, the site requires extensive fill and compaction in order to prepare a level pad for construction of the project which includes an 8,100-square-foot building and associated parking, drainage, landscaping, and utilities. Borrow sources for approximately 13,600 cubic yards of fill material have not yet been identified and a final geotechnical report that recommends methods of fill and compaction will need to be submitted in order for improvement plans to be review and approved by the Engineering and Surveying Division. There is potential soil instability due to this project based on the significant fill proposed that could lead to impacts if the site is not prepared and compacted properly. The project’s impacts related to soil instability and potential off-site landslide, lateral spreading, subsidence, liquefaction, or collapse can be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures- Item VI-8:

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

Discussion- Item VI-9:

The project will import approximately 13,600 cubic yards of fill in order to create a level area for the construction of the proposed 8,100-square-foot fire station building, as well as associated parking lot improvements, drainage, walkways, utilities, and landscaping. The source of the import material is not known at this time, but the geotechnical engineer will be required to sample and test the borrow source for engineered fill construction. It is not likely that expansive soils will be used for fill; however, since the source of fill material is not known at this time, the proposed project’s impacts associated with expansive soils creating substantial risks to life or property will be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measure - Item VI-9:

MM VI.3 See Items VI-1,2,3 for the text of this mitigation measure.

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

The project would result in grading, subsequent paving and the construction of an approximately 8,100-square-foot building and associated parking area. The Greenhouse Gas analysis conducted on September 17, 2014 for the proposed project determined that the construction and operationally-related GHG emissions resulting from the project would be below the APCD’s threshold of significance, and therefore 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- Item VIII-1:

The use of hazardous substances during normal construction is expected to be limited in nature, and will be subject to the standard handling and storage requirements. The project does not propose to use or store hazardous materials. Accordingly, impacts related to the handling, transport, use or disposal of hazardous materials, are considered to be less than significant. No mitigation measures are required.

Discussion- Item VIII-2:

Construction of the proposed project would involve the short-term use and storage of hazardous materials typically associated with grading, such as fuel and other substances. All materials would be used, stored, and disposed of in accordance with applicable federal, state, and local laws including Cal-OSHA requirements and manufacturer’s instructions. Therefore, the risk of accident or upset conditions involving the release of hazardous materials is less than significant. No mitigation measures are required.

Discussion- Item VIII-3:

The Harvest Ridge Charter School is approximately 0.21 miles west of the proposed fire station and the Newcastle Elementary school is approximately 0.29 miles southwest of the site. With the application of Mitigation Measure III.1 above, the impacts from construction dust would be less than significant. Additionally, due to the dispersive

properties of diesel particulate matter, the impact from construction equipment to children at these schools is less than significant.

Discussion- Item VIII-4:

The project site is not included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5. Therefore, there is no impact.

Discussion- Items VIII-5,6:

The project is not located within an airport land use plan or within the vicinity of a private airstrip. Therefore, there is no impact.

Discussion- Item VIII-7:

The project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. Therefore, there is no impact.

Discussion- Items VIII-8,9:

The project will not create a health hazard, potential health hazard or expose people to existing sources of potential health hazards. Therefore, there is no impact

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:

The project will not violate any potable water quality standards as it will utilize a publicly treated potable water supply from PCWA. Therefore, there is no impact.

Discussion- Item IX-2:

This project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge as the project is utilizing a public water supply for its domestic water supply. Thus, there is a less than significant impact. No mitigation measures are required.

Discussion- Item IX-3:

This project proposal would result in the construction of an 8,100-square-foot fire station building with paved parking area. The approximately 0.6-acre property is bounded by Old State Highway to the west, Newcastle Road to the south, an industrial parcel owned by Union Pacific Railroad to the north, and Interstate 80 to the east. The property slopes away from Old State Highway to the south toward an existing 24-inch culvert on Caltrans' property. Post-project drainage flows will be directed through landscaped swales around the site and directed southward toward the existing culvert. The pre-project drainage patterns will be altered on-site with the fire station improvements in the post-project condition; however, the site will still discharge to the same Caltrans' 24-inch culvert that currently drains the site and flows under the Interstate 80 off-ramp to the Caltrans' right-of-way. No mitigation measures are required.

