Sierra College Boulevard Widening between Brace Road and Taylor Road Project

Town of Loomis, Placer County, California

Initial Study/Mitigated Negative Declaration

Town of Loomis
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December 2019

Draft Mitigated Negative Declaration
Town of Loomis
Sierra College Boulevard Widening between Brace Road and Taylor Road Project

INTRODUCTION

This document has been prepared to evaluate the Sierra College Boulevard Widening between Brace Road and Taylor Road Project (also referred to as "proposed Project" or "Project") for compliance under the California Environmental Quality Act (CEQA). The Town of Loomis (Town) is the lead agency responsible for complying with the provisions of CEQA.

PROJECT DESCRIPTION

The proposed Project would widen Sierra College Boulevard in the Town of Loomis between Brace Road and Taylor Road. Sierra College Boulevard would be widened from four lanes to six lanes and sidewalks and bicycle lanes would be added.

FINDINGS

As lead agency for compliance with CEQA requirements, the Town finds that the proposed Project would be implemented without causing a significant adverse impact on the environment, based on the analysis presented in this Initial Study/ Mitigated Negative Declaration (IS/MND). Mitigation measures for potential impacts associated with air quality, biological resources, cultural resources, and tribal cultural resources would be implemented as part of the proposed Project through adoption of a mitigation monitoring and reporting program.

DETERMINATION

On the basis of this evaluation, the Town concludes:

- The proposed Project does not have the potential to degrade the quality of the environment, 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 or restrict the range of a rare or endangered species, or eliminate important examples of the major periods of California history or prehistory.
- The proposed Project would not achieve short-term environmental goals to the disadvantage of long-term environmental goals.
- The proposed Project would not have impacts that are individually limited, but cumulatively considerable.

- The proposed Project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.
- No substantial evidence exists to demonstrate that the proposed Project would have a substantive negative effect on the environment.

This document has been prepared to provide the opportunity for interested agencies and the public to provide comment. Pending public review and approval by the Town Planning Commission and Town Council, this MND will be filed pursuant to CEQA Guidelines §15075. Written comments should be submitted to the Town Planning Department at 3665 Taylor Road, Loomis, California 95650 by 5:00 p.m. on **January 17, 2020.**

12-2-2019

Signature
Brit Snipes,
Town Public Works Director

Date

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Acronyms and Abbreviations

ADA	Americans with Disabilities Act
ASTM	American Society for Testing and Materials
ATCM	Airborne Toxic Control Measure
BMPs	Best Management Practices
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFGC	California Fish and Game Code
CNG	compressed natural gas
CO	Carbon monoxide
Corps	U.S Army Corps of Engineers
CWA	Clean Water Act
DBH	diameter at breast height
DPM	diesel-exhaust particulate matter
DOC	Department of Conservation
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
FMMP	Farmland Mapping and Monitoring Program
GHG	greenhouse gas
IS/MND	Initial Study/Mitigated Negative Declaration
LID	Low Impact Design
LNG	liquefied natural gas
LOS	Level of Service
LUST	Leaking Underground Storage Tank
MMRP	Mitigation Monitoring and Reporting Program
MND	Mitigated Negative Declaration
$MTCO_2e$/year	metric tons of carbon dioxide equivalent per year
NAD83	North American Datum 1983
NAHC	Native American Heritage Commission
NCIC	North Central Information Center
NOI	Notice of Intent
NOx	Nitrogen oxides
NPDES	National Pollution Discharge Elimination System

NRCS	National Resources Conservation Service
PCAPCD	Placer County Air Pollution Control District
PCWA	Placer County Water Agency
PG&E	Pacific Gas and Electricity
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
PM_{10}	particulate matter less than 10 microns in diameter
ppv	peak particle velocity
Project	Sierra College Boulevard Widening between Brace Road and Taylor Road
REC	recognized environmental condition
ROG	Reactive organic gasses
RWQCB	Regional Water Quality Control Board
SPMUD	South Placer Municipal Utility District
SWRCB	State Water Resources Control Board
TACs	Toxic air contaminants
Town	Town of Loomis
UAIC	United Auburn Indian Community
UPRR	Union Pacific Railroad
USFWS	U.S. Fish and Wildlife Service
WEAT	Worker Environmental Awareness Training

1.0 Introduction

1.1 Project Overview

The Town of Loomis (Town) is proposing to widen a segment of Sierra College Boulevard between Brace Road and Taylor Road from four lanes to six lanes and to construct sidewalks and bicycle lanes along Sierra College Boulevard.

1.2 Purpose of this Document

The purpose of this Initial Study/Mitigated Negative Declaration (IS/MND) is to disclose environmental impacts that may result from the proposed Project. This IS/MND assesses the environmental effects of the proposed Project, as required by CEQA, and is in compliance with state CEQA Guidelines (14 California Code of Regulations [CCR] Section 15000, et seq.), which 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.

1.3 Public Review Process

This IS/MND is being circulated for a 30-day public review period to all individuals who have requested a copy, local libraries, and appropriate resource agencies. A Notice of Intent (NOI) is also being distributed to all property owners of record identified by the Town of Loomis's Assessor's office as having property adjacent to the proposed Project. The NOI identifies where the document is available for public review and invites interested parties to provide written comments for incorporation into the final IS/MND.

1.4 Town Approval Process

After comments are received from the public and reviewing agencies, the Town of Loomis Planning Commission and/or Council must adopt the IS/MND and approve the mitigation monitoring and reporting program (MMRP) (Appendix A) before it can approve the proposed Project.

1.5 Organization of the Initial Study and Mitigated Negative Declaration

This IS/MND is organized into the following chapters:

Chapter 1 – Project Overview and Background: provides summary information about the proposed Project, describes the public review process for the IS/MND, and includes the CEQA determination for the proposed Project.

Chapter 2 – Project Description: contains a detailed description of the proposed Project.

Chapter 3 – Environmental Checklist: provides an assessment of proposed Project impacts by resource topic. The Environmental Checklist form, from Appendix G of the State CEQA Guidelines, is used to make one of the following conclusions for impacts from the proposed Project:

- A conclusion of ***no impact*** is used when it is determined that the proposed Project would have no impact on the resource area under evaluation.
- A conclusion of ***less than significant impact*** is used when it is determined that the proposed Project's adverse impacts to a resource area would not exceed established thresholds of significance.
- A conclusion of ***less than significant impact with mitigation*** is used when it is determined that mitigation measures would be required to reduce the proposed Project's adverse impacts below established thresholds of significance.
- A conclusion of ***potentially significant impact*** is used when it is determined that the proposed Project's adverse impacts to a resource area potentially cannot be mitigated to a level that is less than significant.

Mitigation measures, if necessary, are noted following each impact discussion.

Chapter 4 – List of Preparers: identifies the individuals who contributed to the environmental document.

Chapter 5 – References Cited: identifies the information sources used in preparing this document.

Appendices – Contains the MMRP and other information to supplement the IS/MND.

1.6 Environmental Factors Potentially Affected

Impacts to the environmental factors below are evaluated using the checklist included in Chapter 3. The Town determined that the environmental factors checked below would be less than significant with implementation of mitigation measures. It was determined that the unchecked factors would have a less-than-significant impact or no impact.

☐	Aesthetics	☐	Agriculture and Forestry	☒	Air Quality
☒	Biological Resources	☒	Cultural Resources	☐	Energy
☐	Geology/Soils	☐	Greenhouse Gas Emissions	☐	Hazards and Hazardous Materials
☐	Hydrology/Water Quality	☐	Land Use/Planning	☐	Mineral Resources
☐	Noise	☐	Population/Housing	☐	Public Services
☐	Recreation	☐	Transportation/Traffic	☒	Tribal Cultural Resources
☐	Utilities/Service Systems	☐	Wildfire	☒	Mandatory Findings of Significance

DETERMINATION: On the basis of this initial evaluation:

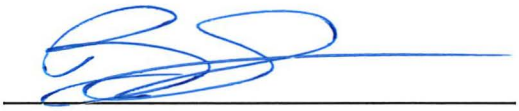
☐ I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ 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 proposed Project have been made by or agreed to by the proposed Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ 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.

☐ 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.



Brit Snipes, Public Works Director

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2.0 Project Description

The proposed Project would widen Sierra College Boulevard in the Town of Loomis between Brace Road and Taylor Road, as described in detail below.

2.1 Project Location

The Project is located in southern Placer County, California, in the incorporated Town of Loomis (Figure 1). The Project is located on the Rocklin U.S. Geological Survey 7.5-minute quadrangle topographic map in Section 9 of Townships 11 North, and Range 7 East. The approximate center coordinates of the site are Longitude -121.205672 east and Latitude 38.811741 north of the North American Datum 1983 (NAD83) datum (Figure 2).

For the purposes of this IS/MND, the approximately 13-acre Study Area encompasses all areas of potential direct and indirect Project effects, including a 100-foot buffer of all proposed Project features.

2.2 Project Background

The Town of Loomis General Plan Circulation Element (updated April 2016) identified planned and programmed projects as part of their Capital Improvement Projects. One of the Projects identified includes widening Sierra College Boulevard to six lanes between Granite Drive and Bankhead Road. In May 2017, a Costco development was proposed along a portion of this segment. The proposed Costco would include widening Sierra College Boulevard to six lanes between Granite Drive and Brace Road. The Loomis Town Council has approved the widening of the segment between Brace Road and Taylor Road to help meet the General Plan goals for Sierra College Boulevard.

Sierra College Boulevard is a north-south arterial roadway with four traffic lanes (two northbound and two southbound) between Taylor Road and Brace Road. Taylor Road is a major southwest-northeast arterial street with two through travel lanes and a middle turn lane. At its intersection with Sierra College Boulevard, Taylor Road widens to include dedicated turn lanes. Brace Road is an east-west minor two-lane street and will be improved by the Costco Development. The Union Pacific Railroad (UPRR) line runs parallels to and immediately north of Taylor Road.

Along Sierra College Boulevard in the Project area, adjacent parcels are zoned commercial. Homewood Lumber is located on the northeast corner of Brace Road and Sierra College Boulevard. The vacant commercially zoned parcel west of Sierra College Boulevard between Taylor Road and Brace Road is for sale at the time of this writing. North of the Homewood Lumber parking area, an existing Loomis tributary to Sucker Ravine drainage channel flows parallel to and south of Taylor Road. The drainage channel supports trees and riparian vegetation and crosses under Sierra College Road through an existing culvert.

2.3 Project Purpose and Need

The purpose of the Project is to:

- Close a future gap in the number of lanes on Sierra College Boulevard between Brace Road and Taylor Road due to planned widening associated with the proposed Costco;
- Improve bicycle and pedestrian access along Sierra College Boulevard; and
- Improve traffic operations at the Sierra College Boulevard/Taylor Road intersection.

The Project is needed to provide adequate circulation in the Project Area and along the developing Sierra College Boulevard commercial corridor.

2.3 Roadway Widening

The Project will construct an additional northbound and southbound lane on Sierra College Boulevard between Taylor Road and Brace Road. Sierra College Boulevard will be widened from four lanes to six lanes (from two north- and south-bound lanes to three north- and south-bound lanes). The Project will also construct Americans with Disabilities Act (ADA)-compliant sidewalks and provide bicycle lanes on both sides of Sierra College Boulevard. A cross-section of the proposed Sierra College Boulevard lane and sidewalk improvements is provided as Figure 4.

2.4 Intersection Improvements

As part of the Project, the Sierra College Boulevard and Taylor Road intersection will be reconfigured (Figure 3). Northbound Sierra College Boulevard through the intersection will increase from one to two through lanes; two receiving lanes currently exist on the northern leg of the intersection. The two lanes merge after crossing the UPRR, and the merge lane will be extended via restriping; no road widening is required. The right-turn-only lane on southbound Sierra College Boulevard will be restriped into a shared right turn and through lane. Eastbound Taylor Road will increase from one to two left-turn lanes; two receiving lanes currently exist on the northern leg of the intersection. The two left-turn lanes on westbound Taylor Road will be extended to accommodate additional traffic volumes. Other intersection improvements include relocating traffic signal poles and signal heads, and restriping of lanes and crosswalks (Figure 3).

2.5 Sidewalk Improvements

Approximately 450 linear feet of new sidewalk will be constructed to close a sidewalk gap between the entrance to Homewood Lumber and Taylor Road along northbound Sierra College Boulevard. An additional 600 linear feet of new sidewalk will be added along southbound Sierra College Boulevard between Taylor Road and Brace Road.

2.6 Utilities

An existing culvert that crosses Sierra College Boulevard just south of the Sierra College Boulevard and Taylor Road intersection will need to be extended to accommodate the roadway widening. Overhead electrical and communication poles at the northwest corner of Sierra College Boulevard and Brace Road intersection will need to be relocated. Underground water, gas, and communication valves and manholes will be adjusted to finished grade. A fire hydrant along southbound Sierra College Boulevard will be relocated.

