

# **Baseline Commercial Center Project Erratum to the Initial Study/Mitigated Negative Declaration**

Placer County, California  
Project Number: PLN20-00103  
SCH Number: 2021020058

June 2021

In accordance with CEQA Guidelines Sections 15105, Placer County circulated an Initial Study/Mitigated Negative Declaration (MND) for the Baseline Commercial Center for a 30-day public review beginning February 3, 2021 and closing March 4, 2021.

Pursuant to Section 15073.5 of CEQA Guidelines, recirculation of the MND is required “when the document must be substantially revised after public notice of its availability has previously been given pursuant to Section 15072, but prior to its adoption.” A “substantial revision” is defined as:

1. A new, avoidable significant effect is identified and mitigation measures or project revisions must be added in order to reduce the effect to insignificance, or
2. The lead agency determines that the proposed mitigation measures or project revisions will not reduce potential effects to less than significance and new measures or revisions must be required.

Section 15073.5(c) of the CEQA Guidelines further provides that recirculation is not required under the following circumstances:

1. Mitigation measures are replaced with equal or more effective measures pursuant to Section 15074.1.
2. New project revisions are added in response to written or verbal comments on the project’s effects identified in the proposed negative declaration which are not new avoidable significant effects.
3. Measures or conditions or project approval are added after circulation of the negative declaration which are not required by CEQA, which do not create new significant environmental effects and are not necessary to mitigate an avoidable significant effect.
4. New information is added to the negative declaration which merely clarifies, amplifies, or makes insignificant modification to the negative declaration.

The following erratum identifies clarifications and amplifications relative to the Baseline Commercial Study Initial Study/Mitigated Negative Declaration (February 2021) which do not represent substantial revisions that would require recirculation of the environmental document, as described in State CEQA Guidelines 15073.5. That is, the revisions do not result in new significant environmental impacts, do not constitute significant new information, and do not alter the conclusions of the environmental analysis or effectiveness of the mitigation measures.

## **Clarifications to the Initial Study/Mitigated Negative Declaration in Response to Comments Received After Public Review**

The following clarifications, prompted by comments received on the Mitigated Negative Declaration outside the 30-day public review period, are made to further explain issues already discussed in the Initial Study/Mitigated Negative Declaration. The clarifications follow a review of comments received by Placer County and include input by the technical experts responsible for the supporting studies. Clarifications are provided in tracked changes format (underline for new text and ~~strikeout~~ for deleted text).

### **I. Project Description, Pages 1 and 2**

Amend the text as follows:

The project proposes a 31,200 square-foot neighborhood shopping center consisting of a 6,500 square foot gas station/convenience store with a drive-through car wash and 466-pump (12 nozzle) gas station including a 3,864 square foot, 17-foot high fuel dispenser canopy, a 2,500 square foot oil change/auto repair building, a 2,500 square foot fast-food restaurant with drive-through, four additional retail buildings ranging in size from 3,200 square feet to 6,500 square feet, as well as associated parking, lighting, outdoor seating areas, landscaping and storm water management features. Three underground gasoline storage tanks would be installed, each with a capacity of 15,000 to 20,000 gallons. In addition, a planned car vacuum station is located east of the gas pumps.

The gas station would operate 24 hours a day, seven days a week. The operation of the car wash and car vacuum station would be limited to between 7 a.m. and 10 p.m. Retail and restaurant hours would vary, depending on the tenant.

### **II. Air Quality, GDF Operations, Pages 21 and 22**

Add the following as the fourth paragraph:

The California Air Resources Board (CARB) Handbook for gasoline dispensing facilities states:

“Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50 foot separation is recommended for typical gas dispensing facilities.” According to the project applicant, the gas station’s annual maximum throughput is estimated at 3 million gallons. The filling location for the underground tanks is ±90 feet from the property boundary and the closest fueling station is ±60 feet from the property boundary. Therefore, the proposed location exceeds the distance the CARB Handbook recommends for siting a typical gasoline dispensing facility from sensitive receptors.

