

ITEM 1

ENVIRONMENTAL REVIEW

ENDORSED
FILED

MAY 14 2018

KIMBERLY L. GRADY, County Clerk
AMADOR COUNTY

By M. CANALE Deputy

**NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION
CALIFORNIA ENVIRONMENTAL QUALITY ACT**

PROJECT:

Orlando's Pine Grove Market Fuel Station, Car Wash, and Outdoor Dining Area

LEAD AGENCY:

Amador County Planning Department, 810 Court Street, Jackson, CA 95642

PROJECT LOCATION:

19394 State Highway 88, Pine Grove, CA 95665

PROJECT DESCRIPTION:

Adjacent to the Pine Grove Market, the proposed gas station will feature six double-sided dispensers of unleaded, premium, and diesel fuel under a canopy, two 12,000-gallon above-ground fuel tanks, and a single-bay car wash. The existing paving surface will be repaired and the existing service building will be demolished. Thirty-one parking stalls with landscape islands will be introduced at the center of the site.

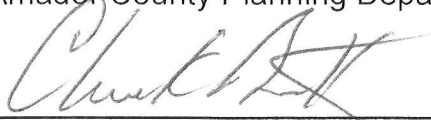
INITIAL STUDY & PLANS:

In accordance with CEQA, the County conducted an Initial Study (IS) to evaluate the potential effects of the project. It is determined that the project will not have a significant effect on the environment, based on mitigation measures contained in the IS that will be attached to the project as conditions of approval. Therefore, the County intends to adopt a Mitigated Negative Declaration (MND) for the project.

PUBLIC COMMENTS:

The public comment period begins on Friday, May 11, 2018 and closes on Monday, June 12, 2018. Comments may be submitted to the Amador County Planning Department at 810 Court Street, Jackson, CA 95642. If submitting comments, please include your name and an address, email address, or phone number where you can be contacted. The proposed IS/MND is available for review at the Planning Department.

A public hearing will be held by the Amador County Planning Commission on June 12, 2018 at 7:00 p.m. in the Board Chambers of the County Administration Center at 810 Court Street, Jackson, CA 95642. For additional information, please call the Amador County Planning Department at (209) 223-6380.



Chuck Beatty, Planning Director

Date: 5-11-18

File No. WPA

Posted On 05/14/2018

Posting Removed _____

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: Orlando's Pine Grove Market Fuel Station, Car Wash, and Outdoor Dining Area

Lead Agency: Amador County Planning Department Contact Person: Chuck Beatty, Director
Mailing Address: 810 Court Street Phone: (209) 223-6380
City: Jackson Zip: 95642 County: Amador

Project Location: County: Amador City/Nearest Community: Pine Grove
Cross Streets: State Hwy 88 and Ridge Road Zip Code: 95665
Longitude/Latitude (degrees, minutes and seconds): 120 ° 40 ' 1.6 " N / 38 ° 24 ' 46.5 " W Total Acres: 5.2
Assessor's Parcel No.: 030-170-027-000 Section: 33 Twp.: 7N Range: 12E Base: 38W
Within 2 Miles: State Hwy #: 88 Waterways: Grass Valley Creek, Jackson Creek
Airports: none Railways: none Schools: Pine Grove Elementary

Document Type:

CEQA: NOP Draft EIR NEPA: NOI Other: Joint Document
 Early Cons Supplement/Subsequent EIR EA Final Document
 Neg Dec (Prior SCH No.) _____ Draft EIS Other: _____
 Mit Neg Dec Other: _____ FONSI

Local Action Type:

General Plan Update Specific Plan Rezone Annexation
 General Plan Amendment Master Plan Prezone Redevelopment
 General Plan Element Planned Unit Development Use Permit Coastal Permit
 Community Plan Site Plan Land Division (Subdivision, etc.) Other: _____

Development Type:

Residential: Units _____ Acres _____
 Office: Sq.ft. _____ Acres _____ Employees _____
 Commercial: Sq.ft. 16,310 Acres 5.2 Employees 5-10
 Industrial: Sq.ft. _____ Acres _____ Employees _____
 Educational: _____
 Recreational: _____
 Water Facilities: Type _____ MGD _____
 Transportation: Type _____
 Mining: Mineral _____
 Power: Type _____ MW _____
 Waste Treatment: Type _____ MGD _____
 Hazardous Waste: Type _____
 Other: _____