Discussion- Item IX-4:

The approximately 0.6-acre project site is currently undeveloped. The fire station project consists of removing the majority of on-site vegetation, including live oak and cottonwood trees, removing the trees from the adjacent Caltrans property, filling a portion of the site with engineered soil, grading, construction of the Newcastle Fire Station, and paving of a new parking lot. Impervious site improvements include the roof of the 8,100-square-foot fire station building, concrete walkways, and asphalt pavement. Runoff from the impervious surfaces will be directed through landscaped swales and around the site, and then directed southward toward the existing Caltrans' 24-inch culvert. This culvert conveys runoff under the Interstate 80 off-ramp and releases it within the Caltrans' right-of-way. According to the preliminary drainage report prepared by the Roseville Design Group, Inc., dated July 2014, the post-development peak flows do not increase from the pre-development peak flows for the both the ten and 100-year events. The post-development flows will actually decrease slightly due to the longer times of concentration in the post-development condition over the pre-development steeply sloping terrain. A final drainage report will be required with submittal of the improvement plans for County review and approval to substantiate the preliminary drainage report calculations.

The property proposed for development is within the Dry Creek Watershed Flood Control Plan area. Flooding along Dry Creek and its tributaries (this property is in the Secret Ravine watershed) is well documented. Cumulative downstream impacts were studied in the Dry Creek Watershed Flood Control Plan dated 1992 in order to plan for flood control projects and set flood control policies. Mitigation measures for development in this area based on the 1992 plan included local, on-site detention where necessary to reduce post-development flows from the ten and 100-year storms to pre-development levels as well as flood control development fees to fund regional detention basins to reduce flooding on major streams in the Dry Creek watershed. A recently adopted Update to the Dry Creek Watershed Flood Control Plan dated November 2011 concluded that land development projects are no longer required to provide onsite stormwater detention within the Dry Creek Watershed unless existing downstream drainage facilities cannot accommodate the project's increases in stormwater runoff. Therefore, this project is not required to provide stormwater detention.

However, Dry Creek Watershed fees are still required as mitigation measures for new projects within the Dry Creek Watershed. If these fees are not collected on a project by project basis to fund regional detention facilities, these types of capital improvements may not be realized and flooding impacts to properties within the Dry Creek Watershed area will persist. Staff considers these cumulative flood control impacts to be potentially significant impacts and the payment of Dry Creek Watershed fees are required as mitigation measures.

The proposed project's impacts associated with increasing the rate or amount of surface runoff will be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures- Item IX-4:

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

MM IX.1 The Improvement Plan submittal for each project phase shall include a Final 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 This project is subject to the one-time payment of drainage improvement and flood control fees pursuant to the "Dry Creek Watershed Interim Drainage Improvement Ordinance" (Ref. Chapter 15, Article 15.32, Placer County Code.) The current estimated development fee is \$1,307.85, payable to the Engineering and Surveying Division prior to Building Permit issuance. The actual fee shall be that in effect at the time payment occurs.

MM IX.3 This project is subject to payment of annual drainage improvement and flood control fees pursuant to the "Dry Creek Watershed Interim Drainage Improvement Ordinance" (Ref. Chapter 15, Article 15.32, Placer County Code). Prior to Building Permit issuance, the applicant shall cause the subject property to become a participant in the existing Dry Creek Watershed County Service Area for purposes of collecting these annual assessments. The current estimated annual fee is \$206.47.

Discussion- Items IX-5,6:

In the post-development condition, the project proposes to cover approximately 56% of the approximately 0.6-acre site with impervious surfaces including structures and pavement. Fire trucks and vehicles will be washed on-site frequently, and contaminants and surfactants in the wash water could create stormwater pollution. Contaminated runoff from the site has the potential for causing negative direct influence on the water quality of Secret Ravine. The water quality of all natural waterways is important to maintain for public health and safety and the health of the ecosystem. Potential water quality impacts are present both during project construction and 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 will 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, surfactants from vehicle washing activities, pesticides, and trash from activities such as pavement runoff, outdoor storage, landscape fertilizing and maintenance, and refuse collection. According to the project Preliminary Drainage Report prepared by the Roseville Design Group, Inc., dated July 2014, construction and post-construction BMPs are proposed. 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 will 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.5, MM VI.6, MM IX.1 See Items VI-1,2,3, VI-5,6, and IX-4 for the text of these mitigation measures as well as the following:

MM IX.4 The Improvement Plans shall show that water quality treatment facilities/Best Management Practices (BMPs) shall be designed according to the guidance of the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development / Redevelopment, and for Industrial and Commercial (or other similar source as approved by the Engineering and Surveying Division (ESD)).