### **III. Hazards & Hazardous Materials, Operational Activities, Pages 41 and 42**

Add the following after the first paragraph including new Figure 6-B:

The environmental safeguards and design features of the gas station facility include, but are not limited to the installation of underground storage tanks and piping monitoring and leak detection system, sump system to collect any fugitive gasoline, employee training regarding spill cleanup and emergency response, double-walled USTs and dispenser sumps, air quality vapor recovery systems, emergency shut-off valves and fuel hose breakaway systems at the pump, and internal fire extinguishers at each fuel dispenser. Such features are intended to protect water quality (ground and surface waters), air quality, and general public safety such as fire prevention.

The Applicant is required to obtain all necessary permits and clearances regarding the Project’s technical design elements from all local, state, and federal agencies with jurisdiction over gas stations, including, but not limited to: United States Environmental Protection Agency, California Environmental Protection Agency, State Water Resources Control Board, Central Valley Regional Water Quality Control Board, Placer County Air Pollution Control District, CalFire, Placer County Building Services Division, Placer County Engineering Services Division, and the Placer County Department of Public Works.

There is existing hazardous materials storage at Consolidated Communication’s facility that on the portion of the property they will be retaining at 8000 Crowder Lane (APN 023-211-020). There are two backup generators on the property. One stores 200 gallons of diesel fuel and one

stores around 1,000 gallons of diesel. The diesel is stored in aboveground storage tanks connected to the generators. These aboveground storage tanks are actively regulated under the County's Hazardous Materials Business Plan program.

There are wells within the Bianchi Estates neighborhood east of the project site. The Bianchi Estates neighborhood map recorded in 1979 and consists of 46 parcels, two-acres in size or larger. The Bianchi Estates development is served by domestic water by the Placer County Water Agency (PCWA) and/or California American Water (CalAM) Districts. Some property owners in this development have electively installed wells on their property. A records review of the three parcels in Bianchi Estates closest to the project indicate wells exist on two of the parcels (Figure 6-B). A review of both of these well construction permits indicate they were to be used for individual purposes. Since these parcels are served domestic water by PCWA or CalAM, it is unclear if the wells are used for domestic or irrigation purposes. Based upon mapping data, the nearest of these wells in proximity to the proposed fueling station is approximately 628 feet to the east. A review of parcels adjacent to the north, west and south of the project indicates these parcels are served by the Placer County Water Agency and no additional well records were located.



**Figure 6-B: Nearby Well Sites**

#### **IV. Land Use & Planning, General Discussion Page 48**

Additional language was added prior to the last paragraph of this discussion:

The Placer County General Plan (2013) has general standards for consideration of General Plan amendments including:

- Need and justification for the amendment, including development plans for the subject property;
- Consistency with General Plan and Community Plan goals, policies and programs;
- Compatibility with surrounding land use designations, existing and proposed land uses/zoning;
- Rationale for existing map designations and zoning;
- Land suitability and physical constraints;
- Availability of adequate access, public services and facilities to serve the proposed development;
- Potential environmental impacts and mitigation measures; and,
- Consistency with State and County standards.

#### **V. Land Use & Planning, Discussion Item XI-2, 3, Page 49:**

Revise this section as follows:

A General Plan/Community Amendment and Rezoning would allow for construction of a seven-building, 31,200 square foot commercial center. Shopping centers are allowed within the CPD zoning district with approval of a Conditional Use Permit. Conditional Use Permits (CUP) are

required for land use classifications typically having unusual site development features or operating characteristics requiring special consideration so that they may be designed, located, and operated compatibly with uses in the surrounding area. The intent of a CUP application is to ensure that the proposed establishment, maintenance or operation of the use applied for will not, under the circumstances of the particular case (location, size, design, and operating characteristics), be detrimental to the surrounding area or County as a whole.

