



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: Willow Creek Shopping Center (PCPA 20140057)

PROJECT DESCRIPTION: The applicant requests approval of a Conditional Use Permit to construct a shopping center with approximately 65,000 square feet of retail and restaurant uses.

PROJECT LOCATION: Northwest corner of State Route 49 (SR49) and Willow Creek Drive, North Auburn, Placer County

APPLICANT: Carl E Best, 2580 Sierra Blvd., Suite E, Sacramento, CA 95825

The comment period for this document closes on **September 23, 2014**. A copy of the Mitigated Negative Declaration is available for public review at the County's web site <http://www.placer.ca.gov/Departments/CommunityDevelopment/EnvCoordSvcs/NegDec.aspx> Community Development Resource Agency public counter, and at the Auburn Public Library. Property owners within 300 feet of the subject site shall be notified by mail of the upcoming hearing before the Planning Commission. Additional information may be obtained by contacting the Environmental Coordination Services, at (530)745-3132, between the hours of 8:00 am and 5:00 pm, at 3091 County Center Drive, Auburn, CA 95603.

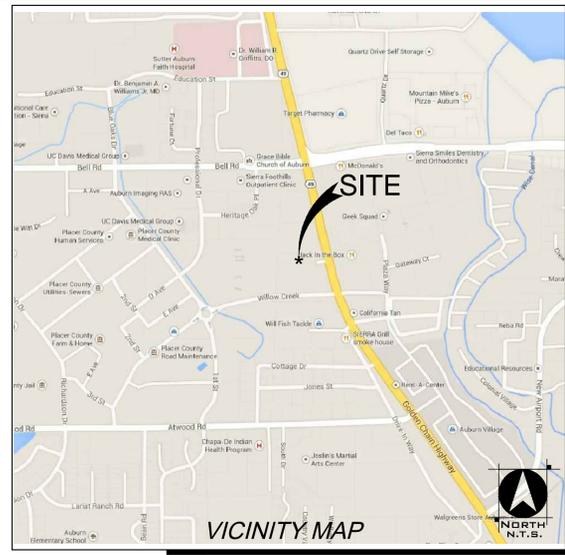
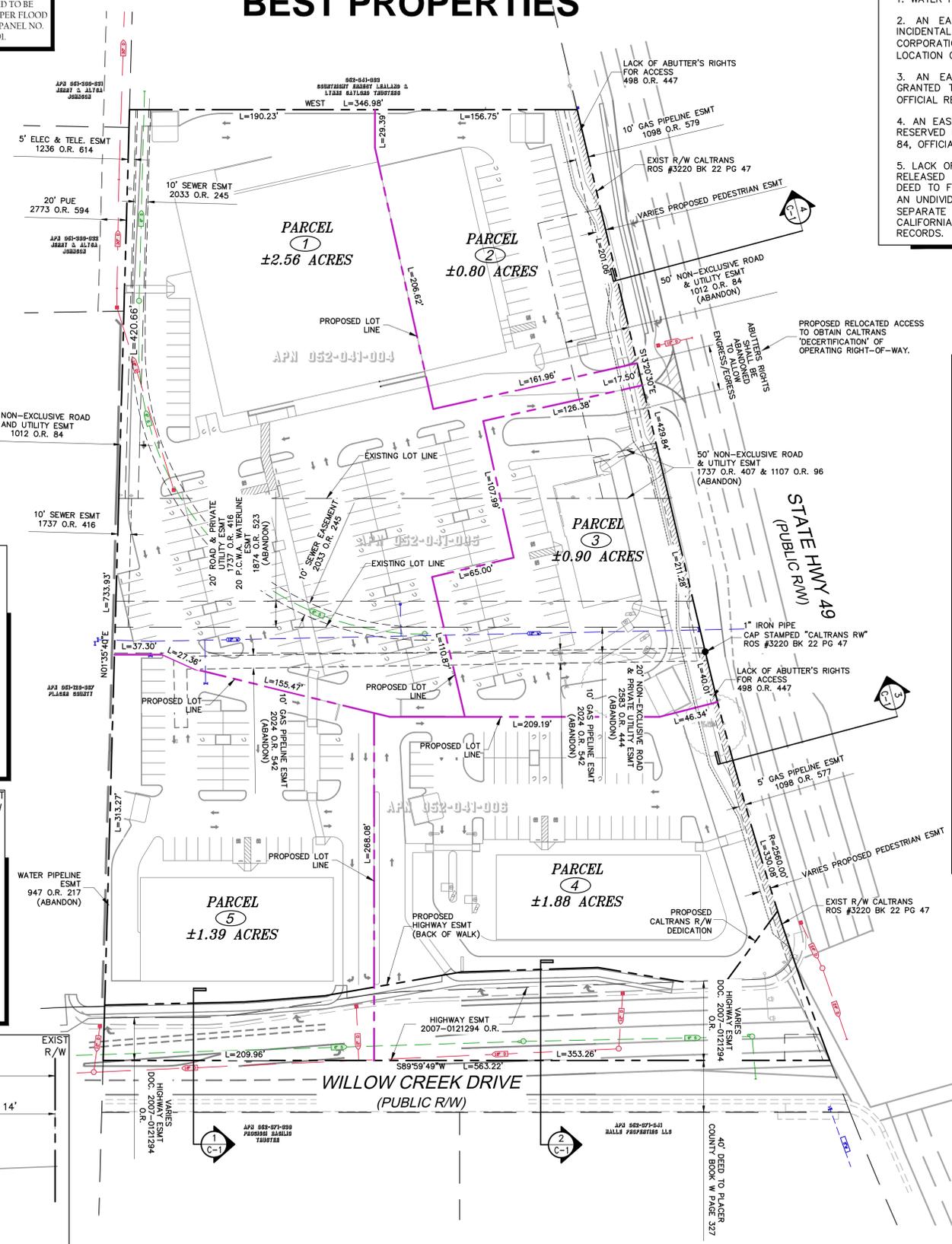
Published in Sacramento Bee, Monday, August 25, 2014

TENTATIVE PARCEL MAP

WILLOW CREEK RETAIL

PLACER COUNTY, CALIFORNIA

BEST PROPERTIES



TENTATIVE PARCEL MAP SHEET INDEX

- T-1 TENTATIVE PARCEL MAP
- T-2 EXISTING CONDITIONS PLAN
- T-3 PRELIMINARY GRADING PLAN
- T-4 PRELIMINARY UTILITY PLAN

COUNTY OF PLACER DATUM
BENCHMARK:
 PLACER COUNTY DATUM

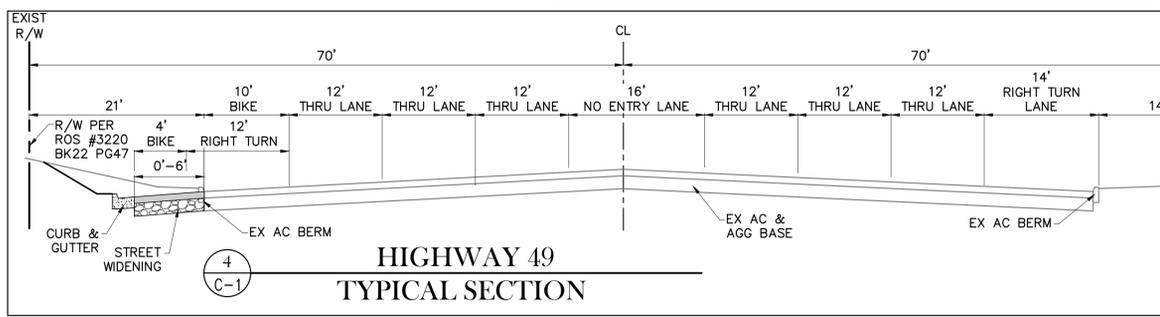
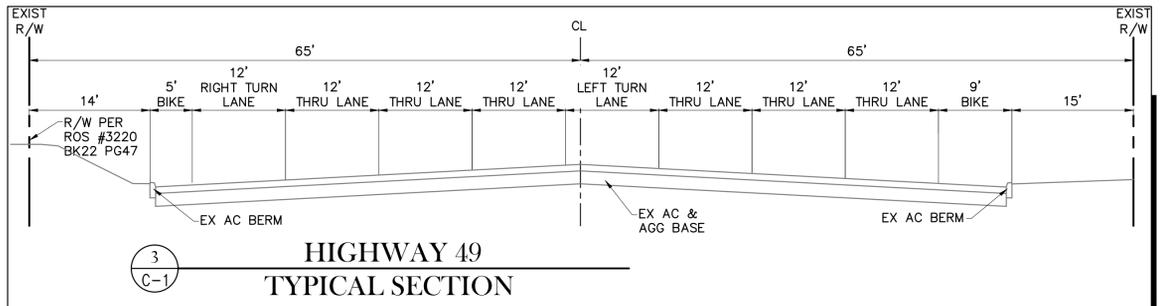
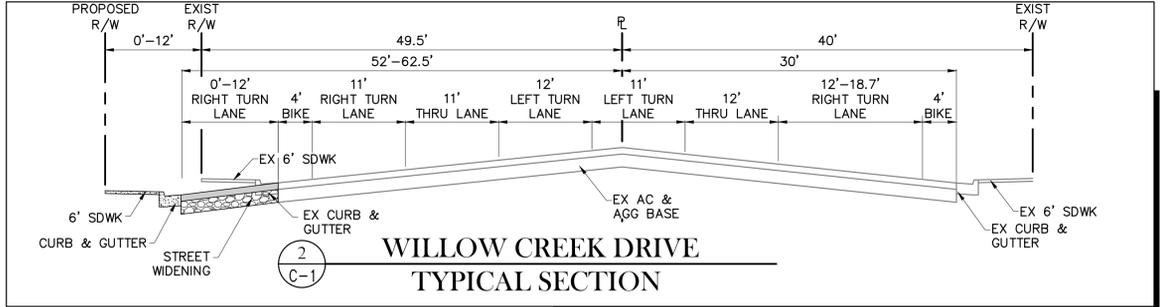
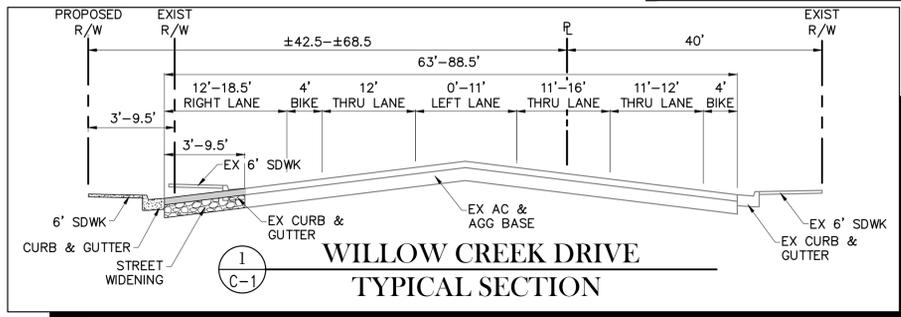
FLOOD ZONE
 PROJECT IS LOCATED WITHIN FLOOD ZONE DESIGNATED AS X, AREAS DETERMINED TO BE OUTSIDE THE 500-YEAR FLOOD PLAIN PER FLOOD INSURANCE PROGRAM COMMUNITY PANEL NO. 0606ICINDO, DATED NOVEMBER 21, 2001.

- NOTE:**
- AS PART OF CC&R'S AND/OR RECIPROCAL EASEMENT AGREEMENT ALL SUBJECT PARCELS SHALL HAVE BLANKET EASEMENTS FOR DRAINAGE, PEDESTRIAN ACCESS, VEHICLE ACCESS, PARKING, & PRIVATE UTILITY EASEMENT. THIS BLANKET EASEMENT SHALL EXCLUDE THE BUILDING FOOTPRINTS.
 - ALL PUBLIC UTILITIES (AS CONDITIONED AS PART OF APPROVAL) SHALL BE LOCATED IN PUBLIC ESMT - MEETING THE LOCAL JURISDICTION REQUIREMENTS.
 - INTERNAL LOT LINES MAY BE MODIFIED BASED ON BUILDING CODE AND TENANT REQUIREMENTS. LOT LINES THAT DIFFER FROM WHAT IS SHOWN ON THIS TENTATIVE PARCEL MAP SHALL BE REVIEWED & APPROVED BY PLACER COUNTY FOR SUBSTANTIAL COMPLIANCE WITH THE TENTATIVE PARCEL MAP.