Storm drainage from on- and off-site impervious surfaces (including roads) shall be collected and routed through specially designed catch basins, vegetated swales, vaults, infiltration basins, water quality basins, filters, etc. for entrapment of sediment, debris and oils/greases or other identified pollutants, as approved by the Engineering and

Surveying Division (ESD). BMPs shall be designed 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: multi-chambered stormwater interceptor system for runoff from on-site fire truck and vehicle washing activities, grassy/vegetated swales, and velocity dissipation devices. 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.

MM IX.5 This project is located within the permit area covered by Placer County's Small Municipal Separate Storm Sewer System (MS4) Permit (State Water Resources Control Board National Pollutant Discharge Elimination System (NPDES) General Permit No.CAS000004, Order No. 2013-0001-DWQ), pursuant to the NPDES Phase II program. Project-related stormwater discharges are subject to all applicable requirements of said permit.

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

The project is also required to implement Low Impact Development (LID) standards designed to reduce runoff, treat stormwater, and provide baseline hydromodification management to the extent feasible.

MM IX.6 The Improvement Plans for Phase 1 site grading shall show complete winterization of the site to the satisfaction of the Engineering and Surveying Division (ESD) if Phase 2 does not immediately follow Phase 1 in the same construction season. Winterization for Phase 1 shall be completed prior to November 1, unless an extension is otherwise approved by the ESD.

Discussion- Item IX-7:

The project could result in urban stormwater runoff. Standard Best Management Practices (BMPs) will be used and as such, the potential for this project to violate any water quality standards is considered to be less than significant. No mitigation measures are required.

Discussion- Items IX-8,9,10:

The project site is not located within a Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) area and no housing is proposed to be placed 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. Improvements will not be placed within a 100-year flood hazard area which would impede or redirect flood flows. People or structures will not be exposed to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. There is no impact.

Discussion- Item IX-11:

The project will not utilize groundwater; therefore it will not alter the direction or rate of flow of groundwater. Therefore, there is no impact

Discussion- Item IX-12:

The project site is located within the Secret Ravine watershed which is a sub-shed that flows into the Dry Creek Watershed. The project is not located in close proximity to an important water surface resource. There is no impact.

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- Items X-1,4,6,7:

The project will not physically divide any community, nor will it disrupt or divide the physical arrangement of the established community. The project will not result in the development of incompatible uses and/or the creation of land use conflict, or cause an alteration of the approved land use of the area. Therefore, there is no impact.

Discussion- Item X-2:

The proposed fire station project has demonstrated in the preliminary drainage report that the proposed project will not significantly increase peak flow runoff. Therefore, stormwater detention mitigation is not recommended for this project. However, current County ordinance either requires stormwater detention for projects within the Dry Creek Watershed or requires payment of a fee in-lieu of constructing detention when it has been determined that the project does not need to construct detention facilities. Based on the Placer County Flood Control and Water Conservation District’s adopted Update to the Dry Creek Watershed Flood Control Plan dated November 2011, land development projects are no longer required to provide onsite storm water detention within the Dry Creek Watershed, unless existing downstream drainage facilities cannot accommodate the project’s increases in storm water runoff. However, Placer County Code Section 15.32.050, In-lieu Fees, requires that land development projects pay fees in-lieu of construction where local detention is required by the Dry Creek Watershed Flood Control Plan. There is also a provision for appeal (Section 15.32.090) that allows for the Director of Public Works to consider a reduction or adjustment to the required fee. Since current County Code refers to the April 1992 plan, County Code will need to be updated to reflect the November 2011 plan.

In the interim, the Director of Public Works has determined that fees in-lieu of detention will not be collected from projects that would have otherwise had to construct onsite detention under the April 1992 plan. This decision will remain in effect until such time as Article 15.32, Dry Creek Watershed Drainage Improvement Zone, is revised by action of the Placer County Board of Supervisors.

The proposed project is consistent with the zoning of the area as well as the Newcastle Downtown Design Plan which was approved by the Placer County Board of Supervisors on March 15, 1994. No mitigation measures are required.