The proposed project would introduce commercial uses onto the predominantly undeveloped project site. Commercial uses on the site would be similar in scale to the existing residential development surrounding the site and the existing and proposed commercial development south, north and northwest of the site. Proposed buildings range in size from 2,500 to 6,500 square feet including a gas station/convenience store with a drive-through car wash and 16-pump gas station, an oil change/auto repair building, a fast-food restaurant with drive-through, and four additional retail buildings. All structures would be one-story with decorative elements up to 29 feet in height. The maximum height allowed within the CPD zoning district is 50 feet.

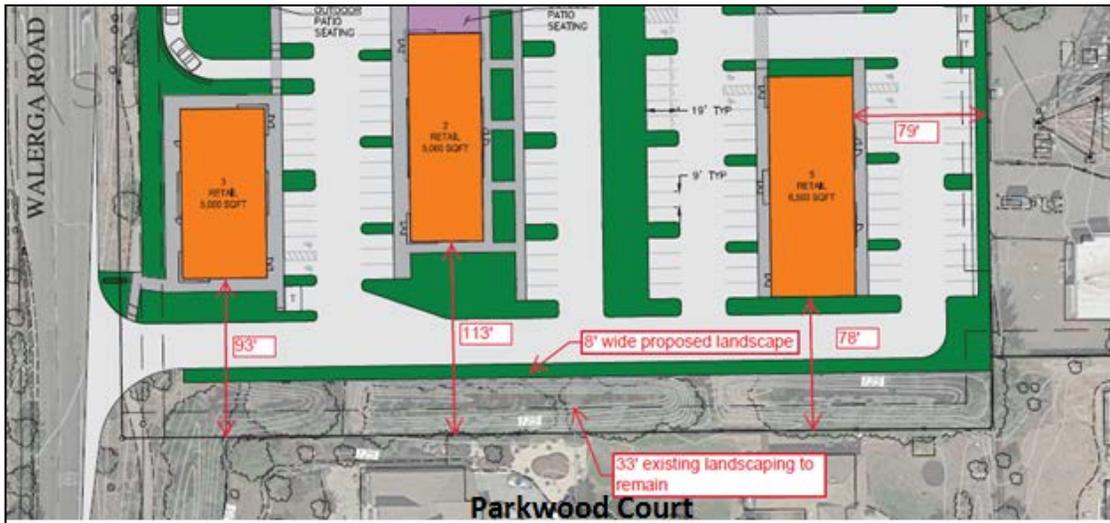
A site plan is required to determine consistency with the General Plan and the Dry Creek West Placer Community Plan as well as the County's development standards and zoning requirements. The proposal does not conflict with any Environmental Health land use plans, policies or regulations. The proposed project design does not significantly conflict with General Plan/Community Plan/Specific Plan policies related to grading, drainage, and transportation. The purpose of the Commercial Planned Development zone district is to designate areas appropriate for mixed-use community shopping centers, office parks, and other similar developments, where excellence in site planning and building design are important objectives.

The proposed project would be consistent with various elements of the CPD-Dc zoning district. Minimum lot area and minimum lot width is determined through approval of a Conditional Use Permit. A Tentative Parcel Map is proposed to reconfigure and divide the 6.8-acre project site into seven parcels, one for each proposed structure. The parcels would range in size from 0.43 acre for the oil change/auto repair site, up to 1.76 acres for the gas station and convenience store. Access easements are identified on the Parcel Map that provide access for each of the parcels.

The Conditional Use Permit also establishes front, rear and side setback requirements (corner parcels only have front and side setbacks). Proposed buildings have been sited to reduce neighborhood impacts. Higher-intensity uses such as the car wash/convenience store, oil change facility, and fast food restaurant are located a considerable distance from nearby residences. The car wash exit faces away from residential properties on the west side of Walerga Road and will be screened by landscaping. In addition, a planned vacuum station is located away from residential and outdoor dining areas and the oil change facility is located in the center of site. The fast food drive-through aisle will be screened by landscaping along Baseline Road.