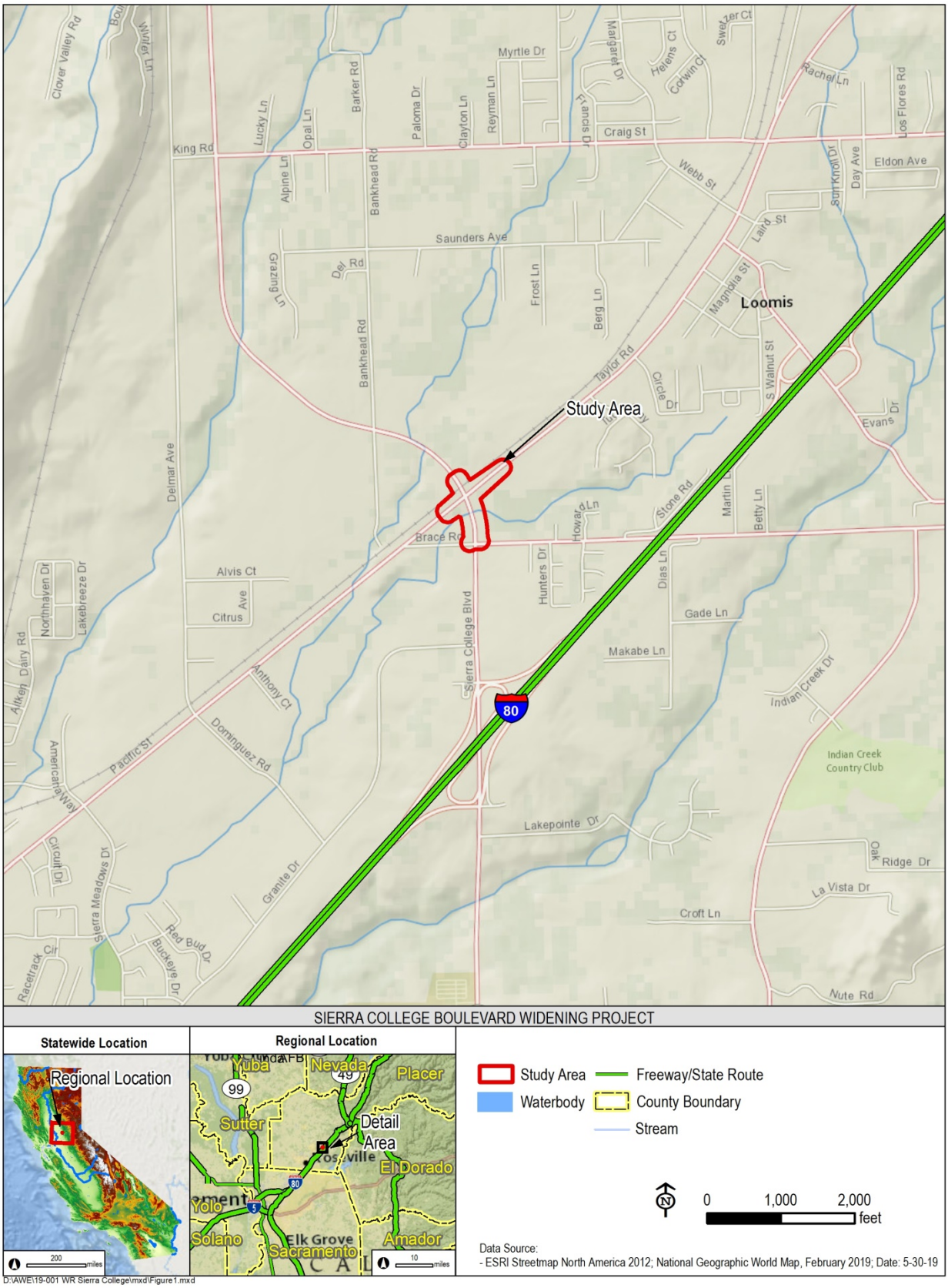

Figure 1. Project Location

Figure 2. Project Vicinity

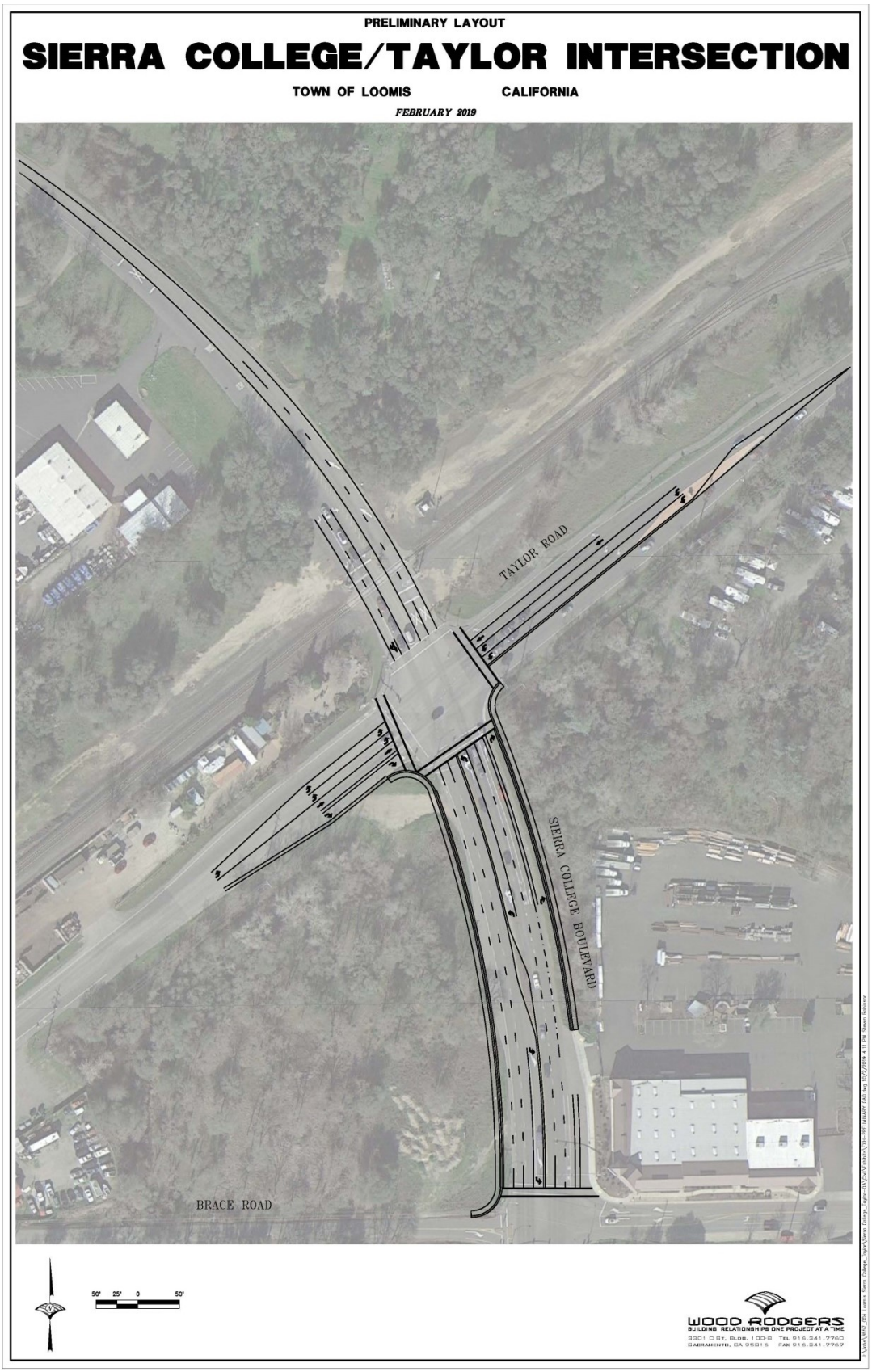

Figure 3. Project Features

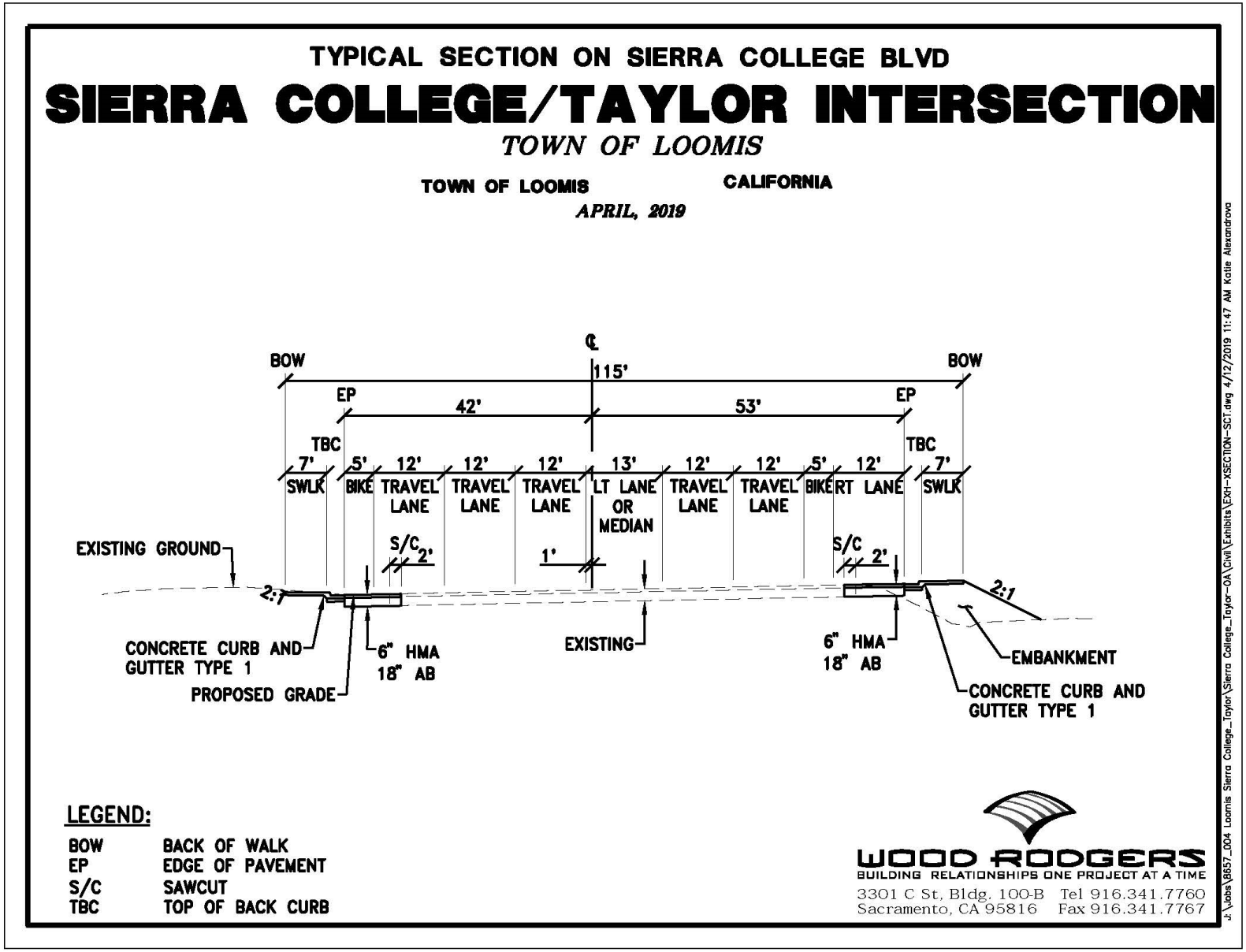

Figure 4. Roadway Cross-section

2.7 Right of Way

The proposed project will require right of way acquisition at the northwest corner of Sierra College Boulevard and Brace Road intersection for the construction of sidewalk and ADA facilities. Temporary construction easements adjacent to existing right of way may be required for Project staging.

2.8 Construction, Schedule and Equipment

Construction is anticipated to take approximately 12 weeks. Consistent with the Town's noise ordinance, construction activities will be limited to daytime hours of 7:00 a.m. to 7:00 p.m. Monday through Friday, and 8:00 a.m. to 7:00 p.m. on Saturdays unless conditions warrant that certain construction activities occur during evening or early morning hours (e.g., extreme heat or commute hour avoidance).

No road closures will be needed; however, construction may require temporary lane closures within the construction zone. Even with lane closures, two-way traffic would be continually supported. Access to adjacent properties, including Homewood Lumber, will be maintained throughout the construction period. A Traffic Management Plan developed by the contractor and approved by the Town shall be implemented when construction is in progress.

Construction equipment may include, but is not limited to, excavators, dump trucks, pavers, and other equipment (Table 1). Additional equipment may also be employed during the Project.

Table 1. Proposed Construction Equipment

Equipment	Construction Purpose
Cranes	Road reconstruction
Backhoe	Soil manipulation and drainage work
Grader	Earthwork construction
Bulldozer/loader	Earthwork construction, cleaning and grubbing
Dump truck	Fill material delivery/surplus removal
Excavator	Soil manipulation
Front–end loader	Dirt or gravel manipulation
Haul truck	Earthwork construction; clearing and grubbing
Scraper	Earthwork construction; clearing and grubbing
Truck with seed sprayer (hydroseeded)	Landscaping
Water truck	Earthwork construction; clearing and grubbing
Bobcat	Backfill distribution and compaction
Paving equipment	Road reconstruction
Concrete truck	Road reconstruction
Concrete breakers	Road reconstruction

2.9 No-project Alternative

Under the No-project Alternative, no roadway widening would occur. Traffic circulation within the Project area would continue to deteriorate to unacceptable levels of service.

2.10 Permits and Approvals Needed

Upon completion of final design for the proposed Project, the following agencies will be contacted, as needed, to obtain their jurisdictional permits or approvals.

- U.S. Army Corps of Engineers (Corps) – Clean Water Act (CWA) Section 404 Nationwide Permit for Linear Transportation Projects
- Central Valley Regional Water Quality Control Board (CVRWQCB) – CWA Section 401 Water Quality Certification
- California Department of Fish and Wildlife (CDFW) – Streambed Alteration Agreement

3.0 Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed Project. If it is determined that a particular impact to the environment could occur, the checklist must indicate whether the impact is Potentially Significant, Less Than Significant with Mitigation, or Less Than Significant. In many cases, background studies performed in connection with the projects indicate No Impacts, which do not require further discussion. Where there is a need for clarifying discussion, the discussion is included following the applicable checklist question. The words "significant" and "significance" used throughout the following checklist are related to CEQA impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

3.1 Aesthetics

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
1. Aesthetics				
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

Environmental Setting

The proposed Project is located within the incorporated limits of the Town of Loomis, Placer County and is governed by the Town of Loomis General Plan (Town of Loomis 2001, as amended). The proposed Project area consists of developed areas, valley foothill riparian, and ruderal vegetation with drainages. Lands within and surrounding the Project area are commercial. Viewer groups of the proposed Project area would predominately consist of commuters and the traveling public.

a-d. Would the project have a substantial adverse effect on a scenic vista; substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway; or in non-urbanized areas, substantially degrade the existing visual character or the quality of public views of the site and its surroundings, if the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality; or create a new substantial source of light or glare which would adversely affect day or nighttime views in the area?

The proposed Project area is not located in proximity to a local- or state-designated scenic roadway or scenic vista (California Department of Transportation 2018). Construction of the additional lanes and related improvements would involve removal of existing vegetation and trees in an urbanized setting. The removal of trees and vegetation would be limited to the immediate roadside area needed for widening and would not conflict with zoning or other regulation governing scenic quality. The road widening and installation of sidewalks and bike lanes would be consistent with the setting of the Project area and the existing visual elements within the Sierra College Boulevard corridor. The proposed Project would not provide new streetlights or traffic lights, but would include relocating existing traffic signal poles. The light associated with the relocation and reconfiguration of traffic signal lights at the Sierra College Boulevard and Taylor Road intersection would not constitute a new substantial source of light or glare that would affect day or nighttime views in the area.

