



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: PG&E Operations Center, Rocklin (PLN14-00197)

PROJECT DESCRIPTION: The project proposes a Minor Use Permit and a Design Review to develop an operations center on 1.46-acre portion of a 4.95-acre site.

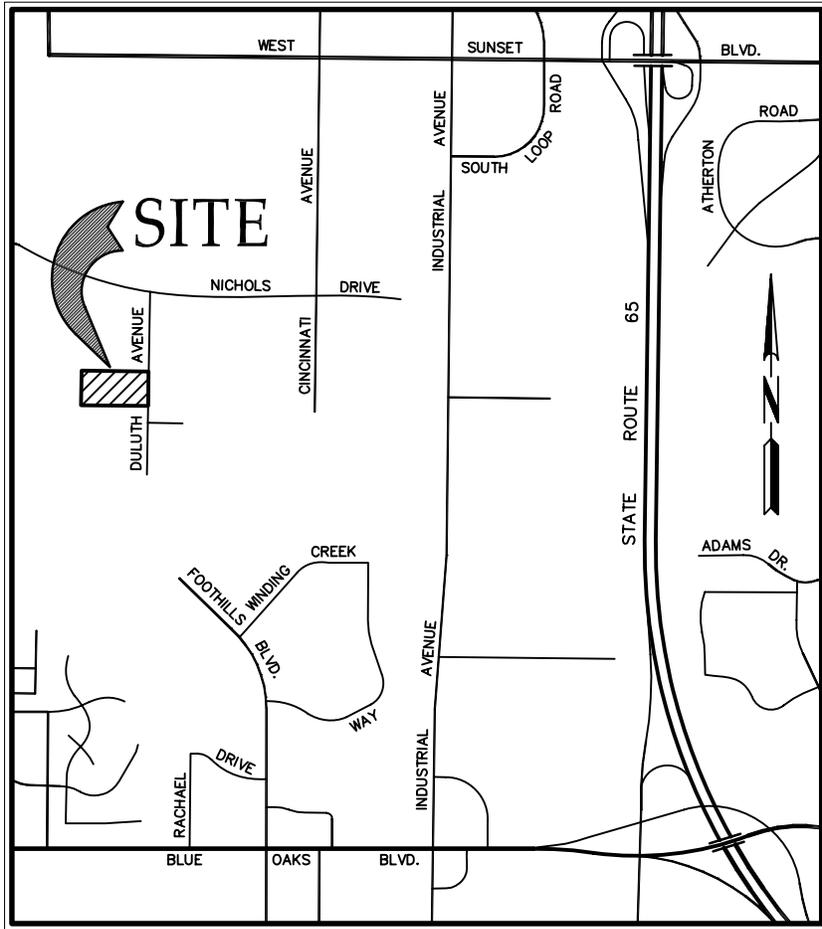
PROJECT LOCATION: 4180 Duluth Avenue in the unincorporated Rocklin area, Placer County

Project Owner: TURFS UP GROUP LLC c/o Lebo Newman, 103 Camino Oruga, Napa, CA 94558

Project Applicant: PG & E, Rocklin SC, 3310 Industrial Ave., Rocklin, CA 95765

The comment period for this document closes on **May 20, 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/EnvCoordSvc/NegDec.aspx> Community Development Resource Agency public counter, and at the Rocklin Public Library. Property owners within 300 feet of the subject site shall be notified by mail of the upcoming hearing before the Decision-makers. 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, Wednesday, April 22, 2015



VICINITY MAP
NO SCALE



COUNTY OF PLACER
Community Development Resource Agency

**ENVIRONMENTAL
COORDINATION
SERVICES**

Michael J. Johnson, AICP
Agency Director

Crystal Jacobsen, Coordinator

MITIGATED NEGATIVE DECLARATION

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

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

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

PROJECT INFORMATION

Title: PG&E Operations Center, Rocklin	Project # PLN14-00197
Description: The project proposes a Minor Use Permit and a Design Review to develop an operations center on 1.46-acre portion of a 4.95-acre site.	
Location: 4180 Duluth Avenue in the unincorporated Rocklin area, Placer County	
Project Owner: TURFS UP GROUP LLC c/o Lebo Newman, 103 Camino Oruga, Napa, CA 94558	
Project Applicant: PG & E, Rocklin SC, 3310 Industrial Ave., Rocklin, CA 95765	
County Contact Person: Alex Fisch	530-745-3081

PUBLIC NOTICE

The comment period for this document closes on **May 20, 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/EnvCoordSvcs/NegDec.aspx>), Community Development Resource Agency public counter, and at the Rocklin Public Library. Property owners within 300 feet of the subject site shall be notified by mail of the upcoming hearing before the Decision-makers. 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

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: PG&E Operations Center, Rocklin	File#: PLN14-00197
Entitlements: Minor Use Permit and Design Review	
Site Area: 4.95 acres	APN#: 017-210-003
Location: The project site is located on a partially developed industrial parcel located at 4180 Duluth Avenue in the unincorporated Rocklin area, Placer County	

A. BACKGROUND:

Project Location and Setting

The project site is an approximately 4.95-acre industrial parcel located at 4180 Duluth Avenue in unincorporated Western Placer County and is designated as Assessor Parcel Number (APN) 017-210-003-000. It is located one mile west of State Route 65 and the City of Rocklin incorporated boundary, three miles northwest of the State Route 65 / Interstate 80 interchange, and three miles south of the City of Lincoln incorporated boundary. The project site borders the City of Roseville incorporated boundary on the west, Duluth Avenue to the east, developed industrial land to the south and east, and undeveloped industrial land to the north. The project site is located within the unincorporated Rocklin area of Western Placer County, and more specifically is located in the Nichols Duluth planning area of the Sunset Industrial Area Plan (SIAP), a community plan area of Placer County designated for development and growth of commercial office park, Business Park, heavy commercial, and industrial land uses.

This portion of the plan area predominantly consists of developed industrial properties with lesser amounts of undeveloped industrial property, most of which has been pad-graded or disturbed by past development activities. Developed properties primarily include a mixture of industrial warehouses, small-scale indoor and outdoor manufacturing, fenced equipment storage yards and materials storage yards, surface parking, and landscaping.

The Cincinnati Avenue, Nichols Drive and Duluth Avenue roadways provide vehicular access to this portion of the plan area, and a railroad spur traverses through this portion of the plan area from east to west, connecting to the north-south rail line 0.5 miles to the east. A north to south tributary of Pleasant Grove Creek is located to the immediate west of the project site. This seasonal stream and its associated floodplains and upland grassland habitat forms a natural border between this portion of the plan area and adjacent residential land uses within the City of Roseville.

Existing Conditions

The Project site is a partially developed 4.95-acre industrial parcel that is approximately 340 feet wide by 640 feet long, and is oriented on an east to west axis (Figure 2, Project Location Map). Existing site improvements cover approximately 1.65-acres and include an existing 25,000 square-foot industrial building, an attached 1,500 square-foot storage building on the west, a 0.5-acre paved storage yard, 29 parking spaces, and two improved driveway accesses to Duluth Avenue. All existing improvements are located on the south half of the project site. 3.4-acres of the project site are undeveloped and are comprised of an annual grassland vegetation community. Aquatic features on the site include a seasonal marsh within a drainage feature that receives runoff throughout the year from the surrounding industrial development and two small seasonal wetlands within the grassland. No trees are present on the undeveloped portions of the project site.

The existing 25,000 square-foot (SF) building will have tenant improvements for several departments, comprised of 13,750 SF of warehouse space and 6,250 SF of office space on the first floor. The improvements include demolition, new construction, materials, finishes, restrooms, lighting, and building upgrades to comply with American's with Disabilities Act (ADA) requirements. The office will be comprised of work areas for twenty-four employees with capacity for visitors, and rooms for conferencing and training. These interior tenant improvements to the existing building have received ministerial approval by County staff and are not part of this CEQA analysis.

Project Need

Recent evaluations of the current demand associated with the PG&E Pipeline Safety Enhancement Plans (PSEP) initiative and ongoing pipeline work determined that installation of a CNG (Compressed Natural Gas) fueling facility is necessary to support the ongoing effort to ensure PG&E's pipeline and PSEP work is conducted with minimal impact to customers. PG&E's LNG/CNG Operations Department has acquired a leased facility (Project Site) that will serve as a Northern headquarters for the LNG/CNG Operations Organization, which is responsible for implementation of ongoing safety enhancements to PG&E's LNG transmission infrastructure in the region.

CNG tube trailers, CNG portable equipment and CNG vehicles will be based at this facility and therefore, a CNG fueling station is necessary to fill CNG equipment to support PG&E Gas Operations. PG&E will develop the site into a regional operations center, comprised of tenant improvements to the existing building and site improvements within the undeveloped portion of the parcel, respectively. The facility and site will be used exclusively by PG&E staff.

Site Improvements

An operations yard and associated facilities are proposed to be developed on a 1.46-acre portion of the site to the north of the existing site improvements. The yard would consist of a CNG fueling facility, tube trailer storage yard and storage canopy, and vehicle circulation areas. A new parking area would be developed for 15 passenger vehicles. The parking area would be located adjacent to the Duluth Avenue right-of-way between the roadway and the operations yard. An existing 1,500 square-foot shop building located on the westerly side of the existing 25,000 square-foot office building would be demolished and replaced with a new 4,087 square-foot metal shop building that would be used for light manufacturing in support of CNG operations. Site improvements would also include new security fencing around the operations yard, drainage and water quality improvements, and landscaping.

A minimum 50-foot setback will be maintained for all new site development from existing wetlands within the western portion of the site. The project improvement area will be cleared of grub, graded, and paved. High traffic areas will have a pavement section of 5-inches asphalt concrete over 4-inches of compacted aggregate base. The pavement section for passenger new passenger vehicle parking will consist of 3-inches asphalt concrete over 4-inches Class 2 aggregate base. A canopy structure with space for 15 LNG/CNG fueling trucks and trailers would be constructed near the north boundary of the site. The canopy would measure approximately 233 feet long by 53 feet deep and would be approximately 20 feet tall. The canopy would have walls on the east, and west sides and will be open on the north and south sides, with pillar supports located at every other parking space.

The existing easterly driveway encroachment to Duluth Avenue will be widened to support truck access by widening the north side of the encroachment. Landscaping, fencing and lighting will be installed along the perimeter

of the site. Proposed uses for new parking and operations yard include parking for staff vehicles, medium sized trucks and multi-axle trucks and a gas compression station. The newly developed exterior truck parking and layout areas will be screened from public view using fencing and landscaping consistent with County design guidelines.

In summary, elements of the site improvements evaluated in this analysis include:

- Grading and paving for new operations yard and parking areas including: Construction of parking and circulation for 15 passenger vehicles and yard improvements for 15 multi-axle tube trailer trucks.
 - In total, the completed project would provide 36 staff parking spaces located at the eastern side of the lot adjacent to Duluth Ave and an additional nine staff parking spaces will be located along the north side of the existing building; 15 parking spaces for large multi-axle trucks will be located along the northern site boundary under the newly constructed canopy, and two uncovered truck spaces will be located next to the compressed gas filling station.
- New drainage swales and stormwater treatment located on the north and east perimeters of the northern portion of the site. New drainage facilities for newly constructed impervious surfaces including a concrete gutter and the western side and precast drain inlet between the existing site paving and new paving.
- Chain-link fence and lighting on all sides of the site, with an automatic gate at the east entrance to the yard.
- Landscaping and irrigation improvements.