A front setback of two feet from the edge of the multi-purpose easement is proposed. This setback is shown for the carwash facility along Walerga Road. Building 3 has a 12-foot setback along Walerga Road. Along Baseline Road, front setbacks of 17 to 47 feet are shown. The fast food restaurant is setback 34 feet from Baseline Road and 103 feet from Crowder Lane.

A side setback of 50 feet is proposed. However, the setbacks to the southern property lines range from 60 feet for the fast food restaurant to 113 feet for retail Building 2. Building Five, the closest to the Sun Valley Oaks neighborhood, has a setback of 78 feet including 41 feet of landscape area (see Figure 7).



**Figure 7 – Southern Edge Condition.**

Site coverage is 10.6 percent, under the 50 percent maximum allowed in the CPD zoning district.

Allowed uses in the CPD zoning district include retail stores, grocery and liquor stores, outdoor retail sales, restaurants and bars, fast food restaurants, banks, business support services, child care, medical services, offices, service stations, houses of worship, fitness centers.

*Design.* There is no particular "style" required for commercial structures in western Placer County. The Community Plan and County Design Guidelines encourage focus on constructing a high quality-design which is sensitive to the surrounding neighborhood character. Multi-building developments should be connected by plazas, terraces, arcades, canopies or roofs to encourage human interaction, and to be compatible with the surrounding environment, versus designs which solely accommodate automobile usage. Where practicable, the proposed buildings front the streets and parking along the streets is minimized. Walkways encouraging pedestrian access from Walerga Road, Baseline Road and Crowder Lane are being proposed.

Substantial commercial space is planned for the Placer Vineyard Specific Plan area west of the project site, the Baseline Commercial Center would be the first multi-tenant retail development within the Community Plan area. The proposed complex takes design cues from the Creekview Ranch School located at 8779 Cook Riolo Road with a "modern farmhouse" design concept with an emphasis on both horizontal and vertical elements.

The Community Plan calls for non-residential buildings to generally to be of small or moderate size. The use of natural materials (i.e. wood siding, brick, block) is required. "Earth tone" exterior colors and natural finishes are to be utilized that blend with the surrounding natural landscape. The materials and colors of each proposed structure within the project would consist of complementary design features that utilize a mix of brick, wood, stucco, metal panels or similar appearing materials. Prominent elevations of the buildings would utilize towers as focal points. The building façades have overlapping rectangular forms and a blend of sloped and flat roofs of varying heights, which provide sufficient screening of mechanical rooftop equipment. Buildings would have wood/steel structures as canopies and covered walkways throughout the project to create welcoming, warmer elements.

Building façades are well articulated to address the streetscape, regardless of their entrance location. Articulation is achieved through the use of building projections and recesses, trellises, awnings, shade screens, and varying window styles. The goal with the buildings is a unique, yet harmonious, appearance.

*Buffer Standards.* The Placer County Design Guidelines Manual has specific criteria for buffering between commercial and residentially-zoned properties. A ten to 20-foot wide fully-landscaped area should be maintained along residential zoning districts which adjoin commercially-zoned properties. In addition, a six-foot opaque wall should be placed on or just

inside the property line. The landscaped strip area is recommended to be located on the inside of the wall.

In the proposed project, landscaping is used to reduce the visual impact of all structures. The project frontages would be landscaped with a mix of ground cover, shrubs, and ornamental and shade trees. In addition, to minimize visual impacts to the existing residences to the south of the project on Parkwood Court in the Sun Valley Oaks neighborhood, the existing 33-foot wide tree-lined landscape berm and wood fence along the boundary of the project is proposed to be preserved and eight feet of new landscaping would be added north of it within the project site. A three-foot tall screenwall would be constructed along the carwash queue lane and fast food restaurant drive-through lane to screen cars from pedestrians and travelers along Walerga and Baseline Roads. Greenwall features are proposed for highly-visible façades such as the north façade of the convenience store.