TENTATIVE MAP STATEMENT
 "I HEREBY STATE THAT THIS TENTATIVE MAP ACCURATELY DEPICTS THE LOCATION, WIDTH, TYPE AND RECORDING INFORMATION OF ALL RECORD EASEMENTS LISTED IN THE PRELIMINARY TITLE REPORT ISSUED BY STEWART TITLE OF CALIFORNIA, INC. ORDER NO. 34-245607 DATED MARCH 20, 2012. ALL EASEMENTS PROPOSED TO BE ABANDONED OR EXTINGUISHED ARE IDENTIFIED. EASEMENTS THAT CANNOT BE LOCATED FROM RECORD INFORMATION ARE LISTED IN THE NOTES."
 SIGN: *J.L. Klumpp* L.S. 7375 JULY 21, 2014
 DATE

- NOTE:**
- FOLLOWING EASEMENTS COULD NOT BE LOCATED FROM RECORDED INFORMATION:
- WATER PIPELINE EASEMENT 947 O.R. 217 - ALONG WESTERN R/W NO WIDTH GIVEN
 - AN EASEMENT OVER SAID LAND FOR ELECTRICAL TRANSMISSION FACILITIES AND INCIDENTAL PURPOSES AS GRANTED TO PACIFIC GAS AND ELECTRIC COMPANY, A CORPORATION, IN DEED RECORDED IN BOOK 402, PAGE 151, OFFICIAL RECORDS (EXACT LOCATION CANNOT BE DETERMINED PER RECORD).
 - AN EASEMENT OVER SAID LAND FOR PIPELINE AND INCIDENTAL PURPOSES AS GRANTED TO LOUIS F. KLUMPP, ET UX, IN DEED RECORDED IN BOOK 437, PAGE 300, OFFICIAL RECORDS (EXACT LOCATION CANNOT BE DETERMINED PER RECORD).
 - AN EASEMENT OVER SAID LAND FOR SEWER PIPELINE AND INCIDENTAL PURPOSES AS RESERVED BY LAWRENCE A. COPPOLLETTI, ET AL, IN DEED RECORDED IN BOOK 1012, PAGE 84, OFFICIAL RECORDS (EXACT LOCATION CANNOT BE DETERMINED PER RECORD).
 - LACK OF RIGHTS OF ACCESS TO AND FROM THE HIGHWAY, SAID RIGHTS HAVING BEEN RELEASED AND RELINQUISHED, EXCEPT AT A LOCATION SPECIFICALLY DESIGNATED IN DEED TO FRED G. LEMMON AND MARIE W. LEMMON, HIS WIFE, AS JOINT TENANTS, AS TO AN UNDIVIDED 1/2 INTEREST AND GARRETT W. LEMMON, A MARRIED MAN, DEALING IN HIS SEPARATE PROPERTY, AS TO AN UNDIVIDED 1/2 INTEREST FROM THE STATE OF CALIFORNIA, RECORDED DECEMBER 18, 1968, IN BOOK 1226, PAGE 697, OFFICIAL RECORDS.

J.L. Klumpp
 THIS TENTATIVE PARCEL MAP CONFORMS TO SECTION 16.12.040 OF THE LAND DEVELOPMENT MANUAL.



PROJECT SUMMARY

ASSESSORS PARCEL NO'S
 052-041-004, 005, 006

OWNER
 JOHN L. SULLIVAN FAMILY LP
 700 AUTOMALL DRIVE
 ROSEVILLE, CA 95661

DEVELOPER
 BEST PROPERTIES
 2580 SIERRA BLVD, SUITE E
 SACRAMENTO, CA 95825

PLANNER/ENGINEER
 TSD ENGINEERING, INC.
 31 NATOMA STREET, SUITE #160
 FOLSOM, CA 95630
 ATTN: CHRIS SCHULZE

AREA
 6.88+ ACRES

NUMBER OF LOTS
 3 LOTS (EXISTING)
 5 LOTS (PROPOSED)
 MINIMUM LOT AREA-34,848 SQ. FT.
 MAXIMUM LOT AREA-11,514 SQ. FT.
 AVERAGE LOT AREA-65,601 SQ. FT.

PROPOSED USE
 COMMERCIAL/RETAIL

EXISTING ZONING
 CPD-DC (COMMERCIAL PLANNED DEVELOPMENT)

PROPOSED ZONING
 CPD-DC (COMMERCIAL PLANNED DEVELOPMENT)

EXISTING BUILDING SETBACKS
 BY USE PERMIT OR DESIGN REVIEW

UTILITY PROVIDERS

PARK DISTRICT
 FACILITY SERVICES

SCHOOL DISTRICT
 PLACER COUNTY OFFICE OF EDUCATION
 AUBURN UNION - AUBURN ELEMENTARY
 ROSEVILLE, CA 95661

WATER
 NEVADA IRRIGATION DISTRICT

SANITARY SEWER
 SPECIAL MAINTENANCE DISTRICT #1

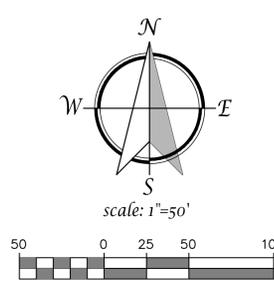
STORM DRAIN
 PRIVATE - MAINTAINED BY PROPERTY OWNER'S ENTITY.

ELECTRIC/GAS
 PG&E

TELEPHONE
 ATT

CABLE
 COMCAST

FIRE
 CAL-FIRE



TENTATIVE PARCEL MAP
 JUNE 5, 2014
 REVISED JULY 21, 2014

31 Natoma Street, Suite #160
 Folsom, CA 95630
 Phone: (916) 608-0707
 Fax: (916) 608-0701

P:\Projects\161-005\02 DWG\161-005-02.dwg - Planning V16 (C01) Tentative Map.dwg, TSDENIG-CRIS, 08/14/14, 07:24:14



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: Willow Creek Shopping Center	Project # PCPA 20140057
Description: The applicant requests approval of a Conditional Use Permit to construct a shopping center with approximately 65,000 square feet of retail and restaurant uses.	
Location: Northwest corner of State Route 49 (SR49) and Willow Creek Drive, North Auburn, Placer County	
Project Owner/Applicant: Carl E Best, 2580 Sierra Blvd., Suite E, Sacramento, CA 95825	
County Contact Person: Gerry Haas	530-745-3084

PUBLIC NOTICE

The comment period for this document closes on **September 23, 2014**. A copy of the Negative Declaration is available for public review at the County's web site <http://www.placer.ca.gov/Departments/CommunityDevelopment/EnvCoordSvcs/NegDec.aspx>, Community Development Resource Agency public counter, and at the Auburn Public Library. Property owners within 300 feet of the subject site shall be notified by mail of the upcoming hearing before the Planning Commission. Additional information may be obtained by contacting the Environmental Coordination Services, at (530)745-3132 between the hours of 8:00 am and 5:00 pm 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.

TENTATIVE PARCEL MAP
 EXISTING CONDITIONS PLAN
WILLOW CREEK
 RETAIL
 PLACER COUNTY, CA
BEST PROPERTIES

TITLE REPORT NOTES:

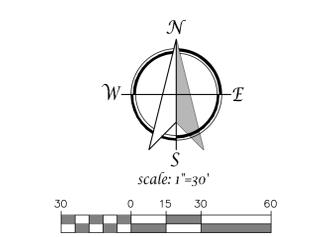
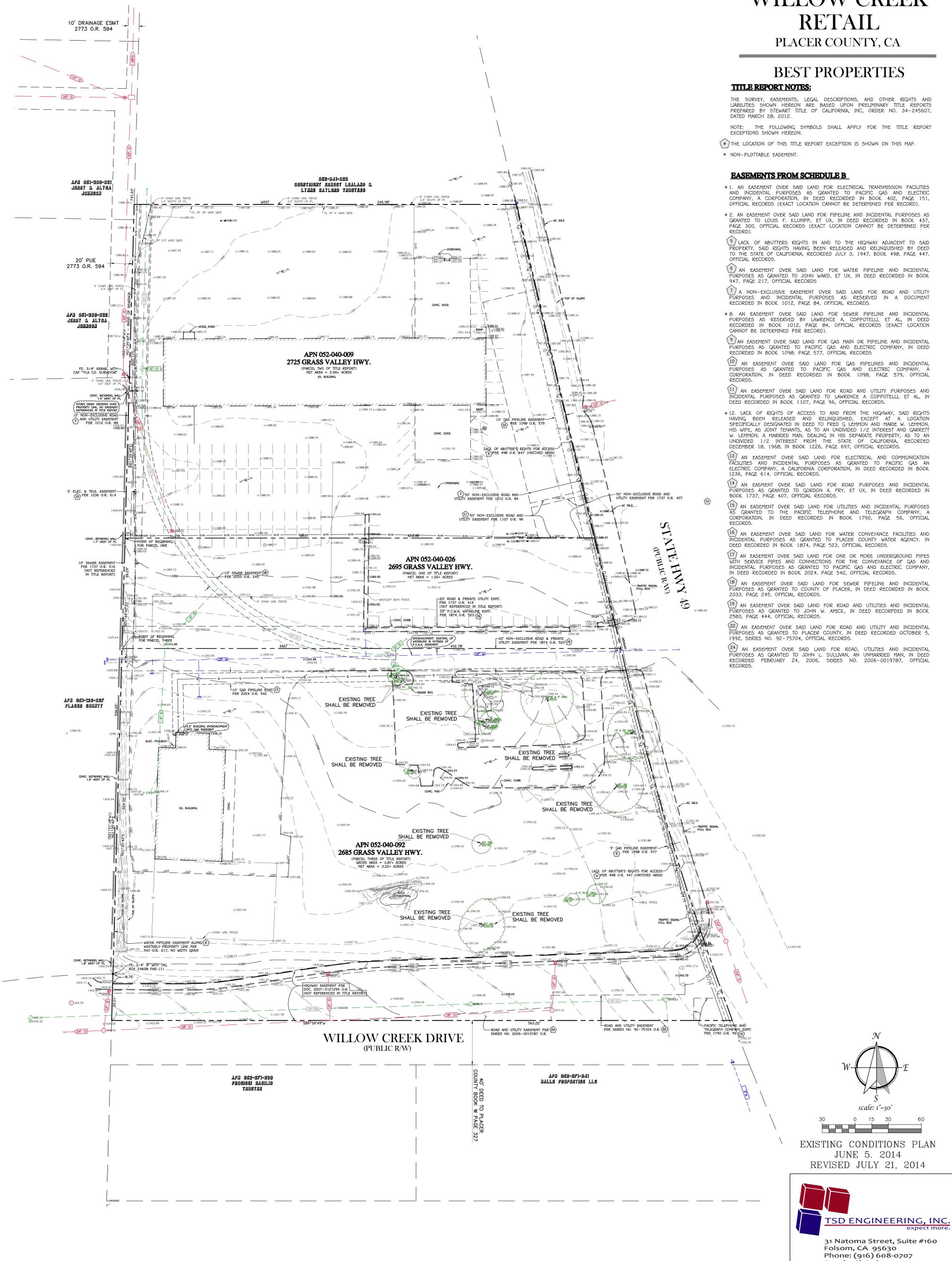
THE SURVEY, EASEMENTS, LEGAL DESCRIPTIONS, AND OTHER RIGHTS AND LIABILITIES SHOWN HEREON ARE BASED UPON PRELIMINARY TITLE REPORTS PREPARED BY STEWART TITLE OF CALIFORNIA, INC., ORDER NO. 34-245607, DATED MARCH 28, 2012.

NOTE: THE FOLLOWING SYMBOLS SHALL APPLY FOR THE TITLE REPORT EXCEPTIONS SHOWN HEREON.

- ① THE LOCATION OF THIS TITLE REPORT EXCEPTION IS SHOWN ON THIS MAP.
- * NON-PLOTTABLE EASEMENT.

