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**EXECUTIVE SUMMARY**

The Executive Summary chapter of the Environmental Impact Report (EIR) provides an overview of the Bohemia Retail project (proposed project) (See Chapter 3, Project Description, for further detail) and summarizes the conclusions of the environmental analysis provided in Chapters 4 through 16. This chapter reviews the alternatives to the proposed project that are described in Chapter 17, Alternatives Analysis, and identifies the Environmentally Superior Alternative. Table 2-1, found at the end of this chapter, provides a summary of the environmental effects of the proposed project, which are identified in each technical chapter of this Draft EIR. Table 2-1 contains the potential environmental impacts associated with the proposed project, the significance of the impacts, the proposed mitigation measures for the impacts, and the significance of the impacts after implementation of the mitigation measures.

**2.1 SUMMARY DESCRIPTION OF THE PROPOSED PROJECT AND ALTERNATIVES**

The proposed project is surrounded by existing or approved residential, commercial and industrial uses, and open space. The proposed project includes the construction of a 155,000-square-foot retail building on 18.62 acres (See Figure 3-3, Site Plan). It should be noted that the future tenant (or tenants) for the project has not been determined at this time, and the future tenant(s) could be selected during or after improvements to the site. The proposed project has the potential for a range of products and services for the retail consumer. The tenant(s) could include a discount club store, a discount superstore, or a general retailer. It should be noted that the project would potentially allow for a portion of the site to be used as an outdoor garden center, lumberyard, or home improvement outdoor storage area.

Because specific tenant(s) have not yet been identified, the Draft EIR evaluates two project options – a discount club store and a discount superstore – in order to evaluate the potential environmental impacts resulting from a range of uses. Both project options would include a fueling station surrounded by parking and landscaped areas. The proposed fueling site would have a canopy with a kiosk and approximately nine multi-purpose dispensers. Access to the dispensers would be provided from the west side of the canopy location, which is south and west of the retail building in the parking field. Motor vehicle access is proposed via the same access serving the retail store.

The Placer County Zoning Code designates a majority of the site as Commercial Planned Development, Combining Design Scenic Corridor, with Airport Over-flight (CPD-DC-AO). The small portion of the site formerly owned by PG&E, APN 052-102-053, is designated Industrial Park, Combining Design Scenic Corridor, with Airport Over-flight (INP-Dc-AO). The *Placer County General Plan* (PCGP) and *Auburn/Bowman Community Plan* (ABCP) land use designations for the project site include Commercial and Industrial.

## **No Project – No Build Alternative**

CEQA requires the evaluation of the comparative impacts of the “No Project” alternative (CEQA Guidelines Section 15126.6[e]). Analysis of the No Project Alternative “[...] shall discuss [...] existing conditions [...] as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.” (*Id.*, subd. [e][2]) “If the project is other than a land use or regulatory plan, for example a development project on identifiable property, the ‘no project’ alternative is the circumstance under which the project does not proceed. Here the discussion would compare the environmental effects of the property remaining in the property’s existing state versus environmental effects that would occur if the project were approved.” (*Id.*, subd. [e][3][B])

The No Project – No Build Alternative is defined in this chapter as the continuation of the existing condition of the project site, which is currently vacant. The No Project – No Build Alternative would allow the project site to continue in the site’s existing state, which is vacant, with some paved areas, as well as oak trees and non-native grasslands. It should be noted that the No Project – No Build Alternative would not meet any of the proposed project objectives.

## **No Canal Street Access Alternative**

The No Canal Street Access Alternative would include the same general development as the proposed project, with the exception of public access from Canal Street. The access would be constructed, but utilized only for emergency vehicle purposes. The No Canal Street Access Alternative would increase traffic congestion at the remaining access location, resulting in increased emissions and a greater impact to air quality.

## **Mixed Use Alternative**

The Mixed Use Alternative would include an approximately 35 percent reduction in square footage associated with the proposed project. Furthermore, the alternative would include two separate retail buildings - one 64,300-square-foot building and one 35,700-square-foot building - rather than one 155,000-square-foot building as proposed for the project. The Mixed Use Alternative would eliminate the proposed fueling station and relocate the proposed parking areas. Parking areas would be relocated from the southeastern portion of the site to the northwestern portion of the site, west of the 64,300-square-foot building. The Mixed Use Alternative would have fewer impacts to visual resources, public services and utilities, and hazardous materials and hazards as compared to the proposed project.