Overall, this roadway widening along an existing busy roadway corridor would not significantly affect a scenic vista, damage scenic resources, conflict with zoning or other regulation governing scenic quality, or create a new substantial source of light or glare. There would be ***no impact.***

Mitigation Measures: None required

3.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
2. Agriculture and Forestry Resources				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model prepared by the California Department of Conservation (DOC) as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest Range Assessment Project and Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
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 of the California	☐	☐	☐	☒

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
Resources Agency, to non-agricultural uses?				
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) 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))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Environmental Setting

None of the parcels in the proposed Project area or surrounding vicinity are zoned for agriculture. See the Land Use and Planning Section for a full description of land use and zoning policies in the proposed Project area. According to the California DOC Farmland Mapping and Monitoring Program (FMMP) 2016 Placer County Map (published November 2017); none of the parcels in the proposed Project area or surrounding vicinity are considered Prime Farmland, Farmland of Statewide Importance, or Unique Farmland (DOC 2017). Additionally, none of the parcels in the proposed Project area vicinity are under Williamson Act contract.

Impacts and Mitigation Measures

a, b, c, d, and e. Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the FMMP of the California Resources Agency, to non-agricultural uses; conflict with any existing zoning for agricultural use, or a Williamson Act contract; conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production; result in the loss of forest land or conversion of forest land to non-forest use; or 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?

The proposed Project area and surrounding vicinity are classified as "Urban and Built-Up Land" and "Grazing Land" in the FMMP map for Placer County, and none of the parcels are zoned for agricultural use nor are any under a Williamson Act Contract. There is no forest land in the proposed Project vicinity. There would be ***no impact.***

Mitigation Measures: None required.

3.3 Air Quality

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
3. Air Quality				
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) 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?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
d) Result in other emissions (such as hose leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Environmental Setting

The proposed Project area is located within the Sacramento Valley Air Basin and is under the jurisdiction of the Placer County Air Pollution Control District (PCAPCD). The proposed Project area is currently designated nonattainment for State and federal ambient air quality standards for ozone, for State standards for respirable particulate matter (less than 10 micrometers in diameter) (PM_{10}), and for federal standards for fine particulate matter (less than 2.5 micrometers in diameter) ($PM_{2.5}$). The area is in designated attainment or unclassified for all other state and federal standards.

Along Sierra College Boulevard in the Project area, adjacent parcels are zoned commercial. The nearest sensitive receptor is Loomis RV Park, which is located adjacent to and south of Taylor Road, approximately 250 feet east of Sierra College Boulevard. Multi-family residential dwellings are also located adjacent to and south of Brace Road, approximately 300 feet east of Sierra College Boulevard.

To assist local jurisdictions with the evaluation of project-related air quality impacts, the PCAPCD has developed recommended thresholds of significance. The PCAPCD's recommended quantitative significance thresholds for PM10, carbon monoxide (CO), and the precursors to ozone, which are reactive organic gases (ROG) and nitrogen oxides (NOx) are summarized in Table 2.

Table 2. Summary of PCAPCD Thresholds of Significance for Criteria Air Pollutants

Project Phase/Pollutant	Threshold of Significance (lbs/day)
Construction (Project-Level Impacts)	
ROG	82
NO_X	82
PM_{10}	82
Operational (Project-level and Cumulative Impacts)	
ROG	55
NO_X	55
PM_{10}	82
Placer County Air Pollution Control District (PCAPCD). 2017. CEQA Air Quality Handbook. Available at website url: https://www.placer.ca.gov/1801/CEQA-Handbook.	

In addition to establishing quantitative significance thresholds for criteria pollutants, the PCAPCD also recommends thresholds of significance related to toxics, odors, and greenhouse gas (GHG) emissions. These thresholds are discussed, as follows:

Toxic Air Contaminants

Toxic air contaminants (TACs) would be considered to have a potentially significant impact if the project would generate TACs in quantities that would exceed commonly applied thresholds for cancer and non-cancer risks to human health (e.g., a cancer risk equal to or greater than 10 in one million and a Hazard Index equal to or greater than 1 for the maximally exposed individual).

Offensive Odors

Odors would be considered to have a potentially significant impact if the project would generate odorous emissions in such quantities as to cause detriment, nuisance, or annoyance to any considerable number of persons or to the public.

Impacts and Mitigation Measures

a and b. Would the project conflict with or obstruct implementation of the applicable air quality plan; or 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?

Proposed projects that generate emissions in excess of the PCAPCD's recommended significance thresholds would be considered to potentially conflict with or obstruct implementation of the applicable air quality plan. As noted in question c, implementation of the proposed project would not be anticipated to result in long-term increases of mobile-source emissions, nor would short-term construction-generated emissions be projected to exceed applicable thresholds of significance. For these reasons, implementation of the proposed Project would not conflict with nor obstruct implementation of applicable air quality plans. It is also important to note that the proposed Project would result in increased pedestrian and bicycle access within the area, which could contribute to long-term decreases in vehicle use and associated mobile-source emissions.

The proposed Project would increase roadway capacity along the 0.12-mile length of Sierra College Boulevard to close a future gap in the roadway width and number of lanes between Brace Road and Taylor Road. The Project will also improve bicycle and pedestrian facilities along Sierra College Boulevard. Although the Project increases road capacity for a short distance, based on the vehicle traffic volumes derived from the *Loomis Costco Draft Environmental Impact Report*, the Project would not significantly alter roadway travel patterns or resulting mileage traveled (Town of Loomis 2018). As a result, implementation of the proposed project would not result in long-term increases in emissions. Increased emissions attributable to the proposed project would, therefore, be associated with short-term construction activities.

Construction-generated emissions are short-term and of temporary duration, lasting only as long as construction activities occur. Construction-related activities would result in the temporary generation of emissions resulting from onsite grading, excavation, landscaping, the application of pavement coatings, motor vehicle exhaust associated with construction equipment and worker trips. Construction-generated emissions associated with the proposed project are summarized in Table 3.

Table 3. Short-term Construction-Generated Emissions

Construction Activity	Estimated Emissions (lbs/day)			
	ROG	NO_X	PM_{10}	$PM_{2.5}$
Site Preparation	1.2	12.99	9.1	2.3
Grading	6.1	68.7	11.5	4.5
Infrastructure	3.6	36.5	10.3	3.4
Paving	1.7	16.2	1.0	0.9
Maximum Emissions:	6.1	68.7	11.5	4.5
PCAPCD Significance Thresholds:	82	82	82	--
Exceeds Thresholds/Significant Impact?:	No	No	No	N/A

Emissions were estimated using the Road Construction Emissions Model, version 9.0. Assumes an overall construction period of approximately three months, Totals may not sum due to rounding.

As noted in Table 3, maximum daily emissions would total approximately 6 lbs/day of ROG, 69 lbs/day of NOX, and 12 lbs/day of PM10. Implementation of the proposed project would not conflict with nor obstruct implementation of applicable air quality plans and construction-generated emissions of would not exceed PCAPCD's significance thresholds. For these reasons, these impacts would be considered ***less than significant***.

Mitigation Measures: None required.

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

Implementation of the proposed project would not result in the long-term operation of any stationary emission sources, nor would project implementation result in increased vehicle trips along area roadways, or changes in vehicle speeds or distribution patterns. For these reasons, implementation of the proposed project would not result in long-term increases in exposure of sensitive receptors to localized pollutant concentrations. The proposed project would improve

pedestrian and bicycle access in the area, which could result in reductions in vehicle use and associated mobile-source emissions. However, short-term construction activities may result in temporary increases of TACs and fugitive dust. Short-term increases of pollutants potentially associated with construction activities are discussed, as follows:

Naturally Occurring Asbestos

Naturally-occurring asbestos, which was identified by CARB as a TAC in 1986, is located in many parts of California and is commonly associated with ultramafic rock. The project site is located near areas that may contain ultramafic rock. The Project area is categorized as an area least likely to contain naturally occurring asbestos on the *Placer County Naturally Occurring Asbestos Hazard Map* (County of Placer 2008). However, small bodies of rock and soil with moderate or high likelihood for the presence of naturally occurring asbestos occur within these areas (County of Placer 2008). Construction of the proposed project would be required to comply with the California Code of Regulations, Title 17, Section 93105, Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations (ATCM). The ATCM requirements are applicable within Placer County. Compliance with ATCM requirements would include implementation of measures for the control of airborne emissions generated during construction in the event that asbestos-containing soils were identified during the construction process. Potential impacts from the airborne emission of asbestos-containing soils would be avoided through the implementation of Mitigation Measures AQ-1 and AQ-2. For this reason, impacts are considered ***less than significant with implementation of mitigation***.

Diesel-Exhaust Emissions

Implementation of the proposed project would result in emissions of diesel-exhaust particulate matter (DPM) during construction associated with the use of off-road diesel equipment for site grading and excavation, paving and other construction activities. Health-related risks associated with diesel-exhaust emissions are primarily associated with long-term exposure and associated risk of contracting cancer. As such, the calculation of cancer risk associated with exposure to TACs are typically calculated based on a long-term (e.g., 25 to 30-year) period of exposure. The use of diesel-powered construction equipment, however, would be temporary and episodic. Assuming that construction activities involving the use of diesel-fueled equipment would occur over an approximate three-month period, project-related construction activities would constitute less than 0.01 percent of the typical 25 to 30-year exposure period. As a result, exposure to construction-generated DPM would not be anticipated to exceed commonly applied thresholds. For this reason, potential exposure to DPM would be considered less than significant.

Localized PM Concentrations

As previously discussed, construction of the proposed project would result in the temporary generation of fugitive dust emissions associated with site preparation, grading and landscaping activities. Emissions of airborne PM are largely dependent on the amount of ground disturbance. Due to the small size of ground disturbance, PM would not exceed PCAPCD-recommended thresholds of significance, which would not result in increased nuisance to nearby individuals. For this reason, impacts are considered ***less than significant***.

Mitigation Measures:

The following PCAPCD-recommended measures are recommended for the control of construction-generated emissions:

Mitigation Measure AQ-1: Survey for Naturally-occurring Asbestos. Prior to the approval of grading or improvement plans, the applicant shall retain a qualified geologist or geotechnical engineer to conduct additional geologic evaluations of the project site to determine the presence or absence of naturally-occurring asbestos onsite. These evaluations shall be completed and submitted to the PCAPCD prior to issuance of any grading and/or improvement plans.

Mitigation Measure AQ-2: Abate Naturally-occurring Asbestos. If naturally-occurring asbestos is located onsite, the following measures shall be implemented prior to the approval of grading/improvement plans:

- The applicant shall prepare an Asbestos Dust Mitigation Plan pursuant to CCR Title17 Section 93105 ("Asbestos Airborne Toxic Control Measures for Construction, Grading, Quarrying, and Surface Mining Operations") and obtain approval by the PCAPCD. The Plan shall include all measures required by the State of California and the PCAPCD. Refer to the following website for additional information: https://www.placer.ca.gov/1616/Naturally-Occurring-Asbestos.
- 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 sub-grade material covered by other non-asbestos-containing material.

d. Would the project create objectionable odors affecting a substantial number of people?

Implementation of the proposed project would not result in long-term increases of emissions. However, construction of the proposed project would involve the use of a variety of gasoline or diesel-powered equipment that would emit exhaust fumes. Exhaust fumes, particularly diesel-exhaust, may be considered objectionable by some people. In addition pavement coatings used during project construction would also emit temporary odors. However, construction-generated emissions would occur intermittently throughout the workday and would dissipate rapidly within increasing distance from the source. As a result, short-term construction activities would not expose a substantial number of people to frequent odorous emissions. For these reasons, potential short-term exposure of sensitive receptors to odorous emissions would be considered ***less than significant***.

Mitigation Measures: None required.

3.4 Biological Resources

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
4. Biological Resources				
Would the project:				
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 DFG or USFWS?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the DFG or USFWS?	☐	☒	☐	☐
c) Have a substantial adverse effect on state or federally-protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption or other means?	☐	☒	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Environmental Setting

The proposed Project is located in the Town of Loomis, with elevations in the Project area ranging from approximately 320 to 335 feet above mean sea level. Based on the soils, hydrology, and Mediterranean climate (cool, wet winters and hot, dry summers), the proposed Project area and the surrounding vicinity support plant species typically associated with the Sacramento Valley Floristic Province.

Biological field surveys, consisting of habitat mapping and wetland delineation fieldwork, were completed on May 14, 2019. The Study Area for biological resources included a 100 foot buffer around all proposed Project features. The biologists assessed habitat for potential to support special-status species, and documented observed plants and animals. Prior to conducting field surveys, available information regarding biological resources in the Study Area was reviewed.

The Study area is located within a semi-urban setting along a commercial corridor. The Project is bisected by a Loomis tributary to Sucker Ravine with dense riparian vegetation. Developed portions of the Study Area include existing roads, railroads, and commercial buildings. Undeveloped portions of the Study Area include ruderal roadsides, the Loomis tributary to Sucker Ravine, and the associated riparian area. The Study Area supports the following eight vegetation community types, which are shown in Figure 5.

- developed;
- ruderal;
- valley foothill riparian;
- oak woodland;
- annual grassland;
- ditch;
- intermittent stream; and
- seasonal wetland.

The Project work limits, including areas of temporary and permanent disturbance are shown on Figure 6.

Impacts and Mitigation Measures

a. Will the project 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 CDFW or USFWS?

Due to the high level of disturbance in the Study Area and lack of suitable habitat within the site, as verified during field surveys, the Study Area does not represent potential habitat for any special-status plant species. Therefore, the proposed Project would not affect any special-status plant species.

Of the 14 special-status wildlife species initially identified as potentially occurring in the Project vicinity, 11 species would not occur in the proposed Project area or have the potential to be affected by the proposed Project construction because: 1) the proposed Project area lacks suitable habitat for the species, 2) the proposed Project area is outside the species' known range, and/or 3) Project activities would not affect the species or its habitat. The remaining three species have the potential to be affected by the proposed Project, as discussed below.