LNG/CNG Compression Station Facility Use Description

PG&E's LNG/CNG Operations Department will use this facility as the Northern California operations center. This department provides services in remote locations by filling tube trucks at this site with natural gas and transporting the gas to these locations to provide continuous LNG pipeline delivery to commercial and residential customers during repair and replacement of existing linear utility facilities. CNG tube trailers, CNG portable equipment and CNG vehicles will be based at this facility and therefore a CNG fueling station is necessary to fill CNG equipment to support PG&E Gas Operations. Liquid natural gas will not be on site; however, an existing 16-inch LNG pipeline is located in the Duluth Avenue right-of-way and a new connection from this pipeline to the CNG fueling station would be constructed.

The following improvements and operational characteristics are proposed:

- Seven tube trucks parked on-site at all times.
- A compressed natural gas fueling station will process compressed gas into the proper temperature and type of fuel used by PG&E. The amount of compressed natural gas stored at the LNG/CNG compression station will be greater than 55 gallons. CNG will largely be stored in the tube trucks which hold approximately 1,000 gallons
- Automatic Shutdown Alarms: Low and high pressure shutdown for suction pressure, inter-stage pressures and high pressure alarm for final discharge pressure. High inner stage gas temperature alarms. Low oil level and oil pressure alarms. Drive motor start failure alarm. High and incoming voltage alarm and gas and fire detection alarms. Alarms will cause compressor to stop operating to prevent damage, beacon lights and auto-dialer will annunciate alarm conditions.
- A fire protection system will monitor UV/IR flame detection.
- A gas detection system will be part of compressor skid using gas detector alarm and ESD (emergency shutdown button) activation.
- The CNG station and trucks will be filled with the following weekly frequencies:
 - CNG tube trailers: 3-5 times
 - 10-30 CNG small capacity tank packs: once
 - 2- 5 gap and double gap trailers: once
 - CNG technician vehicles: 4-7 times
- The following equipment will be installed
 - Filling hoses – Area where gas dispenser hoses are connected to tankers and vehicles - similar to filling a propane tank for a backyard bar-b-que.
 - 6 Storage Tanks – Compressed Natural Gas storage tanks hold compressed gas for use during high filling times when the compressor cannot keep up with demand.
 - Gas Meter – Gas meter similar to a house or business which monitors gas usage for PG&E.
 - Electrical Equipment area – Area for the house panel and transformer, generally where electrical service comes into the property.
 - Quick Change Bottle Fill Rack – Quick-change bottles hold around 1-2 gallons each and are used for small projects such as residential houses. The rack will hold these bottles after they are filled.

- Temporary backup CNG Compressor Parking – When the compressor is down for maintenance or failure, a 30hp electric compressor on a flatbed trailer will be used temporarily to keep the station on line.
- IMW Compressor Skid – A 3 stage compressor that compresses gas from a smaller PSI to a larger PSI to meet necessary pressures, typically from 150psi to up to 3,000 psi.
- Compressor area with Equipment Canopy – Metal canopy to protect equipment from general weather; the equipment canopy is open on all sides.
- Priority Panel – Electrical gear specific to the compressor to control when to shut off/start when proper pressure is achieved.
- Xebec gas dryer – Some gas in the system has too much moisture. Dryer is essentially a metal box with drying material to absorb any additional moisture.

Utilities

The existing electrical system for the existing building is new, in good condition and will be reused. Service providers will include:

- Domestic water provided by Placer County Water Agency (PCWA)
- Fire protection provided by CAL FIRE NEU (Nevada-Yuba-Placer)
- Sewer service provided by South Placer Municipal Utility

Grading and Drainage Plan

A Grading and Drainage Plan has been prepared for the Proposed Project. All earthwork, including but not limited to, site grading, pavement, and hardscape subgrade preparation, and construction of cut and fill slopes will be completed in accordance with requirements and recommendations contained in the Geotechnical Engineering Report prepared for the Proposed Project. It is estimated that the Proposed Project's earthwork would include 2,210 cubic yards (CY) of cut and 2,585 CY of fill for a net of 375 Fill CY to be imported from a local source or distributor. Drainage swales will be located on the north and east perimeters of the northern portion of the site. The southern side of the northern lot will have a concrete gutter and the western side will have a precast drain inlet.

Stormwater Best Management Practices (BMPs) Plan

A Stormwater BMP Plan was prepared for the Proposed Project. The Plan includes erosion control measures to control sediment and erosion during construction and operations. These measures are described in the Plan Set.

Operations and Maintenance

Hours of operation are generally from 6:30am-5:00pm, although some departments will work until 10:00 pm. The yard will be accessible 24 hours a day, 7 days a week. Different types and sizes of trucks will provide service to the site through the primary entrance on Duluth Avenue. Approximately 10 trucks will access the site per day. The facility and site will be used exclusively by PG&E staff with occasional visitors directly related to the operation. Twenty-four full time employees will work at the Operations Center.

Site Security

The Operations Center will be fully contained with a new 6-foot high chain link fence with 3 strands of barbed wire on top around the perimeter of the site. An automatic gate with remote control and card access will be located at the main driveway. The existing building is comprised of two-story concrete walls. Three of the building's walls will be inaccessible to the public due to the new fence. The only side of the building accessible to the public will be the eastern side, and a majority of that elevation is glass storefront. Commercial lights will be mounted to the vertical surfaces of the existing building, and new freestanding lights on poles will be provided in the auto and truck parking lots. An alarm system will be installed with card readers on the primary doors of the existing building and automatic gate. Closed-circuit TV cameras will be mounted to the existing building to provide visibility to all corners and sides. CCTV cameras will also be mounted on top of a pole to provide visibility of the northern truck parking lot. The building intrusion alarm system will include door and window sensors.

PG&E will work with the Sheriff Department to arrange after-hours access. Options include providing the Sheriff with a badge/key/combination to the gate, or access to the Knox Box which will also be used by the Fire Department.

Ingress and egress to the site is located along Duluth Avenue. The north and south parking lots are located outside the new fence and will be accessed through curb cuts along Duluth Avenue. The entry to the existing building is through double glass doors. Access to the operations lot and exterior operations center will be through the automatic gate at the driveway. All points of entry are visible from Duluth Avenue.

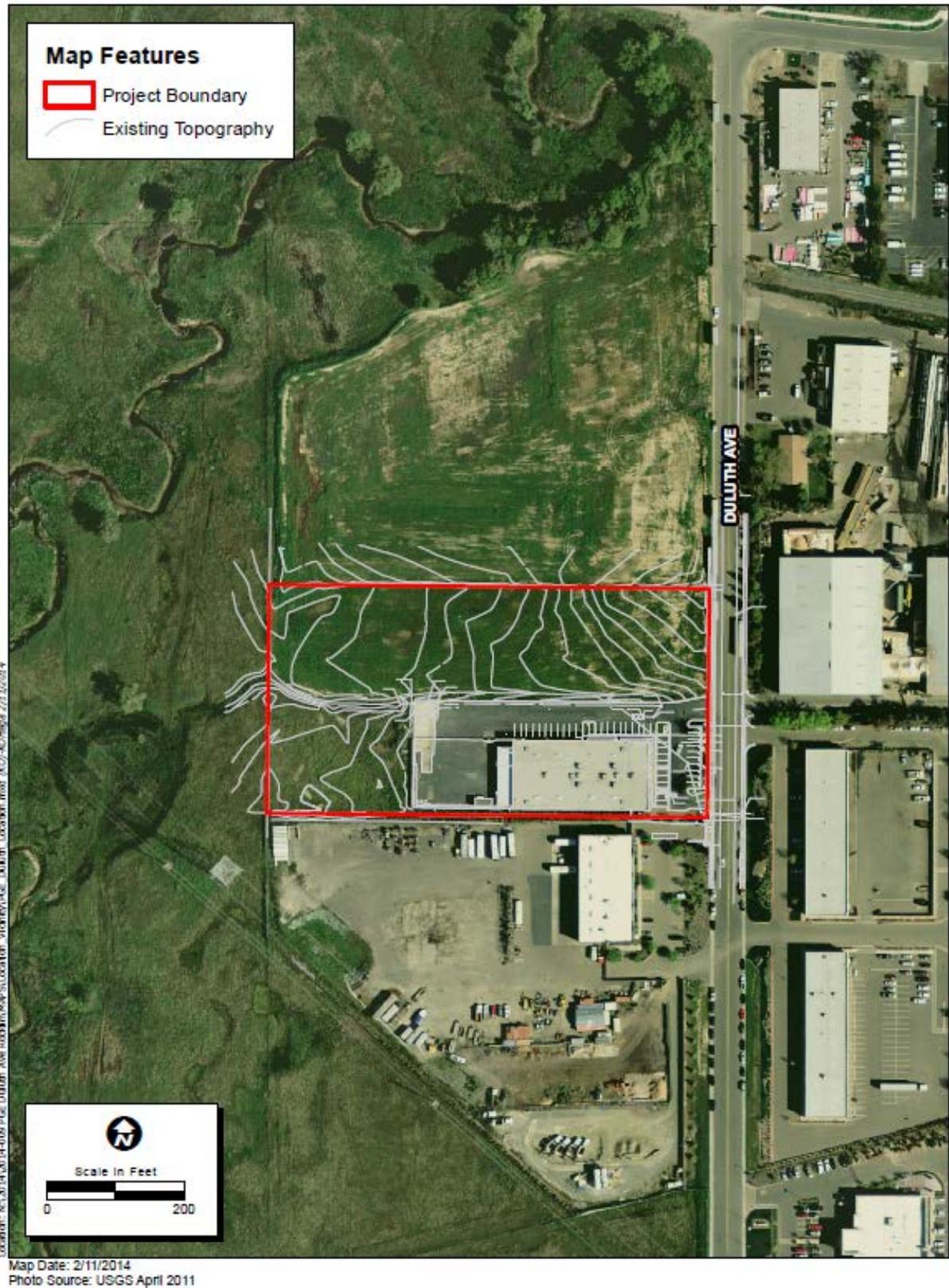
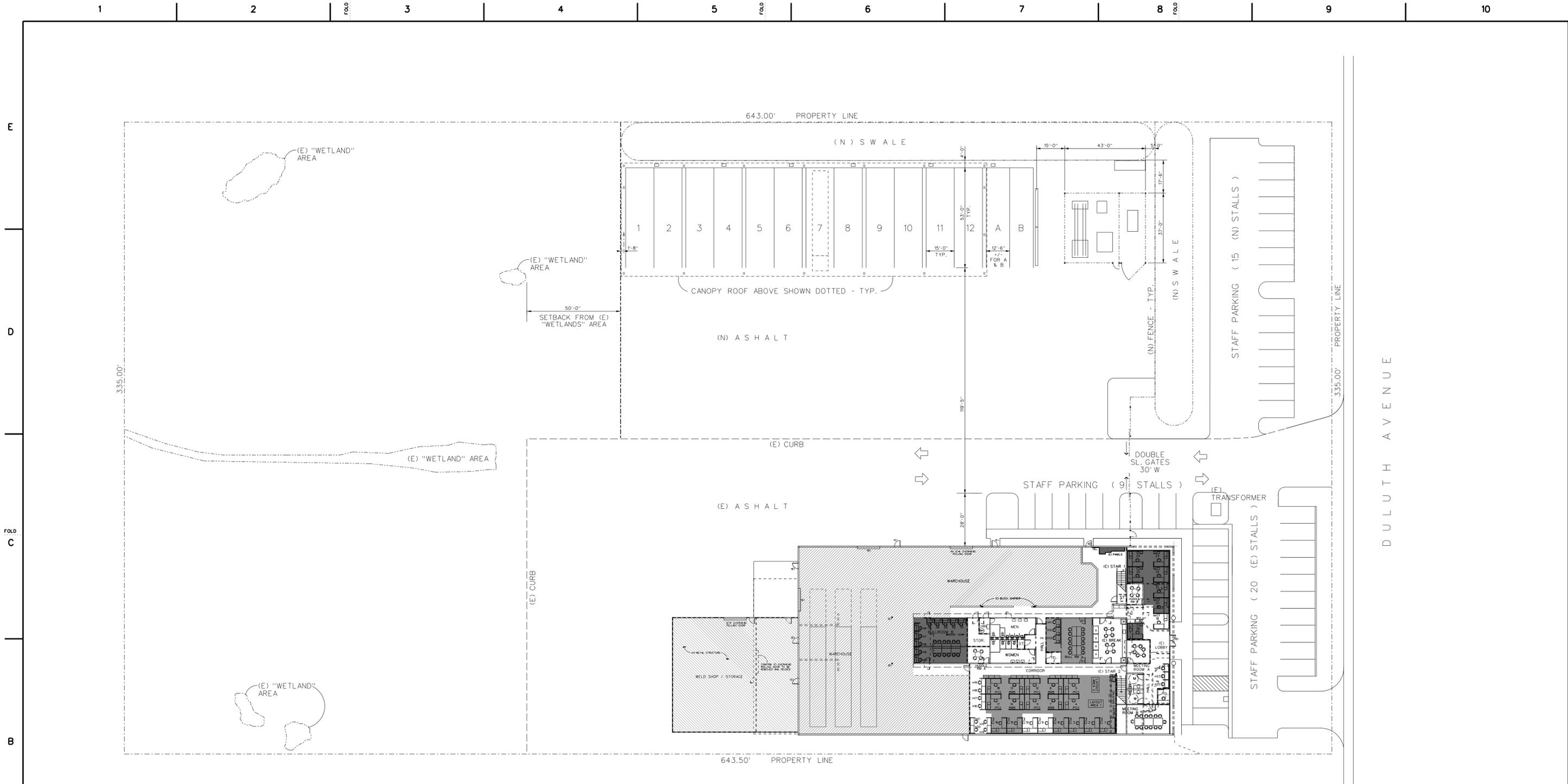