Project Issues Discussed in Document:

Aesthetic/Visual Fiscal Recreation/Parks Vegetation
 Agricultural Land Flood Plain/Flooding Schools/Universities Water Quality
 Air Quality Forest Land/Fire Hazard Septic Systems Water Supply/Groundwater
 Archeological/Historical Geologic/Seismic Sewer Capacity Wetland/Riparian
 Biological Resources Minerals Soil Erosion/Compaction/Grading Growth Inducement
 Coastal Zone Noise Solid Waste Land Use
 Drainage/Absorption Population/Housing Balance Toxic/Hazardous Cumulative Effects
 Economic/Jobs Public Services/Facilities Traffic/Circulation Other: Greenhouse Gases

Present Land Use/Zoning/General Plan Designation:

"C1," Retail/Commercial/Office; "X," Special Use District; and "R1A," Single-family Residential/Agricultural

Project Description: (please use a separate page if necessary)

Adjacent to the Pine Grove Market, the proposed gas station will feature six double-sided dispensers of unleaded, premium, and diesel fuel under a canopy, two 12,000-gallon above-ground fuel tanks, and a single-bay car wash. The existing paving surface will be repaired and the existing service building will be demolished. Thirty-one parking stalls with landscape islands will be introduced at the center of the site.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X".
If you have already sent your document to the agency please denote that with an "S".

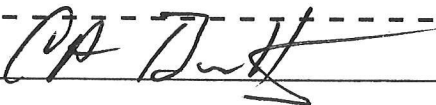
- | | |
|---|--|
| <input type="checkbox"/> Air Resources Board | <input type="checkbox"/> Office of Historic Preservation |
| <input type="checkbox"/> Boating & Waterways, Department of | <input type="checkbox"/> Office of Public School Construction |
| <input type="checkbox"/> California Emergency Management Agency | <input type="checkbox"/> Parks & Recreation, Department of |
| <input type="checkbox"/> California Highway Patrol | <input type="checkbox"/> Pesticide Regulation, Department of |
| <input checked="" type="checkbox"/> Caltrans District #10 | <input type="checkbox"/> Public Utilities Commission |
| <input type="checkbox"/> Caltrans Division of Aeronautics | <input type="checkbox"/> Regional WQCB # _____ |
| <input type="checkbox"/> Caltrans Planning | <input type="checkbox"/> Resources Agency |
| <input type="checkbox"/> Central Valley Flood Protection Board | <input type="checkbox"/> Resources Recycling and Recovery, Department of |
| <input type="checkbox"/> Coachella Valley Mtns. Conservancy | <input type="checkbox"/> S.F. Bay Conservation & Development Comm. |
| <input type="checkbox"/> Coastal Commission | <input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy |
| <input type="checkbox"/> Colorado River Board | <input type="checkbox"/> San Joaquin River Conservancy |
| <input type="checkbox"/> Conservation, Department of | <input type="checkbox"/> Santa Monica Mtns. Conservancy |
| <input type="checkbox"/> Corrections, Department of | <input type="checkbox"/> State Lands Commission |
| <input type="checkbox"/> Delta Protection Commission | <input type="checkbox"/> SWRCB: Clean Water Grants |
| <input type="checkbox"/> Education, Department of | <input type="checkbox"/> SWRCB: Water Quality |
| <input type="checkbox"/> Energy Commission | <input type="checkbox"/> SWRCB: Water Rights |
| <input checked="" type="checkbox"/> Fish & Game Region #2 | <input type="checkbox"/> Tahoe Regional Planning Agency |
| <input type="checkbox"/> Food & Agriculture, Department of | <input type="checkbox"/> Toxic Substances Control, Department of |
| <input checked="" type="checkbox"/> Forestry and Fire Protection, Department of | <input type="checkbox"/> Water Resources, Department of |
| <input type="checkbox"/> General Services, Department of | |
| <input type="checkbox"/> Health Services, Department of | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Housing & Community Development | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Native American Heritage Commission | |