EASEMENTS FROM SCHEDULE B

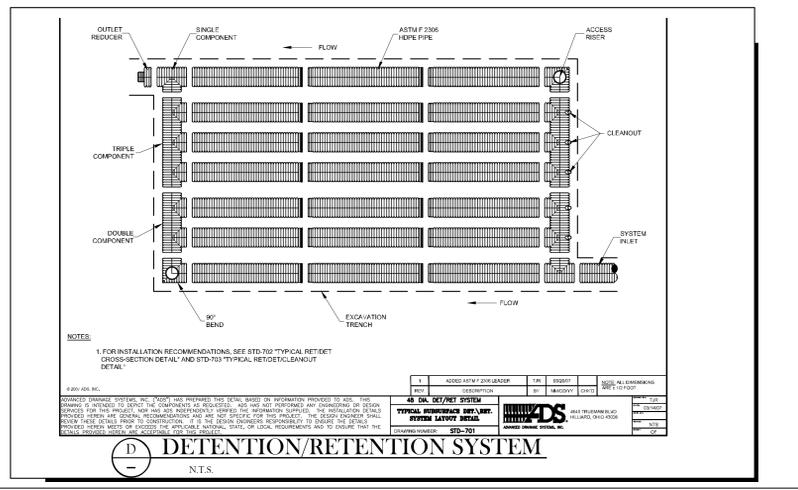
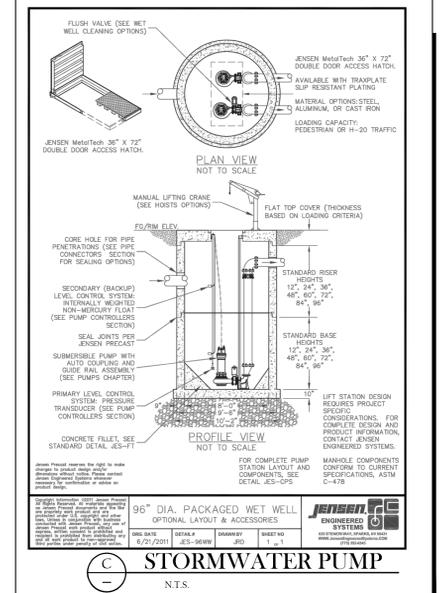
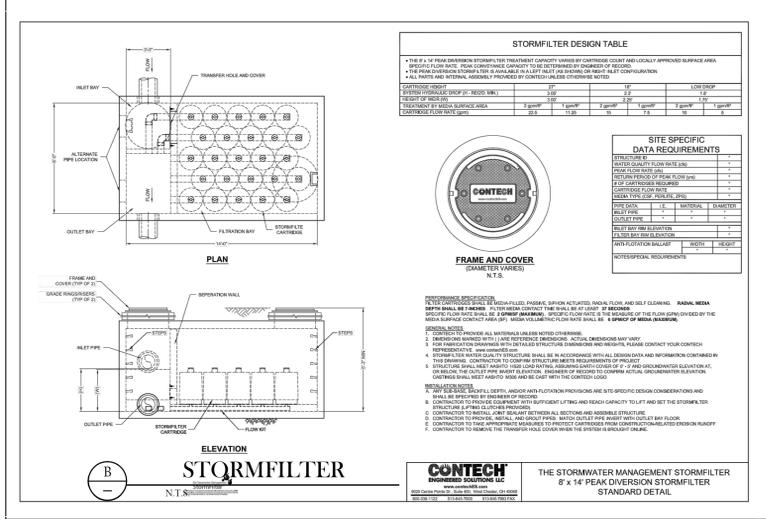
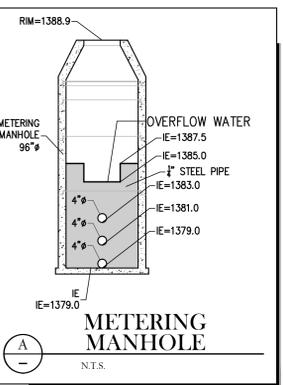
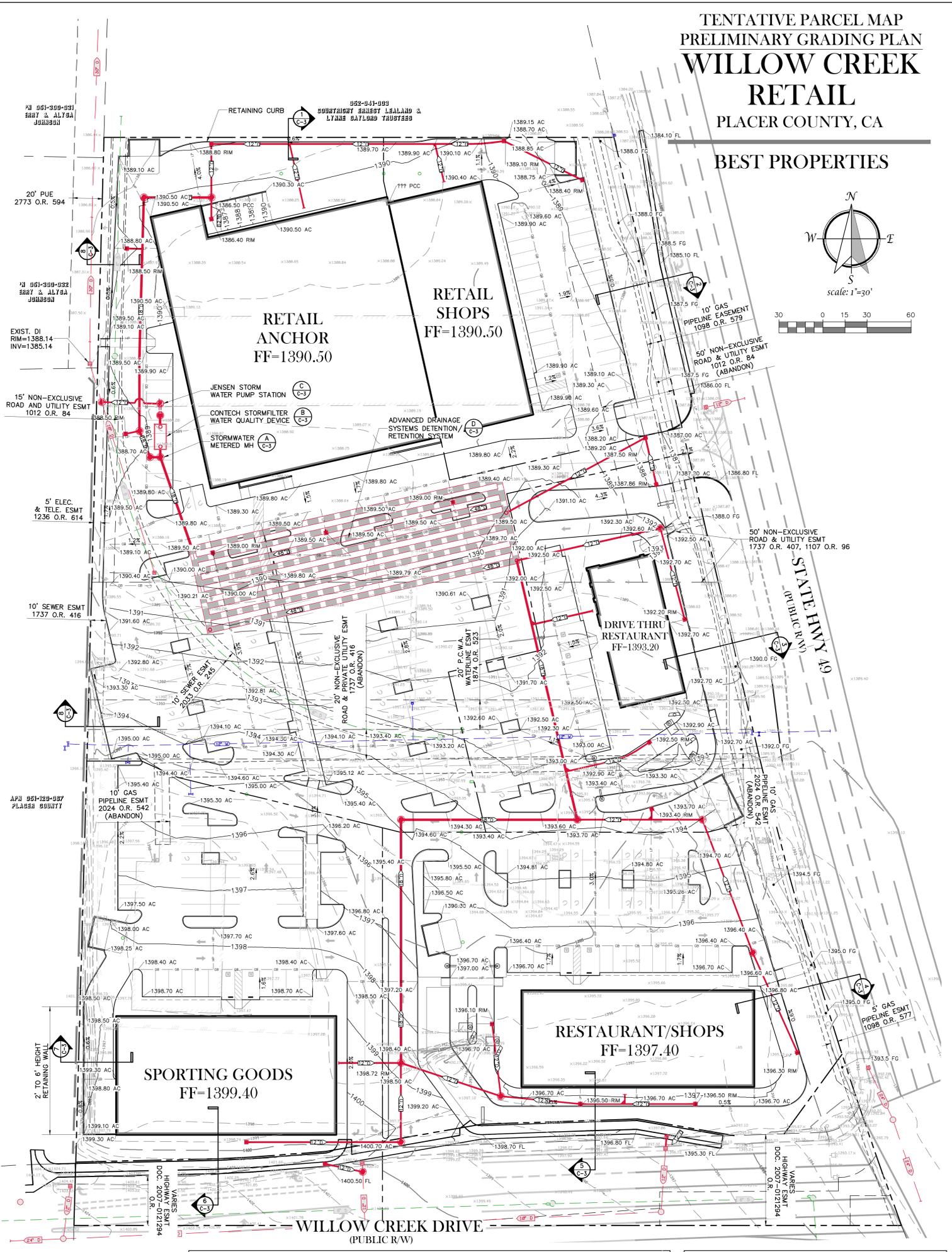
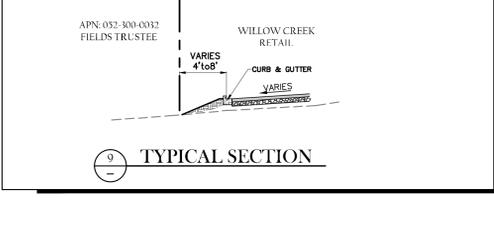
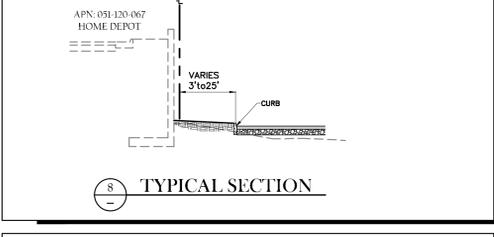
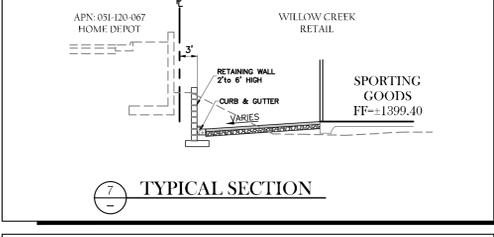
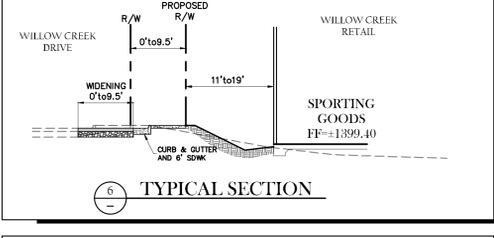
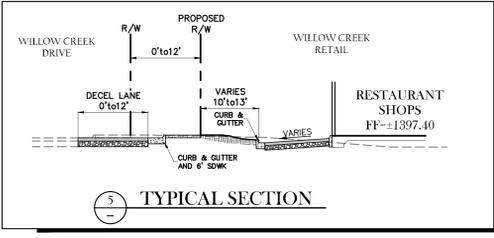
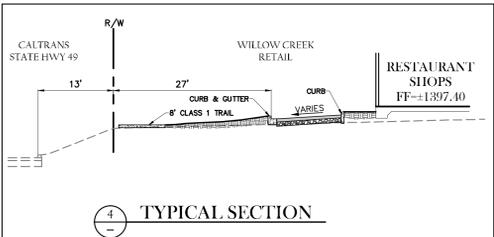
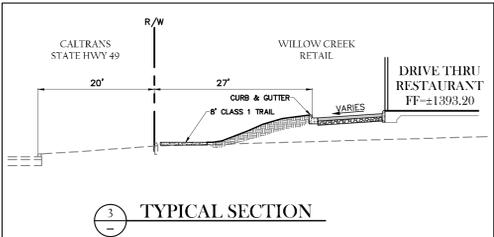
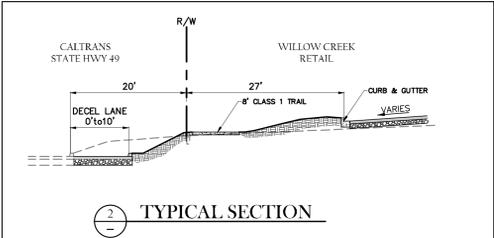
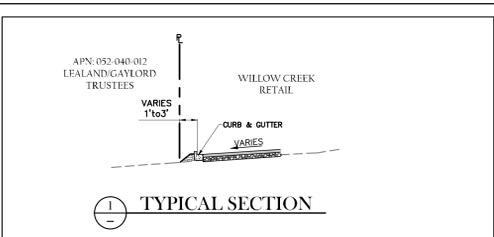
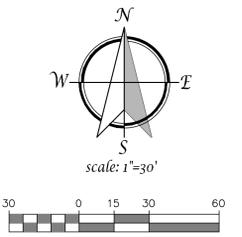
- * 1. AN EASEMENT OVER SAID LAND FOR ELECTRICAL TRANSMISSION FACILITIES AND INCIDENTAL PURPOSES AS GRANTED TO PACIFIC GAS AND ELECTRIC COMPANY, A CORPORATION, IN DEED RECORDED IN BOOK 402, PAGE 151, OFFICIAL RECORDS (EXACT LOCATION CANNOT BE DETERMINED PER RECORD).
- * 2. AN EASEMENT OVER SAID LAND FOR PIPELINE AND INCIDENTAL PURPOSES AS GRANTED TO LOUIS F. KLUMPP, ET UX, IN DEED RECORDED IN BOOK 437, PAGE 300, OFFICIAL RECORDS (EXACT LOCATION CANNOT BE DETERMINED PER RECORD).
- ② LACK OF ABUTTERS RIGHTS IN AND TO THE HIGHWAY ADJACENT TO SAID PROPERTY, SAID RIGHTS HAVING BEEN RELEASED AND RELINQUISHED BY DEED TO THE STATE OF CALIFORNIA, RECORDED JULY 3, 1947, BOOK 498, PAGE 447, OFFICIAL RECORDS.
- ④ AN EASEMENT OVER SAID LAND FOR WATER PIPELINE AND INCIDENTAL PURPOSES AS GRANTED TO JOHN WARD, ET UX, IN DEED RECORDED IN BOOK 947, PAGE 217, OFFICIAL RECORDS.
- ⑦ A NON-EXCLUSIVE EASEMENT OVER SAID LAND FOR ROAD AND UTILITY PURPOSES AND INCIDENTAL PURPOSES AS RESERVED IN A DOCUMENT RECORDED IN BOOK 1012, PAGE 84, OFFICIAL RECORDS.
- * 8. AN EASEMENT OVER SAID LAND FOR SEWER PIPELINE AND INCIDENTAL PURPOSES AS RESERVED BY LAWRENCE A. COPPOTELLI, ET AL, IN DEED RECORDED IN BOOK 1012, PAGE 84, OFFICIAL RECORDS (EXACT LOCATION CANNOT BE DETERMINED PER RECORD).
- ⑨ AN EASEMENT OVER SAID LAND FOR GAS MAIN OR PIPELINE AND INCIDENTAL PURPOSES AS GRANTED TO PACIFIC GAS AND ELECTRIC COMPANY, A CORPORATION, IN DEED RECORDED IN BOOK 1098, PAGE 577, OFFICIAL RECORDS.
- ⑩ AN EASEMENT OVER SAID LAND FOR GAS PIPELINES AND INCIDENTAL PURPOSES AS GRANTED TO PACIFIC GAS AND ELECTRIC COMPANY, A CORPORATION, IN DEED RECORDED IN BOOK 1098, PAGE 579, OFFICIAL RECORDS.
- ⑪ AN EASEMENT OVER SAID LAND FOR ROAD AND UTILITY PURPOSES AND INCIDENTAL PURPOSES AS GRANTED TO LAWRENCE A. COPPOTELLI, ET AL, IN DEED RECORDED IN BOOK 1107, PAGE 96, OFFICIAL RECORDS.
- * 12. LACK OF RIGHTS OF ACCESS TO AND FROM THE HIGHWAY, SAID RIGHTS HAVING BEEN RELEASED AND RELINQUISHED, EXCEPT AT A LOCATION SPECIFICALLY DESIGNATED IN DEED TO FRED G. LEMMON AND MARIE W. LEMMON, HIS WIFE, AS JOINT TENANTS, AS TO AN UNDIVIDED 1/2 INTEREST AND GARRETT W. LEMMON, A MARIED MAN, DEALING IN HIS SEPARATE PROPERTY, AS TO AN UNDIVIDED 1/2 INTEREST FROM THE STATE OF CALIFORNIA, RECORDED DECEMBER 18, 1968, IN BOOK 697, OFFICIAL RECORDS.
- ⑬ AN EASEMENT OVER SAID LAND FOR ELECTRICAL AND COMMUNICATION FACILITIES AND INCIDENTAL PURPOSES AS GRANTED TO PACIFIC GAS AND ELECTRIC COMPANY, A CALIFORNIA CORPORATION, IN DEED RECORDED IN BOOK 1236, PAGE 614, OFFICIAL RECORDS.
- ⑭ AN EASEMENT OVER SAID LAND FOR ROAD PURPOSES AND INCIDENTAL PURPOSES AS GRANTED TO GORDON A. FRY, ET UX, IN DEED RECORDED IN BOOK 1737, PAGE 407, OFFICIAL RECORDS.
- ⑮ AN EASEMENT OVER SAID LAND FOR UTILITIES AND INCIDENTAL PURPOSES AS GRANTED TO THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY, A CORPORATION, IN DEED RECORDED IN BOOK 1790, PAGE 56, OFFICIAL RECORDS.
- ⑯ AN EASEMENT OVER SAID LAND FOR WATER CONVEYANCE FACILITIES AND INCIDENTAL PURPOSES AS GRANTED TO PLACER COUNTY WATER AGENCY, IN DEED RECORDED IN BOOK 1874, PAGE 523, OFFICIAL RECORDS.
- ⑰ AN EASEMENT OVER SAID LAND FOR ONE OR MORE UNDERGROUND PIPES WITH SERVICE PIPES AND CONNECTIONS FOR THE CONVEYANCE OF GAS AND INCIDENTAL PURPOSES AS GRANTED TO PACIFIC GAS AND ELECTRIC COMPANY, IN DEED RECORDED IN BOOK 2024, PAGE 542, OFFICIAL RECORDS.
- ⑱ AN EASEMENT OVER SAID LAND FOR SEWER PIPELINE AND INCIDENTAL PURPOSES AS GRANTED TO COUNTY OF PLACER, IN DEED RECORDED IN BOOK 2033, PAGE 245, OFFICIAL RECORDS.
- ⑲ AN EASEMENT OVER SAID LAND FOR ROAD AND UTILITIES AND INCIDENTAL PURPOSES AS GRANTED TO JOHN W. AMICK, IN DEED RECORDED IN BOOK 2583, PAGE 444, OFFICIAL RECORDS.
- ⑳ AN EASEMENT OVER SAID LAND FOR ROAD AND UTILITY AND INCIDENTAL PURPOSES AS GRANTED TO PLACER COUNTY, IN DEED RECORDED OCTOBER 5, 1992, SERIES NO. 92-75704, OFFICIAL RECORDS.
- ㉑ AN EASEMENT OVER SAID LAND FOR ROAD AND UTILITIES AND INCIDENTAL PURPOSES AS GRANTED TO JOHN L. SULLIVAN, AN UNMARRIED MAN, IN DEED RECORDED FEBRUARY 24, 2006, SERIES NO. 2006-0019787, OFFICIAL RECORDS.
- ㉒ AN EASEMENT OVER SAID LAND FOR ROAD, UTILITIES AND INCIDENTAL PURPOSES AS GRANTED TO JOHN L. SULLIVAN, AN UNMARRIED MAN, IN DEED RECORDED FEBRUARY 24, 2006, SERIES NO. 2006-0019787, OFFICIAL RECORDS.