Figure 2. Project Location

2014-009 PG&E Duluth Ave Rocklin





(A) PRELIMINARY SITE PLAN

SCALE 0 10 20 40 80



ST-1

REV	DATE	DESCRIPTION	JOB NO	DSGN	DWN	CHKD	SUPV	APVD
--	11-4-14	REVISED PRELIMINARY	7083286	DH	DH	DH	FLG	
--	10-6-14	REVISED PRELIMINARY	7083286	DH	DH	DH	FLG	
--	9-16-14	REVISED PRELIMINARY	7083286	DH	DH	DH	FLG	
--	8-18-14	REVISED PRELIMINARY	7083286	DH	DH	DH	FLG	
--	8-4-14	REVISED PRELIMINARY	7083286	DH	DH	DH	FLG	
--	4-29-14	REVISED PRELIMINARY	7083286	DH	DH	DH	FLG	
--	11-26-13	REVISED PRELIMINARY	7083286	DH	DH	DH	FLG	
--	11-6-13	REVISED PRELIMINARY	7083286	DH	DH	DH	FLG	
--	10-23-13	REVISED PRELIM. FOR REVIEW & COMMENTS	8065263	WN	WN	WN	FLG	
--	10-9-13	REVISED PRELIM. FOR REVIEW & COMMENTS	8065263	DH	DH	DH	FLG	
--	10-8-13	REVISED PRELIM. FOR REVIEW & COMMENTS	8065263	DH	DH	DH	FLG	
--	10-7-13	REVISED PRELIM. FOR REVIEW & COMMENTS	8065263	DH	DH	DH	FLG	

REVISION 1	
JOB NO	8065263
DSGN	D. HIRANO
DWN	D. HIRANO
CHKD	D. HIRANO
SUPV	F. L. GARCIA
APVD	APVD
DATE	

ARCHITECTURAL

PRELIMINARY SITE PLAN

4180 DULUTH AVENUE, ROCKLIN, CA

BUILDING DESIGN & PROJECT SERVICES - CORPORATE REAL ESTATE

PACIFIC GAS AND ELECTRIC COMPANY

SAN FRANCISCO, CALIFORNIA

SCANNED	
SPEC NO	
DWG LIST	
SUPSDS	
SUPSD BY	
DWG 3 OF 3	DWGS
XXXXXX	REV --

B. ENVIRONMENTAL SETTING:

Location	Zoning	General Plan / Community Plan	Existing Conditions & Improvements
Site	Industrial Park combining Design Scenic Corridor	Sunset Industrial Area Plan / Industrial	Developed with a 25,000 square-foot industrial building, 1,500 square-foot storage building, 29 paved parking spaces and a paved outdoor storage yard
North	Same as project site	Same as project site	Undeveloped industrial property
South	Same as project site	Same as project site	Developed industrial property
East	Same as project site	Same as project site	Duluth Avenue / Developed industrial properties
West	Same as project site	Same as project site	Pleasant Grove Creek / Developed residential subdivision

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
- ➔ Sunset Industrial Area 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:

The project site is located within the Nichols Duluth planning area of the Sunset Industrial Area Plan (SIAP). This portion of the plan area consists of developed industrial properties with lesser amounts of undeveloped industrial property, including several undeveloped sites that have been pad-graded or disturbed by past development activities. Developed properties primarily include a mixture of industrial warehouses, small-scale indoor and outdoor manufacturing, fenced equipment storage yards and materials storage yards, surface parking, and landscaping. The Cincinnati Avenue, Nichols Drive and Duluth Avenue roadways provide vehicular access to this portion of the plan area, and a railroad spur traverses through the center of the plan area. A north to south tributary of Pleasant Grove Creek is located to the immediate west of the project site and forms a natural border between this portion of the plan area and adjacent residential land uses, which are located approximately 550 feet west of the project site west property boundary. The stream corridor consists of a small meandering incised channel with seasonal to year-round stream flows and minor amounts of riparian vegetation. The stream corridor, while not being visually unique or visible to large numbers of persons, would have some scenic value for adjacent residents.

The stream corridor and its associated flood plain area are not located within the project boundary and would not be directly affected by this project. The scenic characteristics of the area would be modestly altered by the incremental expansion of this existing industrial development, but the indirect effect to the scenic resource value of the stream and its vegetation would be negligible. Therefore this impact is less than significant. No mitigation measures are required.

Discussion- Item I-2:

The project site is not located near a state scenic highway and does not include scenic elements such as outstanding trees, rock outcroppings or historic buildings that could be impacted as a result of the project. Therefore no impact would occur. Therefore, there is no impact.

Discussion- Items I-3,4:

The project site is zoned Industrial Park combining Design Scenic Corridor. The site is developed with a 25,000 square-foot industrial warehouse building, 1,500 square-foot storage building, 29 paved parking spaces and a paved outdoor storage yard. The project would construct a tube-trailer fueling and storage facility, new parking and circulation, and enlargement of the existing 1,500 square-foot storage building. The project site is surrounded by developed and undeveloped industrial properties as well as residential land uses to the west.

Local views of the site, including night-time views, could be degraded by the construction of new facilities if inadequate landscape screening is not implemented or if parking lot and security lighting is developed in a manner that is inconsistent with County requirements for implementation of full cut-off shielded light fixtures. However, the project will be subject to the design standards established in the SIAP and the Placer County Design Guidelines Manual, which will ensure that development of the project, will meet goals and policies of the SIAP to develop a plan area comprised of contemporary industrial projects. Overall goals and policies specify inclusion of project design elements to encourage building designs that incorporate articulated wall panels, varied roof heights, and use of a variety of exterior building materials, surface textures and finishes. Additionally, all projects are required to incorporate a minimum 15 percent of the area as landscaping to include a mixture of trees, shrubs, ground cover

and/or turf areas. Outdoor lighting will be developed in accordance with the standards of the County Design Guidelines Manual. Therefore the project would not result in a substantial new source of light or glare that could adversely affect day or nighttime views in the area. This would result in a less than significant impact. No mitigation measures are required.

The project will be required to receive Design Review approval and the following standard condition of approval will be recommended for inclusion in the Minor Use Permit conditions of approval:

This project shall be subject to design review approval by the Placer County Design/Site Review Committee (D/SRC). Such a review shall be conducted prior to the approval of the Improvement Plans, or building plans for the project and shall include, but not be limited to: Architectural color, materials, and textures of all structures; landscaping; irrigation; signs; exterior lighting; pedestrian and vehicular circulation; recreational facilities; fences and walls; noise attenuation barriers; roof mounted equipment; satellite dishes; drainage, etc. This project shall comply with the design criteria of the Sunset Industrial Area Plan and the Placer County Design Guidelines Manual.

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- Item II-1:

The project site is designated as Urban and Built-up Land and Other Land as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, and would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance to a non-agricultural use. There is no impact.

Discussion- Items II-2,3:

The project site is zoned Industrial Park and is surrounded by properties zoned Industrial Park on the north, south and east. Residential properties to the west are buffered from the project site by a tributary to Pleasant Grove Creek. The project would not conflict with General Plan or Community Plan policies regarding land use buffers for agricultural operations as none are located adjacent to the project. The project site is not subject to a Williamson Act Contract. There is no impact.

Discussion- Item II-4:

The project would not result in conversion of farmland or result in other changes that could affect farmlands. There is no impact.

III. AIR QUALITY – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Conflict with or obstruct implementation of the applicable air quality plan? (PLN, Air Quality)			X	
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (PLN, Air Quality)		X		
3. Result in a cumulatively considerable net increase of any criteria for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (PLN, Air Quality)		X		
4. Expose sensitive receptors to substantial pollutant concentrations? (PLN, Air Quality)			X	
5. Create objectionable odors affecting a substantial number of people? (PLN, Air Quality)			X	

Discussion- Item III-1:

The project is located within the Sacramento Valley Air Basin (SVAB) portion of Placer County and is under the jurisdiction of the Placer County Air Pollution Control District (APCD). Although the SVAB is designated as nonattainment for federal and state ozone (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. No mitigation measures are required.

Discussion- Items III-2,3:

As stated above, the SVAB is designated non-attainment for the federal and state ozone standards (ROG and NO_x), nonattainment for the federal particulate matter standard (PM_{2.5}) and non-attainment for the state particulate matter standard (PM₁₀).

According to the project description, the project will result in an increase in regional and local emissions from construction and operation of the PG&E LNG/CNG Northern California operations 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 grading/improvement plans shall list the District’s Rules and State Regulations. A Dust Control Plan shall be submitted to the Placer County Air Pollution Control District for approval prior to the commencement of earth disturbing activities demonstrating all proposed measures to reduce air pollutant emissions. With the implementation of the following mitigation measures, impacts related to construction activities will be reduced to a less than significant level.

Further, the project’s long-term operational emissions would chiefly result from vehicle exhaust, utility usage, and water/wastewater usage. Although the project’s operational emissions would not exceed the District’s thresholds, the project will contribute incremental emissions of ROG, NO_x, and CO₂ to the cumulative impacts in Placer County. The implementation of the following mitigation measures would result in further reduction of the ROG, NO_x and CO₂ emissions and ensure the project’s related cumulative impacts to be less than significant.