## **2.2 ENVIRONMENTAL IMPACTS AND PROPOSED AND RECOMMENDED MITIGATION**

Under the California Environmental Quality Act (CEQA), a significant effect on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, mineral, flora, fauna, ambient noise, and objects of historic or aesthetic significance. Implementation of the proposed project could result in significant impacts on the resource areas listed below.

This Draft EIR requires mitigation measures to be implemented as part of the proposed project to reduce potential adverse impacts to a less-than-significant level. Such mitigation measures are noted in this Draft EIR and are found in the following technical chapters: Biological Resources; Cultural Resources; Visual Resources; Transportation and Circulation; Air Quality; Noise; Soils, Geology and Seismicity; Hydrology and Water Quality; Public Services and Utilities; and Hazardous Materials and Hazards, as well as in the Initial Study for the project. If an impact is determined to be significant or potentially significant, applicable mitigation measures are identified, as appropriate. These mitigation measures are also summarized in Table 2-1 at the end of this chapter. The mitigation measures presented in the Draft EIR will form the basis of the Mitigation Monitoring Plan. An impact that remains significant after implementation of mitigation measures is considered a significant and unavoidable impact.

## **Land Use**

The Land Use chapter is intended to provide the reader with information regarding current General Plan land use and zoning designations, as well as land use policies in Placer County and in the vicinity of the proposed project. The proposed project is analyzed in the Land Use chapter for compatibility with surrounding land uses.

The proposed project is consistent with the PCGP and the ABCP, which designate the project site for commercial development. The type and relative intensity of growth associated with the proposed project has previously been anticipated by Placer County. The ABCP includes various policies that are intended to reduce a project's land use impacts, both to the project site itself and to surrounding uses. The project would comply with the ABCP policies related to physical aspects of land use considerations, and impacts were found to be less-than-significant.

Given the land use controls and development standards presently in use within Placer County, and the compliance of the project with many of the policies found in the ABCP General Community Plan Goals and Community Development Element, cumulative land use impacts would be less-than-significant.

## **Biological Resources**

The Biological Resources chapter evaluated the biological resources known to occur or potentially occur with the proposed project site. The chapter describes potential impacts to the resources and identifies measures to eliminate or substantially reduce impacts to less-than-significant levels. The Biological Resources chapter is based on reports prepared by Bruce D. Barnett, Gibson & Skordal, and Yamasaki Landscape Architecture Planning and Construction of existing plant communities, wetlands, wildlife habitats, and potential for special-status species and communities that are located in the project area.

The Biological Resources chapter concluded that impacts related to the movement of native wildlife species and conflicts with local policies and ordinances would be less-than-significant. The following impacts were identified as potentially significant: impacts to special-status plants, raptors and migratory bird species, western burrowing owl, special-status amphibian and reptile species, protected trees, and jurisdictional waters of the United States and waters of the State.

However, implementation of mitigation measures included in the Draft EIR, as well as compliance with applicable goals and policies in the ABCP, would reduce the impacts to a less-than-significant level. Cumulative loss of biological resources in Placer County and the effects of ongoing urbanization in the region were found to be less-than-significant.

## **Cultural Resources**

The Cultural Resources chapter describes cultural resources known to be located within the proposed project area. Prehistoric resources are those sites and artifacts associated with indigenous, non-Euroamerican populations, generally prior to contact with people of European descent. Historical resources include structures, features, artifacts, and sites that date from Euroamerican settlement of the region. The Cultural Resources chapter is based on studies prepared by Peak & Associates, Inc. and the Foothill Archaeological Services. The chapter evaluates if the proposed project could remove, damage, or destroy existing cultural resources.

The Cultural Resources chapter concluded that impacts related to the disturbance or destruction of historical resources on the project site would be less-than-significant. The following impact was identified as potentially significant but could be reduced to a less-than-significant level with implementation of mitigation measures: disturbance or destruction of previously unknown archaeological and paleontological resources on the project site. Cumulative impacts related to disturbance or destruction of previously unknown archaeological resources in combination with other development in Placer County were determined to be less-than-significant.