*Baseline Road Commercial Development.* The Dry Creek West Placer Community Plan Design Element calls for the avoidance of the creation of new commercial areas along Baseline Road, west of Brady Lane in order to prevent strip commercial development, conflicting land uses, and areas of additional traffic conflicts, etc. (Policy 8). The proposed project would be the only commercial development on the south side of Baseline Road west of Brady Lane besides a self-storage facility currently under construction at the southwest corner of Brady and Baseline roads.

The Community Plan seeks to avoid a long, undifferentiated corridor on the south side of Baseline Road dominated by commercial and retail uses. The rezoning of one parcel would not establish or propagate a linear pattern of retail use along this corridor. There is approximately 12,655 feet of frontage on the south side of Baseline Road from Brady Lane to Walerga Road. The Baseline Commercial Center has 1,034 feet of Baseline Road frontage, or 8.2 percent of the frontage along this stretch of Baseline Road. The Baseline Self Storage project at the northwest corner of Brady and Baseline Roads has 500 feet of frontage along Baseline Road. In total, if the project site was rezoned to commercial use, 12 percent of the south side of Baseline frontage would be zoned for commercial use, one at the edge of the Plan area and one at the intersection of two major streets. Since the proposed rezoning is confined to only the project site, approval of the project would not establish a linear pattern of commercial zoned properties on the south side of Baseline Road. It would be the only commercial development on the south side of Baseline Road west of Brady Lane besides the self-storage facility.

The project site is currently utilized as a telecommunications training, staging and storage facility though it is zoned Residential Single-Family. Residential development at this corner is unlikely due to the traffic along Walerga and Baseline Roads and the substantial development, both existing and proposed, north of the site in the City of Roseville, particularly the large Baseline Marketplace project.

The proposed use is consistent with the uses envisioned in the Commercial Planned Development zoning district. The layout and design of the project takes into account the adjacent residential developments incorporating design features such as enhanced architecture and landscape and the proposed buffering and building setbacks.

A proposed development should be evaluated based on its consistency with the guidance provided in the General Plan and Community Plan as a whole. While the Community Plan seeks to avoid the creation of new commercial areas along Baseline Road west of Brady Lane, Land Use Goal 3 addresses the need for convenient shopping:

3. To provide adequate, convenient shopping areas for the commercial needs of residents and others where major transportation corridors connect the Plan area to other areas.

Further, Land Use Policy 9 anticipates the need for limited commercial areas to serve surrounding residents:

9. Allow for limited commercial areas (including food market, bakery shop, drugstore, barber, etc), for the convenience of surrounding residents, so as to discourage unnecessarily long trips by automobile to reduce fuel consumption and maintain high air quality.

The proposed project does not conflict with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project. In addition, the proposed project would not conflict with County policies, plans, or regulations adopted for purposes of avoiding or mitigating environmental effects. This environmental document has reviewed the potential environmental effects of developing the project site and has determined that all impacts would be less than significant or mitigated to below a level of significance. Therefore the impact is less than significant. No mitigation measures are required.

## **VI. NOISE, Page 52**

Make the following clarification to the second paragraph of Discussion Item XIII-1:

An draft Environmental Noise Assessment (ENA) was completed for the proposed project by Bollard Acoustical Consultants (BAC) on January 28, 2020 and finalized on June 16, 2020. The existing noise environment in the project area is primarily influenced by traffic on Baseline and Walerga Roads. Chapter 9 of Placer County Code establishes land use compatibility criteria for non-transportation (stationary) noise sources. A property owner or occupant may not cause the exterior sound level measured at the property line of any affected sensitive receptor to exceed the ambient sound level by five dBA or exceed the sound level standards as set forth in the Table below, whichever is greater.