Mitigation Measures- Items III-2, 3:

MM III.1

1. Prior to approval of Grading or 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 Grading Plans or Improvement Plans:

3. The contractor shall use CARB ultra-low diesel fuel for all diesel-powered equipment.
4. 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.
5. 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.
6. 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.
7. During construction, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less.
8. The prime contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) are excessive and dust is impacting adjacent properties.
9. 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).
10. 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.
11. 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.
12. 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.
13. 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.
14. During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel powered equipment.
15. 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.
16. 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.
17. Prior to approval of Grading or Improvement Plans, whichever occurs first, 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.

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 (DPM) emissions from the use of off-road diesel equipment required for site grading. Additionally, DPM would result from occasional delivery equipment during the operations of the facility as well as the daily trips generated from the trucking/operations facility. Because of the dispersive properties of DPM and the temporary nature of the mobilized equipment use, short-term construction and operationally-generated Toxic Air Contaminant emissions would not expose sensitive receptors to substantial pollutant concentrations and therefore would have a less than significant effect. No mitigation measures are required.

Discussion- Item III-5:

The project would result in additional air pollutant emissions generated by diesel-powered construction equipment, diesel-powered truck transportation and vehicle exhaust from traffic that could create odors. However, the long-term operational emissions (truck and vehicle traffic) from this project alone will not exceed the District's significant thresholds. Therefore, potential impacts from odors will be less than significant. No mitigation measures are required.

IV. BIOLOGICAL RESOURCES – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish & Game, U.S. Fish & Wildlife Service or National Oceanic and Atmospheric Administration Fisheries? (PLN)		X		
2. Substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number of restrict the range of an endangered, rare, or threatened species? (PLN)		X		
3. Have a substantial adverse effect on the environment by converting oak woodlands? (PLN)				X
4. Have a substantial adverse effect on any riparian habitat or other sensitive natural community, including oak woodlands, identified in local or regional plans, policies or regulations, or by the California Department of Fish & Game, U.S. Fish & Wildlife Service, U.S. Army Corps of Engineers or National Oceanic and Atmospheric Administration Fisheries? (PLN)		X		
5. Have a substantial adverse effect on federal or state protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) or as defined by state statute, through direct removal, filling, hydrological interruption, or other means? (PLN)		X		
6. Interfere substantially with the movement of any native resident or migratory wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nesting or breeding sites? (PLN)		X		

7. Conflict with any local policies or ordinances that protect biological resources, including oak woodland resources? (PLN)		X		
8. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (PLN)				X

Discussion- Item IV-1:

ECORP Environmental Consulting, Inc. prepared a Biological Resource Constraints Analysis and a Wetland Delineation (reports) for the 4.95-acre project site. The following analysis of potential impacts to biological resources and jurisdictional wetlands, and determination of their likely presence or absence on the project site, is reproduced from those reports with minor modifications where necessary to conform to County protocol and convention.

Biological Setting

The Project is located within a developed industrial area in Western Placer County. The Project is located in the Sacramento Valley sub region (ScV), Great Valley region (GV) of the California Floristic Province (Baldwin, et al, 2012). This area is characterized by Mediterranean climate typical of the Great Valley of California. The annual precipitation in Sacramento (approximately 15 miles to the southwest) is 19.87 inches (with the wettest period during November-March), and average daily temperatures ranging from 47.7 degrees Fahrenheit (F) in December to 77.4 degrees F in July (NOAA 2002).

The local topography is flat to gently rolling. The project site is situated on a partially developed lot at an elevation of 110 feet above mean sea level. Duluth Avenue is a paved roadway with a curb and gutter. A portion of the site has been developed with a warehouse facility and associated paved parking lot. The undeveloped portion is comprised on an annual grassland vegetation community and several seasonal wetlands. An unnamed tributary to Pleasant Grove Creek occurs within 500 feet downslope and to the west of the project site. Pleasant Grove Creek is a tributary to the Sacramento River. The surrounding lands are comprised of developed commercial and industrial business and undeveloped annual grassland. The Project's western boundary is the limits of the City of Roseville, and an undeveloped Open Space Preserve adjacent to residential development in Roseville's Blue Oaks neighborhood.

CEQA Significance Criteria

An evaluation of whether or not an impact on biological resources would be substantial must consider both the resource itself and how that resource fits into a regional or local context. Substantial impacts would be those that would diminish, or result in the loss of, an important biological resource, or those that would obviously conflict with local, state, or federal resource conservation plans, goals, or regulations. Impacts are sometimes locally important but not significant according to CEQA. The reason for this is that although the impacts would result in an adverse alteration of existing conditions, they would not substantially diminish, or result in the permanent loss of an important resource on a population-wide or region-wide basis.

Sunset Industrial Area Plan (2010)/Placer County General Plan (2013)

The Sunset Industrial Area Plan refines and implements the goals and policies of the Placer County General Plan for the Sunset Industrial Area. The Goals and Policies of the Natural Resources Element that may be pertinent to the proposed project are:

- Goal 4.A – To provide a balanced environment where physical development exists with minimal adverse effects on the valuable natural resources of the Sunset Industrial Area.
- Goal 4.B – To protect, restore, and enhance habitats that support fish and wildlife species so as to maintain populations at viable levels.
- Goal 4.C – To balance economic growth with the need to protect the diversity of vegetative resources within the Sunset Industrial Area Plan.
- Goal 4.D – To protect and enhance the natural qualities of the Sunset Industrial Area's perennial and ephemeral streams and groundwater.
- Goal 4.E – To preserve and enhance open space lands to maintain the natural resources of the Sunset Industrial Area Plan.

Site Characteristics and Land Use

The 4.95-acre project site is comprised of 3.3-acres of undeveloped annual grassland and a 1.65-acre developed portion with a warehouse and parking lots. The site is located in an industrial park within the Sunset Industrial Area

Plan portion of the Placer County General Plan. The surrounding parcels to the east and south have been developed and the parcel immediately to the north appears to have been graded but is currently undeveloped and fallow. The portion of the project site where the project would be developed was pad graded when the site was initially developed in 1994. The lands to the west include an unnamed tributary to Pleasant Grove Creek, a City of Roseville Open Space Preserve and residential development.

Plant Communities

The primary vegetation community within the undeveloped portion of the project location is annual grassland. The dominant plants within the annual grassland include a variety of non-native weedy species such as medusahead grass (*Elymus caput-medusae*), wild oats (*Avena fatua*), soft chess (*Bromus hordeaceus*), rose clover (*Trifolium hirtum*), and filaree (*Erodium botrys*). The grassland portions of the site appear to have been historically disturbed and graded based on aerial photograph assessment of historic Google Earth images. Aquatic features found on-site include a seasonal marsh within a drainage feature that receives runoff throughout the year from the surrounding industrial development and several small seasonal wetlands within the grassland. These are further described in the Waters of the U.S. section of the attached report (Section 4.2.3).

The undeveloped lands to the west of the proposed project site are comprised of annual grassland and other wetland features within an Open Space Preserve (City of Roseville, Blue Oaks Neighborhood). The undeveloped parcel immediately north appears to have been historically graded for development, but is currently fallow. The plants within this parcel are likely similar to the non-native weedy grassland species found within the subject property.

Wildlife

The proposed project site lies within an area of industrial development to the south and east, and Open Space Preserve and residential development to the west. A 1.65-acre portion of the site has already been developed with a warehouse and associated paved parking lots. There are no trees within the site, except for several landscape trees in front of the building on Duluth Avenue. Due to the developed nature of a portion of the site and the development immediately to the east, wildlife use within the subject property is expected to be low. During the reconnaissance field survey conducted in January 2014, a few common birds were observed, including mourning dove (*Zenaida macroura*), European starling (*Sturnus vulgaris*), and house finch (*Haemorhous mexicanus*). Representative wildlife species that may use the annual grassland community include western fence lizard (*Sceloporus occidentalis*), gopher snake (*Pituophis catenifer*), deer mouse (*Peromyscus maculatus*), California vole (*Microtus californicus*), and coyote (*Canis latrans*).

Soils

There are two soil units mapped for the site. The western portion of the project is comprised of soil unit (104) Alamo-Fiddymment complex, 0 to 5 percent slopes, and the eastern portion is made up of (147) Fiddymment-Kaseberg loams, 2 to 9 percent slopes (U.S. Department of Agriculture, Natural Resources Conservation Service 2014).

Alamo-Fiddymment complex, 0 to 5 percent slopes:

These nearly level undulating soils are on low terraces at elevations of 50 to 130 feet. This soil unit has hydric components (Alamo) in depressions. The Alamo soil is a poorly drained clay that is moderately deep over a hardpan. Typically, the surface layer is dark gray mottled clay about nine inches thick. The underlying material is dark gray and dark grayish brown, neutral and mildly alkaline clay. At a depth of about 37 inches is a hardpan.

The Fiddymment soil is well drained and is moderately deep over a hardpan. Typically, the surface layer is light yellowish brown loam and silt loam about 12 inches thick. The subsoil is brown and yellowish brown dense clay loam. At a depth of 28 inches is a hardpan.

Fiddymment-Kaseberg loams, 2 to 9 percent slopes:

These undulating to gently rolling soils are on low siltstone terraces at elevations of 75 to 135 feet. This soil unit has hydric components (Alamo) in depressions. The Fiddymment soil is as previously described for the Alamo-Fiddymment complex soil. The Kaseberg soil is a well-drained soil that is shallow over a hardpan. Typically, the surface layer is light brownish gray loam with yellowish brown mottles and is about 6 inches thick. The subsoil is pale brown loam about 8 inches thick. The underlying material is light gray silt loam. At about 16 inches is a silica-indurated hardpan one inch thick and underlain by siltstone.

Discussion- Items IV-1,2,4,5,6,7:Special-Status Plants

No special-status plants were observed, nor were expected since this field assessment does not coincide with the flowering period of regionally occurring special-status plants. However, several special-status plants have been previously documented to occur within 5 miles of the proposed project site according to the CNDDDB (CDFW 2014). Table 1 of the Biological Resource Constraints Analysis report includes these species and other special-status plants from the CNPS "9-quad" query that could occur in the vicinity. The project site does not occur within Critical Habitat for any plant species.

The vegetation communities, site conditions, elevation and habitats on-site may support suitable habitat for seven regionally occurring special-status plants. These are: dwarf downingia (*Downingia pusilla*), Boggs Lake hedgehyssop (*Gratiola heterosepala*), legenere (*Legenere limosa*), Ahart's dwarf rush (*Juncus leiospermus* ssp. *ahartii*), Red Bluff dwarf rush (*J. l. leiospermus*), pincushion navarretia (*Navarretia myersii* ssp. *myersii*), and Sanford's arrowhead (*Sagittaria sanfordii*). The other regionally occurring special-status plants are found in unique vegetation communities, habitats, or soil conditions, such as alkaline wetlands and serpentine soil. None of these unique conditions are present within the proposed project. Sacramento Orcutt grass (*Orcuttia viscida*) occurs in pools with larger surface area (0.25 acre to 2.03 acres (USFWS 2005). Sacramento Orcutt grass is found in pools with underlying soils that are acidic with an iron-silica hardpan (Stone *et al.* 1988 in USFWS 2005). The seasonal wetlands on-site are quite small (ranging from 0.003 to 0.01 acre) with soils that are not consistent with known Sacramento Orcutt grass occurrences. Consequently, Sacramento Orcutt grass is not expected to occur on-site.

Special-Status Wildlife

According to the CNDDDB, several special-status species have been documented to occur within five miles of the project; among them is the federally-threatened vernal pool fairy shrimp (CDFW 2014). The Biological Resource Constraints Analysis report, Table 1 lists these and other special-status animals that may occur in the vicinity. The proposed project site does not support aquatic habitat or is outside the known distributional range for special-status fish, amphibians, or reptiles, so these will not be discussed further. There are no elderberry (*Sambucus nigra* ssp. *caerulea*) shrubs, exclusive host plant for the federally-threatened Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), present on-site. The project site does not occur within Critical Habitat for any animal species.