Potential Impacts to Special-status and Migratory Birds

Trees and shrubs in the Project area represent potential breeding and/or foraging habitat for some species of special-status and migratory birds. White-tailed kite (*Elanus leucurus*), purple martin (*Progne subis*), and Swainson's hawk (*Buteo swainsoni*) could potentially breed in the proposed Project area. Additionally, the proposed Project area also contains potential foraging habitat for numerous birds and raptors protected under the Migratory Bird Treaty Act and California Fish and Game Code (CFGC) Section 3503.5. Removal of trees and vegetation could lead to elimination of nests, nest abandonment and/or could disturb birds foraging in the area. Potential

Figure 5. Vegetation Communities in the Project Area

Habitat	Permanent Impact	Temporary Impact	Total Impact
Ditch	0.005	0.029	0.034
Intermitent Stream	0.001	0.028	0.029
Valley Foothill Riparian	0.181	0.108	0.289
Ruderal	0.193	0.030	0.223
Seasonal Wetland	0.000	0.002	0.002
TOTAL	**0.380**	**0.197**	**0.577**

SIERRA COLLEGE BOULEVARD WIDENING PROJECT

Study Area (13.007 acre)

Impacts

Permanent

Temporary

Habitat within Study Area

Annual Grassland (0.119 acre)

Culvert

Developed (7.323)

Ditch (0.125)

Intermittent Stream (0.133)

Valley Foothill Riparian (2.087)

Oak Woodland (0.503)

Ruderal (2.675)

Seasonal Wetland (0.042)

N

Data Source:
- ESRI Aerial Basemaps, February 2019

0 62.5 125 feet

\\AWE\GIS Desktop\AWE\19-001 WR Sierra College\mxd\Impacts.mxd

Figure 6. Project Impacts

impacts would be avoided through implementation of Mitigation Measures BIO-1, BIO-2, and BIO-3. Therefore, impacts to the special-status bird species would be ***less than significant with implementation of mitigation***.

Mitigation Measures:

***Mitigation Measure BIO-1*: Conduct Worker Environmental Awareness Training (WEAT).** Before any work occurs in the proposed Project area, including grading and equipment staging, all construction personnel shall participate in an environmental awareness training regarding special-status species and sensitive habitats present in the proposed Project limits. If new construction personnel are added to the proposed Project, they must receive the mandatory training before starting work. As part of the training, an environmental awareness handout will be provided to all personnel that describes and illustrates sensitive resources (i.e., waters of the U.S. and state, riparian habitat, special-status species and habitat, nesting birds/raptors) to be avoided during proposed Project construction and lists applicable permit conditions identified by state and federal agencies to protect these resources.

***Mitigation Measure BIO-2*: Install Temporary Fencing around Environmentally Sensitive Habitat.** Before any ground-disturbing activity occurs within the proposed Project area, temporary construction barrier fencing, silt fencing, and/or flagging shall be installed between the work area and environmentally sensitive habitat areas (i.e., waters of the U.S. and state, riparian vegetation, special-status species habitat, active bird/raptor nests to be avoided), as appropriate. Construction personnel and construction activity shall avoid fenced-off sensitive areas. The exact location of the fencing and/or flagging shall be determined in coordination with a qualified biologist, with the goal of protecting sensitive biological habitat and water quality. The fencing/flagging shall be checked regularly and maintained until all construction is complete.

***Mitigation Measure BIO-3:* Conduct a Preconstruction Nesting Migratory Bird and Raptor Survey.** If vegetation removal will occur during the breeding season for migratory birds and raptors (generally February through August), a qualified biologist shall conduct a pre-construction nesting bird and raptor survey prior to the start of vegetation removal and construction activities (including equipment staging). The preconstruction survey shall be conducted no more than 14 days before the initiation of construction activities or vegetation removal. As a part of this survey, all protocol-level survey requirements as described in the *Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California Central Valley* (Swainson's Hawk Technical Advisory Committee 2000) will be adhered to.

If an active bird or raptor nest is identified within the construction work area or an active raptor nest is identified within 250 feet from the construction work area, a no-disturbance buffer shall be established around the nest to avoid disturbance of the nesting birds or raptors until a qualified biologist determines that the young have fledged and are foraging on their own. The extent of these buffers shall be determined by the biologist and shall depend on the species identified, level of noise or construction disturbance, line-of-sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers. If no active nests are found during the preconstruction surveys, then no buffers or additional mitigation is required.

b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS?

Riparian vegetation will be removed to accommodate roadway widening. Trees were identified and inventoried within and adjacent to the areas of temporary and permanent impact on May 14, 2019. Up to 15 riparian trees (>4 inches in diameter at breast height [dbh]) may need to be removed within the grading limits (Table 4).

Table 4. Trees Removed due to Roadway Widening

Tree #	Common Name	Species	dbh (inches)*
32	Live Oak	*Quercus wislizeni*	8
33	Valley Oak	*Quercus lobata*	14.5
34	Live Oak	*Quercus wislizeni*	11
35	Valley Oak	*Quercus lobata*	13.5, 16
36	Valley Oak	*Quercus lobata*	10.5
37	Pacific Willow	*Salix lucida*	4.5
40	Valley Oak	*Quercus lobata*	6
41	Valley Oak	*Quercus lobata*	4.5, 4, 4
42	Live Oak	*Quercus wislizeni*	4
43	Valley Oak	*Quercus lobata*	4, 4
47	Live Oak	*Quercus wislizeni*	10.5
48	Valley Oak	*Quercus lobata*	16
50	Valley Oak	*Quercus lobata*	7, 7, 6
53	Pacific Willow	*Salix lucida*	26
54	Pacific Willow	*Salix lucida*	9

*For multi-stem trees, data includes dbh for each stem

Mitigation Measure BIO-4 will be implemented to offset the loss of riparian habitat and trees. Additionally, Mitigation Measures BIO-1 and BIO-2 will minimize the impact to riparian habitat during construction. Therefore, impacts to riparian habitat and sensitive natural communities would be ***less than significant with implementation of mitigation.***

> **Mitigation Measures:** Implement Mitigation Measures BIO-1 and BIO-2, described under question a and Mitigation Measure BIO-4, described below.

Mitigation Measure BIO-4: **Compensate for Riparian Habitat and Tree Loss.** Removal of all riparian trees with a dbh of 4-inches or greater will be offset through purchase of mitigation credits or through replanting of comparable native vegetation onsite and/or offsite as directed by CDFW in the Streambed Alteration Agreement. The compensatory mitigation ratio and approach will be determined in coordination with CDFW, but the ratio will be 1:1 at a minimum.

c. Would the project have a substantial adverse effect on state or federally-protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption or other means?

The aquatic resources delineation for the Study Area identified a total of 0.175 acre of aquatic resources (wetlands or other water of the U.S.), comprised of seasonal wetlands and intermittent stream (Figure 5)[1]. Roadway widening will require the extension of an existing 8-foot wide box culvert underneath Sierra College Boulevard which would be installed within the intermittent stream habitat. Grading for the roadway widening would also occur within the intermittent stream and seasonal wetland habitats. The Project would temporarily affect 0.030 acre and permanently affect 0.001 acre of sensitive aquatic habitat (Figure 6). Mitigation Measure BIO-2 establishes protective buffers around aquatic resources to be avoided.

Mitigation Measure BIO-5 would be implemented to ensure compliance with Chapter 13.58 of the Town Municipal Code, "Wetland Protection and Restoration," which requires that all projects achieve "no net loss" of wetlands. Additionally, Mitigation Measures BIO-1 and BIO-2 would minimize potential impacts to water quality within and surrounding the proposed Project area. Therefore, impacts to wetlands and waters of the U.S. and State would be ***less than significant with implementation of mitigation***.

> **Mitigation Measures:** Implement Mitigation Measures BIO-1 and BIO-2, described under question a and Mitigation Measure BIO-5, described below.

Mitigation Measure BIO-5: **Achieve No Net-loss of Wetlands.** The Project will comply with Chapter 13.58 of the Town Municipal Code, which provides procedures and standards for identifying and protecting wetland resources and for permitting wetland restoration, enhancement, and mitigation projects. Section 13.58.030 requires compliance with federal and state requirements, including obtaining a CWA Section 404 permit, CWA Section 401 permit, and a CFGC Section 1602 permit, as applicable.

d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory corridors, or impede the use of native wildlife nursery sites?

No impacts to wildlife movement or wildlife nursery sites would result from the proposed Project. The proposed Project would occur during the summer months when the intermittent stream is expected to be dry, and the culvert extension would retain existing aquatic movement post-construction. Therefore, this impact is considered ***less-than-significant***.

> **Mitigation Measures:** None required.

e. Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Chapter 13.54 of the Town of Loomis Municipal Code contains a Tree Preservation and Protection Ordinance that regulates both the removal of "protected trees" and the encroachment of construction activities within their driplines. Trees removed for construction of public infrastructure improvements are exempt from tree mitigation requirements provided all feasible alternatives to reduce the number of trees proposed for removal have been exhausted. As

[1] Ditches may carry water during flow events, but are not a sensitive community.

described above, 15 trees may be removed to allow for road construction, but this removal is exempt from tree mitigation requirements. Nevertheless, the Project will comply with state requirements for compensatory mitigation as directed by CDFW in the Streambed Alteration Agreement (see Mitigation Measure BIO-4).

The proposed Project would adhere to all local policies and ordinances. Therefore, there will be ***no impact***.

Mitigation Measures: None required.

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

There are no adopted Habitat Conservation Plans, Natural Community Conservations Plans or other approved local, regional, or state habitat conservation plans that overlap with the proposed Project area. Therefore, the proposed Project would have ***no impact.***

Mitigation Measures: None required.

3.5 Cultural Resources

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
5. Cultural Resources				
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Environmental Setting

To identify the potential for cultural resources to be affected by the proposed Project, a cultural resources inventory was conducted for the Project area, consisting of a records search, written contact with Native American groups and related agencies, and onsite fieldwork.

A cultural records search was requested and obtained from the North Central California Information Center (NCIC) of the California Historical Resources Information System. The records search included the Project area and a ¼-mile radius around the Project Area. The NCIC records search identified no prehistoric resources and two historical resources in the Study Area.

An intensive pedestrian survey was conducted for the Project on May 24, 2019. No surface cultural resources were located during the pedestrian survey.

Impacts and Mitigation Measures

a and b. Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5; cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?

Two historical resources listed on or eligible for the California Register of Historical Resources, or that meets other criteria of significance under CEQA Section 15064.5, were identified within the proposed Project area. The first historical resource is a segment of the Central Pacific Transcontinental Railroad (currently Union Pacific Railroad [UPRR]). Restriping at the Sierra College Boulevard crossing of the UPRR would not result in the alteration of or adverse physical effect to this cultural resource. The second historical resource is Taylor Road, historically known as Lincoln-Victory Road or Highway 40. Restriping along Taylor Road to reconfigure the intersection would not result in the alteration of or adverse physical effect to this cultural resource.

The Study Area is considered to have a low sensitivity for the presence of subsurface prehistoric and historical resources. Previous road construction and utility work along the road corridor may have already disturbed much of the project footprint. Nevertheless, it is possible that previously unknown historical or archaeological resources could be discovered during grading and excavation work. Potential impacts to previously undiscovered historic or archaeological resources would be avoided through implementation of Mitigation Measures CUL-1 and CUL-2. Impacts are considered ***less than significant with implementation of mitigation*****.**

Mitigation Measures:

Mitigation Measure CUL-1**: Conduct Worker Environmental Awareness Training (WEAT).** Prior to any excavation or other substantial subsurface disturbance activities, any individuals conducting the work shall be given a cultural resource awareness training session and advised to watch for cultural resource materials during construction activities. The program will include relevant information regarding sensitive tribal cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations. The worker cultural resources awareness program will also describe appropriate avoidance and minimization measures for resources that have the potential to be located on the project site and will outline what to do and whom to contact if any potential archaeological resources or artifacts are encountered. The program will also underscore the requirement for confidentiality and culturally-appropriate treatment of any find of significance to Native Americans and behaviors, consistent with Native American Tribal values. This training can be conducted concurrently with WEAT for sensitive biological resources (Mitigation Measure BIO-1).

Mitigation Measure CUL-2**: Protect Discovered Subsurface Resources.** If any evidence of prehistoric cultural resources (freshwater shells, beads, bone tool remnants or an assortment of bones, soil changes including subsurface ash lens or soil darker in color than surrounding soil, lithic materials such as flakes, tools or grinding rocks, etc.) or historical cultural resources (adobe foundations or walls, structures and remains with square nails, refuse deposits or bottle dumps,

often associated with wells or old privies) are observed during ground disturbing activities, all work must immediately cease within 100 feet of the find, and a qualified archaeologist and Native American Representatives must be consulted to assess the significance of the cultural materials. If the find is determined to be potentially significant, the archaeologist, in consultation with the Town and—if the find is prehistoric or Native American in nature—appropriate Native American group(s), shall develop and implement a treatment plan with an emphasis toward preservation in place.

c. Would the project disturb any human remains, including those interred outside of formal cemeteries?

No human remains have been previously encountered in the vicinity of the proposed Project. However, this does not preclude the potential for discovering buried human remains during ground disturbance associated with construction of the proposed Project. In the event that human remains are discovered during proposed Project construction, Mitigation Measure CUL-3 shall be implemented. With implementation of Mitigation Measure CUL-3, potential impacts resulting from disturbance of human remains as a result of the proposed Project would be considered ***less than significant with implementation of mitigation.***

Mitigation Measures:

***Mitigation Measure CUL-3*: Procedures for Human Remains.** In accordance with the California Health and Safety Code, Section 7050.5, and the Public Resources Code 5097.98, regarding the discovery of human remains, if human remains are discovered during construction, all work must immediately cease, and the Placer County coroner must be contacted. If the Coroner determines that the remains are those of a Native American, the Coroner shall contact the Native American Heritage Commission (NAHC) and subsequent procedures shall be followed, according to State Public Resources Code Sections 5097.9 to 5097.99, regarding notification of the Native American Most Likely Descendant.