Local Public Review Period (to be filled in by lead agency)

Starting Date May 11, 2018 Ending Date June 12, 2018

Lead Agency (Complete if applicable):

Consulting Firm: <u>LDA Designers & Architects</u>	Applicant: <u>Samuel Orlando</u>
Address: <u>222 Central Court</u>	Address: <u>P.O. Box 1500</u>
City/State/Zip: <u>Stockton, CA 95204</u>	City/State/Zip: <u>Linden, CA 95236</u>
Contact: <u>Pete Rosado, Architect</u>	Phone: <u>(916) 708-4999</u>
Phone: <u>(209) 943-0405</u>	

Signature of Lead Agency Representative:  Date: May 11, 2018

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

MITIGATED NEGATIVE DECLARATION / INITIAL ENVIRONMENTAL STUDY

Project Title: Orlando's Pine Grove Market Fuel Station, Car Wash, and Outdoor Dining Area

Lead Agency Name and Address: Amador County Planning Department
810 Court Street, Jackson, CA 95642

Contact Person/Phone Number: Chuck Beatty, Planning Director
209-233-6380

Project Location: 19394 State Highway 88, Pine Grove, CA 95665

Project Sponsor's Name and Address: Samuel B. Orlando, P.O. Box 1500, Linden, CA 95236

General Plan Designation(s): TC, Town Center

Zoning: "C1," Retail/Commercial/Office; "X," Special Use District; and "R1A," Single-family Residential/Agricultural

Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation.) Adjacent to the Pine Grove Market, the proposed gas station will feature six double-sided dispensers of unleaded, premium, and diesel fuel under a canopy, two 12,000-gallon above-ground fuel tanks, and a single-bay car wash. The existing paving surface will be repaired and the existing service building will be demolished. Thirty-one parking stalls with landscape islands will be introduced at the center of the site.

Surrounding land uses and setting: Briefly describe the project's surroundings: The project site is flat, with asphalt paving in the existing vehicle circulation and parking area. Three buildings exist on site: 1) the Pine Grove Market, 2) a service building that is no longer suitable for use, and 3) a residence located outside the proposed improvement area.

Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.) CA Dept. of Transportation (Encroachment Permit); CA Dept. of Alcoholic Beverage Control (Zoning Affidavit); Amador County Planning Dept. (Use Permit); Amador County Building Dept. (Building Permit); and Amador Fire Protection District (participation in the annexation of fire protection services for the property to Community Facilities District No. 2006-1).

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, as indicated by the checklist and corresponding discussion on the following pages.

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology / Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality |
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation / Traffic | <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of the initial evaluation:

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION , including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature – Name _____

Date _____

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole 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.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "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.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The 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," as described in (5) below, may be cross-referenced).
- 5) 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. Section 15063(c) (3) (D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) 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, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," 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.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

Chapter 1. AESTHETICS – Would the Project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

Scenic Vistas and Visual Character: For the purposes of determining significance under CEQA, a scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Scenic vistas are often designated by a public agency. A substantial adverse impact to a scenic vista would be one that degrades the view from such a designated location. No governmentally designated scenic vista has been identified within the project area. In addition, no specific scenic view spot has been identified in the project area.

While there are no officially designated scenic vistas in the project area, certain short-range views would change for nearby property owners and members of the traveling public. Amador County General Plan Mitigation Measure 4.1-1, Condition Projects to Minimize Effects on Scenic Vistas and Visual Character, requires the County to condition projects to incorporate measures to reduce their effect on scenic views and visual character to the maximum extent practicable.

The impacts to scenic vistas and visual character will be **less than significant with the incorporation of Mitigation Measure 1.1**, below.

Scenic Highways: The project is not located within a designated scenic highway corridor; therefore, there is **no impact**.

Light and Glare: Amador County General Plan Mitigation Measure 4.1-1, Condition Projects to Minimize Light and Reflectance, requires that new projects be conditioned to incorporate measures to reduce light and reflectance to the maximum extent practicable.

The impacts to light and glare will be **less than significant with the incorporation of Mitigation Measure 1.2**, below.

Mitigation:

Mitigation Measure 1.1 – The project shall incorporate the building façade designs depicted in the project plans for the car wash building and the support posts for the fuel station canopy.