Invertebrates

The seasonal wetlands on-site represent suitable habitat for the previously mentioned vernal pool fairy shrimp, as well as, California linderiella (*Linderiella occidentalis*, CNDDDB species, not listed), and species that are possible but unlikely; Conservancy fairy shrimp (*Branchinecta conservatio*) and vernal pool tadpole shrimp (*Lepidurus packardii*). The latter two species have only recently been discovered in Placer County in isolated locations and typically within deeper vernal pools with larger surface areas and longer periods of inundation. Conservancy fairy shrimp are found in pools that are generally relatively large (mean size 6.9 acres) and turbid (King *et al.* 1996, Helm 1998, Eriksen and Belk 1999). There is a positive correlation between Conservancy fairy shrimp occurrences and large pool surface areas (Syrdahl 1993). Helm (1998) found vernal pool tadpole shrimp in a variety of geological formations and soil types, but over 50% of the occurrences were on high terrace landforms and Redding and Corning soils.

Birds

The only trees present on-site are smaller landscape trees along the sidewalk on Duluth Avenue. As such, there is no suitable habitat on-site for tree-nesting raptors. The grassland and seasonal marsh habitat represent marginally suitable nesting habitat for Northern harrier (*Circus cyaneus*). The seasonal marsh vegetation supports marginally suitable nesting habitat for "Modesto" song sparrow (*Melospiza melodia heermanni*) and tricolored blackbird (*Agelaius tricolor*). The grassland community represents suitable foraging habitat for several special-status birds, including the State-threatened Swainson's hawk (*Buteo swainsoni*), among others; however, the general lack of mature trees precludes tree-nesting on-site. California black rails (*Laterallus jamaicensis coturniculus*, State-threatened) have been found a little over five miles away, in the Clover Valley area north of Rocklin and Loomis. The seasonal marsh habitat on-site represents marginally suitable habitat for California black rail due to the relatively small size and narrow configuration of these features.

There were no potentially suitable burrows for burrowing owls (*Athene cunicularia*) found during the field assessment. Since there are no suitable burrows, and no California ground squirrels on-site to excavate new burrows, burrowing owls are currently absent and not likely to occur on-site.

Wildlife Movement Corridors

The proposed project is situated within existing industrial development but is adjacent to an Open Space Preserve with annual grassland, ephemeral wetlands and scattered oak trees (*Quercus* species). Due to the existing development on-site, vehicular and foot traffic, the likelihood that the subject property supports a significant wildlife movement corridor is unlikely. The wetland drainage on-site has some perennial water, depending upon runoff from upstream landscaping. However, this feature is relatively narrow (10 to 15 feet wide) and does not support trees or other woody vegetation. Any wildlife movement in the area is likely to occur within the Open Space Preserve to the west of the site.

Waters of the U.S.

Aquatic features found on-site include a seasonal marsh within a drainage feature that receives runoff throughout the year from the surrounding industrial development and several small seasonal wetlands within the grassland. The seasonal marsh is mapped within a topographic channel and receives runoff from the developed areas to the east. This seasonal marsh/channel flows into an unnamed tributary to Pleasant Grove Creek, which is located approximately 0.5 miles south of the site. Dominant plant species within the seasonal marsh include soft rush (*Juncus effusus*) and cattail (*Typha* species). At the time of the field assessment in January 2014, there was no standing water in the seasonal marsh, but the soil was saturated. The four seasonal wetlands found on-site are scattered within the grassland community. These are features that become inundated and remain at least saturated during a typical wet season and are dry from spring through to the following wet season. The seasonal wetlands on-site may have been remnant features after construction of this or adjacent buildings, or they may have been historically occurring natural features that were altered during the initial construction of the site. The vegetative cover percentage seems to be lower than most seasonal wetlands observed in this region. Tire tracks are visible throughout the undeveloped portions of the site, and grading lines are apparent on Google Earth images. Regardless, these features currently meet the USACE's wetland criteria.

The Six County Aquatic Resources Inventory (SCARI) (U.S. Army Corps of Engineers 2011) shows the western portion of the site, which coincides with the limits of the Alamo-Fiddymont soil unit, as a "low density vernal pool complex."

Mitigation Measures- Items IV-1,2,4,5,6,7:

Wetland Resources

The proposed project may support Waters of the U.S. including seasonal wetland features that represent at least marginally suitable habitat for federally listed vernal pool invertebrates (e.g. vernal pool fairy shrimp). Potentially jurisdictional features include four seasonal wetlands and a man-made stormwater drainage swale that supports seasonal marsh habitat. All of these features are located in the westerly portion of the project site and would not be disturbed by project construction. The project has been designed to avoid impacts during project construction and operation by establishment of a 50-foot setback from the nearest wetland feature. During project construction, temporary protective fencing will be placed at the limits of construction to ensure that a minimum 50-foot buffer is maintained. In addition, temporary stormwater BMP's will be in place during construction and all disturbed areas will be revegetated following construction. Permanent stormwater BMP's will be constructed for project operation to treat all stormwater prior to discharge from the site (see Section IX, Hydrology & Water Quality). Permanent yard fencing will be constructed at the limits of the operations yard, which will ensure that vehicle and equipment access to sensitive areas will not occur. Implementation of the following mitigation measures would reduce impacts to potential impacts to Waters of the U.S. and potentially suitable habitat for federally listed vernal pool invertebrates to a "Less Than Significant" level:

MM IV-1 Prior to commencement of any ground disturbing activities, a wetland biologist shall flag the perimeter of all seasonal wetlands and seasonal marsh habitats located within 100 feet of project grading to delineate the location of these protected resources. In addition, brightly colored synthetic mesh material construction fencing shall be placed at the limits of project grading at least 50 feet from seasonal wetland features. No materials stockpiling or construction staging activities are permitted within 50 feet of protected habitats. Temporary stormwater BMP's, including but not limited to fiber rolls and silt fencing, shall be installed concurrent with protective fencing. Protective fencing and stormwater BMP's shall be shown on project Improvement Plans. A note reflecting this mitigation shall be shown on the project Improvement Plans.

MM IV-2 Permanent protective fencing, such as chain-link fencing, will be installed at the limits of the yard area and shall be shown on the project Improvement Plans.

Special Status Plants

The proposed project supports marginal habitat for several special-status plants, including dwarf downingia, Boggs Lake hedge hyssop, Ahart’s and Red Bluff dwarf rushes, legenere, pincushion navarretia, and Sanford’s arrowhead. Implementation of the following mitigation measures would reduce potential impacts to special-status plants to a “Less Than Significant” level:

MM IV-3:To avoid take of any special-status plant species, the presence or absence of special-status plant species shall be determined through rare plant surveys conducted according to CNPS and USFWS protocol. Surveys will be timed according to the blooming period (approximately March-May for vernal pools/seasonal wetland species and May-October for Sanford’s arrowhead) for target species and known reference populations will be visited prior to surveys to confirm the species is blooming where known to occur.

If special-status plant species are found, avoidance zones may be established around plants to clearly demarcate areas for avoidance. Avoidance measures and buffer distances may vary between species and the specific avoidance zone distance will be determined in coordination with appropriate resource agencies (CDFW and USFWS). If special-status plant species are found within the Project area and avoidance of the species is not possible, then additional measures such as seed collection and/or translocation may be developed in consultation with the appropriate agencies. If no special-status plants are found, no further measures pertaining to special-status plants are necessary. Prior to approval of Improvement Plans the applicant shall furnish evidence to the DRC, such as a report from a qualified biologist, of compliance with this mitigation. A note reflecting this mitigation shall be shown on the project Improvement Plans.

Migratory Birds and Raptors

All native birds, including raptors, are protected under the Fish and Game Code and the Federal MBTA. Implementation of the following mitigation measures would reduce potential impacts to migratory birds and raptors to a “Less Than Significant” level:

MM IV-4 Prior to commencement of project grading:

1. Conduct a pre-construction nesting bird survey of all suitable habitats on the project within 14 days of the initiation of construction activity during the nesting season (February 1-August 31).
2. If active nests are found, the active nests will be monitored for the first 24 hours prior to any construction-related activity to establish a behavioral baseline. A no-disturbance buffer around the nest shall be established. The buffer distance shall be established by a qualified biologist in accordance with CDFW’s recommendations for buffer distances relative to the species identified and in accordance with PG&E’s Avian Protection Plan. Once construction activities commence on-site, all nests will be continuously monitored by a qualified biologist to detect any behavioral changes as a result of construction of the Proposed Project. If behavioral changes are observed that may result in adverse effects to the success of breeding, the work causing that change shall cease and consultation with CDFW shall be initiated to identify potential avoidance and minimization measures. Pre-construction bird nesting surveys are not required for construction activity outside the nesting season.
3. If no special-status birds are found, no further measures pertaining to special-status birds are necessary. A note reflecting this mitigation shall be shown on the project Improvement Plans.

Discussion- Item IV-3:

The project site does not include oak woodlands or oak trees. Therefore there is no impact.

Discussion- Item IV-8:

The project site is not located in an area subject to a 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

Background/General Discussion

The project site has been disturbed by past construction and land use activities. Existing site improvements cover approximately 1.65-acres and include an existing 25,000 square-foot industrial building, an attached 1,500 square-foot storage building to the west, a 0.5-acre paved storage yard, 29 parking spaces, and two improved driveway accesses to Duluth Avenue. All existing improvements are located on the south half of the project site. 3.4-acres of the project site are undeveloped and are comprised of an annual grassland vegetation community. Aquatic features on the site include a seasonal marsh within a drainage feature that receives runoff throughout the year from the surrounding industrial development and two small seasonal wetlands within the grassland. No trees are present on the undeveloped portions of the project site.

Project improvements, including an operations yard and associated facilities, are proposed to be developed on a 1.46-acre portion of the site to the north of the existing site improvements. The yard would consist of a CNG fueling facility, tube trailer storage yard and storage canopy, and vehicle circulation areas. A new parking area would be developed for 15 passenger vehicles. The parking area would be located adjacent to the Duluth Avenue right-of-way between the roadway and the operations yard. An existing 1,500 square-foot shop building located on the westerly side of the existing 25,000 square-foot office building would be demolished and replaced with a new 4,087 square-foot metal shop building that would be used for light manufacturing in support of CNG operations. Site improvements would also include new security fencing around the operations yard, drainage and water quality improvements, and landscaping.

An archaeological consultant performed historic research, cultural record searches, and paleontological record searches for the project site and surrounding vicinity. In addition, the consultant corresponded with the Placer County Historic Society and several Native American representatives regarding the potential for discovery of previously unknown historic or cultural resources. The consultant found that the proposed project site does not include any recorded historic buildings or sites or archaeological sites, and that its potential for yielding significant paleontological resources is low due to past earth moving activities, including grading in the area where the project would be constructed. Results of a formal inquiry to the North Central Information Center determined that no previously recorded cultural resources are located within or adjacent to the project boundaries, though 12 previously recorded prehistoric and historic-era cultural resource sites are located within 0.5 miles of the project boundary. The Native American Heritage Commission reported no record of Native American cultural resources within or immediately adjacent to the project boundary. In addition, a pedestrian survey of the project area was conducted on January 27, 2014. The pedestrian survey found no evidence of the existence of prehistoric artifacts or indicators of prehistoric features

Discussion- Items V-1,2:

Reference sources investigated for the cultural resources inventory include, but are not limited to, the Office of Historic Preservation Historic Property Data File, the National Register of Historic Places/California Register of Historic Resource Listings, the California Inventory of Historic Resources, the California State Historic Landmarks, Points of Historic Interest, and the Caltrans Bridge Inventory. Research also included review of several historic maps.