## **Visual Resources**

This Visual Resources chapter describes existing visual and aesthetic resources for the project area and the region, and evaluates potential aesthetic impacts of the project. In addition, the Visual Resources chapter describes any scenic vistas, scenic resources (such as trees, rock outcroppings, and historic buildings within a state scenic highway), that exist within the project area. The Visual Resources chapter is based on site visits by Raney Planning & Management, Inc. and photographic simulations prepared by Advance Sim. The chapter evaluates if the proposed project would create new sources of light and glare, and the effects upon the surrounding vicinity.

The Visual Resources chapter concluded that impacts related to the existing visual character or quality of the site and the site's surroundings and new sources of light and glare would be less-than-significant. Cumulative impacts related to long-term impacts to the visual character of the region from the proposed project in combination with existing and future developments in the Auburn/Bowman area were determined to be less-than-significant.

## **Transportation and Circulation**

The Transportation and Circulation chapter discusses existing and cumulative transportation and circulation conditions associated with the proposed project. The chapter analysis includes consideration of automobile traffic impacts on roadway capacity, transit impacts, bicycle

impacts, and pedestrian impacts. The Transportation and Circulation chapter is based on reports prepared by Omni-Means, Ltd.

The Transportation and Circulation chapter concluded that the following impacts would be less-than-significant:

- Impacts related to freeway ramp merge diverge sections under Short Term Plus Project ;
- Traffic operations at the Primary Access under Short Term Plus Project and Cumulative Plus Project conditions;
- Vehicular safety from design features or incompatible uses;
- Emergency vehicle access; and
- Transit facilities.

The following impacts were identified as potentially significant but could be reduced to a less-than-significant level with implementation of mitigation measures:

- Traffic flow from construction traffic associated with development of the project site;
- Arterial segments under Short Term Plus Project conditions;
- Intersection impacts under Existing Plus Project and Short Term Plus Project conditions; and
- Bicycle and pedestrian facilities.

The following impacts were identified as significant and would remain significant and unavoidable even with implementation of required mitigation:

- Lane queuing under Short Term Plus Project conditions.

Cumulative impacts related to freeway ramp merge diverge sections under the Cumulative Plus Project scenario would be less-than-significant. The following cumulative impacts were identified as significant and would remain significant and unavoidable even with implementation of required mitigation:

- Intersections under Cumulative Plus Project conditions;
- Arterial segments under Cumulative Plus Project conditions; and
- Lane queuing under Cumulative Plus Project conditions.

## **Air Quality**

The Air Quality chapter describes the potential impacts of the proposed project on local and regional air quality. The chapter describes existing air quality, construction-related air quality impacts resulting from grading and equipment emissions, direct and indirect emissions associated with the proposed project, the impacts of these emissions on both the local and regional scale, and mitigation measures warranted to reduce or eliminate any identified significant impacts. The Air Quality chapter is based on URBEMIS-2007 and CALINE4 outputs prepared by Raney Planning & Management, Inc.

The Air Quality chapter concluded that the impacts related to an increase in CO emissions, long-term increases of criteria air pollutants, and impacts to nearby sensitive receptors from odors associated with the project would be less-than-significant. The following impacts were identified as potentially significant but could be reduced to a less-than-significant level with implementation of mitigation measures: impacts related to fugitive particulate matter emissions and the release of Naturally Occurring Asbestos (NOA) associated with project construction activities, and exposure of sensitive receptors to TACs associated with the proposed fueling station. Implementation of the proposed project would have a significant impact to temporary increase in NO<sub>x</sub> emissions. Because implementation of feasible mitigation would not reduce the project's short-term NO<sub>x</sub> emissions below the PCAPCD's significance threshold, the project would result in a significant and unavoidable impact. Cumulative impacts concerning the production of greenhouse gases were determined to be significant and unavoidable even with implementation of required mitigation. In addition, cumulative impacts associated with regional air quality would be significant and, even with the implementation of mitigation measures, cumulative impacts would remain significant and unavoidable.