Mitigation Measure 1.2 – The project shall comply with the following building design and lighting requirements per General Plan Mitigation Measure 4.1-4:

- a. Exterior building materials on nonresidential structures shall be composed of a minimum 50% low-reflectance, nonpolished finishes.
- b. Bare metallic surfaces (e.g., pipes, vents, light fixtures) shall be painted or etched to minimize reflectance.
- c. Lighting shall be shielded and downward directed, utilizing light sources that are the best available technology for eliminating light bleed and reflectance into surrounding areas to the maximum extent possible.
- d. Light fixtures that are of unusually high intensity or brightness or that blink or flash are prohibited on the project site.

Sources: Amador County General Plan and General Plan EIR, Project plans.

Chapter 2. AGRICULTURE AND FOREST RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in PRC §12220(g)), timberland (as defined in PRC §4526), or timberland zoned Timberland Production (as defined by Government Code § 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

Farmland Conversion: General Plan Mitigation Measure 4.2-1a requires the County to maintain key farmlands for agricultural and agritourism uses, and reduce impacts related to conversion of Farmland (Prime Farmland, Farmland of Local or Statewide Importance, and Unique Farmland) to other uses. Additionally, the County will seek to keep Farmland in agricultural designations when land use or zoning changes are proposed in the unincorporated area. For future changes to non-agricultural designations that affect Farmland areas, the County will reduce or avoid loss of Farmland to the extent feasible.

Per General Plan Mitigation Measure 4.2-1b, where the potential for conflicts exist that could adversely affect the operations of working farms, the County will work with the applicant to provide setbacks or use other site planning techniques (such as berms, fencing, landscaping, and building orientation), as appropriate, to substantially reduce or avoid impacts to agriculture from encroachment by other conflicting land uses. Include conditions (such as sizing of facilities or service area boundaries) for proposals which would require infrastructure improvements into areas of Farmland to avoid inducing urban growth.

General Plan Mitigation Measure 4.2-1c: Implement Agricultural Land Conversion Easements, requires the County when granting discretionary approvals or permits to require the applicant to purchase an agricultural conservation easement to mitigate for the loss of Farmland exceeding 5 acres, to be granted in perpetuity in order to reduce the loss of Farmland (Prime Farmland, Farmland of Statewide Importance, and Unique Farmland) through conversion to non-agricultural uses. The easement should be purchased for equivalent value Farmland in Amador County at a minimum acreage ratio of 1:1.

The project will not result in the conversion of Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance to other uses. The project site is located in an area designated as "Grazing," "Urban," or "Other Lands" on the Amador County Important Farmland 2016 map, published by the California Department of Conservation, Division of Land Resource Protection.

There is **no impact** to the Farmlands identified above.

Williamson Act: The project does not include land subject to a California Land Conservation Act contract. Therefore, there is **no impact**.

Timberland Zoning and Zoning for Forest Lands:

General Plan Mitigation Measure 4.2-5a: Implement Program P-10, Timber Production, requires the County to seek to keep forestland and timberland in compatible land use designations and zone districts in order to reduce impacts related to conversion of forestland, timberland, and Timberland Production Zones (TPZ) to other uses. The County will maintain land presently designated Open Forest or other general plan designations and zoned TPZ in those current general plan designations if a change would result in the conversion of existing forested lands. The County will continue to designate lands which are prime timberlands as Timber Production Zone areas. For lands so designated, the County will encourage responsible forestry and timber harvesting. The County will continue to encourage value-added activities (such as sawmills, cogeneration plants, timber-based manufacturing, and other uses) which contribute to the economic viability of timber production at appropriate locations.

The project site is not included in an area zoned for forest land, timberland, or a Timberland Production Zone. The project does not propose the rezoning of land designated as forest land timberland, or Timberland Production Zone. Therefore, there is **no impact** to timberland zoning or zoning for forest lands.

Loss or Conversion of Forest Lands: General Plan Mitigation Measure 4.2-5b, requires the County when evaluating projects to work with the applicant to provide setbacks or use other site planning techniques (such as berms, fencing, landscaping and building orientation) in order to substantially reduce or avoid impacts to forestland, timberland, or Timberland Production Zones from encroachment by incompatible land uses.