3.6 Energy

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
6. Energy				
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

Environmental Setting

The proposed Project would consume energy during the construction phase and during operation. During the construction phase, energy consumption would occur in the form of diesel or gasoline fuel consumption for construction equipment and vehicles. Operational energy consumption would occur in the form of electrical consumption for traffic signal operations at the intersections of Sierra College Boulevard and Taylor Road and Brace Road and changes in transportation energy use from vehicular travelers.

Impacts and Mitigation Measures

a. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

The proposed Project would require the use of construction vehicles to deliver construction personnel and materials to the site, grading and compacting of soils, and installation of asphalt. Roadway construction will be temporary in nature and will follow typical processes. Construction vehicles will be maintained and it is reasonable to assume that construction contractors will avoid wasteful or unnecessary fuel consumption to reduce construction costs and wastes. Therefore, the proposed Project would not involve the wasteful, inefficient, or unnecessary consumption of energy resources during construction. This impact would be considered ***less than significant.***

The proposed Project would require the continued use of traffic signals at two intersections. No new energy-consuming facilities will be installed, and the existing signals meet all applicable California energy efficiency standards. Therefore, the proposed Project would not involve the wasteful, inefficient, or unnecessary consumption of energy resources during operation. This impact would be considered ***less than significant.***

This Project closes a future gap in the number of lanes on Sierra College Boulevard for a distance of less approximately 0.12 miles (~650 feet). The expected operational change in vehicle miles traveled is not significant (see section 3.17) and would not lead to inefficient or unnecessary consumption of energy resources. By improving bicycle and pedestrian access, the Project provides more energy-efficient alternatives. This impact would be considered ***less than significant***.

Mitigation Measures: None required.

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Electrical energy for the operation of the traffic signals will be supplied by Pacific Gas and Electricity (PG&E). Per Senate Bill 100, electricity providers are required to increase renewable energy generation to 100 percent by 2045. Therefore, as PG&E continues to comply with Senate Bill 100, the proposed Project would eventually be powered by renewable energy and would not comply with this state plan.

Additionally, the Town has adopted the Loomis Strategic Energy Resources Report (Loomis 2005) which identifies strategies and targets to reduce energy use in the Town. Specifically, Strategy 4.2: Evaluate cost-effectiveness of improving energy efficiency of traffic signals and public lighting sets a target to reduce the energy used by the Town for traffic signals and street lights by 20% by 2020 (based on 2005 levels). The proposed Project would attempt to relocate the existing traffic signals, but if replacements are necessary, the Town will attempt to use more energy-efficient components. There would be ***no impact.***

Mitigation Measures: None required.

3.7 Geology and Soils

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
7. Geology and Soils				
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated in the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines & Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic 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?	☐	☐	☐	☒
d) Be located on expansive soils, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternate wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

Environmental Setting

One soil map unit, Andregg coarse sandy loam, 2 to 9 percent slopes (106), is present within the Project area (NRCS 2019). The proposed Project area is located in the eastern portion of the Sacramento Valley near the foothills of the Sierra Nevada Mountains, within the physiographic unit referred to as the Great Valley Geomorphic Province. This province encompasses the Sacramento and San Joaquin Valley and is bounded by the Sierra Nevada Mountains to the east, the Coast Range Mountains to the west, the Transverse Range Mountains to the south, and the Klamath Mountains to the north. The geologic formations of the Great Valley are typified by thick sequences of alluvial (river) sediments deposited during the filling of a large ancient basin. The site is underlain by Mesozoic granitic rocks (Wagner et al 1981).

No active faults are known to exist in Placer County, and no Alquist-Priolo Special Studies Zones are designated in the County (California DOC 2007). The nearest major fault system to Loomis is the Foothills Fault System, which traverses Amador, El Dorado, and Placer counties. Two segments of this system are relatively close to Loomis: the segment of the Bear Mountain Fault Zone (Spenceville Fault) between Folsom and Auburn, and the Melones Fault Zone, about 15 miles to the east. (Town of Loomis 2001 as amended)

Impacts and Mitigation Measures

a, i-iv. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: rupture of a known earthquake fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides?

The proposed Project area does not overlie any known faults and is not within or near an Alquist-Priolo special-studies zone; therefore the proposed Project would not expose people or structures to potential substantial adverse effects from the rupture of a known earthquake fault. The site does not lie within a Special Studies Zone as defined by the State Geologist, and there is no evidence to indicate any likelihood for shallow ground rupture from faulting. The proposed Project area is also not located within a State of California Seismic Hazards Zone, and is generally underlain by soils and fills considered moderately susceptible to liquefaction. There would be ***no impact*** associated with exposing people or structures to potential substantial adverse effects from rupture of a known fault, strong seismic ground shaking, or seismic-related ground failure.

Mitigation Measures: None required.

b. Would the project result in substantial soil erosion or the loss of topsoil?

Construction of the proposed Project would involve site grading and earthmoving activities, which would expose soils at the site and could result in soil erosion. However, the area of disturbance for the roadway widening is small. Soil erosion and topsoil loss would be limited by implementing standard construction practices and best management practices (BMPs) for erosion and sediment control, consistent with the West Placer Storm Water Quality Design Manual (Placer County 2018). Because erosion control and stormwater pollution prevention measures

would be implemented, the proposed Project has limited potential to result in substantial soil erosion or loss of topsoil. This impact would be considered ***less than significant.***

Mitigation Measures: None required.

c. Would the project be located on a geologic 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?

The proposed Project area is not located in or adjacent to an active fault zone or in an area of substantial seismic hazard. The Project is not located on a geologic unit or soil that is unstable or that would become unstable as a result of the proposed Project. The proposed Project is committed to implementing all recommended standard practices and standard engineering practices to minimize the risk of liquefaction, lateral spreading, subsidence, or collapse. The proposed Project would have ***no impact.***

Mitigation Measures: None required.

d. Would the project be located on expansive soils, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Soils in the proposed Project area are classified by the Natural Resources Conservation Service (NRCS) as coarse sandy loam (NRCS 2019). Because expansive soils are typically clay soils that are prone to large volume changes related to changes in water content, soils in the proposed Project area are not considered expansive and would not create substantial risks to life and property. The Project would have ***no impact***.

Mitigation Measures: None required.

e. Would the proposed project have soils incapable of adequately supporting the use of septic tanks or alternate wastewater disposal systems where sewers are not available for the disposal of wastewater?

No septic tanks or alternative wastewater disposal systems are proposed as part of the proposed Project. There would be ***no impact.***

Mitigation Measures: None required.

f. Would the proposed project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The proposed Project would not directly or indirectly destroy any known unique paleontological or geologic resources. Paleontological sensitivity of the site is tied to the underlying geologic unit. Fossils are typically found in sedimentary rocks, which are formed by the deposition of sediment on the earth's surface. This site is underlain my Mesozoic granitic rock, a plutonic rock that crystalizes deep within the earth's crust, so it is unlikely that the Project site would contain paleontological resources. The Project would have ***no impact.***

Mitigation Measures: None required.

3.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
8. Greenhouse Gas Emissions				
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant effect on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Environmental Setting

The PCAPCD has identified quantitative GHG thresholds of significance for both construction and operational emissions of GHGs. For construction activities, the PCAPCD's recommended GHG threshold is 10,000 metric tons of carbon dioxide (CO_2) equivalents ($MTCO_2e$)/year. This same threshold also applies to operational emissions associated with stationary sources. In general, GHG emissions from a project (either the construction or stationary-source operational phase) that exceed 10,000 $MTCO_2e$/year would be deemed to have a cumulatively considerable contribution to global climate change. For a land use project, operational emissions can be considered to have a less-than-cumulatively-considerable impact if operational phase GHG emissions are equal to or less than 1,100 $MTCO_2e$/year. A land use project with GHG operational emissions between 1,100 and 10,000 $MTCO_2e$/year can still be found to have a less-than-cumulatively-considerable impact provided that the project's GHG efficiency does not exceed the established GHG efficiency thresholds, based on the service population of the project. PCAPCD's recommended GHG thresholds are summarized in Table 5.

Table 5. Summary of PCAPCD Thresholds of Significance for GHGs

Project Phase	Thresholds of Significance
Construction	10,000 $MTCO_2e$/year
Stationary-Source Operational	10,000 $MTCO_2e$/year
Land Use Operational	
Bright-Line Threshold:	1,100 $MTCO_2e$/year
Between 1,100 and 10,000 MTCO2e/year the following GHG operational thresholds are recommended for land use development projects:	
Residential (urban environment):	4.5 $MTCO_2e$/capita
Residential (rural environment):	5.5 $MTCO_2e$/capita
Non-Residential (urban environment):	26.5 $MTCO_2e$/1,000 sq. ft.
Non-Residential (rural environment):	27.3 $MTCO_2e$/1,000 sq. ft.
Placer County Air Pollution Control District (PCAPCD). 2017. CEQA Air Quality Handbook. Available at website url: https://www.placer.ca.gov/1801/CEQA-Handbook.	

a and b. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant effect on the environment; or conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

Implementation of the proposed project would not result in changes in vehicle traffic volumes, speeds, or distribution patterns. As a result, implementation of the proposed project would not result in long-term increases in emissions. Construction of the proposed project would, however, result in short-term increases of GHG emissions. Construction-generated GHG emissions are summarized in Table 6.

Based on the modeling conducted, GHG emissions associated with construction of the proposed project would total approximately 222 $MTCO_2e$. A majority of the GHG emissions generated during the construction process would be associated with the use of off-road equipment. There would also be a small amount of GHG emissions from on-road vehicle travel. Construction-generated emissions would not exceed PCAPCD's recommended significance threshold of 10,000 $MTCO_2e$/year.

Table 6. Short-term Construction-Generated GHG Emissions

Construction Year	Daily Emissions (lbs/day)
Site Preparation	2,153.4
Grading	9,738.9
Infrastructure	5,701.9
Paving	2,816.3
Maximum Daily Emissions (lbs/day):	9,738.9
Total Project Emissions ($MTCO_2e$/year):	222
PCAPCD Significance Thresholds ($MTCO_2e$/year):	10,000
Exceeds Threshold/Significant Impact?:	No
Emissions were quantified using the Road Construction Emissions Model, version 9.0. Assumes an overall construction period of approximately three months. Totals may not sum due to rounding.	

Given the relatively low GHG emissions generated during construction of the proposed project (i.e., 222 $MTCO_2e$) and given that emissions would be short-term, increases in GHG emissions attributable to the proposed project would not result in a significant impact on the environment that would conflict with applicable plans, policies, or regulations for reducing GHG emissions. It is also important to reiterate that the proposed project would improve pedestrian and bicycle access in the area, which could result in reductions in vehicle use and associated mobile-source emissions. For these reasons, this impact would be considered ***less than significant***.

Mitigation Measures: None required.

3.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
9. Hazards and Hazardous Materials				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) 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?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or to the environment?	☐	☐	☐	☒
e) 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 a public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

Environmental Setting

A Phase I Environmental Site Assessment Report (ESA) was developed for the proposed Costco immediately south of the Study Area. The purpose of the report was to identify recognized environmental conditions (RECs)[2] within ¼-mile of the proposed Costco (Kleinfelder 2017); the search included the Study Area for this Project. The ESA identified two sites which are within ¼-mile of the Study Area, a closed Leaking Underground Storage Tank (LUST) case and a Chevron gasoline station (Kleinfelder 2017). There are no additional sites, beyond those

[2] RECs are defined by the American Society for Testing and Materials (ASTM) as "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment."

identified in the Kleinfelder report, listed on the State Water Resources Control Board (SWRCB) GeoTracker or the Department of Toxic Substances Control (DTSC) EnviroStor databases (SWRCB 2019, DTSC 2019).

The LUST cleanup site was listed for Shamrock Pump & Equipment, which is mapped as within the Study Area on the State Water Resources Control Board GeoTracker website, but appears to be addressed as 3985 Taylor Road which is approximately 500 feet west of the Study Area. Groundwater beneath this facility was impacted with gasoline and fuel constituents. Groundwater sampling was conducted most recently in October 2001 and found results below laboratory detection limits. A letter of No Further Action was granted in May 2002. Due to the cleanup case closure, this site is not considered to be a REC. (Kleinfelder 2017)

The Chevron gasoline station is located approximately ¼-mile south of the Study Area. The property is addressed as 4211 Sierra College Boulevard and has been in operation since 1999 (Kleinfelder 2017). The property appears to have three underground storage tanks, but no releases are indicated (Kleinfelder 2017). Therefore, this site is not considered to be a REC.

Impacts and Mitigation Measures

a, c-g. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; 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; emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school; be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or to the environment; be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area; or for a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area; or 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?

The proposed Project will not involve the routine transport, use, or disposal of hazardous materials; there is no reasonably foreseeable accident involving the release of hazardous materials; and the Project would not emit hazardous emissions or handle hazardous materials. There are no schools located with ¼ mile or airports located with 2 miles. The Project is not located on a site which is included on a list of hazardous materials sites. No ground disturbance would occur in the area where an existing septic system is located. The Proposed Project is located in a relatively developed setting and is not subject to wildland fires. There will be ***no impact***.

Mitigation Measures: None required.

3.10 Hydrology and Water Quality

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
10. Hydrology and Water Quality				
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

Environmental Setting

The proposed Project is in the Dry Creek Watershed. During rain events, water flows from uplands in the surrounding hills, across the Project area, and then south and west to a Loomis tributary to Sucker Ravine that drains into Secret Ravine approximately 2.3 miles southwest of the Project area. Secret Ravine flows southwest for another 2.6 miles, to its confluence with Dry Creek, which flows approximately 16 miles southwest to Steelhead Creek. Steelhead Creek flows for another 6.8 miles to its confluence with the Sacramento River.

The Dry Creek Watershed is fed almost entirely by rainfall and encompasses approximately 100 square miles. The primary tributaries in the watershed are Secret Ravine, Strap Ravine, Antelope Creek, Clover Valley Creek, and Linda Creek. The watershed has experienced

significant disturbance with reaches being straitened, reduced floodplains, dredging, and removal of riparian vegetation (USFWS 2014).

The proposed Project area overlaps with the boundary of the 100-year floodplain for the Loomis tributary to Sucker Ravine, as indicated by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (Figure 7). The boundary of a 100-year floodplain is used to demarcate flood hazards and indicates the geographic area having a one percent chance of being flooded in any given year.