## **Noise**

The Noise chapter is based on an environmental noise assessment performed by Bollard Acoustical Consultants, Inc. The Noise chapter describes the existing noise environment in the project vicinity, and identifies potential impacts and mitigation measures related to the construction and operation of the proposed project. The method by which the potential impacts are analyzed is discussed, followed by the identification of potential impacts and the recommended mitigation measures designed to reduce significant impacts to less-than-significant levels.

The Noise chapter concluded that impacts from traffic-related noise as a result of project implementation, as well as impacts related to potential aviation noise that could disturb customers and new employees within the project site, would be less-than-significant. The Noise chapter concluded that construction noise impacts and potential impacts from on-site noise sources to existing sensitive receptors would be potentially significant; however, with implementation of the mitigation measures provided in the Draft EIR, impacts would be reduced to a less-than-significant level. Cumulative impacts associated with an increase in noise levels in the project vicinity were determined to be less-than-significant.

## **Soils, Geology, and Seismicity**

The Soils, Geology, and Seismicity chapter describes the geologic and soil characteristics of the project site and evaluates the extent to which implementation of the proposed project could be affected by seismic hazards such as ground shaking, liquefaction, and expansive soil characteristics. The analysis also addresses the potential effects of the proposed project related to erosion. The Soils, Geology, and Seismicity chapter is based on reports prepared by Wallace Kuhl & Associates, España Geotechnical Consulting, Charles Lockwood Consulting Engineer, Inc., and GHH Engineering, Inc.

The Soils, Geology, and Seismicity chapter concluded that impacts related to risks to people and structures associated with seismic activity, including surface rupture, seismic shaking, subsidence, and/or landslides would be less-than-significant. The following impacts were identified as potentially significant: risks associated with erosion and/or sedimentation, loss of structural support due to liquefaction, and risks associated with structural damage from expansive soils. However, implementation of the mitigation measures included in the Draft EIR would reduce the impacts to a less-than-significant level. Cumulative geologic and seismic impacts associated with the proposed project, in combination with existing and future developments in the Auburn-Bowman area, would be less-than-significant.

### **Hydrology and Water Quality**

The Hydrology and Water Quality chapter describes existing drainage and water resources for the project site, and evaluates potential impacts of the project with respect to flooding, surface water resources, and groundwater resources. The Hydrology and Water Quality chapter was based on a report prepared by Doucet & Associates, Inc.

The Hydrology and Water Quality chapter concluded that impacts related to groundwater availability, exposure of people and structures to flood hazards, and impacts to important surface water resources in the watershed, would be less-than-significant. The Hydrology and Water Quality chapter identified the following impacts as potentially significant: project impacts to the existing drainage pattern and surface runoff, construction-related impacts to surface water quality, operational water quality degradation associated with urban runoff from the project site, and impacts to groundwater quality. However, implementation of the mitigation measures included in the Draft EIR would reduce the impacts to a less-than-significant level. Cumulative impacts associated with long-term increases in peak stormwater runoff flow and flooding related to the proposed project were determined to be less-than-significant.

### **Public Services and Utilities**

The Public Services and Utilities chapter describes the public service systems and facilities within the project area and the associated potential impacts resulting from the proposed project. The following public services are considered in the analysis: water; wastewater; solid waste; gas and electricity/telephone/cable; fire protection and emergency medical services; and law enforcement. The Public Services and Utilities chapter was based on reports prepared by Doucet & Associates, Inc.

The Public Services and Utilities chapter concluded that impacts related to solid waste disposal, and adequate gas and electricity/cable/telephone services for the proposed project would be less-than-significant. The following impacts were identified as potentially significant: adequate water supply and delivery to the proposed project, increased demand for wastewater disposal, impacts to fire protection and emergency medical services, and impacts to law enforcement. However, implementation of mitigation measures included in the Draft EIR would reduce the impacts to a less-than-significant level. Cumulative impacts associated with an increase in demand for additional public services and utilities as a result of the proposed project were determined to be less-than-significant.

## **Hazardous Materials and Hazards**

The Hazardous Materials and Hazards chapter describes existing and potentially occurring hazards and hazardous materials within the project area. The chapter discusses potential impacts posed by these hazards to the environment, as well as to workers, visitors, and residents within and adjacent to the project area. The Hazardous Materials and Hazards chapter was based on reports by Charles Lockwood Consulting Engineer, Inc. and GHH Engineering, Inc.