The project does not include forest resources; there is **no impact**.

Other Changes Resulting in Farmland or Forest Conversion: The lack of farmland or forest resources on the project precludes conversion or loss of significant agricultural or forest areas. There is **no impact**.

Mitigation: None required.

Source: Amador County Important Farmland Map 2016; Amador County General Plan and General Plan EIR.

DRAFT 2010 CHECKLIST

Chapter 3. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the Project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

Air Quality Plan: The project does not propose activity that would conflict with or obstruct implementation of any applicable air quality plan. There is **no impact**.

Air Quality Standards: The project will not cause a violation of an air quality standard or contribute substantially to an existing air quality violation. Conditions to control fugitive dust emissions may be imposed at the time any building permits are issued. Outdoor fires ignited on the property must comply with the rules and regulations of this District. All air contaminants that may be generated by activities on this property must comply with the Rules and Regulations of the Amador Air District. A **less than significant impact** is anticipated.

Increase in Criteria Pollutants: General Plan Mitigation Measure 4.3-1a, Implement Measures to Control Particulate Matter Emissions Generated by Construction Activities, requires each project applicant, as a condition of development project discretionary approval, to implement fugitive dust control measures to meet the requirements of Amador Air District Rule 218 (Fugitive Dust). Example measures include, but are not limited to:

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along major roadways should be covered.
- Limit vehicle speeds on unpaved construction roads to 15 miles per hour (mph).

- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.
- Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site.
- Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph.
- Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established.
- Treat site accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads.
- Post a publicly visible sign with the telephone number and person to contact at the construction site regarding dust complaints. This person shall respond and take corrective action within 48 hours.

Per General Plan Mitigation Measure 4.3-1b, Reduce Exhaust Emissions from Construction Equipment, the County will require each project applicant, as a condition of development project discretionary approval, to implement measures to reduce exhaust emissions from construction equipment. Example measures include:

- Where feasible, equipment requiring the use of fossil fuels (e.g., diesel) shall be replaced or substituted with electrically driven equivalents (provided that they are not run via a portable generator set).
- To the extent feasible, alternative fuels and emission controls shall be used to further reduce exhaust emissions.
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site.
- The hours of operation of heavy-duty equipment and/or the amount of equipment in use at any one time shall be limited.
- Staging areas for heavy-duty construction equipment shall be located as far as possible from sensitive receptors.
- Implement construction best management practices to minimize fugitive dust emissions. Best management practices should be approved by AAD and could include, but are not limited to Sacramento Metropolitan Air Quality Management District's Basic Construction Emission Control Practices. To the extent feasible, use best available control technology at the time of construction activities to minimize exhaust emissions from construction equipment and vehicles. Provide construction management plan for minimizing fugitive dust and exhaust emissions to Amador Air District prior to commencing construction activities.

Per General Plan Mitigation Measure 4.3-2a, Implement Reduction Measures for Discretionary Projects, the County will require each project applicant, as a condition of development project discretionary approval, to implement measures to reduce operational emissions of criteria air pollutants. Measures to reduce operational emissions will only be required for projects that exceed the applicable thresholds of significance for Reactive Organic Gasses (ROG), Nitrogen Oxide (NO_x), Particulate Matter \leq 10 micrometers (PM₁₀), or Particulate Matter \leq 2.5 micrometers (PM_{2.5}) emissions, as demonstrated by project-level CEQA analysis. It should be noted that measures and programs implemented as a result of the climate action plan would also reduce air quality emissions from new and existing projects. Example measures include:

- Install solar, wind, and geothermal power systems and solar hot water heaters.
- Install solar panels on unused roof and ground space and over carports and parking areas.
- Promote “least polluting” ways to connect people and goods to their destinations.
- Incorporate bicycle lanes, routes and facilities into roadway systems.
- Require amenities for non-motorized transportation, such as secure and convenient bicycle parking.
- Institute teleconferencing, telecommute and/or flexible work hour programs to reduce unnecessary employee transportation
- Provide information on alternative transportation options for consumers, residents, tenants and employees to reduce transportation-related emissions.
- Purchase, or create incentives for purchasing, low or zero-emission vehicles.
- Create a ride sharing program. Promote existing ride sharing programs e.g., by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles, and providing a web site or message board for coordinating rides.
- Enforce and follow limits regarding idling times for commercial vehicles, including delivery and construction vehicles.
- To the extent feasible and practical, construct new roadways for residential, commercial, or industrial projects in the County using materials that minimize particulate matter emissions (e.g., paved roads rather than unpaved, dirt roads). Roads should also be permeable when feasible and appropriate for the scale and intensity of planned use.