The records search determined that 12 previously recorded prehistoric and historic-era cultural resources are located within 0.5-miles of the project site. Of these, four are isolates, three sites are associated with Native American stone tool manufacture, and four are historic-era sites associated with settlement activities. None of the previously recorded sites or isolates are within or immediately adjacent to the project boundary and results of the field survey determined that the likelihood for accidental discovery of prehistoric and historic-era cultural resources

during project construction is low. However, since the project site is located within the vicinity of several prehistoric and historic-era resources the potential exists for accidental discovery during project construction. Application of Mitigation Measure V-1 would reduce this potentially significant impact to a “Less Than Significant” level.

Mitigation Measures- Items V-1,2:

MM V.1 If any archaeological 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 an archaeologist retained to evaluate the deposit. The Placer County Planning Services Division and Department of Museums must also be contacted for review of the archaeological 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 Services Division.

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 or sensitive nature of the site. A note stating this information shall be included on the project Improvement Plans.

Discussion- Item V-3:

A paleontological records search determined that no fossil vertebrate localities are located on the project site or within a 0.5-mile radius of the project area. The formation underlying the project area is considered to have high potential for containing significant nonrenewable fossiliferous resources. However, the potential for damage to unique paleontological resources during earth-moving activities at the project site is considered low as the site is not near any recorded paleontological resource sites and its local potential for yielding significant paleontological resources is moderate given that the site has been disturbed significantly by past grading activities.

In the event that unknown archaeological or paleontological resources are discovered during project construction, the following mitigation measure will be applied which would reduce this potentially significant impact to a “Less Than Significant” level:

Mitigation Measures- Item V-3:

Refer to text in MMV.1

Discussion- Items V-4,5:

The project does not have the potential to cause a physical change that would affect unique ethnic or cultural values and there are no known existing or historic religious or sacred uses of the project site. Therefore, there is no impact.

Discussion- Item V-6:

No human remains are known or suspected to be buried at the project site. 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-1,9:

According to The Soil Survey of Placer County (United States Dept. of Agriculture Soil Conservation Service in cooperation with University of California Agriculture Experiment Station) this site is comprised of Fiddymment-Kaseberg loam, and Alamo-Fiddymment complex. Both of these soils are shallow to moderately deep and are underlain by hardpans. Fiddymment-Kaseberg loam is well drained with slow permeability, slow to medium surface runoff, and has a slight to moderate erosion hazard. The Alamo-Fiddymment complex has very slow permeability and slow surface runoff with a low to moderately high erosion hazard. The soils survey does not identify any unique geologic or physical features for the existing soil types. No known unique geologic or physical features exist on the site that will be destroyed or modified. According to limited information in the Soil Survey of Placer County (United States Dept. of Agriculture Soil Conservation Service in cooperation with University of California Agriculture Experiment Station) it appears that expansive soils are not present at this location. Construction of the proposed building and associated parking/roadway improvements will not create any significant unstable earth conditions or change any geologic substructure resulting in unstable earth. Therefore, these impacts are less than significant. No mitigation measures are required.

Discussion- Items VI-2,3:

This project proposal will result in the renovation of an existing 25,000 square foot building and the construction of a 4,087 square foot building on a 4.95 acre parcel. To construct the improvements proposed, potentially significant disruption of soils on-site will occur, including excavation/compaction for the parking improvements and drainage facilities. Approximately 44 percent of the undisturbed portion of the site will be disturbed by grading activities. Approximately 1,585 cubic yards of material will be moved on site with approximately 1,555 cubic yards of cut exported. In addition, due to the flat existing topography, there are potential impacts that may occur from the proposed changes to the existing features. The project proposes maximum soil cuts/fills of up to approximately two feet as shown on the preliminary grading plan and in the project description. The slopes of the graded areas are proposed to be a maximum of two to one. The project's site specific impacts associated with soil disruptions and topography changes can be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures- Items VI-2,3:

MM VI.1 The applicant shall prepare and submit Improvement Plans, specifications and cost estimates (per the requirements of Section II of the Land Development Manual [LDM] that are in effect at the time of submittal) to the County for review and approval. The plans shall show all 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 any required plan check and inspection fees and Placer County Fire Department improvement plan review and inspection fees with the 1st Improvement Plan submittal. (NOTE: Prior to plan approval, all applicable recording and reproduction cost shall be paid). The cost of the above-noted landscape and irrigation facilities shall be included in the estimates used to determine these fees. It is the applicant's responsibility to obtain all required agency signatures on the plans and to secure department approvals. If the Design/Site Review process and/or Development Review Committee (DRC) review is required as a condition of approval for the project, said review process shall be completed prior to

submittal of Improvement Plans. Record drawings shall be prepared and signed by a California Registered Civil Engineer at the applicant's expense and shall be submitted to the County in both hard copy and electronic versions in a format to be approved by the County 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.

Prior to the County's final acceptance of the project's improvements, submit to the County two copies of the Record Drawings in digital format (on compact disc or other acceptable media) in accordance with the latest version of the Placer County Digital Plan and Map Standards along with two blackline hardcopies (black print on bond paper) and two PDF copies. The digital format is to allow integration with Placer County's Geographic Information System (GIS). The final approved blackline hardcopy Record Drawings will be the official document of record.

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

The applicant shall submit to the County 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 County for a determination of substantial conformance to the project approvals prior to any further work proceeding. Failure of the County to make a determination of substantial conformance may serve as grounds for the revocation/modification of the project approval by the appropriate hearing body.

Discussion- Item VI-4:

No unique geologic or physical features at this previously disturbed site were observed or identified that could be destroyed, covered or modified. Therefore, there is no impact.

Discussion- Items VI-5,6:

The disruption of the soil discussed in Items 2 and 3 above increases the risk of erosion and creates a potential for contamination of storm runoff with disturbed sediment or other pollutants introduced through typical grading practices. In addition, this soil disruption has the potential to modify the existing on site drainage ways by transporting erosion from the disturbed area into local drainage ways. Discharge of concentrated runoff after construction could also contribute to these impacts in the long-term. Erosion potential and water quality impacts are always present and occur when soils are disturbed and protective vegetative cover is removed. It is primarily grading for the parking and circulation areas that are responsible for accelerating erosion and degrading water quality. The project would increase the potential for erosion impacts without appropriate mitigation measures. The project's site specific impacts associated with erosion can be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures- Items VI-5,6:

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

MM VI.3 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 County such as the Stormwater Quality Design Manual for the Sacramento and South Placer Regions.

Construction (temporary) BMPs for the project may include, but are not limited to: Fiber Rolls (SE-5), Straw Bale Barrier (SE-9), Straw Mulch, Storm Drain Inlet Protection (SE-10), Hydroseeding (EC-4), Silt Fence (SE-1), Stabilized Construction Entrance (TC-1), and revegetation techniques.

Discussion- Items VI-7,8:

The site is located within Seismic Zone 3. Because structures will be constructed according to the current edition of the California Building Code, which contains seismic standards, the likelihood of severe damage due to ground shaking should be minimal. There is no landsliding or slope instability related to the project site. No avalanches, mud slides or other geologic or geomorphological hazards have been observed at or near this project site. Therefore, these impacts are considered to be less than significant. No mitigation measures are required.

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 truck trips, vehicle trips generated by workers, as well as on-site fuel combustion for landscape maintenance equipment.

As the Northern California facility for PG&E’s LNG/CNG Operations Department, the project would result in grading, subsequent paving and the construction of approximately 4,087 square feet of new buildings, a CNG fueling station, along with associated parking areas for both auto parking and LNG/CNG filling tube trucks, as well as the installation of security fencing, drainage and water quality improvements, and landscaping. According to the application, liquid natural gas would not be on site. The amount of CNG stored at the LNG/CNG compression station would be greater than 55 gallons, and would largely be stored in the tube trucks, which hold approximately 1,000 gallons each.

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

VIII. HAZARDS & HAZARDOUS MATERIALS – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Create a significant hazard to the public or the environment through the routine handling, transport, use, or disposal of hazardous or acutely hazardous materials? (EHS)			X	
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (EHS)			X	
3. Emit hazardous emissions, substances, or waste within one-quarter mile of an existing or proposed school? (PLN, Air Quality)			X	
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (EHS)				X
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (PLN)				X
6. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing in the project area? (PLN)				X
7. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (PLN)			X	
8. Create any health hazard or potential health hazard? (EHS)				X
9. Expose people to existing sources of potential health hazards? (EHS)				X

Discussion- Items VIII-1,2,8,9:

The project will involve the routine use and storage of hazardous materials. All materials will be used, stored and disposed of in accordance with the applicable federal, state and local laws including Cal-OSHA requirements and manufacturer’s instruction. Since hazardous materials will be store onsite, in regulated quantities, a condition of approval for the project will require that a hazardous materials business plan be submitted to Environmental Health Services and permits associated with the regulated quantities will be obtained.. Additionally because any hazardous materials stored onsite will be stored under applicable requirements the project will not create a health hazard, potential health hazard or expose people to existing sources of potential health hazards. Accordingly, impacts related to handling, use, disposal or release of hazardous materials or the creation of any health hazard is considered to be less than significant therefore no mitigations measures are required.

Discussion- Item VIII-3:

There are no known existing or proposed schools within one-quarter mile of the proposed project. Therefore, there would be a less than significant impact, and no mitigation measures are required.

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- Item VIII-5:

The project is not located within an airport land use plan area or within two miles of a public airport. Therefore, there is no impact.

Discussion- Item VIII-6:

The project is not located within the vicinity of a private airstrip. Therefore, there is no impact.

Discussion- Item VIII-7:

An approximately 1.6-acre portion of the 4.95-acre project site is developed with a 25,000 square-foot industrial building, an attached 1,500 square-foot shop building, a paved storage yard, parking and circulation improvements, and landscaping. The remainder of the site is undeveloped and is vegetated with seasonal grassland vegetative community. The proposed project would develop a 1.46-acre portion of the site immediately north of the existing improvements to implement a CNG operations center. The CNG operations center would include development of new paved storage yard, parking, CNG fueling facility, steel tube trailer storage canopy, steel shop building, and landscaping and lighting improvements. The developed character of the project site would include large expanses of pavement and concrete, irrigated landscaping, and industrial buildings. The existing building is improved with fire sprinklers and a fire alarm that is grid tied to sound an alarm at Fire Station 77, three miles north of the project site. The newly proposed shop building would exceed 3,600 square feet and therefore would also include fire sprinklers. Consequently, the facility would be developed in a manner that would ensure that there is little risk of wildland fire to the facility and operation of the facility would not result in significant increased risk of fire to surrounding properties. This impact would be less than significant. No mitigation measures are required.