EXISTING CONDITIONS PLAN
 JUNE 5, 2014
 REVISED JULY 21, 2014

TSD ENGINEERING, INC.
 expect more.
 31 Natoma Street, Suite #160
 Folsom, CA 95630
 Phone: (916) 608-0707
 Fax: (916) 608-0701

TENTATIVE PARCEL MAP
PRELIMINARY GRADING PLAN
WILLOW CREEK
RETAIL
PLACER COUNTY, CA
BEST PROPERTIES



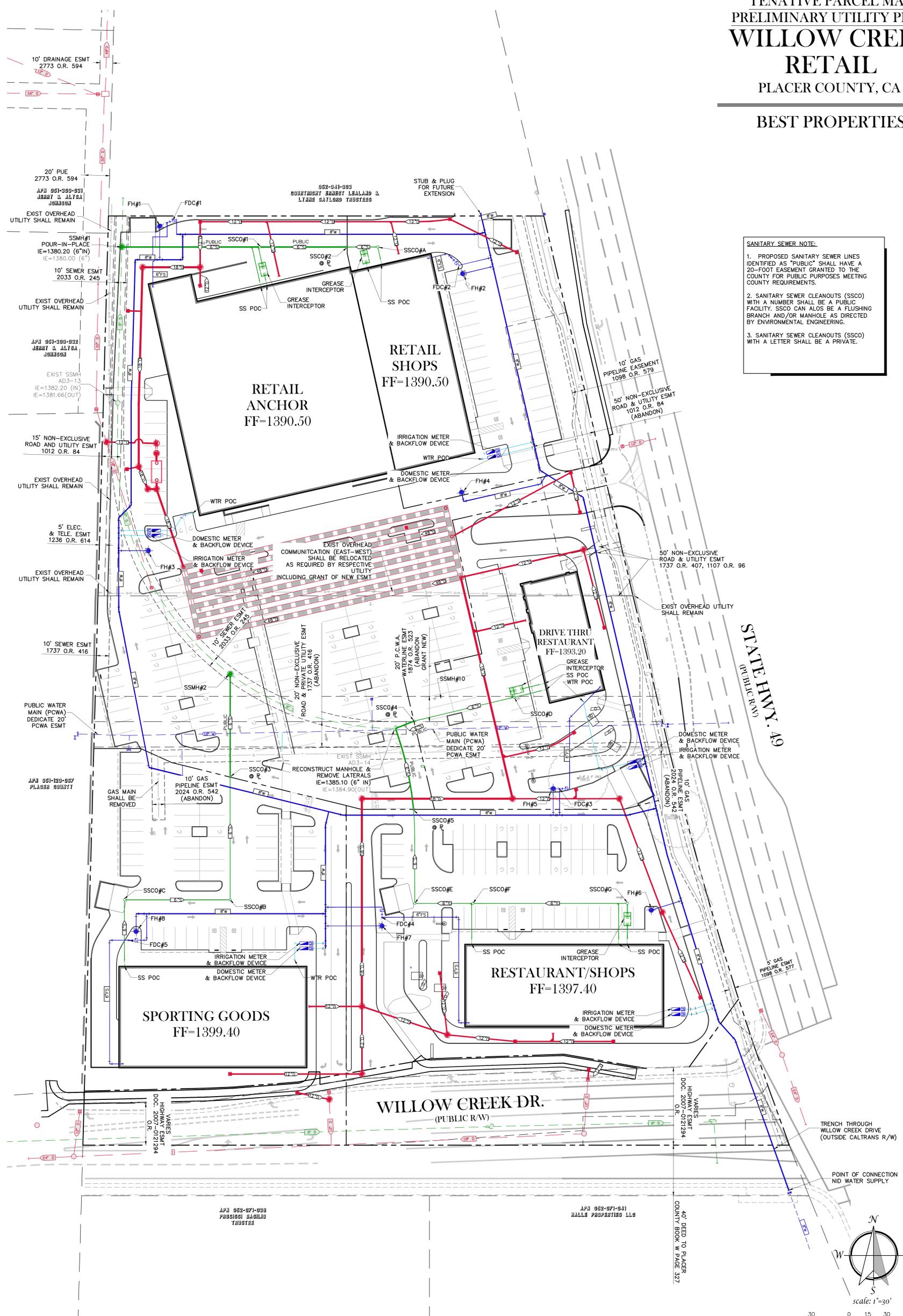
PRELIMINARY GRADING PLAN
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T-3

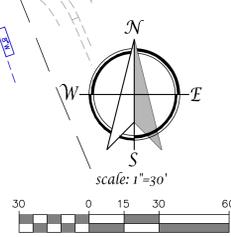
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TENTATIVE PARCEL MAP
 PRELIMINARY UTILITY PLAN
WILLOW CREEK
 RETAIL
 PLACER COUNTY, CA
 BEST PROPERTIES



SANITARY SEWER NOTE:

1. PROPOSED SANITARY SEWER LINES IDENTIFIED AS "PUBLIC" SHALL HAVE A 20'-FOOT EASEMENT GRANTED TO THE COUNTY FOR PUBLIC PURPOSES MEETING COUNTY REQUIREMENTS.
2. SANITARY SEWER CLEANOUTS (SSCO) WITH A NUMBER SHALL BE A PUBLIC FACILITY. SSCO CAN ALSO BE A FLUSHING BRANCH AND/OR MANHOLE AS DIRECTED BY ENVIRONMENTAL ENGINEERING.
3. SANITARY SEWER CLEANOUTS (SSCO) WITH A LETTER SHALL BE A PRIVATE.



PRELIMINARY UTILITY PLAN
 JUNE 5, 2014
 REVISED AUGUST 8, 2014

TSD ENGINEERING, INC.
 expect more.

31 Natoma Street, Suite #160
 Folsom, CA 95630
 Phone: (916) 608-0707
 Fax: (916) 608-0701



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: Willow Creek Shopping Center	Project # PCPA 20140057
Entitlements: Conditional Use Permit, Minor Land Division, Design/Site Review, Variance	
Site Area: 6.88 acres	APN: 052-041-004, 005, 006 (previously 052-040-092, 026, 009)
Location: Northwest corner of State Route 49 (SR49) and Willow Creek Drive, North Auburn, Placer County	

A. BACKGROUND:

Project Description:

The applicant requests approval of a Conditional Use Permit to construct a retail shopping center at the northwest corner of SR49 and Willow Creek Drive in the North Auburn area. The shopping center would provide approximately 65,000 square feet of retail and restaurant uses. The developed site would consist of five retail structures, associated on-site parking, circulation and landscaping. The largest of the structures, proposed at the northwest corner of the site, would accommodate the primary anchor tenant, as yet unspecified, but known to be some form of grocery or general retail use. A sporting goods store is proposed immediately adjacent to Willow Creek Drive, at the southwest corner of the site. A retail/shops building (Shops A) would occupy the extreme southeast corner of the site and would accommodate a mix of restaurant and in-line tenant retail shops and services, including a drive-through facility. A second retail/shops building (Shops B) would be constructed immediately adjacent to the east of the major anchor structure. The smallest freestanding building would be a drive-through restaurant adjacent to SR49 located mid-way between the major anchor and the Shops B building.

Access to the site would be provided at Willow Creek with full turning movements, as well as a two-way internal drive connection to the adjacent parcel to the north. In addition, the existing access at the SR49 frontage would be relocated further north from its present location and would be constructed as a right-in and right-out access.

The applicant also requests approval of a Parcel Map to reconfigure and divide the three existing parcels into five parcels, one for each proposed structure, and a Variance to the Sign Ordinance to allow for multiple tenant names to appear on each of the proposed monument signs and to allow for increases in the maximum sign area allowed for the building signs of the two major tenants.

Project Site (Background/Existing Setting):

The project site is zoned CPD-Dc (Commercial Planned Development, combining Design Scenic Corridor), and consists of three parcels totaling approximately 6.88 acres in size. The parcels form a trapezoidal shape that narrows from its Willow Creek Drive frontage to the common lot line with the adjacent parcel to the north. The northern half of the site operated for many years as an automobile dealership. The dealership vacated the site at the onset of the 2008 Recession. Four years later, the property owner removed the structures to reduce maintenance costs, prevent transient use of the site and to market the location for development. Presently, the northern half of the site contains only the former building foundations and parking lot paving. Similarly, the southern half of the site bears evidence of the former development, the foundation of a long-vacant structure that was once used for vehicle repair, and the remains of a large asphaltic pavement drive aisle and former overflow parking area. The remainder of the site, the extreme corner of SR49 and Willow Creek Drive, is the only undeveloped portion of the site and contains seven large specimen native blue and live oak trees as well as some fragmented annual grassland.

B. ENVIRONMENTAL SETTING:

Location	Zoning	Auburn/Bowman Community Plan Land Use Designations	Existing Conditions and Improvements
Site	CPD-Dc (Commercial Planned Development, combining Design Scenic Corridor)	Mixed Use	Vacant, formerly developed commercial land
North	same as project site	same as project site	Developed Commercial – automobile sales and repair
South	same as project site	same as project site	Developed Commercial – tire shop
East	same as project site	same as project site	Developed Commercial – shopping center
West	same as project site	same as project site	Developed Commercial – home improvement center

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 Community Plan Certified EIRs, and project-specific analysis summarized herein, is sustained by Sections 15168 and 15183 of the CEQA Guidelines.

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

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

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

Section 15183 states that “projects which are consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified shall not require additional environmental review, except as may be necessary to examine whether there are project-specific significant effects which are peculiar to the project or site.” Thus, if an impact is not peculiar to the project or site, and it has been

addressed as a significant effect in the prior EIR, or will be substantially mitigated by the imposition of uniformly applied development policies or standards, then additional environmental documentation need not be prepared for the project solely on the basis of that impact.