Amador County is a Non-attainment area for the State of California’s 1-Hour Ozone Standard (0.09 ppm) and the US EPA’s 8-Hour Ozone Standard (0.08 ppm). Construction activities and fires occurring on this property would be of short duration. No net cumulative increase in ozone precursor emissions is expected from this project. All air contaminants generated by activities on this property must comply with the Rules and Regulations of the Amador Air District.

Increases in criteria pollutants will be **less than significant with the incorporation of Mitigation Measures 3.1 through 3.3, below.**

Sensitive Receptors: General Plan Mitigation Measure 4.3-2b, Implement Program D-7, Air Emissions and Sensitive Receptors, requires the County in the review of development proposals to require projects to comply with all applicable Amador Air District (AAD) rules, and obtain all required AAD permits.

In the review of development proposals, the County will reference the guidelines presented in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Health Perspective, or the Amador Air District guidelines and recommendations available at the time, when establishing buffers around existing or proposed sources of toxic air contaminants (TAC) or odorous emissions. During future environmental CEQA review for individual projects, projects that would result in substantial TAC emissions directly or indirectly (e.g., industrial sources), or for land use projects that would expose sensitive receptors to substantial TAC concentrations (e.g., residential land uses located near existing TAC sources), the County will require a Health Risk Assessment (HRA) to be performed by project applicants to determine whether existing or proposed on-site sensitive receptors will be exposed to significant levels of TAC emissions. *An HRA would only be required for those projects that would be anticipated to expose sensitive receptors to substantial TAC concentrations* based on the project description or other relevant characteristics as determined by County Planning staff during the environmental review process. If the results of the HRA indicate a significant impact, the individual project applicant shall employ measures (e.g., air filters, project redesign) to reduce exposures to levels below the acceptable limits (e.g., 10 in a million excess cancer risk, 1.0 health hazard index).

A **less than significant impact** to sensitive receptors is anticipated from this project.

Objectionable Odors: General Plan Mitigation Measure 4.3-6, Implement Measures to Control Exposure of Sensitive Receptors to Odorous Emissions, requires project applicants for all project phases to implement the following measures:

- For every proposed land use that has the potential to emit odor, the project applicant shall perform a review as part of the CEQA analysis to determine whether existing or proposed sensitive receptors will be exposed to significant levels of odorous emissions.
- For existing odor-producing sources, sensitive receptors shall be sited as far away as possible from the existing sources.
- For new project-generated odor-producing sources, sensitive receptors shall be sited as far away as possible from the new sources.

Substantial quantities of objectionable odor should not be generated by the current activities on the property, or by the uses allowed under this Use Permit. All air contaminants generated by activities on this property must comply with the Rules and Regulations of the Air District. A **less than significant impact** to objectionable odors is anticipated from this project.

Mitigation:

Mitigation Measure 3.1 - The project shall comply with the following measures to control particulate matter emissions generated by construction activities per General Plan Mitigation Measure 4.3-1a:

- a. **Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.**

- b. Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along major roadways shall be covered.
- c. Limit vehicle speeds on unpaved construction roads to 15 miles per hour.
- d. All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- e. Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.
- f. Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site.
- g. Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph.
- h. Treat site accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads.
- i. Post a publicly visible sign with the telephone number and person to contact at the construction site regarding dust complaints. This person shall respond and take corrective action within 48 hours.