As described in the Biological Resources section, an aquatic resources delineation was completed for the proposed Project to determine potential waters of the U.S. under the jurisdiction of the Corps pursuant to Section 404 of the CWA. The aquatic resources delineation for the Project area identified a total of 0.175 acre of aquatic resources, comprised of intermittent stream and seasonal wetland (Figure 5) within the Study Area.

Impacts and Mitigation Measures

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater water quality?

The proposed Project includes ground disturbance that will expose soil and could result in accelerated erosion, which could affect water quality in downstream water bodies by increasing turbidity and/or sedimentation. The proposed Project could also result in the degradation of water quality from runoff of petroleum-based products associated with equipment and vehicles used during construction. Implementation of standard erosion and sediment control practices, as required by the West Placer Storm Water Design Manual (Placer County 2018) and Town policies, would minimize these potential impacts and ensure that the proposed Project does not violate any water quality standards or waste discharge requirements. These BMPs prevent discharge from the site of soil or construction wastes or debris, including contaminants from construction materials, tools, and equipment. Standard BMPs may include, but are not limited to, installing sediment fencing, fiber rolls, or other erosion and sediment control measures between the designated work area and aquatic features; stabilizing all exposed soil prior to potential precipitation events; and using vehicle tracking control. Therefore, the proposed Project would have a ***less-than-significant impact.***

Mitigation Measures: None required.

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The proposed Project would result in a minor expansion in the amount of impervious surfaces in the proposed Project area. However, the proposed Project is not expected to interfere with groundwater recharge in the Project area. Construction-related excavation is not expected to occur to a depth that would encounter groundwater. Therefore, the proposed Project would have ***no impact*** on groundwater resources.

Mitigation Measures: None required.

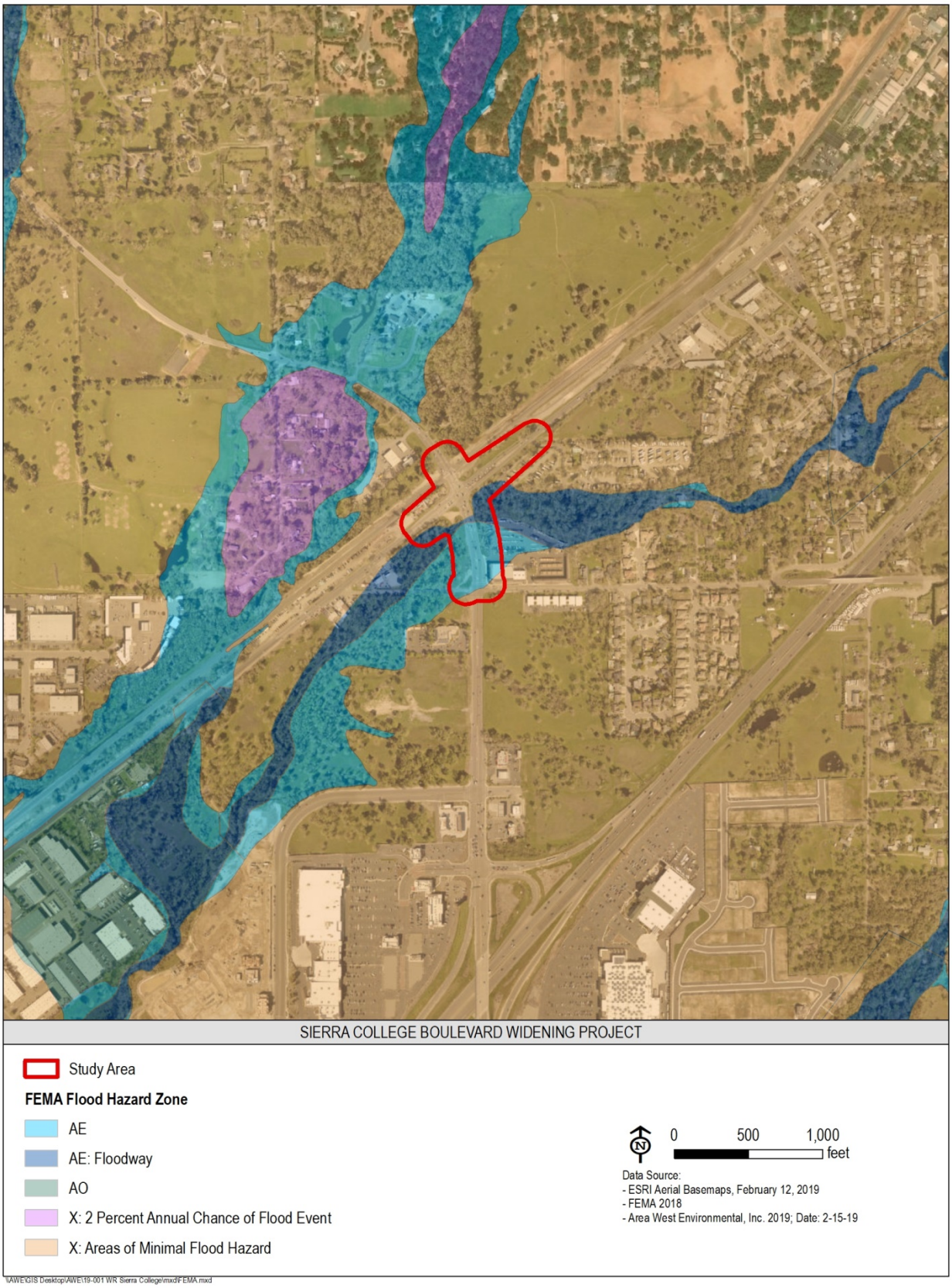

Figure 7. FEMA 100-year Flood Plain

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: result in substantial erosion or siltation on- or off-site, substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, or impede or redirect flood flows?

The proposed Project would not substantially alter the existing drainage pattern of the site in a manner that would result in erosion, siltation, or flooding on- or off-site. Additionally, the proposed Project would not create or contribute runoff water that would exceed the capacity of stormwater drainage systems or provide additional sources of polluted runoff.

Although there would be a minor increase in the amount of impervious surfaces, the general site drainage pattern would be maintained with the proposed Project. Because the proposed Project will create or replace more than 2,500 square feet of impervious surface, the Project is subject to the requirements of Hydromodification Management and Low Impact Design (LID) measures, as required by the Town's new Phase II National Pollution Discharge Elimination System (NPDES) Permit. LID measures will be implemented in compliance with the West Placer County Storm Water Design Manual (Placer County 2018) to ensure no net change in the volume or timing of storm water runoff when compared to existing conditions.

For these reasons, the potential impacts of the proposed Project resulting from altered drainage patterns, and demand on existing storm water drainage facilities would be considered ***less than significant.***

Mitigation Measures: None required.

d. Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

The proposed Project is located within the 100-year flood hazard area for a Loomis tributary to Sucker Ravine (Figure 7). Roadway construction and grading would occur within the federally designated 100-year flood hazard area. The proposed Project does not include any features that would release pollutants or expose people and property to flooding in the event of inundation. Therefore, the Project will have ***no impact.***

Mitigation Measures: None required.

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The proposed Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The proposed Project will have ***no impact***.

Mitigation Measures: None required.

3.11 Land Use and Planning

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
11. Land Use and Planning				
Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

Environmental Setting

The proposed Project is located within the incorporated limits of Town of Loomis, Placer County and is governed by the Town General Plan (Town of Loomis 2001) and Town Municipal Code (Town of Loomis 2018). The Town's Zoning District and Land Use Designation for the Study Area is General Commercial.

Impacts and Mitigation Measures

a and b. Would the project physically divide an established community or cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The proposed Project would not physically divide an established community. The proposed Project is consistent with applicable General Plan and Zoning policies and would not cause a significant environmental impact due to conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. For these reasons, there would be ***no impact*** on land use**.**

Mitigation Measures: None required.

3.12 Mineral Resources

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
12. Mineral Resources				
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

Environmental Setting

Mineral resources in Placer County include sand, gravel, clay, stone, and gold. The proposed Project area is not located in a mineral resources zone as described by the Surface Mining and Reclamation Act Mineral Land Classification Report. No important mineral resources are known from the proposed Project area. (California DOC, Division of Mines and Geology 1984)

Impacts and Mitigation Measures

a, b. Would the project result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State; or result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

There are no known mineral resources associated with the proposed Project area. There would be ***no impact.***

Mitigation Measures: None required.

3.13 Noise

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
13. Noise				
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or 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 in or working in the project area to excessive noise levels?	☐	☐	☐	☒

Environmental Setting

The existing noise environment is dominated by vehicular traffic noise emanating from area roadways. To a lesser extent, material handling equipment and activities at nearby land uses also contribute to ambient noise levels in the project area.

To document existing ambient noise levels in the project area, short-term ambient noise measurements were conducted on May 22, 2019, using a Larson Davis Laboratories, Type I, Model 820 integrating sound-level meter. The meter was calibrated before use and is certified to be in compliance with ANSI specifications. Measured ambient daytime noise levels are summarized in Table 7. As shown in Table 7, measured daytime ambient average-hourly noise levels (in dBA L_{eq}) in the general vicinity of local roadways range from the upper 60's to the lower 70's.

Table 7. Summary of Measured Ambient Noise Levels

Location	Measurement Period	Noise Level (dBA)	
		L_{eq}	L_{max}
Sierra College Boulevard, south of Taylor Road. Approximately 37 feet from the road centerline.	17:30-17:35	70.4	81.6
	05:50-06:00	68.4	79.0
	06:00-06:20	69.3	81.6
	07:00-07:10	71.1	82.4
Taylor Road west of Sierra College Boulevard. Approximately 30 feet from the road centerline.	06:35-06:45	69.9	80.3

Location	Measurement Period	Noise Level (dBA)	
		L_{eq}	L_{max}
Taylor Road east of Sierra College Boulevard. Approximately 31 feet from the road centerline.	06:15-06:25	69.3	79.4
Ambient noise measurements were conducted on May 22, 2019, using a Larson Davis Laboratories, Type I, Model 820 integrating sound-level meter.			

Noise-sensitive land uses generally include those uses where exposure to noise would result in adverse effects, as well as uses where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Other noise-sensitive land uses include hospitals, convalescent facilities, parks, hotels, libraries, places of worship, and other uses where low interior noise levels are essential.

Along Sierra College Boulevard in the Project area, adjacent parcels are zoned commercial. The nearest noise-sensitive receptor is Loomis RV Park, which is located adjacent to and south of Taylor Road, approximately 250 feet east of Sierra College Boulevard. Multi-family residential dwellings are also located adjacent to and south of Brace Road, approximately 300 feet east of Sierra College Boulevard.

The Noise Element of the Town of Loomis General Plan identifies noise standards for new projects affected by non-transportation and transportation noise sources. For new noise-sensitive structures affected by transportation noise sources, the Town has established an exterior standard of 65 dBA L_{dn} and an interior standard of 45 dBA L_{dn}.

The Town of Loomis Municipal Code, Section 13.30.070, includes noise standards and limitations for exterior and interior receptors exposed to daytime or nighttime noise from continuous or stationary sources. These standards are the same as those identified in the Town of Loomis General Plan. In accordance with these limitations, construction activities are limited to between the hours of from 7 a.m. to 7 p.m., Monday through Friday, and from 8 a.m. to 7 p.m. on Saturdays. Construction activities on Sundays and national holidays are generally prohibited, but may be allowed by the planning commission or the Town council only between 9 a.m. and 5 p.m.

The CEQA Guidelines do not define the levels at which a "substantial increase" would occur. For purposes of this analysis, a "substantial increase" is defined as an increase of 3 dB, or greater. This level is generally defined as the minimum level perceptible to the human ear.

The Town of Loomis does not have specific policies pertaining to vibration levels. However, various agencies, such as the California Department of Transportation (Caltrans), have developed recommended criteria for the evaluation of groundborne vibration levels with regard to potential human annoyance and building structural damage. The Caltrans-recommended criteria for the evaluation of groundborne vibration events are presented in terms of peak particle velocity (ppv) in inches per second (in/sec). The Caltrans-recommended threshold at which there may be a risk with regard to architectural damage is 0.2 ppv in/sec. This same threshold is typically considered the level at which increased levels of annoyance may begin to occur to occupants of nearby buildings.

a. Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Short-term Noise Impacts

Noise associated with short-term construction activities typically occurs intermittently and varies depending upon the nature or phase of construction (e.g., land clearing, grading, and excavation). Noise generated by construction equipment, including earth movers and material handling equipment, can reach high levels. Typical noise levels for construction equipment are summarized in Table 8.

As depicted in Table 8, individual equipment noise levels (in dBA Lmax) typically range from the mid-70's to the upper 80's at 50 feet. Typical operating cycles may involve 2 minutes of full power, followed by 3 or 4 minutes at lower settings. Depending on the activities performed and equipment usage requirements, combined average-hourly noise levels at construction sites can reach levels of up to approximately 83 dBA Leq at 50 feet.

Table 8. Typical Construction Equipment Noise Levels

Type of Equipment	Typical Noise Level at 50 feet (dBA L_{max})
Air Compressor	81
Backhoe	80
Compactor	82
Concrete Pump	82
Concrete Vibrator	76
Dozer	85
Generator	81
Grader	85
Jack Hammer	88
Loader	85
Paver	89
Roller	74
Saw	76
Truck	88
Sources: Federal Transit Administration. 2006. Road Construction Noise Model. Available at website url: https://www.fhwa.dot.gov/environment/noise/construction_noise/rcnm/.	

During the daytime hours, construction-generated noise levels at the nearest noise-sensitive land uses would be somewhat masked by existing transportation noise levels in the project area. However, construction activities occurring during the quieter nighttime hours could result in increased levels of annoyance and potential sleep disruption to occupants of nearby residential dwellings and individuals staying at the nearby Loomis RV Park. Construction-generated noise

impacts would be avoided because construction will adhere to the Town Noise Ordinance, which limits activity to 7:00 a.m. and 7:00 p.m., Monday through Friday, and 8:00 a.m. and 7:00 p.m. on Saturdays. Therefore, impacts are considered ***less than significant***.

Long-term Noise Impacts

Implementation of the proposed project would not result in the installation of any stationary noise sources. In addition, the proposed Project would not result in changes in vehicle traffic volumes, speed limits or vehicle distribution on area roadways. However, the widening of Sierra College Boulevard would result in the relocation of some vehicle traffic closer to existing adjacent land uses.