Discussion- Item X-3:

The project is not located in an area subject to a Habitat Conservation Plan, Natural Community Conservation Plan, and will not conflict with any County policies adopted for purposes of avoiding or mitigating environmental effects. Therefore, there is no impact.

Discussion- Item X-5:

The project will not impact agricultural or timber resources or operations. Therefore, there is no impact.

Discussion- Item X-8:

The project will not cause economic or social changes that will result in an adverse physical change to the environment. Therefore, there is no impact.

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- All Items:

According to the Mineral Land Classification Map of Placer County prepared by the Department of Conservation, Division of Mines and Geology (1995), the project site is located in the MRZ-4 area, which is an area where there is no known mineral occurrences, where geologic information does not rule out either the presence or absence of significant mineral resources. Additionally, the project site was previously disturbed during the construction of Interstate 80. Therefore, the project would not cause the loss of availability of a known mineral resource or mineral resource recovery site, and there is no impact.

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				X

noise levels? (PLN)				
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- Items XII-1,2:

The project is located adjacent to a major traffic corridor, Interstate 80. The Union Pacific Railroad is located approximately 400 feet to the north. Once the new fire station is constructed, the operations would move from the existing location to the new location. The proposed new location for the Newcastle Fire District would be farther away from residential areas than the existing location is.

A Noise Study was prepared by j.c.brennan & associates, Inc. on March 18, 2014. Typical existing background noise levels were measured in order to provide a comparison to the predicted noise levels. The Placer County Noise Ordinance includes safety alarms and emergency alarms within its list of exemptions. Therefore, any noise associated with the actual alarms and sirens is not subject to the provisions within the Noise Ordinance. For interior noise levels within the building, Sound Transmission Class (STC) ratings are an established way to average how much sound is stopped by something. STC ratings are used for windows, doors, walls and most building materials. For windows, STC ratings range from 18 to 38. The project is expected to comply with the Placer County General Plan Noise element and Noise Ordinance criteria, provided that the following mitigation measures are included in the project design:

Mitigation Measures- Items XII-1,2:

MM XII.1 As a means of complying with the interior noise level standard of 45 dBA Ldn at the interior spaces of the sleeping areas, the north facing windows at the women’s sleeping areas should have a minimum STC rating of 32. The men’s sleeping area has windows that face to the west and away from I-80. The men’s sleeping area window should have a minimum STC rating of 30.

Discussion- Item XII-3:

Construction of the project through build-out will increase temporary ambient noise levels. With the inclusion of the following standard note, which will be required on Improvement/Improvement Plans, and the implementation of mitigation measure XII.2 below, any potential impact from construction noise will be reduced to less than significant:

“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 feet x 4 feet shall be located throughout the project, as determined by the Development Review Committee, 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.”

Mitigation Measures- Item XII-3:

MM XII.2 All construction equipment shall be fitted with factory installed muffling devices and that all construction equipment shall be maintained in good working order.

Discussion- Items XII-4,5:

The project is not located within an airport land use plan or within any known private airstrips. Therefore, 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 proposed project will not directly or indirectly induce population growth in the area nor will it displace housing or require construction of replacement housing. Therefore, 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- Item XIV-1:

The Newcastle Fire District provides fire protection services to the project area. The project would result in the current Newcastle fire station moving to the new location upon completion of construction. The current facility houses two fire vehicles, although it could accommodate up to four fire vehicles. The new fire station would similarly be able to accommodate up to four fire vehicles and would provide the same services as the existing fire station. Therefore, there is no impact.

Discussion- Items XIV-2,5:

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 and the project is within the Placer Union High School District.

As the proposed project is consistent with the underlying land use designations, and the project would result in a shift of operations from the current location to the new location, the project development would result in no additional demand for these public services and would not result in the need for new or physically altered facilities. As is required for all new projects, “will serve” letters will be required from these public service providers. Therefore, there is no impact.

Discussion- Item XIV-3:

The proposed project does not propose any uses that will create a demand on school facilities. Therefore, there is no impact.