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

D. EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

I. AESTHETICS – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Have a substantial adverse effect on a scenic vista? (PLN)				X
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within a state scenic highway? (PLN)				X
3. Substantially degrade the existing visual character or quality of the site and its surroundings? (PLN)			X	
4. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? (PLN)		X		

Discussion- Items I-1,2:

The site does not contain a scenic resource and is not located within a scenic vista or a recognized state scenic highway. Although the Auburn/Bowman Community Plan identifies this section of State Route (SR) 49 as a scenic corridor locally (A/BCP Background Report - Community Development Element (C)(2)), it also designates this, and surrounding sites, as commercial. Therefore, the intent of the “scenic corridor” designation is not to protect and preserve natural settings along this section of Highway. Rather, it is to ensure that development is designed with careful attention to aesthetic and visual improvements specific to the site. Because the site is not located near a scenic vista, or within a state scenic highway, there will be no impacts to these resource areas as a result of the project.

Discussion- Item I-3:

Because the site has been previously disturbed and re-vegetated with a mix of native and non-native plant species, the current vegetative resources on the site can best be described as a fragmented and disturbed woodland/grassland environment. Additionally, due to the presence of former building foundations and remnant vehicle parking and circulation features, the site exists in a heavily deteriorated state of development and is not visually complementary to the surrounding neighborhood. As mentioned above, the A/BCP designates this section of SR49 as a scenic corridor. Therefore, the site zoning includes a –Dc (Design Scenic Corridor) combining district which requires a separate Design Review process for all new development projects. Prior to approval of the improvement plans, the project will be subject to review and approval of the Design/Site Review Committee to address the physical conversion of the site. Design review will include, but not be limited to, a review of onsite landscaping, exterior lighting, parking, circulation and signage.

Adjacent properties to the north, south, east and west are all commercially developed, such that the proposed development of this site would be consistent with the existing landscaped commercial corridor of this section of SR 49. The Design Review process will ensure that the proposed development of the project site will result in a less than significant impact to the visual character of the site and its surroundings. No mitigation measures are required.

Discussion- Item I-4:

To analyze potential light and glare impacts that could result from the project, a photometric survey has been submitted and reviewed by staff. The lighting plan will result in a project that does not create excessive light spillage at property lines, nor glare onto the adjacent roadways. In addition, the project will not impact the night sky as no lighting will be directed upward. The final design of the proposed light fixtures will be reviewed and approved by the Design/Site Review Committee prior to issuance of Improvement Plans for the project. To ensure consistency with the Placer County Design Guidelines with respect to new forms of exterior lighting, the following mitigation measures are proposed to reduce potential light and glare impacts to a less than significant level.

Mitigation Measures- Item I-4:

MM I.1 The exterior pole lights shall not exceed a maximum overall height of 14 feet.

MM I.2 All exterior site lighting shall be directed downward, not outward or upward from the source.

II. AGRICULTURAL & FOREST RESOURCES – Would the project:

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

Discussion- All Items:

The Farmland Mapping and Monitoring Program of the California Resources Agency has determined the project site and surrounding area to be "Urban and Built Up Land". Therefore, the development of the site is not considered to be a conversion of farmland. There is currently no agricultural activity on the project site or on adjacent parcels. The proposed commercial project will not conflict with County policies regarding land use buffers for agricultural operations. In addition, the project will not conflict with existing Farm zoning or involve changes which could result in the conversion of Farmland. Therefore, there is no impact.

III. AIR QUALITY – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Conflict with or obstruct implementation of the applicable air quality plan? (PLN, 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 (PCAPCD). The SVAB is designated as nonattainment for federal and state ozone (O₃) standards and nonattainment for the federal particulate matter standard (PM_{2.5}) and state particulate matter standard (PM₁₀). For the proposed Willow Creek Shopping Center, an Air Quality and Greenhouse Gas Analysis (Analysis) was prepared by Raney Planning and Management in February 2014. The Analysis is based on the California Emissions Estimator Model (CalEEMod) and evaluates both construction and operational air emissions that could result from development of the project site as proposed by the applicant.

In order to address the federal nonattainment for ozone, local air districts in the SVAB are required to comply with the State Implementation Plan (SIP) to demonstrate when and how the region can attain the federal ozone standards. Air districts in the region prepared the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (Plan) in December 2008. The PCAPCD adopted the Plan on February 19, 2009. The California Air Resources Board (CARB) determined that the Plan meets Clean Air Act requirements and approved the Plan on March 26, 2009 as a revision to the SIP. Accordingly, the Plan is the applicable air quality plan for the proposed project site. A conflict with, or obstruction of, implementation of the Plan could occur if a project generates greater emissions than what has been projected for the site in the emission inventories of the Plan.

Because the proposed project is consistent with the land use and zoning designations for the site, the project would not conflict with the emissions inventories of the Plan. In addition, PCAPCD permits, rules and regulations are in compliance with the Plan, and the proposed project is required to comply with all such rules and regulations. Because the proposed project would not conflict with or obstruct implementation of the applicable air quality plan, impacts would be considered less than significant. No mitigation measures are required.

Discussion- Item III-2:

Construction Emissions

Construction emissions would be generated by heavy equipment, vegetation clearing, earth movement activities, construction worker commutes and construction material hauling for the entire construction period. These activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. Project construction activities also represent sources of fugitive dust, which include particulate matter (PM) emissions. The PCAPCD threshold of significance for construction is 82 pounds per day for ROG, NO_x, and PM₁₀, and 550 pounds per day for CO.

The Analysis demonstrates that, operating under the PCAPCD standard rules and regulations for construction, the project's associated short-term construction-related emissions would be below the PCAPCD threshold of significance. To ensure that the Air District's rules and regulations are adhered to through construction activities associated with development of the proposed project, the mitigation measures listed below, requiring compliance with PCAPCD's rules and regulations, are recommended. With these mitigation measures, construction of the proposed project would not violate an air quality standard or contribute to an existing or projected air quality violation, and the project's construction-related air quality emissions would be reduced to a less-than-significant level.

Operational Emissions

Operational emissions of ROG, NO_x, CO, and PM₁₀ would be generated by the project from both mobile and stationary sources. The estimated operational emissions were adjusted to reflect the project's use of only low VOC paints per PCAPCD rules and regulations. In addition, the project's inherent site features, including proximity to job opportunities and transit stops, and estimated employees based on an estimated County-wide employee per thousand square feet of 1.01 for non-residential land uses, were taken into consideration in the project modeling.

As demonstrated in the Analysis, the project's operational emissions would be below the PCAPCD significance threshold of 82 pounds per day. Therefore, operation of the proposed project would not substantially contribute to the PCAPCD's nonattainment status for ozone or PM, nor violate an air quality standard or contribute to an existing or projected air quality violation. Accordingly, operational air quality impacts would be considered less-than-significant.

Mitigation Measures- Item III-2:

MM III.1

1. Prior to approval of Grading Plans, 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:

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. *(Based on APCD Rule 202)*
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.

Discussion- Item III-3:

The Analysis found that the project's cumulative contribution to regional emissions of reactive organic gases (ROG) and nitrogen oxides (NO_x) would exceed the County thresholds of significance, as the daily emissions of ROG would be 30.57 pounds and daily emissions of NO_x would be 37.18 pounds, while the daily threshold established by PCAPCD for each of these compounds is 10 pounds per day. Therefore, the proposed project could result in a potentially significant cumulative impact.

Implementation of Mitigation Measure below would reduce the project's emissions through payment of a fee into the PCAPCD's Off-site Air Quality Mitigation Fund, which supports fleet modernizations, repowers, retrofits, and fleet expansions of heavy duty on- and off-road mobile vehicles/equipment; alternative fuels infrastructure or low emission fuel purchases; new or expanding alternative transit service programs; light- duty low emission vehicle (LEV) programs; public education; repower of agricultural pump engines; and other beneficial air quality projects. Mitigation fees collected from land use developments by the PCAPCD are distributed through the PCAPCD's annual Clean Air Grant (CAG) Program, which funds emission reduction projects and the aforementioned programs.

The fee rate is based on the cost-effectiveness factor updated by the latest CARB Carl Moyer Program Guideline. Cost-effectiveness is a measure of the dollars provided for each ton of covered emission reductions, which CARB may adjust to reflect emission reduction market conditions. The current rate for the PCAPCD's offsite mitigation fee calculation is \$17,080 per ton of ozone precursor emissions (ROG or NO_x).

Through providing an in-lieu fee towards the funding of aforementioned programs, the proposed project's cumulative ROG and NO_x emissions would be reduced from 30.57 and 37.18 pounds per day, respectively, to the cumulative threshold of 10 pounds per day. Thus, with implementation of the following mitigation measures, the project's operational emissions would not exceed the cumulative thresholds, and the above impact would be reduced to a less-than-significant level.

Mitigation Measures- Item III-3:

MM III.2 Prior to issuance of building permits, the project applicant shall pay an off-site mitigation fee sufficient to reduce the project's ROG and NO_x operational emissions to ten (10) pounds per day (estimated to be approximately \$74,127), for the review and approval of the PCPACD and Placer County Planning Services Division.

Discussion- Item III-4:

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

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

Mitigation Measures- Item III-4:

MM III.3

1. The applicant shall prepare an Asbestos Dust Mitigation Plan pursuant to CCR Title 17 Section 93105 ("Asbestos Airborne Toxic Control Measures for Construction, Grading, Quarrying, and Surface Mining Operations") and obtain approval by the Placer County APCD. The Plan shall include all measures required by the State of California and the Placer County APCD.
2. If asbestos is found in concentrations greater than 5 percent, the material shall not be used as surfacing material as stated in state regulation CCR Title 17 Section 93106 ("Asbestos Airborne Toxic Control Measure-Asbestos Containing Serpentine"). The material with naturally-occurring asbestos can be reused at the site for subgrade material covered by other non-asbestos-containing material
3. The project developer must disclose the presence of this environmental hazard during any subsequent real estate transaction processes. The disclosure must include a copy of the CARB pamphlet entitled "Asbestos-Containing Rock and Soil – What California Homeowners and Renters Need to Know," or other similar fact sheet.

Discussion- Item III-5:

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

IV. BIOLOGICAL RESOURCES – Would the project:

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

Discussion- Item IV-1:

A Biological Resources Assessment (Assessment) for the project was prepared by Foothill Associates in January 2014. The Assessment was partially based on a field survey of the site that was conducted on November 27 and December 3, 2013 by the firm biologist. To inform the Assessment, the entire site was walked and plants and animals observed on site were recorded. Habitats on-site were evaluated for their potential to support special-status plant and wildlife species identified through a search of the California Natural Diversity Database (CDFG2006a). In addition, natural communities and habitats were evaluated.

The pedestrian survey resulted in no discoveries of any special-status plant or animal species. Furthermore, the heavily impacted site is no longer in any condition to support these species, should they find their way to the site in the future. The Assessment found that the white-tailed kite and other species of raptors could potentially rely on the site for nesting, but that the site does not afford sufficient opportunity for foraging. Since large open areas for foraging are removed and distant from the site, the potential for the avian species to occur is low. Nonetheless, there is potential for their occurrence, so the following mitigation measure will ensure that a pre-construction

survey is conducted and that standard protocol for the avoidance of nesting raptors is followed in the event they are discovered.

Mitigation Measures- Item IV-1:

MM IV.1 To avoid take of active nests, it is recommended that trees be removed outside of the nesting season (April through August). If trees cannot be removed outside the nesting season, a qualified biologist shall conduct a nesting survey be completed no earlier than seven days and no more than 30 days prior to tree removal in the Study Area to search for active loggerhead shrike and white-tailed kite nests. Survey results shall then be submitted to the Placer County Planning Services Division and the California Department of Fish and Wildlife (CDFW). If active raptor nests are found on or immediately adjacent to the site, consultation should be initiated by CDFW to determine appropriate avoidance measures. If no nesting is found to occur, necessary tree removal could then proceed.

Discussion- Item IV-2:

The proposed development will reduce or eliminate on-site wildlife habitat, but will not create a substantial decrease in local area habitat, eliminate a plant or animal community, cause a fish or wildlife population to drop below sustaining levels, nor restrict the range of endangered, rare, or threatened species. This is because the on-site natural biological community is of a very limited in size and the property is entirely surrounded by developed commercial uses. As a result, impacts associated with the proposed project are considered less than significant and no mitigation is required.

Discussion- Items IV-3,7:

The Biological Resources Assessment identified a total of seven native oak species (blue and live oak) present on the project site. Primarily consisting of large, healthy specimens, these trees are protected by the Placer County Tree Preservation Ordinance.

A tree exhibit has been provided by the applicant that depicts the location and sizes of the protected oaks on-site. The applicant proposes to remove all seven trees on-site to allow for the improvements. Of the seven trees, two (#89 and #142) are multi-trunk and are considered to be poor specimens, prone to failure and not recommended for preservation. Therefore, only five of the protected trees will require mitigation for their loss. The following mitigation measure has been included in order to reduce the impacts to these trees to a less than significant level.