## **VII. Transportation, General Discussion, Page 63**

Add a general discussion prior to Discussion Item XVII-1:

SB 743 was signed into law on September 27, 2013 and changed the way that public agencies evaluate transportation impacts under CEQA. In response, the Governor's Office of Planning and Research updated the CEQA guidelines and recommended that Vehicle Miles Travelled (VMT) be the primary metric for evaluation. In 2018, the Secretary of the Natural Resources Agency promulgated and certified CEQA Guidelines Section 15064.3 to implement Public Resources Code Section 21099(b)(2). Public Resources Code Section 21099(b)(2) states that, "upon certification of the guidelines by the Secretary of the Natural Resources Agency pursuant to this section, automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any."

The SB 743 requirements went into effect July 1, 2020. To comply with Senate Bill 743, Placer County prepared new thresholds, screening criteria and associated Transportation Study Guidelines for Vehicle Miles Traveled which were adopted by the Board of Supervisors on December 1, 2020.

While CEQA no longer utilizes LOS to measure traffic impacts, Level of Service (LOS) thresholds can be used to determine if a project triggers the need for improvements to area intersections and segments in both Placer County and the City of Roseville. Based on direction from Placer County staff and input from the City of Roseville, a Traffic Impact Analysis prepared by KD Anderson & Associates (March 4, 2020, with revisions completed in June 2020 and August 2020 and a supplemental analysis completed in May 2021) focused on the following intersections and at the project access, some maintained by the City and the others by the County:

1. Baseline Road/Walerga Road/Fiddymont Road [Roseville]
2. Baseline Road/site access [Roseville]
3. Baseline Road/Crowder Lane [Roseville]
4. Walerga Road/site access [County]
5. Walerga Road/Springhill Drive [County]
6. Crowder Lane/site access [County]

Traffic operations have been assessed in a manner that is consistent with Placer County guidelines/policy. Probable project trip generation has been estimated by applying appropriate trip generation rates to the project's proposed uses. The distribution of project trips was based on the projected traffic volumes obtained from consideration of the trade area for a convenience

retail use under current and future background development levels. Traffic volumes were collected prior to Covid restrictions that would have impacted traffic counts.

Existing plus project and cumulative plus project analyses were conducted by KD Anderson & Associates in 2020 in order to determine conformance with Community Plan standards. The Department of Public Works has determined that the age of the study would not have any bearing on the cumulative study since the nominal number of new homes that have been built in the last year would not change, to an appreciable degree, the overall volumes on study roadways.

## **VIII. Utilities & Service Systems, Page 65**

Add clarifying language as follows:

### **Discussion Item XIX-1:**

The major utility infrastructure to serve this area is already installed. The proposed project would include installation of an on-site gravity sewer collection system consisting of sewer lines laid within the site to each proposed new parcel and connecting to a sewer line to be extended along Crowder Lane from its existing terminus 350 feet south of the site.

The project proposes to connect to the California American Water (CalAM) District for domestic water from an existing waterline within Walerga Road and Crowder Lane to create a looped system. CalAm has indicated its requirements to serve the project. These requirements are routine in nature and do not represent significant impacts. The project would not result in the construction of new treatment facilities or create an expansion of an existing facility. Typical project conditions of approval require submission of a "will-serve" letter from the agencies.

The average annual water demand is projected at 17,666 gallons per day (gpd). CalAM has provided a Conditional Will-Serve Letter for the proposed project that indicates CalAM is capable of providing service to the project, given compliance with all applicable rules and regulations including payment of necessary fees. The proposed project would include a connection to an existing 12-inch water main located under Crowder Lane to the east and a 16-inch water main under Walerga Road to the west.

The project does not require any significant relocation or construction of electric, gas, or telecommunication facilities that would cause significant environmental effects.