Traffic noise levels were predicted using the FHWA's Highway Traffic Noise Prediction Model (FHWA-RD-77-108) and California Vehicle Noise Reference Energy Mean Emission Levels. The model was calibrated based on traffic noise monitoring conducted for this project and vehicle traffic volumes derived from the *Loomis Costco Draft Environmental Impact Report* (Town of Loomis 2018).

Predicted traffic noise levels at 100 feet from the roadway centerline, with and without project implementation, for existing and future year 2035 conditions are summarized in Tables 9 and 10, respectively. As noted, implementation of the Proposed Project would result in increases of approximately 0.1 dBA along Sierra College Boulevard. No changes in predicted traffic noise levels would occur along other area roadways. Implementation of the proposed project would not result in a significant increase (i.e., 3 dBA, or greater) in traffic noise levels at nearby land uses. For this reason, this impact is considered ***less than significant***.

Table 9. Predicted Traffic Noise Levels – Existing Conditions

Roadway Segment	CNEL at 100 ft. from Roadway Centerline		
	Without Project	With Project	Change
Sierra College Boulevard, Taylor Road to Brace Road.	66.7	66.8	0.1
Taylor Road, Horseshoe Bar Road to Sierra College Boulevard.	62.9	62.9	0.0
Taylor Road, Sierra College Boulevard to Delmar Avenue.	63.8	63.8	0.0
Brace Rd, Barton Road to Sierra College Boulevard.	54.7	54.7	0.0
Based on traffic volumes derived from the Loomis Costco Draft Environmental Impact Report (Town of Loomis, June 2018).			

Table 10. Predicted Traffic Noise Levels – Future Cumulative Conditions

Roadway Segment	CNEL at 100 ft. from Roadway Centerline		
	Without Project	With Project	Change
Sierra College Boulevard, Taylor Road to Brace Road	69.9	70.0	0.1
Taylor Road, Horseshoe Bar Road to Sierra College Boulevard	65.1	65.1	0.0
Taylor Road, Sierra College Boulevard to Delmar Avenue	65.3	65.3	0.0
Brace Road, Barton Road to Sierra College Boulevard	58.0	58.0	0.0
Based on traffic volumes derived from the Loomis Costco Draft Environmental Impact Report (Town of Loomis, June 2018).			

Mitigation Measures: None required.

b. Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?

Ground vibration spreads through the ground and diminishes in strength with distance. The effects of ground vibration can vary from no perceptible effects at the lowest levels, low rumbling sounds and detectable vibrations at moderate levels, and slight damage to nearby structures at the highest levels. At the highest levels of vibration, damage to structures is primarily architectural (e.g., loosening and cracking of plaster or stucco coatings) and rarely result in structural damage. For most structures, a threshold of 0.5 in/sec ppv is sufficient to avoid structure damage, with the exception of fragile historic structures or ruins. For the protection of fragile and historic structures, Caltrans recommends a threshold of 0.2 inches per second ppv (in/sec ppv). This same threshold would represent the level at which vibrations would be potentially annoying to people in buildings (Caltrans 2002).

Long-term operational activities associated with the proposed project would not involve the use of any equipment or processes that would result in potentially significant levels of ground vibration. Increases in groundborne vibration levels attributable to the proposed project would be primarily associated with activities occurring during project construction. Construction activities associated with the proposed improvements would likely require the use of various off-road equipment, such as tractors, concrete trucks, and material haul trucks. The use of major groundborne vibration-generating construction equipment, such as pile drivers, would not be required for this project.

Groundborne vibration levels associated with representative construction equipment are summarized in Table 11. As noted, ground vibration generated by construction equipment would be approximately 0.21 in/sec ppv, or less, at 25 feet. Predicted vibration levels at the nearest existing structures would not exceed the minimum recommended criteria for structural damage (0.5 in/sec ppv). Construction activities would not result in sustained levels that would exceed the minimum threshold for human annoyance (i.e., 0.2 in/sec ppv) within the nearest occupied structures. For these reasons, this impact would be considered ***less than significant***.

Table 11. Representative Vibration Source Levels for Typical Construction Equipment

Equipment	Peak Particle Velocity at 25 Feet (in/sec ppv)
Vibratory Roller	0.210
Large Bulldozer	0.089
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozer	0.003
Source: California Department of Transportation. September 2013. Transportation and Construction Vibration Guidance Manual. Available at website url: http://www.dot.ca.gov/hq/env/noise/pub/TCVGM_Sep13_FINAL.pdf	

Mitigation Measures: None required.

c. For a project located within the vicinity of a private airstrip or 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 in or working in the project area to excessive noise levels?

The proposed Project is not located within an airport land use plan, within two miles of a public or public use airport, or in the vicinity or a private air strip. As a result, the proposed Project area is not subject to high levels of aircraft noise and would not result in a safety hazard for individuals or construction workers located in the proposed Project area. There would be ***no impact***.

Mitigation Measures: None required.

3.14 Population and Housing

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
14. Population and Housing				
Would the project:				
a) Induce substantial unplanned population growth in an area either directly (*e.g.*, by proposing new homes and businesses) or indirectly (*e.g.*, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Environmental Setting

The Town of Loomis is currently home to approximately 6,500 residents. Housing within the Town consists of medium-density housing adjacent to the downtown core and rural residential areas beyond (Town of Loomis 2001).

Impacts and Mitigation Measures

a. Would the project induce substantial unplanned population growth in an area either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?

The proposed Project would not directly or indirectly induce substantial unplanned population growth in the area. The widening of Sierra College Boulevard has been a planned regional project since 2002, when the South Placer Regional Transportation Authority implemented a fee program to fund regional transportation projects, including the Sierra College Boulevard widening. The proposed Project will use monies from the Sierra College Boulevard Impact Fee Program to fund the planned widening. This impact would be ***less than significant.***

Mitigation Measures: None required.

b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The proposed Project would not require the displacement of existing housing or the construction of replacement housing. There would be ***no impact.***

Mitigation Measures: None required.

3.15 Public Services

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
15. Public Services				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service rations, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

Environmental Setting

In the proposed Project area, fire protection and emergency paramedic response services are provided by the South Placer Fire District. Public education is provided through the Loomis Union School District (K–8), Placer Union High School District, and Sierra College School District. The Loomis Union School District has seven elementary schools that provide K–8 education to the school-age children in the community. The Town contracts for its law enforcement services with the Placer County Sheriff's Department. Nearby public parks include Christine Anderson Park and Blue Anchor Park. The Town Hall, Public Library, and Loomis Train Depot are located within approximately 1 mile of the proposed Project.

Impacts and Mitigation Measures

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which

could cause significant environmental impacts, in order to maintain acceptable service rations, response times or other performance objectives for any of the public services:

The proposed Project would not result in the need for new or altered government facilities to maintain acceptable service rations, response times, or other performance objectives. Construction-related lane closures would be short-term, temporary, and negligible, and would therefore not cause a significant impact to emergency response times and associated services. Impacts associated with public services and facilities are therefore considered ***less than significant.***

Mitigation Measures: None required.

3.16 Recreation

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
16. Recreation				
Would the project:				
a) 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?	☐	☐	☐	☒
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

Environmental Setting

Christine Anderson Park and Blue Anchor Park are nearby public parks less than 1 mile from the proposed Project.

Impacts and Mitigation Measures

a and b. 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; or include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

The proposed Project would not increase the use of any recreational facilities and does not include recreational facilities. There would be ***no impact.***

Mitigation Measures: None required.

3.17 Transportation

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
17. Transportation				
Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☒	☐

Environmental Setting

The Project area is located on Sierra College Boulevard, a north-south major arterial that extends from Sacramento County in the south to State Route 193 in the north. Sierra College Boulevard is currently two lanes in each direction, with fair to good pavement condition. There are Class II bike lanes (on-street lanes with guide signs and pavement marking) along Sierra College Boulevard and Taylor Road in the Project Area.

The operational performance of the City's roadway system is expressed in the General Plan using levels of service (LOS) that generally describe traffic operations as perceived by the motorist. There are six LOS ranging from "A" through "F," with LOS "A" representing the best range of operating conditions (high speeds and low delay) and LOS "F" representing the worst (low speeds and high delay). Under existing conditions, the Sierra College Boulevard at Taylor Road and Sierra College Boulevard at Brace Road intersections have an LOS of D and B and an average delay of 39.9 and 10.7 seconds during weekday PM peak hours (Kittelson & Associates 2018).

The Costco EIR completed a traffic analysis for the nearby proposed Costco development project immediately south of the proposed Project. The analysis studied existing conditions and projected traffic conditions with the Costco built. The analysis concluded that the Sierra College Boulevard and Taylor Road intersection would be significantly impacted after Costco construction. However, the Costco EIR concluded that modifying signal timing, coordination, and phasing would reduce the impacts to a less than significant level (Kittelson & Associates 2018).

a and b. Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities; or conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

The proposed Project does not conflict with the Circulation Element of the Town General Plan or any other applicable plan, ordinance, or policy. The widening of Sierra College Boulevard through the Town limits is a planned improvement in the Town General Plan.

The proposed Project is consistent with CEQA Guidelines §15064.3(b) in that transportation projects that reduce or have no impact on vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements.

The proposed Project would increase roadway capacity along the 0.12-mile length of Sierra College Boulevard to close a future gap in the roadway width and number of lanes between Brace Road and Taylor Road. The Project will also improve bicycle and pedestrian facilities along Sierra College Boulevard. Although the Project increases road capacity for a short distance, based on the vehicle traffic volumes derived from the *Loomis Costco Draft Environmental Impact Report*, the Project would not significantly alter roadway travel patterns or resulting mileage traveled (Town of Loomis 2018). By improving bicycle and pedestrian access, the Project provides more energy-efficient alternatives.

The Town has determined that the proposed Project, which closes a future gap in the number of lanes between Brace Road and Taylor Road and improves bicycle and pedestrian facilities, would not have a significant impact on vehicle miles traveled; therefore, the impact is considered ***less than significant***.

Mitigation Measures: None required.

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The proposed Project is located on a relatively straight portion of Sierra College Boulevard and would not result in any sharp curves, dangerous intersections, or incompatible uses. Therefore, the proposed Project would have ***no impact***.

Mitigation Measures: None required.

d. Would the project result in inadequate emergency access?

The proposed Project has been designed to meet the access requirements of public safety and to be consistent with public safety codes; therefore, the proposed Project is not expected to result in inadequate emergency access for the Project area. The proposed Project would have a ***less than significant impact*** on emergency access.

Mitigation Measures: None required.

3.18 Tribal Cultural Resources

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
18. Tribal Cultural Resources				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☒	☐	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Environmental Setting

The proposed Project lies within the ethnographic territory of the Nisenan, also known as the Southern Maidu. The Project area and the vicinity are considered to have a low sensitivity for the presence of subsurface prehistoric resources, such as habitation sites. More suitable habitation and resource processing areas are located along nearby perennial waterways such as Secret Ravine which is approximately ¾ mile to the southeast. The Project area and vicinity were undoubtedly used for resource procurement; however, this type of activity generally doesn't result in subsurface resources, but rather the occasional isolate.

The NAHC was contacted to request a search of the Sacred Lands file for the vicinity of the proposed Project area and contact information for Native Americans who might have an interest in the proposed Project. The NAHC replied that no Native American cultural resources were reported from the Sacred Lands file records search for the Project area and provided a list of Native American contacts for Placer County. All Native American contacts on the list were mailed letters, on May 21, 2019, with an invitation for consultation.

A response was received from the Shingle Springs Band of Miwok Indians on June 10, 2019 stating that they are not aware of any known cultural resources on the Project site and requesting

copies of any record searches, environmental, archaeological, and cultural reports prepared for the proposed Project.

A response was received from the United Auburn Indian Community (UAIC) on June 29, 2019 requesting consultation under AB 52. On August 7, 2019, the Town conducted a site visit with UAIC Tribal Heritage Assistant Mr. Creed Stedman. At the site visit, Mr. Stedman was provided with proposed mitigation measures for tribal cultural resources for UAIC comment. A follow-up email was sent to the UAIC on September 10, 2019. No response has been received to date.

No other Native American contacts have responded to date.

Impacts and Mitigation Measures

a, i and ii. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

No tribal cultural resources were located during the background search and survey. However, it is possible that previously unknown tribal cultural resources could be discovered during grading and excavation work associated with new construction. Potential impacts to tribal cultural resources would be avoided through implementation of Mitigation Measures CUL-1 through CUL-3, described in the Cultural Resources Section. Potential impacts to tribal cultural resources are considered ***less than significant with mitigation.***

Mitigation Measures: Implement Measures CUL-1 through CUL-3.

3.19 Utilities and Service Systems

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
19. Utilities and Service Systems				
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the constriction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☐	☒
c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) General solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Environmental Setting

The Project area is within the SPMUD service boundary, which provides wastewater collection and conveyance service to the Town. Domestic water service to Loomis, including the Project area, is provided by PCWA. PCWA service area is divided into five zones that provide treated and raw water throughout the County. The project area is located entirely within Zone 1, which is the largest of the five zones and provides water service to Auburn, Bowman, Ophir, Newcastle, Penryn, Loomis, Rocklin, Lincoln, and portions of Granite Bay. Zone 1 includes four water treatment facilities, 16 storage tanks providing approximately 49 million gallons of storage capacity, and approximately 496 miles of treated-water piping (PCWA 2011). Loomis's waste collection services are provided by Recology Auburn Placer. Electric service in this portion of the Town is provided by PG&E. Natural gas lines in the Project vicinity are owned by PG&E. Telecommunications services in the proposed Project area are provided by AT&T and other companies through overhead and underground transmission lines.

Impacts and Mitigation Measures

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications

facilities, the constriction or relocation of which could cause significant environmental effects?

The proposed Project would require the expansion of the existing culvert under Sierra College Boulevard, the relocation of overhead and communication poles, the relocation of a fire hydrant, and the adjustment of valves and manholes to finished grade. These utility relocations are relatively minor and would not cause significant environmental effects. Therefore, the proposed Project would have a ***less than significant impact***.