Mitigation Measure- Items IV-3,7:

MM IV.2 The applicant shall provide mitigation for the loss of the on-site, native trees protected under the Placer County Tree Ordinance. The applicant has proposed to provide mitigation in the form of off-site conservation. To achieve a replacement value for the impacted trees, the applicant shall pay \$100.00 per diameter inch at breast height (DBH) for all impacted trees. Two of the trees identified a #89 and #142 are in poor health and represent a safety hazard, so mitigation for their impact is not required. The remaining five trees include a total of 126 DBH, and the mitigation fee would be \$12,600.00. If any of these trees can be preserved on-site after construction of the shopping center, the mitigation fee will be reduced by \$100.00 for each DBH that is not impacted. The total mitigation amount shall be deposited into the Placer County Tree Preservation Fund prior to approval of the Improvement Plans.

Discussion- Items IV- 4,5:

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

Discussion- Item IV-6:

Because the project site is isolated and fragmented, there are no known terrestrial migration corridors through or in the vicinity of the project site. The project site does not lend itself to a wildlife corridor due to its close proximity to surrounding commercial development. No long-term significant impacts are expected to local and/or regional wildlife movement corridors as a result of the proposed project. No mitigation measures are required.

Discussion- Item IV-8:

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

V. CULTURAL RESOURCES – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Substantially cause adverse change in the significance of a historical resource as defined in CEQA Guidelines, Section 15064.5? (PLN)			X	
2. Substantially cause adverse change in the significance of a unique archaeological resource pursuant to CEQA Guidelines, Section 15064.5? (PLN)		X		
3. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (PLN)			X	
4. Have the potential to cause a physical change, which would affect unique ethnic cultural values? (PLN)			X	
5. Restrict existing religious or sacred uses within the potential impact area? (PLN)			X	
6. Disturb any human remains, including those interred outside of formal cemeteries? (PLN)		X		

Discussion- Item V-1:

A Cultural and Paleontological Resource Assessment was prepared for the project site by Foothill Associates on November 22, 2013. The Assessment found that, although several cultural resource entities (sites and districts) are located within 0.25 mile of the site, none of these exist on the project site itself. In fact, a previous pedestrian survey of the southern half of the site found no resources of significance. Because no cultural resources were identified as a result of the Assessment, there does not appear to be any value represented by this property that might contribute to an understanding of history or prehistory. No mitigation measures are required.

Discussion- Items V-2,6:

The North Central Information Center Records Search determined that there are no known records of archaeological resources within the project site. Therefore, the proposed project will not disturb any known human remains, including those interred outside of formal cemeteries. The following mitigation measure will be required as a condition of approval for the proposed project and will reduce the potential impacts to unknown historic resources or human remains to a less than significant level.

Mitigation Measures V-2,6:

MM V.1 The Improvement Plans shall include the following note:

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

If the discovery consists of human remains, the Placer County Corner, Native American Heritage Commission and the Washoe Tribe must also be contacted. Work in the area may only proceed after authorization is granted by the Placer County Planning Services Division. A note to this effect shall be provided on the Improvement/Grading Plans for the project.

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

Discussion- Item V-3:

The proposed project will not, directly or indirectly, destroys a known unique paleontological resource or site or unique geologic feature, as no such features are known to exist on the site. No mitigation measures are required.

Discussion- Item V-4:

The proposed project does not have the potential to cause a physical change, which would affect known unique ethnic cultural values. No mitigation measures are required.

Discussion- Item V-5:

The proposed project will not restrict known existing religious or sacred uses within the potential impact area. No such uses presently occur. No mitigation measures are required.

VI. GEOLOGY & SOILS – Would the project:

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

Discussion: Items VI-1,2:

The approximately seven acre project site consists of three parcels and is located on the northwest corner of Caltrans' Highway 49 and Willow Creek Drive. The northern parcel was previously used as a car dealership; however, the aboveground structures have been demolished. The middle parcel was used as an asphalt concrete parking area without structures. The southern parcel previously had a building which was used as a garage or auto shop; however, all structures have been removed from the site. The site slopes gently down from the south to the north, but is generally flat and previously disturbed. There are several areas of open exposed ground covered with weeds and grasses in between the paved areas. An open area to the southeast has several young to mature oak trees as well as bedrock outcroppings. The project proposes to grade the entire site, install underground utilities and drainage detention facilities, construct five retail buildings, pave the parking and circulation areas, and install landscaping and walkways.

The project proposes to move approximately 15,000 cubic yards of material with earthwork expected to balance on site. Cuts and fills on the order of 8 feet are anticipated, with resulting slopes not to exceed 2:1 as shown on the preliminary grading plan. A two to six foot high retaining wall is proposed along the western property boundary adjacent to the existing Home Depot retaining wall for a length of approximately 85 feet.

A Geotechnical Engineering Study was prepared by Youngdahl Consulting Group, Inc., dated February 2014. Within the test pits, some non-engineered fill materials were observed in a loose and dry to moist condition with varying amounts of construction debris overlying gray clay and silt. The clay and silt is associated with a bedrock rind approximately one to one and a half feet thick that overlies metasedimentary and metavolcanic bedrock. Practical

refusal was encountered between three and four feet into the bedrock. In other test pits, surface soils of approximately 1 foot of non-engineered fill were encountered as well as relatively shallow sandy silt and bedrock. The underlying bedrock materials can likely be excavated to depths of several feet using dozers equipped with rippers. However, blasting may be necessary in order to excavate below areas of resistant rock to achieve depths needed for the proposed drainage and utility improvements.

Due to the need for over-excavation of loose soils/non-engineered fill and recompaction as engineered fills, excavations into bedrock for underground utilities and the proposed underground detention structure, and drainage related to the shallow bedrock, the proposed project's impacts associated with unstable earth conditions, soil disruptions, displacements, and compaction of the soil will be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures- Items VI-1,2:

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

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

MM VI.2 The Improvement Plans shall show all proposed grading, drainage improvements, vegetation and tree removal and all work shall conform to provisions of the County Grading Ordinance (Ref. Article 15.48, Placer County Code) and Stormwater Quality Ordinance (Ref. Article 8.28, Placer County Code) that are in effect at the time of submittal. No grading, clearing, or tree disturbance shall occur until the Improvement Plans are approved and all temporary construction fencing has been installed and inspected by a member of the Development Review Committee (DRC). All cut/fill slopes shall be at a maximum of 2:1 (horizontal: vertical) unless a soils report supports a steeper slope and the Engineering and Surveying Division (ESD) concurs with said recommendation. Fill slopes shall not exceed 1.5:1 (horizontal: vertical).

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

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

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

Failure of the DRC/ESD to make a determination of substantial conformance may serve as grounds for the revocation/modification of the project approval by the appropriate hearing body.

MM VI.3 The Improvement Plan submittal shall include a final geotechnical engineering report produced by a California Registered Civil Engineer or Geotechnical Engineer for Engineering and Surveying Division (ESD) review and approval. The report shall address and make recommendations on the following:

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

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

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

Discussion- Item VI-3:

The generally flat site has been previously developed with commercial uses and the project proposes to disturb the entire site to construct underground utilities and drainage features, paved parking and circulation areas, and five commercial buildings. The project proposes to move approximately 15,000 cubic yards of material with earthwork expected to balance on site. Cuts and fills on the order of 8 feet are anticipated, with resulting slopes not to exceed 2:1 as shown on the preliminary grading plan. A two to six foot high retaining wall is proposed along the western property boundary adjacent to the existing Home Depot retaining wall for a length of approximately 85 feet. The project will not result in a substantial change in topography or ground surface relief features. No mitigation measures are required.

Discussion- Item VI-4:

The approximately seven-acre property was previously developed with commercial buildings, asphalt driveways, and parking areas. There are some open areas at the southeast corner of the property that support oak trees and numerous bedrock outcroppings that will be destroyed, covered, or modified as a result of project construction. The bedrock outcroppings are not considered unique geologic or physical features and the majority of this site has previously been graded and developed. There is no impact.

Discussion- Items VI-5,6:

The disruption of soils on 100 percent of this previously developed property increases the risk of erosion and creates a potential for contamination of stormwater runoff with disturbed soils or other pollutants introduced through typical grading practices. The construction phase will create significant potential for erosion as disturbed soil may come in contact with wind or precipitation that could transport sediment to the air and/or local drainage ways. Erosion and water quality impacts from site grading activities have the potential for causing a direct negative influence on local waterways. Discharge of concentrated runoff in the post-development condition could also contribute to the erosion potential impact in the long-term. Erosion potential and water quality impacts are always present and occur when protective vegetative cover is removed and soils are disturbed. This disruption of soils on the site has the potential to result in significant increases in erosion of soils both on- and off-site. The proposed project's impacts associated with soil erosion will be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures- Items VI-5,6:

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

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

Construction (temporary) BMPs for the project include, but are not limited to: Fiber Rolls (SE-5), Hydroseeding (EC-4), Silt Fence, Stabilized Construction Entrance (LDM Plate C-4), Vehicle and Equipment Maintenance (NS-10), Wind Erosion Control (WE-1), Material Delivery and Storage (WM-1), sediment traps, revegetation techniques, dust control measures, concrete truck washout areas, weekly street sweeping, and limiting the soil disturbance.

MM VI.6 Prior to Improvement Plan approval, the applicant shall obtain a State Regional Water Quality Control Board National Pollutant Discharge Elimination System (NPDES) construction stormwater quality permit and shall provide to the Engineering and Surveying Division evidence of a state-issued Waste Discharge Identification (WDID) number or filing of a Notice of Intent and fees.

Discussion- Item VI-7:

According to the preliminary Geotechnical Engineering Study prepared by Youngdahl Consulting Group, Inc., dated February 2014, no active faults or earthquake fault zones are located on the project site. The geotechnical study concluded that the project site is in a relatively low seismicity area. The structures will be constructed according to the current edition of the California Building Code, which includes seismic design criteria, so the likelihood of severe damage due to ground shaking is minimal. The project’s impacts related to geologic and geomorphological hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards are less than significant. No mitigation measures are required.

Discussion- Item VI-8:

According to the preliminary Geotechnical Engineering Study prepared by Youngdahl Consulting Group, Inc., dated February 2014, due to the absence of permanently elevated groundwater table, the relatively low seismicity of the area, and the relatively shallow depth to rock, the potential for seismically induced damage due to liquefaction, lateral spreading, subsidence, surface ruptures, collapse, and settlement is considered negligible. There is no impact.

Discussion- Item VI-9:

The test pits prepared as part of the preliminary Geotechnical Engineering Study encountered generally non-plastic materials. However, a rind of plastic materials (clay soils) was encountered at the soil to bedrock interface. The non-plastic materials are generally considered to be non-expansive. Due to the limited presence of plastic materials observed in the test pits, special design considerations for expansive soils are not anticipated. The recommendations of the Geotechnical Engineering Study will require that adequately blended soils are used as engineered fill during the site grading procedures. The proposed project’s impacts associated with expansive soils will be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures- Item VI-9:

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

VII. GREENHOUSE GAS EMISSIONS – Would the project:

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

Discussion- All Items:

Greenhouse gas (GHG) emissions of primary concern from land use projects include carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). Construction related activities resulting in exhaust emissions may come from fuel combustion for heavy-duty diesel and gasoline-powered equipment, portable auxiliary equipment, material delivery trucks, and worker commuter trips. Operational GHG emissions would result from on-site fuel combustion for space and water heating and off-site emissions at utility providers associated with the project’s electricity and water demands.

To date, the Placer County Air Pollution Control District (PCAPCD) and the California Air Resources Board (CARB) have not established significance thresholds for GHG emissions under CEQA. Until a threshold is adopted, projects in Placer County may propose any of a number of thresholds for GHG emissions that are based on emissions figures adopted by surrounding counties or air districts, or they may elect to demonstrate compliance with applicable plans, policies or regulation adopted for the purpose of reducing GHG emissions. One such regulation is based on California Assembly Bill (AB) 32. In September 2006, AB32 was passed, which requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. AB32 delegated the authority for implementation to the California Air Resources Board (CARB) and directs CARB to enforce the statewide cap. In accordance with AB 32, CARB prepared the Climate Change Scoping Plan (Scoping Plan) for California, which was approved in 2008. The Scoping Plan provides the outline for actions to reduce California's GHG emissions. Based on the reduction goals called for in the 2008 Scoping Plan, a 29 percent reduction in GHG levels relative to a Business As Usual (BAU) scenario would be required to meet 1990 levels by 2020.

In 2011, the BAU level for the Scoping Plan was revised to account for the economic downturn and State regulation emission reductions that had already been achieved to date. Essentially, there are reduced GHG emissions per capita as time goes by because regulations force cleaner technology. Accordingly, the Scoping Plan emission reduction target from BAU levels required to meet 1990 levels by 2020 was modified from 29 percent to 21 percent.

For the proposed Willow Creek Shopping Center, an Air Quality and Greenhouse Gas Analysis (Analysis) was prepared by Raney Planning and Management in February 2014. The Analysis generated a quantitative evaluation of the project's GHG emissions and relied on a threshold of a 21 percent reduction from BAU levels, where BAU levels are based on 2010 levels (i.e., then-current Title 24 and mobile emissions), compared to the project's estimated 2020 levels. Therefore, if the proposed project does not show a 21 percent reduction of project-related GHG emissions between BAU levels and estimated 2020 levels, the project would be considered to result in a cumulatively considerable contribution to global climate change.