Discussion- Item XIV-4:

The project will construct a County standard driveway connection at an approved location along the project frontage on Old State Highway. Old State Highway is an existing County maintained roadway. Work is proposed within a portion of the Caltrans right-of-way and therefore, a Caltrans Encroachment Permit will be required as a project condition of approval prior to County approval of Improvement Plans. There are no new impacts to maintenance of public facilities, including roads. 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 result in any demands upon local and regional park facilities nor have an adverse physical effect on the environment as a result of the project being constructed. Therefore, 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				X

otherwise decrease the performance or safety of such facilities? (ESD)				
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 project proposes a new fire station on currently undeveloped property that fronts Old State Highway in Newcastle. Old State Highway is a primary roadway through the Newcastle community that provides access to Interstate 80 and Taylor Road; this roadway currently carries low-volume traffic. The proposed fire station will add traffic to Old State Highway due to fire personnel who arrive and depart during the course of their workday, as well as routine fire prevention operations and emergency response conditions. However, Old State Highway is approximately 24 feet wide, with a design speed of 30 mph, and this standard width roadway’s carrying capacity can handle the increased traffic and fire truck operations as proposed. The fire station will run two-person shifts, 24-hours per day. The fire chief may visit once per week, with one visitor per day expected on average. The fire station use will not exceed traffic load or capacity of the roadway system. No mitigation measures are required.

Discussion- Items XVI-3,4:

A Traffic Evaluation was prepared by Kimley-Horn and Associates, Inc. dated March 19, 2014, to consider traffic patterns and maneuverability in and out of the proposed project site on Old State Highway and through the adjacent single-lane tunnel located north of the project site. Access to the project is proposed with a County standard Plate R-17 roadway connection to Old State Highway. The site driveway is located on the outside of the Old State Highway horizontal curve and it provides adequate sight distance in both directions.

The Kimley-Horn and Associates report also addressed the adjacent single-lane tunnel as a less than ideal route for emergency fire vehicles to share with motorists. It will be the fire station’s primary route to points located north of the railroad tracks. However, there is an alternate route for fire station personnel to take if the single-lane tunnel is blocked: fire trucks would head left out of the fire station driveway onto Old State Highway and then right onto Main Street, cross the railroad tracks at the Main Street grade crossing, and then proceed to Highway 193 or Taylor Road. When using the single-lane tunnel, the standard flashing lights and siren operation of emergency vehicles is expected to warn motorists in advance of entering the tunnel and should adequately alert approaching vehicles and allow for efficient movement of the emergency vehicles through the tunnel. However, if sharing the single-lane tunnel with routine traffic becomes an issue in the future, an advance warning system could be installed at the expense of the Newcastle Fire Protection District on the southbound Highway 193 approach at the tunnel to be initiated by the fire station to warn motorists with a flashing beacon or sign that an emergency vehicle is approaching.

The driveway entrance to the fire station parking lot is wide enough to accommodate entering (northbound) fire truck turning movements into the parking lot in order to not impact the southbound lane of Old State Highway. Fire trucks are required to enter the parking lot in a forward facing direction and maneuver on-site to back into the station. If fire trucks were to stop on Old State Highway and back into the driveway in order to back into the station, that would cause operational impacts to Old State Highway, potential vehicle safety conflicts, and obstruction of the County maintained roadway.

Therefore, the proposed project’s impacts associated with increased impacts to vehicle safety due to roadway design features or incompatible uses will be mitigated to a less than significant level by implementing the following mitigation measure:

Mitigation Measure- Items XVI-3,4:

MM XV1.1 The Improvement Plans shall show that entering (northbound) fire truck turning movements into the parking lot will not impact the southbound lane of Old State Highway. Fire trucks shall enter the parking lot in a forward facing direction and all maneuvering for fire trucks to back into the station will occur on-site within the paved parking area, apart from Old State Highway.

Discussion- Item XVI-5:

The project site plan included with the application materials indicates that there is sufficient on-site parking for both automobiles and equipment storage. No mitigation measures are required.

Discussion- Item XVI-6:

The proposed project will be constructing improvements for a new access driveway on Old State Highway, but no sidewalk improvements. The Newcastle Downtown Design Plan does not show sidewalks planned along either side of this portion of Old State Highway; however, other downtown locations were planned for improvements to pedestrian sidewalks and connections. The project does not cause hazards or barriers to pedestrians or bicyclists. No mitigation measures are required.