Mitigation Measure 3.2 - The project shall comply with the following measures to reduce exhaust emissions from construction equipment per General Plan Mitigation Measure 4.3-1b:

- a. Where feasible, equipment requiring the use of fossil fuels (e.g., diesel) shall be replaced or substituted with electrically driven equivalents (provided that they are not run via a portable generator set).
- b. To the extent feasible, alternative fuels and emission controls shall be used to further reduce exhaust emissions.
- c. Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site.
- d. The hours of operation of heavy-duty equipment and/or the amount of equipment in use at any one time shall be limited.
- e. Staging areas for heavy-duty construction equipment shall be located as far as possible from sensitive receptors.
- f. Implement construction best management practices to minimize fugitive dust emissions. To the extent feasible, use best available control technology at the time of construction activities to minimize exhaust emissions from construction equipment and vehicles. Provide construction management plan for minimizing fugitive dust and exhaust emissions to Amador Air District prior to commencing construction activities.

Mitigation Measure 3.3 - The project shall comply with the following measures to reduce operational emissions of criteria pollutants per General Plan Mitigation Measure 4.3-2a:

- a. Provide convenient bicycle parking.
- b. Idling times for delivery vehicles shall not exceed 5 minutes.

Source: Amador Air District; Amador County General Plan and General Plan EIR.

DRAFT 2010 CHECKLIST

Chapter 4. BIOLOGICAL RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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 CA Dept. of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the CA Dept. of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

Candidate, Sensitive, or Special Status Species: Per General Plan Mitigation Measure 4.4-1a: Implement Program D-4, Biological Resources, when considering discretionary development proposals, it is the County’s objective to avoid or substantially reduce impacts to special-status species, riparian habitat, lone chaparral, oak woodlands, and wetlands

(including vernal pools and non-jurisdictional wetlands) through project design and modification to the extent feasible.

Per General Plan Mitigation Measure 4.4-1b: Special-Status Species Protection, when considering discretionary development proposals, the County, through CEQA reviews, will require assessments of potential habitat for special-status species on proposed projects sites, and avoidance or substantial reduction of impacts to that habitat through feasible alternatives or mitigation measures, including compensatory mitigation where unavoidable losses of occupied habitat would occur.

Mitigation measures will be developed consistent with applicable state and federal requirements. For those species for which published mitigation guidance exists (such as valley elderberry longhorn beetle, burrowing owl, and Swainson's hawk), developed mitigation measures will follow the guidance provided in these publications or provide a similar level of protection.

If previous published guidance does not exist, mitigation will be developed in consultation with the appropriate agencies (USFWS for federally listed plant, wildlife and fish species; NMFS for listed anadromous fish species; CCDFW for state listed species, species of special concern and CRPR-ranked species). The County will require project applicants to obtain any required take permits prior to project implementation.

The US Fish & Wildlife Office's Information for Planning and Conservation (IPaC) database was employed to identify potentially managed or regulated species within the project area. The IPaC Resource Report identified potential habitat for the following threatened species within the project area: California red-legged frog (*Rana draytonii*); Delta smelt (*Hypomesus transpacificus*); and Rufous hummingbird (*Selasphorus rufus*). However, the IPaC Resource Report then concludes that the exact project location is outside of the listed species' critical habitat. Therefore, a biological assessment of potential habitat for special-status species on proposed project site would not be necessary. The project would have a **less than significant impact** to Candidate, Sensitive, or Special Status Species.

Riparian Habitat and other Sensitive Natural Communities: Per General Plan Mitigation Measure 4.4-2: Riparian Habitat Protection, if projects require encroachment into riparian habitat, project applicants will be required to develop a riparian habitat mitigation plan. The mitigation plan will include the following:

- Implementation of Best Management Practices (BMPs) while working near riparian habitats to avoid inadvertent damage to riparian vegetation to be retained. BMPs will include establishment of no-disturbance buffers around the outer edge of the riparian vegetation to prevent root and crown damage, soil compaction, and implementation of standard BMPs to reduce erosion and water quality impacts, and introduction and spread of invasive species. Exceptions to riparian buffers will be granted to permit necessary road and bridge repair and construction, trails construction, and other recreational access structures that are water dependent, such as docks and piers;
- Methods to be implemented to avoid and/or compensate for impacts on riparian habitat at a ratio adequate to offset the loss of riparian habitat functions and values. At a minimum, riparian habitat losses will be compensated at a 1:1 ratio;