Implementation of the proposed project would contribute to increases of GHG emissions that are associated with global climate change. As mentioned in Section III, an Air Quality and Greenhouse Gas Analysis (Analysis) was prepared by Raney Planning and Management in February 2014. Within the Analysis, the proposed project's short-term construction-related and long-term operational GHG emissions were estimated using the CalEEMod software. The long-term operational GHG emissions estimate for the proposed project incorporates the project's potential area source and vehicle emissions, emissions associated with utility and water usage, and the generation of wastewater and solid waste. The proposed project's inherent site features, including proximity to job opportunities and transit stations, and estimated employees based on an estimated County-wide employee per thousand square feet of 1.01 for non-residential land uses, were taken into consideration in the project modeling. As stated above, the one-time release of construction GHG emissions has been included in the annual operational GHG emissions estimate in order to provide a conservative operational estimate. It should also be noted that the project site has been used for car sales associated with the Auburn Auto Center. Accordingly, emissions from the land use have historically been associated with the project site, and, thus have historically been emitted in the area. The estimated net increase in GHG emissions associated with the proposed project at operational year 2020, including construction GHG emissions, would be 3,695.06 MTCO_{2e}.

For the project site, because a modification to the land use or zoning designation for the site is not proposed, the BAU scenario would be implementation of the proposed project uses without implementation of any State regulation GHG emission reductions (i.e., at 2010 levels). The same inherent site feature assumptions as the proposed project were applied to the BAU modeling, but for the operational year 2010. As shown in the Analysis, the GHG emissions, including construction-related GHG emissions, were estimated to be approximately 4,710.34 MTCO_{2e}. Consequently, the proposed project would result in approximately a 21.55 percent reduction in annual GHG emissions from the BAU level by 2020. Therefore, the climate change impacts that could result from the project are not cumulatively considerable and therefore less than significant and no mitigation measures are necessary.

It should be noted that the reduction of operational ROG and NO_x emissions due to payment of Off-site Mitigation Fees per Mitigation Measure III-2 would subsequently result in an associated reduction in GHG emissions. With implementation of the Mitigation Measure III-2, the annual net increase in GHG emissions associated with the proposed project as presented above would be further reduced, and the overall percent reduction by 2020 compared to BAU levels would increase. No mitigation measures are required.

VIII. HAZARDS & HAZARDOUS MATERIALS – Would the project:

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

Discussion- Item VIII-1:

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

Discussion- Item VIII-2:

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

Discussion- Item VIII-3:

There are no school sites located within the vicinity of the project area. Implementation of the proposed project will not expose people to existing sources of potential health hazards or create new health hazards. There is no impact.

Discussion- Items VIII-4,9:

A Phase I Environmental Site Assessment (Phase I ESA) was prepared for the project by Geocon Consultants, Inc. in October 2013. The Phase I ESA indicated that there had been two leaking underground storage tanks (LUST) at

the project location, but they have since been removed, as evidenced by the issuance of “No Further Action” Letters by the Central Valley Regional Water Quality Control Board. Therefore, the proposed project will not create a significant hazard to the public or the environment and there is no impact.

Discussion- Item VIII-5:

The project site is approximately 1.3 miles southwest of the Auburn Municipal Airport and lies within Compatibility Zone C-2. Generally, commercial projects are not a concern within C-2 unless they propose uses that encourage high concentrations of people such as spectator-oriented sports stadiums or amphitheatres, or if the buildings are over 150 in height. As determined by Placer County Transportation Planning Agency in their project evaluation letter dated March 20, 2014, this project has been found to be consistent with the Placer County Airport Land Use Compatibility Plan (PCALUCP) in regard to noise, safety and airspace protection. The evaluation states that each parcel associated with a discretionary land use action reviewed by the ALUC shall record a deed notice that would alert future buyers or renters to the presence of the airport and associated air traffic impacts. The following mitigation measure will reduce this impact to a less than significant level.

Mitigation Measures- Item VIII-5:

MM VIII.1 A deed notice (a buyer’s awareness disclosure) shall be recorded prior to approval of the Improvement/Building Plans.

Discussion- Item VIII-6:

The project is not located within the vicinity of a private airstrip and therefore there is no impact

Discussion- Item VIII-7:

Areas surrounding the site are already developed with commercial uses. As such, no wildlands exist adjacent to the project site. In addition, since the buildings will be required to comply with all of the current building codes and fire safety requirements, neither the surrounding areas nor the people working within the proposed buildings will be exposed to a significant risk of loss, injury or death involving wildland fires.

Discussion- Item VIII-8:

The project will not create a health hazard or potential health hazard.

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 the Nevada Irrigation District.

Discussion- Item IX-2:

This project will not substantially deplete groundwater supply or interfere substantially with groundwater recharge as the project is utilizing a public water supply for its domestic water supply. Thus, there is no impact.

Discussion- Items IX-3,4:

The proposed project will redevelop an approximately seven acre property that was previously developed as a car dealership into a commercial retail shopping center. The pre-development condition consists of approximately 70 percent of impervious cover, and after development approximately 75 percent of the site will be covered by impervious surfaces. The increase in impervious cover of the site will slightly increase surface runoff. According to the revised project Preliminary Drainage Report prepared by the TSD Engineering, Inc., dated July 21, 2014, in the pre-project condition, the site generally drains in two directions. One watershed of approximately three acres drains east towards the Caltrans' Highway 49 right-of-way and existing underground storm drain improvements and the other watershed of approximately four acres drains northwest by overland flow and existing on-site storm drain improvements to the existing Heritage Oak Technical Center underground storm drainage system. In the post-project condition, the proposed site grading will alter the watershed so that the majority of the watershed will discharge to the northwest corner of the project. The on-site stormwater system will include pipes and underground detention with a stormwater pumping station to mitigate flows leaving the site to not exceed the pre-project peak flows for the ten- and 100-year storm events. The project will eliminate the overland flow condition from the ten-year storm event crossing onto the adjacent properties at the northwest corner of the project.

The project proposes to continue to use the existing 18-inch drop inlet located on-site to drain runoff from the site. Because the existing 18-inch pipe is relatively shallow, the project proposes to pump stormwater using an underground on-site stormwater pump station after the detention structure. The pumping station will be privately maintained by the property owners of the shopping center. Runoff that is pumped to the 18-inch storm drain will flow through an existing pipe, crossing the property line, to an existing 30-inch storm drain located within a public utility easement on the off-site Heritage Oak Technical Center property. It has been observed in the field that the capacity of this existing 30-inch pipe appears to be compromised between the drop inlet and the downstream Junction Box due to landscape debris and sediment. Therefore, the project will be required to clean the off-site storm drain to ensure adequate capacity is available for the project's storm drainage flows.

A preliminary ponding evaluation was completed as part of the drainage analysis. According to the TSD drainage analysis, existing and proposed structures will not be impacted by ponding or overland release in the unlikely event that the drainage system is completely blocked.

Since the project proposes to substantially alter drainage patterns in order to improve the existing drainage condition for this property, a final preliminary drainage report will be required with the project Improvement Plans to substantiate the preliminary drainage design. The proposed project's impacts associated with altering the existing drainage pattern of the site and increasing the rate or amount surface runoff will be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures- Items IX-3,4:

MM VI.1, MM VI.2 See Items VI-1,2 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, to the Engineering and Surveying Division for review and approval. The report shall be prepared by a Registered Civil Engineer and shall, at a minimum, include: A written text addressing existing conditions, the effects of the improvements, all appropriate calculations, pre- and post-project watershed maps, increases in downstream flows, proposed on- and off-site improvements, ponding evaluation, analysis and design of proposed stormwater pumping station, and drainage easements to accommodate flows from this project. Caltrans' concerns regards impacts to Highway 49 during stormwater system failure, specifically the requirement that runoff may not encroach into the travelled way further than ½ of the outer lane, shall be addressed in the Final Drainage Report. Backflow prevention devices shall be included in the project final design where necessary. 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 Final Drainage Report shall provide details showing that storm water run-off shall be reduced to pre-project conditions for the 10- and 100-year storm events through the installation of detention facilities. Detention facilities shall be designed in accordance with the requirements of the Placer County Storm Water Management Manual that are in effect at the time of submittal, and to the satisfaction of the Engineering and Surveying Division (ESD) and shall be shown on the Improvement Plans. Maintenance of detention facilities and the stormwater pumping station by the property owner's association, property owner, or entity responsible for project maintenance shall be required. The stormwater pumping station shall include redundancy in the event that a pump or other critical system component fails. Emergency overflow provisions shall be provided in case of a blockage or a storm that exceeds the 100-year storm event. The Final Drainage Report shall confirm that overland release shall not cause damage to people or structures. The detention facility shall be designed to completely draw down within 72 hours to the satisfaction of the ESD and Flood Control District. No detention facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.

MM IX.3 Prior to Improvement Plan approval, the Final Drainage Report shall evaluate the following off-site drainage facilities for condition and capacity relative to this project and the applicant shall be responsible to restore to full capacity by cleaning and/or maintenance, or as specified by the Engineering and Surveying Division:

A) 30-inch storm drain and pipe connecting to junction box at the southeast corner of the Heritage Oak Technical Center parcel 051-300-032

Discussion- Items IX-5,6:

Contaminated runoff from the site has the potential for causing negative impacts on the water quality of Rock Creek. The water quality of all natural waterways is important to maintain for public health and safety and the health of the ecosystem. Potential water quality impacts are present both during project construction and after project development. Construction activities will disturb soils and cause potential introduction of sediment into stormwater during rain events. Through the implementation of Best Management Practices (BMPs) for minimizing contact with potential stormwater pollutants at the source and erosion control methods, this potentially significant impact will be reduced to less than significant levels. In the post-development condition, the project could potentially introduce contaminants such as oil and grease, sediment, nutrients, metals, organics, surfactants from vehicle washing activities, pesticides, and trash from activities such as pavement runoff, outdoor storage, landscape fertilizing and maintenance, and refuse collection. According to the revised project Preliminary Drainage Report prepared by the TSD Engineering, Inc., dated July 21, 2014, construction and post-construction BMPs are proposed. A final drainage report will be required with submittal of the improvement plans for County review and approval to substantiate the preliminary report drainage and BMP sizing calculations. The proposed project's impacts associated with water quality degradation will be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures- Items IX-5,6:

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

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

Storm drainage from on- and off-site impervious surfaces (including roads) shall be collected and routed through specially designed catch basins, vegetated swales, vaults, infiltration basins, water quality basins, filters, etc. for entrapment of sediment, debris and oils/greases or other identified pollutants, as approved by the Engineering and Surveying Division (ESD). BMPs shall be designed 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: permanent underground water quality treatment vault. No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.

All BMPs shall be maintained as required to insure effectiveness. The applicant shall provide for the establishment of vegetation, where specified, by means of proper irrigation. Proof of on-going maintenance, such as contractual evidence, shall be provided to ESD upon request. Maintenance of these facilities shall be provided by the project owners/permittees.

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

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

The project is also required to implement Low Impact Development (LID) standards designed to reduce runoff, treat stormwater, and provide baseline hydromodification management to the extent feasible as required by Section E.12 of the NPDES Phase II Permit.

Discussion- Item IX-7:

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

Discussion- Items IX-8,9,10:

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

Discussion- Item IX-11:

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

Discussion- Item IX-12:

The project site is located within the Rock Creek watershed which is a subshed that flows into the Coon Creek Watershed. Runoff from the site will flow into a series of existing underground storm drainage pipes and cross Bell Road via three corrugated metal arches. The culverts discharge on the north side of Bell Road into an earthen channel that conveys runoff to a 60-inch culvert under an existing developed property to the west side of Highway 49 within a roadside ditch. Runoff is conveyed under Highway 49 in a 66-inch culvert to the east side of the highway and into a series of culverts within the Target parking lot before eventually discharging into Rock Creek located further to the north. The project is not located in close proximity to an important water surface resource. There is no impact.

X. LAND USE & PLANNING – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Physically divide an established community? (PLN)				X
2. Conflict with General Plan/Community Plan/Specific Plan designations or zoning, or Plan policies adopted for the purpose of avoiding or mitigating an environmental effect? (EHS, ESD, PLN)				X
3. Conflict with any applicable habitat conservation plan or natural community conservation plan or other County policies, plans, or regulations adopted for purposes of avoiding or mitigating environmental effects? (PLN)				X
4. Result in the development of incompatible uses and/or the creation of land use conflicts? (PLN)				X
5. Affect agricultural and timber resources or operations (i.e. impacts to soils or farmlands and timber harvest plans, or impacts from incompatible land uses)? (PLN)				X
6. Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)? (PLN)				X
7. Result in a substantial alteration of the present or planned land use of an area? (PLN)				X
8. Cause economic or social changes that would result in significant adverse physical changes to the environment such as urban decay or deterioration? (PLN)				X

Discussion- Item X-1:

The project site is bordered to the north, west and south by commercial development, as well as industrial use to the east. Due to this mixture of uses, no single community exists in the area which could be divided by the project as proposed. There is no impact.

Discussion- Item X-2:

Auburn Bowman Community Plan land use designation for the project site is Commercial and the site zoning is CPD-Dc (Commercial Planned Development, combining Design Scenic Corridor). The proposed use is consistent with both Community Plans' goals and policies, as well as the purpose and intent of the Zoning Ordinance standards. Therefore there is no impact.