Mitigation Measures: None required.

b-c. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years or result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The proposed Project is a transportation project that would not require water supplies or wastewater treatment. Therefore, there will be ***no impact.***

Mitigation Measures: None required.

d. General solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

The construction phase of the proposed Project may generate solid waste, but the one-time addition of demolition materials and construction materials would not result in a significant impact. The operational phase of the proposed Project would not generate additional solid waste. Therefore, this impact would be ***less than significant***.

Mitigation Measures: None required.

e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The proposed project would comply with all applicable federal, state, and local regulations. Therefore, there would be ***no impact***.

Mitigation Measures: None required.

3.20 Wildfire

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
20. Wildfire				
If located in or near state responsibility areas or lands classified as very high hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Environmental Setting

The Project area is on the boundary between the South Placer Fire District to the east, which recently consolidated with the Loomis Fire District, and the Rocklin City Fire Department to the west (South Placer Fire District 2019). The proposed Project is not located in or near a state responsibility area or land classified as very high hazard severity zones (CalFire 2019).

Impacts and Mitigation Measures

a-d. If located in or near state responsibility areas or lands classified as very high hazard severity zones, would the project: substantially impair an adopted emergency response plan or emergency evacuation plan; due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire; require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment; or expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The proposed Project is not located in or near a state responsibility area or land classified as very high hazard severity zones. Therefore there will be ***no impact.***

3.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
21. Mandatory Findings of Significance				
Would the project:				
a) Does the project have the potential to substantially degrade the quality of the environment, 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 or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) 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)	☐	☐	☒	☐
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Impacts and Mitigation Measures

a. Does the project have the potential to degrade the quality of the environment, 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, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

As described previously in this IS/MND, implementation of mitigation measures identified in the Biological Resources section would ensure that proposed Project implementation would not 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, or reduce the number or restrict the range of rare or endangered plants or animals. Furthermore, mitigation measures identified in the Cultural Resources section would ensure that the proposed Project would not significantly affect previously undiscovered resources or eliminate important examples of the major periods of California history or prehistory.

Given the existing conditions of the Project area, the fact that potential impacts to biological and cultural resources would primarily occur during construction, and that measures have been

identified to reduce these temporary impacts, the overall potential of the proposed Project to degrade the environment is considered ***less than significant with implementation of mitigation***.

b. Does the project have impacts that are individually limited, but cumulatively considerable?

Section 15064(h)(1) of CEQA Guidelines states that the lead agency shall consider whether the cumulative impact is significant and the incremental effects of the project are cumulatively considerable. The lead agency may determine that a project's incremental contribution would be less-than-cumulatively considerable when one or more of the following occur: 1) the contribution would be rendered less-than-cumulatively considerable through implementation of mitigation measures; 2) the project would comply with the requirements of a previously approved plan or mitigation program that provides specific requirements that would avoid or substantially lessen the project's cumulative effects; and/or 3) the project's incremental effects would be so small that the environmental conditions would be essentially the same regardless of whether the project is implemented.

Past, present, and reasonably foreseeable future projects in the vicinity of the proposed Project and the potential cumulative effects of these projects are identified in the environmental review completed for the Town of Loomis General Plan and Costco EIR (Town of Loomis 2018). The proposed Project would include construction of two additional travel lanes consistent with General Plan policies and existing zoning designations. Potential impacts associated with the proposed Project are primarily short-term (construction-related), and shall be mitigated to less-than-significant levels. Long-term incremental effects of the proposed Project are small and local environmental conditions (e.g., traffic, noise, air quality) would likely worsen if the project is not implemented. Therefore, the proposed Project's incremental contribution to cumulative conditions would be less-than-cumulatively considerable. The Project would have ***less than significant*** cumulative impact.

c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Potential adverse effects to human beings could occur as a result of construction activities. Potential impacts could include exposure to naturally occurring asbestos. Implementation of mitigation measures identified in the Air Quality section would ensure that Project construction would not cause substantial adverse effects on human beings. Further, these potential impacts would be short-term, and would cease upon completion of the construction process. Potential adverse effects on human beings as a result of the proposed Project are considered ***less than significant with implementation of mitigation***.

4.0 List of Preparers

The Draft IS/MND for the proposed Project was prepared by Area West Environmental, Inc. in cooperation with the Town of Loomis. The following individuals contributed to this IS/MND.

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Mitigation Monitoring and Reporting Program

Introduction

This Mitigation Monitoring and Reporting Program (MMRP) summarizes identified mitigation measures, implementation schedule, and responsible parties for the Sierra College Boulevard Widening between Brace Road and Taylor Road Project (Project). The Town of Loomis (Town) will use this MMRP to ensure that identified mitigation measures, adopted as a condition of project approval, are implemented appropriately. This monitoring program meets the requirements of CEQA Guidelines Section 14074(d), which mandates preparation of monitoring provisions for the implementation of mitigation assigned as part of project approval or adoption.

Mitigation Implementation and Monitoring

The Town will be responsible for monitoring the implementation of mitigation measures designed to minimize impacts associated with the proposed Project. While the Town has ultimate responsibility for ensuring implementation, others may be assigned the responsibility of actually implementing the mitigation. The Town will retain primary responsibility for ensuring that the proposed Project meets the requirements of this MMRP and other permit conditions imposed by participating regulatory agencies.

The Town will designate specific personnel who will be responsible for monitoring implementation of the mitigation that will occur during Project construction. The designated personnel will be responsible for submitting documentation and reports to the Town on a schedule consistent with the mitigation measures and in a manner necessary for demonstrating compliance with mitigation requirements. The Town will ensure that the designated personnel have authority to require implementation of mitigation requirements and will be capable of terminating project construction activities found to be inconsistent with mitigation objectives or project approval conditions.

The Town and its appointed contractor will also be responsible for ensuring that its construction personnel understand their responsibilities for adhering to the performance requirements of the MMRP and other contractual requirements related to the implementation of mitigation as part of Project construction. In addition to the prescribed mitigation measures, the following table lists each environmental resource area being affected, the party responsible for ensuring implementation of the mitigation measure, and the corresponding monitoring and reporting requirement.

Mitigation Enforcement

The Town will be responsible for enforcing mitigation measures. If alternative measures are identified that would be equally effective in mitigating the identified impacts, implementation of these alternative measures will not occur unless and until agreed upon by the Town.

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Impact Area	**Mitigation Measure**	**Responsible Party**	**Implementation Timing**	**Monitoring Activity**
Air Quality	***Mitigation Measure AQ-1: Survey for Naturally-occurring Asbestos.*** Prior to the approval of grading or improvement plans, the applicant shall retain a qualified geologist or geotechnical engineer to conduct additional geologic evaluations of the project site to determine the presence or absence of naturally-occurring asbestos onsite. These evaluations shall be completed and submitted to the Placer County Air Pollution Control District (PCAPCD) prior to issuance of any grading and/or improvement plans.	Contractor	Prior to construction	The Town will confirm completion of Survey prior to issuance of any grading or improvement plans.
	Mitigation Measure AQ-2: Abate Naturally-occurring Asbestos. If naturally-occurring asbestos is located onsite, the following measures shall be implemented prior to the approval of grading/improvement plans: ▪ The applicant shall prepare an Asbestos Dust Mitigation Plan pursuant to CCR Title17 Section 93105 ("Asbestos Airborne Toxic Control Measures for Construction, Grading, Quarrying, and Surface Mining Operations") and obtain approval by the PCAPCD. The Plan shall include all measures required by the State of California and the PCAPCD. Refer to the following website for additional information: https://www.placer.ca.gov/1616/Naturally-Occurring-Asbestos. ▪ 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 sub-grade material covered by other non-asbestos-containing material.	Contractor	Prior to construction	The Town will confirm receipt of Plan (if applicable) prior to issuance of any grading or improvement plans.

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Impact Area	**Mitigation Measure**	**Responsible Party**	**Implementation Timing**	**Monitoring Activity**
Biological Resources	***Mitigation Measure BIO-1: Conduct Worker Environmental Awareness Training (WEAT).*** Before any work occurs in the proposed Project area, including grading and equipment staging, all construction personnel shall participate in an environmental awareness training regarding special-status species and sensitive habitats present in the proposed Project limits. If new construction personnel are added to the proposed Project, they must receive the mandatory training before starting work. As part of the training, an environmental awareness handout will be provided to all personnel that describes and illustrates sensitive resources (i.e., waters of the U.S. and state, riparian habitat, special-status species and habitat, nesting birds/raptors) to be avoided during proposed Project construction and lists applicable permit conditions identified by state and federal agencies to protect these resources.	Contractor/ Qualified Biologist	Prior to construction	Contractor will submit WEAT sign-in sheets to the Town. The Town will confirm completion of WEAT at the onset of construction activities.
	Mitigation Measure BIO-2: Install Temporary Fencing around Environmentally Sensitive Habitat. Before any ground-disturbing activity occurs within the proposed Project area, temporary construction barrier fencing, silt fencing, and/or flagging shall be installed between the work area and environmentally sensitive habitat areas (i.e., waters of the U.S. and state, riparian vegetation, special-status species habitat, active bird/raptor nests to be avoided), as appropriate. Construction personnel and construction activity shall avoid fenced-off sensitive areas. The exact location of the fencing and/or flagging shall be determined in coordination with a qualified biologist, with the goal of protecting sensitive biological habitat and water quality. The fencing/flagging shall be checked regularly and maintained until all construction is complete.	Contractor to install fencing, in coordination with Qualified Biologist	Prior to construction	Town representative will check fencing/flagging regularly. Maintenance and repairs will be completed by Contractor.

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Impact Area	**Mitigation Measure**	**Responsible Party**	**Implementation Timing**	**Monitoring Activity**
	Mitigation Measure BIO-3: Conduct a Preconstruction Nesting Migratory Bird and Raptor Survey. If vegetation removal will occur during the breeding season for migratory birds and raptors (generally February through August), a qualified biologist shall conduct a pre-construction nesting bird and raptor survey prior to the start of vegetation removal and construction activities (including equipment staging). The preconstruction survey shall be conducted no more than 14 days before the initiation of construction activities or vegetation removal. As a part of this survey, all protocol-level survey requirements as described in the Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California Central Valley (Swainson's Hawk Technical Advisory Committee 2000) will be adhered to. If an active bird or raptor nest is identified within the construction work area or an active raptor nest is identified within 250 feet from the construction work area, a no-disturbance buffer shall be established around the nest to avoid disturbance of the nesting birds or raptors until a qualified biologist determines that the young have fledged and are foraging on their own. The extent of these buffers shall be determined by the biologist and shall depend on the species identified, level of noise or construction disturbance, line-of-sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers. If no active nests are found during the preconstruction surveys, then no buffers or additional mitigation is required.	Qualified Biologist	Prior to construction	The Town will submit results of preconstruction surveys to applicable permitting agencies.
	Mitigation Measure BIO-5: Compensate for Riparian Habitat and Tree Loss. Removal of all riparian trees with a dbh of 4-inches or greater will be offset through purchase of mitigation credits or through replanting of comparable native vegetation onsite and/or offsite as directed by CDFW in the Streambed Alteration Agreement. The compensatory mitigation ratio and approach will be determined in coordination with CDFW, but the ratio will be 1:1 at a minimum.	Town	Prior to construction	The Town will submit evidence of compensatory mitigation to applicable permitting agencies.

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	Mitigation Measure BIO-6: Achieve No Net-loss of Wetlands. The Project will comply with Chapter 13.58 of the Town Municipal Code, which provides procedures and standards for identifying and protecting wetland resources and for permitting wetland restoration, enhancement, and mitigation projects. Section 13.58.030 requires compliance with federal and state requirements, including obtaining a CWA Section 404 permit, CWA Section 401 permit, and a CFGC Section 1602 permit, as applicable.	Town	Prior to construction	The Town will submit evidence of compensatory mitigation to applicable permitting agencies.
Cultural and Tribal Cultural Resources	***Mitigation Measure CUL-1: Conduct Worker Environmental Awareness Training (WEAT).*** Prior to any excavation or other substantial subsurface disturbance activities, any individuals conducting the work shall be given a cultural resource awareness training session and advised to watch for cultural resource materials during construction activities. The program will include relevant information regarding sensitive tribal cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations. The worker cultural resources awareness program will also describe appropriate avoidance and minimization measures for resources that have the potential to be located on the project site and will outline what to do and whom to contact if any potential archaeological resources or artifacts are encountered. The program will also underscore the requirement for confidentiality and culturally-appropriate treatment of any find of significance to Native Americans and behaviors, consistent with Native American Tribal values. This training can be conducted concurrently with WEAT for sensitive biological resources (Mitigation Measure BIO-1).	Contractor/ Qualified Archaeologist	Prior to construction	Contractor will submit WEAT sign-in sheets to the Town. The Town will confirm completion of WEAT at the onset of construction activities.

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	Mitigation Measure CUL-2: Protect Discovered Subsurface Resources. If any evidence of prehistoric cultural resources (freshwater shells, beads, bone tool remnants or an assortment of bones, soil changes including subsurface ash lens or soil darker in color than surrounding soil, lithic materials such as flakes, tools or grinding rocks, etc.) or historical cultural resources (adobe foundations or walls, structures and remains with square nails, refuse deposits or bottle dumps, often associated with wells or old privies) are observed during ground disturbing activities, all work must immediately cease within 100 feet of the find, and a qualified archaeologist and Native American Representatives must be consulted to assess the significance of the cultural materials. If the find is determined to be potentially significant, the archaeologist, in consultation with the Town and—if the find is prehistoric or Native American in nature—appropriate Native American group(s), shall develop and implement a treatment plan with an emphasis toward preservation in place.	Contractor	During construction (upon discovery)	Contractor will report and document any discovered subsurface resources to the Town, who will take appropriate additional measures, as needed.
	Mitigation Measure CUL-3: Procedures for Human Remains. In accordance with the California Health and Safety Code, Section 7050.5, and the Public Resources Code 5097.98, regarding the discovery of human remains, if human remains are discovered during construction, all work must immediately cease, and the Placer County coroner must be contacted. If the Coroner determines that the remains are those of a Native American, the Coroner shall contact the Native American Heritage Commission (NAHC) and subsequent procedures shall be followed, according to State Public Resources Code Sections 5097.9 to 5097.99, regarding notification of the Native American Most Likely Descendant.	Contractor	During construction (upon discovery)	Contractor will report and document any discovered human remains to the Town and County Coroner, who will take appropriate additional measures, as needed.