Discussion- Item XVI-7:

The project will not conflict with any 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, including either an increase in traffic levels or a change in location that results in substantial safety risks. Therefore, 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:

The type of wastewater to be produced by this new fire station facility is typical of wastewater already collected and treated by South Placer Municipal Utility District (SPMUD). The project will construct a new public gravity sewer line within Old State Highway to connect to an existing sewer line location on Newcastle Road as well as replace an existing manhole within the existing sewer easement on southeast side of the site. A grease interceptor will be installed as part of the on-site sewer system improvements. Improvement plans are required for this project and the sewer improvements will be constructed to SPMUD standards. The receiving wastewater treatment facility is capable of handling and treating this type of wastewater to the treatment requirements of the Central Valley Regional Water Quality Control Board. A will-serve letter for sewer and water services will be required from the utility service providers prior to Improvement Plan approval. There is no impact.

Discussion- Item XVII-3:

The project will not result in the construction of new on-site sewage systems. Therefore, there is no impact.

Discussion- Item XVII-4:

The storm water runoff will be collected in the proposed on-site drainage facilities and conveyed via engineered drainage swales to the existing Caltrans' culvert discharge location. The construction of these drainage facilities will not cause significant environmental effects. No mitigation measures are required.

Discussion- Item XVII-5:

Treated water will be provided by PCWA. A water availability letter has been provided from PCWA and the requirements for connection to treated water are routine in nature. No mitigation measures are required.

Discussion- Item XVII-7:

The project will be served by the Western Regional Materials Recovery Facility. This facility has sufficient permitted capacity to accommodate the project's solid waste disposal needs. A will serve letter has been received from Recology, the solid waste franchise holder, stating that they can serve the project. 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?		X
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.)		X
3. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?		X

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
 Environmental Engineering Division, Heather Knutson
 Department of Public Works, Transportation
 Environmental Health Services, Laura Rath
 Flood Control Districts, Andrew Darrow
 Facility Services, Parks, Andy Fisher



Signature _____ Date June 4, 2015
 Crystal Jacobsen, 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, Auburn, CA 95603. For Tahoe projects, the document will also be available in our Tahoe Division office, 775 North Lake Blvd., Tahoe City, CA 96145.

County Documents	<input checked="" type="checkbox"/> Air Pollution Control District Rules & Regulations	
	<input type="checkbox"/> Community Plan	
	<input checked="" type="checkbox"/> Environmental Review Ordinance	
	<input checked="" type="checkbox"/> General Plan	
	<input checked="" type="checkbox"/> Grading Ordinance	
	<input checked="" type="checkbox"/> Land Development Manual	
	<input type="checkbox"/> Land Division Ordinance	
	<input checked="" type="checkbox"/> Stormwater Management Manual	
	<input checked="" type="checkbox"/> Tree Ordinance	
	<input checked="" type="checkbox"/> Noise Ordinance	
Trustee Agency Documents	<input type="checkbox"/> Department of Toxic Substances Control	
	<input type="checkbox"/> _____	
Site-Specific Studies	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 checked="" type="checkbox"/> Paleontological Survey
		<input checked="" type="checkbox"/> Tree Survey & Arborist Report
		<input checked="" type="checkbox"/> Wetland Delineation
		<input checked="" type="checkbox"/> Acoustical Analysis
		<input checked="" type="checkbox"/> Newcastle Downtown Design Plan
		Engineering & Surveying Division, Flood Control District
	<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 type="checkbox"/> Sewer Pipeline Capacity Analysis	
	<input checked="" type="checkbox"/> Utility Plan	
	Environmental Health	<input type="checkbox"/> Groundwater Contamination Report
		<input type="checkbox"/> Hydro-Geological Study

	Services	<input checked="" type="checkbox"/> Phase I Environmental Site Assessment
		<input type="checkbox"/> Soils Screening
	Planning Services Division, Air Quality	<input type="checkbox"/> CALINE4 Carbon Monoxide Analysis
		<input type="checkbox"/> Construction Emission & Dust Control Plan
		<input checked="" type="checkbox"/> CalEEMod Model Output
		<input type="checkbox"/> _____
	Fire Department	<input type="checkbox"/> Emergency Response and/or Evacuation Plan
		<input type="checkbox"/> Traffic & Circulation Plan
		<input type="checkbox"/> _____