Discussion- Item X-3:

The project does not conflict with any applicable habitat conservation plan or natural community conservation plan or other County policy, plan or regulation adopted for the purpose of avoiding or mitigating environmental effects. There is no impact.

Discussion- Item X-4:

The project does not propose a new use that would create land use conflicts. The re-development of the site into a new retail commercial center will not introduce a new use in the area as similar and even identical uses already exist. Therefore there is no impact.

Discussion- Item X-5:

The project site does not support agricultural or timber uses. Site development would not have an impact to soils, operations or plans associated with these uses and there is no impact

Discussion- Item X-6:

The proposed project will not divide or disrupt the physical arrangement of an established community, nor have a significant impact on a low-income or minority community and therefore there is no impact

Discussion- Item X-7:

The proposed project will not result in a substantial alteration of the present or planned land use. The expansion will complement the adjacent and surrounding commercial activity, which has also been developed consistent with the planned land use for the area. There is no impact.

Discussion- Item X-8:

The project will not cause economic or social changes that would result in significant adverse physical changes to the environment such as urban decay or deterioration. Therefore, there is no impact.

XI. MINERAL RESOURCES – Would the project result in:

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

Discussion- All Items:

The proposed project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state as the project area does not contain known mineral resources that would be of value to the region and the residents of the state. The Auburn/Bowman Community Plan does not delineate the project site as a source of any locally-important mineral resources. As the site has historically been developed with commercial retail structures and infrastructure, the redevelopment of the site will not result in a loss of availability of such resources. No mitigation measures are required.

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				X

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

Although the project lies within the 60dB future noise contour defined in the Auburn/Bowman Community Plan (Community Development Element (F) (1)), the proposed use is not considered a sensitive receptor and therefore will not be impacted by Highway 49 or Willow Creek Drive traffic noise.

The proposed commercial use will not generate noise in excess of Community or General Plan standards. In addition, the project will not increase ambient noise levels in the project vicinity because the uses proposed will be general commercial and activities associated with the use (traffic, deliveries, etc.) will be consistent with surrounding commercial development. There is no impact.

Discussion- Item XII-3:

Construction of the project, through build-out, will increase ambient noise levels. However, there are no residential uses in the vicinity that could potentially be impacted by this temporary activity. Construction noise is exempt from the Placer County Noise Ordinance provided that the hours of construction activity are limited. A condition of approval for the project will be required that limits construction hours so that evenings and early mornings will be free of construction noise. This impact is less than significant. No mitigation measures are required.

Discussion- Item XII-4:

The project site is approximately 1.3 miles from the Auburn Municipal Airport and lies within an overflight zone identified in the Airport Land Use Compatibility Plan. The Placer County Airport Land Use Commission (ALUC) has reviewed the project proposal and has found the project consistent with the Plan. Airport noise in the C-2 overflight is not significant enough to impact commercial activity as the aircraft in this zone occur less frequently, being further from the airport, and is generally higher in elevation. Noise impacts to the project resulting from the airport operations will be less than significant. No mitigation measures are required.

Discussion- Item XII-5:

The project is not located within the vicinity of a private airstrip.

XIII. POPULATION & HOUSING – Would the project:

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

Discussion- All Items:

The project will not induce significant population growth nor displace substantial numbers of existing housing because it is an in-fill commercial development that is consistent with the Community Plan and underlying zoning for the area.

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- Items XIV-1,2,3,5:

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

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

Discussion- Item XIII-4:

The project fronts SR49 and Willow Creek Drive, which is a county maintained road. The project includes the construction of a driveway, widening and striping of Willow Creek Drive. These improvements will be constructed to Placer County standards and will have a minimal impact on existing County maintenance. Therefore, the project’s impacts to the maintenance of public facilities are less than significant and no mitigation measures are required.

XV. RECREATION – Would the project result in:

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

Discussion- All Items:

Implementation of the proposed project will not increase the use of any existing neighborhood or regional parks. The construction and operation of this commercial development will have no effect on existing recreational facilities in the area and no new facilities will need to be constructed as a result of the development of this project. There is no impact.

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

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

Discussion- Items XVI-1,2:

The project proposes a new retail commercial center totaling approximately 64,715 square feet of building floor area in the North Auburn area at the northwest corner of Highway 49 and Willow Creek Drive. The site has an existing driveway encroachment on Highway 49 which will be closed and replaced with a new right turn only driveway encroachment located approximately 160 feet north on Highway 49. The project will widen southbound Highway 49 to provide a right turn lane at the project access. A full access driveway will be constructed on Willow Creek Drive approximately 320 west of the Highway 49/Willow Creek Drive intersection. Willow Creek Drive will be widened west of the new driveway to reconstruct the right turn lane for the Home Depot site, as well as provide for a striped left turn pocket into the shopping center for eastbound traffic. There will be an internal parking lot connection between the proposed shopping center and the existing commercial development to the north.

A Traffic Impact Study was prepared by KD Anderson & Associates, Inc. dated June 2, 2014 to analyze the traffic-related effects of the Willow Creek Shopping Center project. Twenty-two existing intersections and two new project specific intersections were analyzed in order to quantitatively evaluate traffic conditions and compare operating conditions with and without project generated traffic. In addition, ten Highway 49 roadway segments were analyzed in the study. The Traffic Impact Study concluded that existing plus project traffic conditions would not significantly impact study intersections or roadway segments. Due to the County's traffic impact assessment methodology, project impacts at study locations that may have otherwise been considered cumulatively significant with the

introduction of one vehicle trip were determined to be less than significant. However, under the cumulative plus project condition, the impact of the addition of the project trips to the intersection of Highway 49 and Bell Road was found to be significant because the length of travel delays would increase beyond the allowance in the assessment methodology.

The proposed project creates site-specific impacts on local transportation systems that are less than significant when analyzed against the existing baseline traffic conditions and roadway segment/intersection existing Level of Service; however, the cumulative effect of an increase in traffic has the potential to create significant impacts to the area's transportation system. Article 15.28.010 of the Placer County Code establishes a road network Capital Improvement Program. This project is subject to this code and, therefore, required to pay traffic impact fees to fund the Capital Improvement Program for area roadway improvements. With the payment of traffic mitigation fees for the ultimate construction of the Capital Improvement Program improvements, the project's traffic impacts are less than significant. Therefore, the project's impacts associated with traffic related impacts can be mitigated to a less than significant level by implementing the following mitigation measure:

Mitigation Measures- Items XVI-1,2:

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

County Wide Traffic Limitation Zone: Article 15.28.010, Placer County Code

The current total combined estimated fee is \$592,102; however, a credit will be applied for the previous use of Auto Dealership (27.36 KSF), for a calculated estimated fee of \$466,407. The fees were calculated using the information supplied. If either the use or the square footage changes, then the fees will change. The actual fees paid will be those in effect at the time the payment occurs.

27.65 KSF of Market = \$230,434
4.365 KSF of Fast Food Restaurant = \$119,659
32.7 KSF of Retail = \$242,009
Total Project = \$592,102

A credit will be applied for the previous use of Auto Dealership.
27.36 KSF of Auto Dealership = \$125,695

Therefore, the currently estimated fees (project – credit) are \$466,407.

Discussion- Item XVI-3:

The proposed commercial shopping center 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 commercial shopping center project will not create inadequate emergency access or access to nearby uses. There is no impact.

Discussion- Item XV-5:

The project proposes the construction of approximately 65,000 square feet of retail space. Based on the Placer County minimum on-site parking requirement of one space for every 200 square feet of commercial use for shopping centers, and a requirement for one space for every 300 square feet of stand-alone retail use, a minimum of 282 new parking spaces are required for this project. In total, 316 new spaces are provided; therefore, the onsite capacity is sufficient. There is no impact.

Discussion- Item XVI-6:

The proposed project will be constructing improvements along Highway 49 and Willow Creek Drive that do not cause hazards or barriers to pedestrians or bicyclists. The existing bike lanes will be reconstructed with project-related pavement widening. No mitigation measures are required.

Discussion- Item XVI-7:

The project will not conflict with any adopted policies, plans, or programs supporting alternative transportation (i.e. bus turnouts, bicycle lanes, bicycle racks, public transit, pedestrian facilities, etc.) or otherwise decrease the performance or safety of such facilities. There is no impact.

Discussion- Item XV-8:

The project will not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. There is no impact.

XVII. UTILITIES & SERVICE SYSTEMS – Would the project:

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

Discussion- Items XVII-1,2,6:

The type of wastewater to be produced by this commercial shopping center project is typical of wastewater already collected and treated by Placer County Sewer Maintenance District 1 (SMD 1). A public gravity sewer system is proposed with a separate connection for each commercial parcel to connect to the SMD 1 existing conveyance system at on-site manhole connection points. The SMD 1 treatment facility is capable of handling and treating this type of wastewater to the treatment requirements of the Central Valley Regional Water Quality Control Board. The project proposes to connect to NID water service via existing connection point within the Placer County right-of-way on the south side of Willow Creek Drive near the America's Tire store. A will-serve letter for sewer and water services will be required from the utility service providers prior to Improvement Plan and Final Map approval. The construction of new water or wastewater delivery, collection or treatment facilities would not cause significant environmental effects. No mitigation measures are required.

Discussion- Item XVII-3:

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

Discussion- Item XVII-4:

An on-site stormwater collection system with underground detention, water quality treatment, and stormwater pumping station is proposed to be constructed with the project improvements. Stormwater will be pumped into the existing 18-inch storm drain that currently drains the site. The existing off-site storm drainage system will be cleaned as part of project construction to restore full capacity of the system for this project's stormwater. The construction of storm drainage facilities has been analyzed under the Geology and Soils section of this document.

The project's impacts related to construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, will be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures- Item XVII-4:

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

Discussion- Item XVII-5:

Treated water will be provided by the Nevada Irrigation District. A mainline extension will be required to provide treated water to the property. The Nevada Irrigation District has indicated their requirements for this extension. These requirements do not represent a significant impact. Typical project conditions of approval require submission of a "will serve" letter from the Nevada Irrigation District. No mitigation measures are required.

Discussion- Item XVII-6:

The agency charged with providing sewer services has indicated their requirements to serve the project and these requirements do not represent significant impacts. Typical project conditions of approval require submission of "will-serve" letters from the agency. No mitigation measures are required.

Discussion- Item XVII-7:

Solid waste in the project area is processed at the Eastern Western Regional Materials Recovery Facility. This facility has sufficient permitted capacity to accommodate the project's solid waste disposal needs. No mitigation measures are required.

E. MANDATORY FINDINGS OF SIGNIFICANCE:

Environmental Issue	Yes	No
1. Does the project have the potential to degrade the quality of the environment, substantially impact biological resources, or eliminate important examples of the major periods of California history or prehistory?		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 checked="" type="checkbox"/> California Department of Fish and Wildlife	<input type="checkbox"/> Local Agency Formation Commission (LAFCO)
<input type="checkbox"/> California Department of Forestry	<input type="checkbox"/> National Marine Fisheries Service
<input type="checkbox"/> California Department of Health Services	<input type="checkbox"/> Tahoe Regional Planning Agency
<input type="checkbox"/> California Department of Toxic Substances	<input type="checkbox"/> U.S. Army Corp of Engineers
<input checked="" type="checkbox"/> California Department of Transportation	<input type="checkbox"/> U.S. Fish and Wildlife Service
<input type="checkbox"/> California Integrated Waste Management Board	<input type="checkbox"/> _____
<input checked="" type="checkbox"/> California Regional Water Quality Control Board	<input type="checkbox"/> _____

G. DETERMINATION – The Environmental Review Committee finds that:

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

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

Planning Services Division, Gerry Haas, Chairperson
 Planning Services Division, Air Quality, Gerry Haas
 Engineering and Surveying Division, Rebecca Taber
 Environmental Engineering Division, Heather Knutson
 Department of Public Works, Transportation
 Environmental Health Services, Justin Hansen
 Flood Control Districts, Andrew Darrow
 Facility Services, Parks, Andy Fisher
 CALFire, Brad Albertazzi

Signature  Date August 22, 2014
 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 checked="" type="checkbox"/> Land Division Ordinance	
	<input checked="" type="checkbox"/> Stormwater Management Manual	
	<input checked="" 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"/> Tree Survey & Arborist Report
	Engineering & Surveying Division, Flood Control District	<input type="checkbox"/> Phasing Plan
		<input checked="" type="checkbox"/> Preliminary Grading Plan
		<input checked="" type="checkbox"/> Preliminary Geotechnical Report
		<input checked="" type="checkbox"/> Preliminary Drainage Report
		<input checked="" type="checkbox"/> Stormwater & Surface Water Quality BMP Plan

		<input checked="" type="checkbox"/> Traffic Study
		<input checked="" type="checkbox"/> Utility Plan
	Environmental Health Services	<input type="checkbox"/> Groundwater Contamination Report
		<input type="checkbox"/> Hydro-Geological Study
		<input checked="" type="checkbox"/> Phase I Environmental Site Assessment
		<input type="checkbox"/> Soils Screening
	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 checked="" type="checkbox"/> CalEEMod Model Output
		<input type="checkbox"/> _____