IX. HYDROLOGY & WATER QUALITY – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Violate any federal, state or county potable water quality standards? (EHS)				X
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lessening of local groundwater supplies (i.e. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? (EHS)			X	
3. Substantially alter the existing drainage pattern of the site or area? (ESD)			X	
4. Increase the rate or amount of surface runoff? (ESD)		X		
5. Create or contribute runoff water which would include substantial additional sources of polluted water? (ESD)		X		
6. Otherwise substantially degrade surface water quality?(ESD)		X		
7. Otherwise substantially degrade ground water quality? (EHS)			X	
8. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard boundary or Flood Insurance Rate Map or other flood hazard delineation map? (ESD)				X
9. Place within a 100-year flood hazard area improvements which would impede or redirect flood flows? (ESD)				X
10. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (ESD)				X

11. Alter the direction or rate of flow of groundwater? (EHS)				X
12. Impact the watershed of important surface water resources, including but not limited to Lake Tahoe, Folsom Lake, Hell Hole Reservoir, Rock Creek Reservoir, Sugar Pine Reservoir, French Meadows Reservoir, Combie Lake, and Rollins Lake? (EHS, ESD)				X

Discussion- Item IX-1:

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; 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:

The project site is a partially developed lot that is relatively flat with a gentle slope from Duluth Avenue to the western side of the property. A preliminary drainage report was prepared by Rolls Anderson & Rolls Civil Engineers dated January 16, 2015. This drainage report, along with the preliminary Grading & Drainage Plan, shows that the project will collect storm water runoff onsite and ultimately will discharge storm water into the existing storm drain channel flowing westerly. The proposed changes will not significantly alter the existing drainage pattern, as the receiving storm drain channel will remain the same. Therefore, the project’s impacts due to substantial alteration in drainage patterns are considered to be less than significant. No mitigation measures are required.

Discussion- Item IX-4:

This project will create new impervious surfaces on a portion of the property that is currently undeveloped and thus potentially increase the rate and amount of surface runoff from the site. According to the preliminary drainage report was prepared by Rolls Anderson & Rolls Civil Engineers dated January 16, 2015, the project will collect storm water runoff onsite, convey it by vegetated swales and pipes, and retain it in an on-site in an underground detention facility. Both retention alternatives will be sized to provide the storage volume required to reduce the actual volume of water leaving the site to 90 percent of the pre-development volume for storm events.

Additionally, the drainage analysis and project proposal concluded that after construction of the project, there would be a decrease in post development peak flow from pre development levels at the discharge points from the site. The decrease in peak flow is attributed to the implementation of a drainage design that increases time of concentration and includes on site retention/detention.

A final drainage report will be prepared and submitted with the site improvement plans for County review and approval in order to monitor the preliminary report drainage calculations and results. The proposed project’s impacts associated with potential increases in peak flow and volumetric runoff can 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-2,3 for the text of these mitigation measures as well as the following:

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

MM IX.2 The Improvement Plan submittal and Drainage Report shall provide details showing that storm water runoff shall be reduced to 90% of pre-project conditions through the installation of retention/detention facilities.

Retention/detention facilities shall be designed in accordance with the requirements of the Placer County Storm Water Management Manual that are in effect at the time of submittal, and to the satisfaction of the Engineering and Surveying Department (ESD). The ESD may, after review of the project drainage report, delete this requirement if it is determined that drainage conditions do not warrant installation of this type of facility. In the event on-site detention requirements are waived, this project may be subject to payment of any in-lieu fees prescribed by County Ordinance. The ESD may consider off-site mitigation through participation in a regional program as an alternative to on-site retention. If the applicant chooses to pursue this alternative, calculations must provide details showing how participation in the regional program adequately mitigates increases in stormwater peak flows and volume to 90% of pre-project levels. No retention/detention facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.

Discussion- Items IX-5,6:

The construction of the proposed improvements has the potential to degrade water quality. Stormwater runoff naturally contains numerous constituents; however, urbanization and urban activities including development and redevelopment typically increase constituent concentrations to levels that potentially impact water quality. Pollutants associated with stormwater include (but are not limited to) sediment, nutrients, oils/greases, etc. The proposed urban type development has the potential to result in the generation of new dry-weather runoff containing said pollutants and also has the potential to increase the concentration and/or total load of said pollutants in wet weather stormwater runoff. The proposed project's impacts associated with water quality can be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures- Items IX-5,6:

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

MM IX.3 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 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, or other County approved methodology. Post-development (permanent) BMPs for the project include, but are not limited to: vegetated swales and a Jensen precast high velocity Stormwater Interceptor. 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.4 This project is located within the permit area covered by Placer County's Small Municipal Separate Storm Sewer System (MS4) Permit (State Water Resources Control Board National Pollutant Discharge Elimination System (NPDES) 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 as required by Section E.12 of the NPDES Phase II Permit.

Discussion- Item IX-7:

The previous occupant of the building was a granite manufacturer and had underground water storage tanks onsite for separation. Based upon a review of the Environmental Health Services files these tanks were never used as underground storage tanks for fuel storage. PG&E is proposing to fill these tanks in. Since the tanks did not contain fuel that could potentially degrade groundwater quality, are not regulated for closure by Environmental Health Services and will be properly abandoned this is considered to be a less than significant impact. No mitigation measures are required.

Discussion- Items IX-8,9,10:

The project development area is not located within a 100-year flood hazard area as defined and mapped by the Federal Emergency Management Agency (FEMA). The project improvements are not proposed within a local 100-year flood hazard area and no flood flows would be redirected after construction of the improvements. The project development area is not located within any levee or dam failure inundation area. The proposed project does not include any permanent housing product. 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 is not located in proximity to any important surface water resources, and will not impact the watershed of important surface water resources. Therefore, 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-1,7:

The project would not divide an established community or result in alteration of the present or planned land use of the area. The project is expansion of a partially developed industrial property and the project would promote implementation of planned land uses for the area. Therefore, there is no impact.

Discussion- Item X-2:

In accordance with Implementation Program 3.15, 3.16, and 3.17 of the Sunset Industrial Area Plan, this project will be conditionally required to annex into Community Facilities District 2012-1 to fund expanded fire protection services and emergency medical services to the Sunset Industrial Area. For further discussion and analysis of this issue, see item XIV-1. No mitigation measures are required.

Discussion- Item X-3:

The project site is not subject to any habitat conservation plan or natural community conservation plan. The project would not conflict with other County policies, plans, or regulations adopted for purposes of avoiding or mitigating environmental effects. Therefore, there is no impact.

Discussion- Item X-4:

The project would be compatible with surrounding land uses, which are also industrial. Therefore, there is no impact.

Discussion- Item X-5:

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

Discussion- Item X-6:

The project would not disrupt or divide the physical arrangement of an established community. Therefore, there is no impact.

Discussion- Item X-8:

The project would not cause economic or social changes that would result in significant adverse physical changes to the environment, including urban decay or deterioration. 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- Item XI-1:

The project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. Therefore, there is no impact.

Discussion- Item XI-2:

The project would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. Therefore, 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 noise levels? (PLN)				X
5. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (PLN)				X

Background

The Sunset Industrial Area Plan (SIAP) was created as an industrial community plan area in order to establish, promote, and further develop manufacturing industries and related industrial uses in an attractive modern setting. Principle among the reasons for establishment of the SIAP was to designate a centrally located regional employment base of industrial and industrial serving uses in unincorporated Placer County to fulfill industry demand for manufacturing and manufacturing related uses, and to generate an economic base for the County. Importantly, the SIAP is located in an area of Placer County where land use conflicts are minimized because the plan area does not include residential land uses. Consequently, noise standards for non-transportation noise sources are less restrictive than standards found in other areas of the County in recognition of the specific needs of industry.

The project proposes approval of a Minor Use Permit to implement a CNG fueling facility and operations center. Project improvements would be constructed during a single construction season.

Discussion- Items XII-1,2:

Project construction would result in a moderate temporary increase in ambient noise levels in the project vicinity from associated construction noise sources such as diesel powered earth moving equipment, transport vehicles, vehicle back-up alarms, and from general construction activities. The Placer County Noise Ordinance exempts temporary construction activities that would occur Monday through Friday between the hours of 6:00a.m. and 8:00p.m., and Saturday and Sunday between the hours of 8:00a.m. and 6:00p.m. The project would be subject to the following standard condition of approval:

Construction noise emanating from any construction activities for which Improvement Plans or a Building Permit is required shall only occur:

- a) Monday through Friday, 6:00 am to 8:00 pm
- b) Saturdays and Sundays, 8:00 am to 6:00 pm

All off-road construction vehicles and equipment shall be fitted with factory installed muffling devices and shall be maintained in good working order. Essentially quiet activities that do not involve heavy equipment or machinery may occur at other times. Work occurring within an enclosed building may occur at other times as well. This condition shall be included on the Improvement Plans.

No mitigation measures are required.

Discussion- Item XII-3:

Noise sensitive land uses, such as residences, are not located immediately adjacent to the project. The nearest residences, which are located within the City of Roseville, are located approximately 550 feet west of the project property boundary and more than 800 feet from project operations and are separated from the project site by an open space parcel located within the City of Roseville.

Operational noise associated with the project would be intermittent and would primarily consist of human voices of project employees in parking lots and storage yards, passenger vehicles and tube trailer transport vehicles circulating on the project site, occasional intermittent noise associated with light manufacturing activities in the shop (which would take place indoors), and landscape maintenance. Due to the nature and sources of these noises, their infrequency and distance from residences, no impacts are expected to occur.

The CNG fueling facility would include a compressor station to deliver compressed natural gas to the vehicle filling station. The compressor and associated equipment would be located within a ventilated metal building that would be located approximately 1,000 feet from the nearest residence. The primary noise sources associated with the compressor station include the compressor, fan motors, and condenser.

J.C. Brennan & Associates, Inc. conducted noise level measurements of a similar PG&E facility in Davis, California on February 11, 2014. Noise level measurements of the compressor station operations at a distance of 220 feet from the station was 60 decibels (dBA). The distance from the proposed compressor station to the nearest residences to the west is approximately 1,000 feet. Based upon that distance, the compressor station noise levels at the nearest residences are predicted to be 47 dBA. PG&E staff indicates that the compressor operates no more than 30 minutes out of the hour. Therefore, the hourly Leq is predicted to be 44 dBA at the nearest residential property boundary, which is below the Placer County Noise Ordinance daytime maximum hourly average sound level (Leq) allowance of 55 dBA and the nighttime maximum hourly average sound level (Leq) allowance of 45 dBA.

The predicted noise levels would comply with the maximum noise exposure level allowances of the Placer County Noise Ordinance and the Placer County General Plan because the predicted on-site compressor station noise levels would be similar to the existing measured background noise levels, and would not result in a significant increase in noise levels. Therefore this impact would be less than significant. No mitigation measures are required.

Discussion- Item XII-4:

The project is not located within an airport land use plan or within two miles of a public use airport. Therefore, there is no impact.

Discussion- Item XII-5:

The project is not located in the vicinity of a private airstrip. 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- Item XIII-1:

The project would not result in substantial population growth in the area. However, implementation of the CNG fueling and operations center would improve the jobs to housing balance in the local region and will create new primary wage earner jobs. Therefore, there is no impact.

Discussion- Item XIII-2:

The project would not result in the displacement of any existing 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:

Background

The Mello-Roos Community Facilities Act of 1982 allows any local agency to establish a Community Facilities District to provide for financing of public improvements and services. Placer County has sought to improve fire protection services and emergency medical services in the 8,166 acre Sunset Industrial Area since the early 1980's. The United Auburn Indian Community and Placer County have funded the construction, equipment purchases, and operation and maintenance of Fire Station 77, which is located at 1200 Athens Avenue and serves the Sunset Industrial Area. Fire Station 77 was constructed concurrent with the construction of the Thunder Valley United Auburn Indian Community Casino, which is located adjacent to the fire station.

In June, 2010, the Placer County Office of Emergency Services requested that the Placer County Board of Supervisors approve an amendment to the Sunset Industrial Area Plan to establish a funding mechanism for operation and maintenance of fire protection services and emergency medical services to the plan area through the creation of a Community Facilities District (CFD). The Board acted on the request and approved Resolution 2010-161, which established policies to require the future creation of the CFD. In November 2012, the Board of Supervisors approved Resolution 2012-260 to establish CFD 2012-1, thereby implementing the funding mechanism to provide increased funding for Fire Station 77.