Storm water run-off would be reduced to pre-project levels before being conveyed to the existing off-site drainage facilities. No downstream drainage facility or property owner would be impacted by an increase in surface runoff. No new significant storm water drainage facilities or expansion of existing facilities is required. A final drainage report would be prepared and submitted with the site improvement plans for County review and approval in order to monitor the preliminary report drainage calculations and results. The proposed project's impacts associated with altering the existing drainage pattern of the site can be mitigated to a less than significant level by implementing the following mitigation measures:

### **Mitigation Measures Item XIX-1:**

MM VII.1, MM VII.2, MM X.1, MM X.2

### **Discussion Item XIX-2, 3:**

The agencies charged with providing treated water and sewer services have indicated their requirements to serve the project. These requirements are routine in nature and do not represent significant impacts. The project would not result in the construction of new treatment facilities or create an expansion of an existing facility. Typical project conditions of approval require submission of "will-serve" letters from each agency. The project obtains sewer service from Placer Service Area 28, Zone 173 (CSA173) with waste water treatment provided at the City of Roseville's Dry Creek Waste Water Treatment Plant southeast of the project site. The project includes the construction of public sewer service to the proposed project from an existing sanitary sewer cleanout in Crowder Lane. The project proposes to construct a 350-foot long sewer line extension within Crowder Lane to the project entrance and extend from there to each parcel created.

The proposed development represents a base wastewater flow increase over the currently zoned land use. Development of the project site is included in the 2020 SPWA Systems Evaluation, but was anticipated to generate five equivalency dwelling units (EDUs) at buildout based on the current Residential zoning. However, per the Sanitary Sewer Study prepared by the applicant, Ubora Engineering (June 2020), the proposed project would generate an Average Daily Wastewater Flow of 5,950 gpd, which will be approximately 31 EDUs (based on a residential unit flow factor of 190 gpd/EDU). The marginal incremental increase in EDUs is not anticipated to adversely impact the sewage collection or treatment facilities, and the City of Roseville Environmental Utilities Department has confirmed that the Dry Creek Waste Water Treatment Plant has the capacity to accommodate the project at the stated 31 EDUs. The proposed project would include installation of an on-site gravity sewer collection system.

The project would increase wastewater flows to the treatment plant. However, the increase would not require any additional expansion of the treatment plant and is within the current capacity of the treatment plant. No prohibitions or restrictions on wastewater treatment service for the proposed project currently exist. The Placer County Department of Public Works Environmental Engineering Division has reviewed the project and did not indicate any significant sewer impacts. Thus, the construction and connection of this project to the existing sewer is less than significant. No mitigation measures are required.

**Discussion Item XIX-4, 5:**

The project would generate solid waste from future tenants. Solid waste service in the project area is provided by a private franchise hauler, Recology Auburn Placer, which handles residential, commercial, and industrial collections. Waste collected by Recology Auburn Placer is hauled to the Western Regional Sanitary Landfill north of Roseville. The facility has sufficient capacity to accommodate the proposed project's solid waste disposal needs.

Western Regional Sanitary Landfill is a permitted facility and Recology Auburn Placer is a licensed hauler. The project would comply with existing regulations related to solid waste disposal. The project would not violate federal, state, or local statutes or regulations related to solid waste. Impacts would be less than significant. No mitigation measures are required.

The clarifications to the Initial Study/Mitigated Negative Declaration as detailed above are not considered significant new information requiring recirculation of the IS/MND. The information provided would not result in a new significant environmental impact or a new mitigation measure, nor would it result in an increase in the severity of an impact that was previously identified. Furthermore, the update provides clarification and makes insignificant changes to an adequate Initial Study/Mitigated Negative Declaration; therefore, recirculation is not required. In conformance with Section 15074 of the CEQA Guidelines, the Initial Study, MND, technical appendices and reports, together with the Erratum and the information contained in this document are intended to serve as documents that will inform the decision-makers and the public of the environmental effects of this project.

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Leigh Chavez  
Environmental Coordinator

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Date