The implemented CFD will equitably spread the cost of fire protection, operations, maintenance and emergency medical service to new and expanding development within the Sunset Industrial Area (SIA). The financial participation of property owners to fund fire protection and emergency medical services in the SIA will enable the County to maintain the existing urban-level of fire protection services and emergency medical response capabilities through build-out of the plan area. No construction of additional fire facilities results from the establishment of the Community Facilities District.

Community Facilities District:

Community Facilities District 2012-1 will implement an annual tax lien against each property annexed into the CFD. The tax lien is based on the Board adopted *Rate and Apportionment of Special Tax*. The special tax is based upon the calculated total fee necessary for properties annexed into the CFD to offset the costs of fire and EMS services. Goals and policies to support the full implementation of the CFD are further described below.

As with any proposed tax, the possible impacts of that tax on the property owners and existing or future businesses within the Sunset Industrial Area Plan must be considered. In particular, the Sunset Industrial Area Plan was initially developed to promote economic development by attracting new employment-generating businesses and industries to unincorporated southwest Placer County. Policy 3.B.6 recognizes the need to consider these impacts, and states: "When adopting, amending, and imposing fees and developer exactions, the County shall consider the

effects of such fees and exactions on project economics and the County's development goals. This consideration shall recognize any increase in the value of the property resulting from County-granted entitlements."

Businesses and industries that choose to locate within the Sunset Industrial Area will benefit from the enhanced fire service provided by Fire Station 77. Reduced insurance costs, based upon a lower ISO (Insurance Service Organization) rating, may mitigate the additional costs associated with the special tax. The economic benefit to businesses may also be realized by reducing product and infrastructure losses in the event of fire or emergency incident. The ability to re-open a business more quickly following an incident also demonstrates the value of the enhanced fire protection services.

Approved CFD Amendment to the SIA Plan

Implementation Programs established by adoption of Resolution 2010-161 were approved to require projects, through conditions of approval, to either establish a CFD, or if already established, to annex into the CFD. No construction will result from the proposed CFD establishment; only the funding mechanism for the operations and maintenance of fire protection facilities will be implemented.

The requirement to establish the CFD applies to any discretionary project located within the SIAP where a nexus exists between the proposed project and its corollary impacts on emergency services. The proposed project to implement a CNG fueling and operations center could result in significant impacts to fire protection and emergency medical response services if new revenue sources for operations, training, maintenance and personnel costs for Fire Station 77 are not secured to expand response capabilities.

The following implementation programs were adopted with the amendment of the Sunset Industrial Area Plan, and the proposed project will be conditioned to annex into the CFD in cooperation with the Placer County Office of Emergency Services. This potentially significant impact would be mitigated to a less than significant level by annexation into the Community Facilities in accordance with the following adopted Implementation Programs:

Implementation Program 3.15: The County shall establish a Community Facilities District to supplement existing revenue sources for operations, training, maintenance and personnel costs for Station 77. The Community Facilities District shall include an analysis which determines the fair share cost of the provision of these facilities and services for new and expanding development within the Sunset Industrial Area.

Implementation Program 3.16: Formation of, or annexation into the Community Facilities District, shall be a condition of approval placed on any discretionary land development application. If not already formed, a project shall create the Community Facilities District prior to building permit issuance or issuance of an occupancy permit for any new or expanded use within the Sunset Industrial Area.

Implementation Program 3.17: After the Community Facilities District is formed, all subsequent new development projects or projects substantially expanding an existing development shall be required to annex into the Community Facilities District.

The proposed Minor Use Permit will be conditioned to require the developer to annex into the Community Facilities District in order to contribute fair share funding for expanded fire protection and emergency medical response services for Fire Station 77. Annexation into the CFD shall be completed prior to issuance of Improvement Plans or Building Permits. The developer shall pay all costs associated with annexation into the CFD. Application of the following mitigation measure will reduce this potentially significant impact to "Less Than Significant".

MM XIII.1

Prior to the issuance of a improvement plans or a building permit, the project property shall annex into Community Facilities District 2012-1 (CFD 2012-1) formed for the purposed of funding supplemental revenue for operations, training, maintenance and personnel costs for Fire Station No. 77. Developer agrees to the establishment of a special tax in an amount generally consistent with the draft Rate and Method of Apportionment of Special Taxes dated October 25, 2001. The project shall execute a Ballot and Waiver, and record a map of their existing parcel in the CFD 2012-1 Book.

Discussion- Item XIV-2:

No new sheriff protection facilities are proposed as part of this project. There is no impact.

Discussion- Item XIV-3:

No new school facilities are proposed as part of this project. There is no impact.

Discussion- Item XIV-4:

The proposed project will result in the renovation of an existing 25,000 square foot building, the construction of a 4,087 square foot building accessed from a County maintained roadway. There would be an incremental increase in maintenance to County roadways; however the increase would be negligible. The project would be subject to the County Traffic Impact Fee Program and payment of Traffic Impact Fees would be required prior to approval of Building Permits or Improvement Plans. Payment of Traffic Impact Fees prior to construction of the project would ensure that funding for the incremental increase in roadway maintenance would be in place prior to project operation and would offset additional maintenance costs. Therefore, this impact is less than significant. No mitigation measures are required.

Discussion- Item XIV-5:

No other governmental services are proposed as part of this project. There is no impact.

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- Item XV-1:

The project would not increase the use of existing neighborhood and regional parks or other recreational facilities. Therefore, there is no impact.

Discussion- Item XV-2:

The proposed project does not include recreational facilities or require the construction or expansion of recreational facilities. 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 otherwise decrease the performance or safety of such facilities? (ESD)				X
8. Change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (PLN)				X

Discussion- Items XVI-1,2:

This project proposal will result in the renovation of an existing 25,000 square foot building and the construction of a 4,087 square foot building for a CNG fueling facility. A Traffic Assessment report was prepared by Ken Anderson & Associates, Inc. dated February 6, 2014. This report concluded that the addition of project trips (254 daily trips) will not result in any roadway operating with a Level of Service in excess of the adopted minimum LOS C standard. The increases in traffic due to this project are consistent with those anticipated in the Sunset Industrial Area Plan both individually and on a cumulative basis. For potential cumulative traffic impacts, the Sunset Industrial Area Plan includes a fully funded Capital Improvement Program, which with payment of traffic mitigation fees for the ultimate construction of the CIP improvements, would help reduce the cumulative traffic impacts to less than significant levels. Due to a fee credit for the existing building, this project will not be subject to the payment of traffic impact fees. However, in the future if the number of CNG deliveries increase, the applicant will be required to pay traffic impact fees. Therefore, the project's impacts associated with traffic related impacts are less than significant. No mitigation measures are required.

Discussion- Item XVI-3:

The proposed CNG fueling facility project will not create increased impacts to vehicle safety due to roadway design features or incompatible uses. There is no impact.

Discussion- Item XVI-4:

The proposed CNG fueling facility project will not create inadequate emergency access or access to nearby uses. There is no impact.

Discussion- Item XVI-5:

The proposed CNG fueling facility project is providing sufficient on-site parking as required by the Placer County Zoning Ordinance. There is no impact.

Discussion- Item XVI-6:

The proposed project will be constructing site improvements that do not create any significant hazards or barriers for pedestrians or bicyclists. There is no impact.

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 would not result in a change in air traffic patterns, increased air traffic levels, or a change in air traffic location or safety issues. In addition, the project is not located within an overflight zone of an airport. 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:

Treated water will be provided by PCWA and will not require or result in the construction of new water delivery, collection or treatment facilities or expansion of existing facilities. The property is within the Placer County Service Area No. 28 Zone No 2-A3. The CSA's sanitary sewer collection system currently has adequate capacity to accept sewage flow from this project. The wastewater will eventually be conveyed to the treatment facility, City of Roseville Pleasant Grove Wastewater Treatment Plant, which is capable of handling and treating this additional volume of wastewater without overwhelming the existing system. No mitigation measures are required.

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 project proposes additional storm drainage collection and conveyance facilities to add a detention facility consisting of underground piping that would regulate discharges utilizing an orifice plate at the outlet. The applicant has demonstrated through a preliminary drainage report prepared by Rolls Anderson & Rolls Civil Engineers dated January 16, 2015 that the proposed storm drain facilities are adequate to handle this project's flows and the construction of the on-site stormwater conveyance system is not expected to cause significant environmental effects. There is no impact.

Discussion- Item XVII-5:

Treated water will be provided by PCWA. The existing building is currently being provided treated water from PCWA. No mitigation measures are required.

Discussion- Item XVII-6:

The agency charged with providing sewer services, Placer County, has indicated their requirements to serve the project and these requirements are routine in nature and do not represent significant impacts. 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 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, Alex Fisch, Chairperson
 Planning Services Division, Air Quality, Lisa Carnahan
 Engineering and Surveying Division, Sarah Gillmore
 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
 Placer County Fire/CDF, Mike DiMaggio

Signature  Date April 15, 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 checked="" type="checkbox"/> Community Plan	
	<input checked="" type="checkbox"/> Environmental Review Ordinance	
	<input checked="" type="checkbox"/> General Plan	
	<input checked="" type="checkbox"/> Grading Ordinance	
	<input checked="" type="checkbox"/> Land Development Manual	
	<input type="checkbox"/> Land Division Ordinance	
	<input checked="" type="checkbox"/> Stormwater Management Manual	
	<input type="checkbox"/> Tree Ordinance	
	<input type="checkbox"/> _____	
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 type="checkbox"/> Tree Survey & Arborist Report
		<input type="checkbox"/> Visual Impact Analysis
		<input checked="" type="checkbox"/> Wetland Delineation
		<input checked="" type="checkbox"/> Acoustical Analysis
		<input type="checkbox"/> _____
	Engineering & Surveying Division, Flood Control District	<input type="checkbox"/> Phasing Plan
		<input checked="" type="checkbox"/> Preliminary Grading Plan
		<input type="checkbox"/> Preliminary Geotechnical Report
		<input checked="" type="checkbox"/> Preliminary Drainage Report
		<input checked="" type="checkbox"/> Stormwater & Surface Water Quality BMP Plan
		<input type="checkbox"/> Traffic Study
		<input type="checkbox"/> Sewer Pipeline Capacity Analysis
		<input type="checkbox"/> Placer County Commercial/Industrial Waste Survey (where public sewer is available)
		<input type="checkbox"/> Sewer Master Plan
		<input checked="" type="checkbox"/> Utility Plan
	<input type="checkbox"/> Tentative Map	
	Environmental Health	<input type="checkbox"/> Groundwater Contamination Report
		<input type="checkbox"/> Hydro-Geological Study

	Services	<input type="checkbox"/> Phase I Environmental Site Assessment
		<input type="checkbox"/> Soils Screening
		<input type="checkbox"/> Preliminary Endangerment Assessment
		<input type="checkbox"/> _____
	Planning Services Division, Air Quality	<input type="checkbox"/> CALINE4 Carbon Monoxide Analysis
		<input type="checkbox"/> Construction Emission & Dust Control Plan
		<input type="checkbox"/> Geotechnical Report (for naturally occurring asbestos)
		<input type="checkbox"/> Health Risk Assessment
		<input type="checkbox"/> CalEEMod Model Output
		<input type="checkbox"/> _____
	Fire Department	<input type="checkbox"/> Emergency Response and/or Evacuation Plan
		<input type="checkbox"/> Traffic & Circulation Plan
		<input type="checkbox"/> _____