The Hazardous Materials and Hazards chapter concluded that impacts related to exposure to hazardous emissions, substances, or waste within one-quarter mile of an existing or proposed school and impacts related to airport land use plans would be less-than-significant. Impacts related to the on-site fueling station would be potentially significant, but with the implementation of mitigation measures, the impact would be reduced to a less-than-significant level. Cumulative impacts associated with long-term hazards and hazardous materials-related impacts from the proposed project in combination with existing and future developments in Placer County were determined to be less-than-significant.

## **Mineral Resources**

The Mineral Resources chapter describes the mineral characteristics of the project site and evaluates the extent to which implementation of the proposed project could affect the availability of locally and regionally valuable mineral resources. The Mineral Resources chapter was based on a report prepared by España Geotechnical Consulting.

The Mineral Resources chapter concluded that impacts related to loss of availability of a known State, regional, and/or locally valuable mineral resource would be less-than-significant. Cumulative impacts to the mineral resources of the region from the proposed project in combination with existing and future developments in the Auburn-Bowman area were determined to be less-than-significant.

## **Socio-Economics**

The Socio-Economics chapter describes whether the proposed project would result in significant adverse physical deterioration of properties or structures, or urban decay, due to the project's potential economic impacts to existing businesses. The Socio-Economics chapter was based on a report prepared by Economics Research Associates.

The Socio-Economics chapter concluded that impacts related to the proposed project's contribution to physical deterioration and urban decay to Placer County's businesses would be less-than-significant.

## **2.3 ALTERNATIVES TO THE PROPOSED PROJECT**

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This section presents a summary of the evaluation and alternatives considered for the proposed project, which include the following:

- No Project Alternative;
- No Canal Street Access Alternative; and
- Mixed Use Alternative.

The following summary provides brief descriptions of the three alternatives to the proposed project that are evaluated in this Draft EIR. For a more thorough discussion of project alternatives, please refer to Chapter 17, Alternatives.

### **No Project Alternative**

The No Project Alternative is defined in this section as the continuation of the existing condition of the project site, which is currently vacant. The No Project Alternative would not meet any of the project objectives.

Under the No Project Alternative, land disturbance would not occur and, therefore, the majority of environmental impacts would not occur. Because many of the impacts of concern are directly related to land disturbances, if the No Project Alternative were implemented, those impacts would not ensue. Furthermore, impacts not directly related to land disturbance activities would most likely not occur. No impact would result in the following areas if the No Project Alternative were implemented: biological resources; cultural resources; visual resources; transportation and circulation; air quality; noise; soils, geology, and seismicity; hydrology and water quality; public services and utilities; hazardous materials and hazards; mineral resources; and socio-economics.

Impacts to land use would be decreased as compared to the proposed project, if the No Project Alternative is implemented. Therefore, implementation of the No Project Alternative would result in a decreased impact, as compared to the proposed project.

### **No Canal Street Access Alternative**

The No Canal Street Access Alternative would include the same general development as the proposed project, with the exception of public access from Canal Street. The access would be constructed, but utilized only for emergency vehicle purposes.

The No Canal Street Access Alternative would have similar impacts as compared to the proposed project: land use; biological resources; cultural resources; visual resources; soils, geology, and seismicity; hydrology and water quality; public services and utilities; hazardous materials and hazards; mineral resources; and socio-economics. The No Canal Street Access Alternative would have less noise on Canal Street than the proposed project, because public access would not be available from Canal Street. Although the findings for the proposed project were deemed less-than-significant for increased traffic noise related to the project, impacts related to traffic noise would be reduced even further under the No Canal Street Access Alternative.

During operational phases, traffic would not be able to access the site from Canal Street, resulting in less traffic congestion on Canal Street and associated intersections. However, traffic congestion would likely increase at the Primary Access location. Under the No Canal Street

Access Alternative, the Primary Access location could expect a 15 percent increase in trips. Overall, impacts related to transportation and circulation would be similar with the No Canal Street Access Alternative.

In addition, the increase in traffic congestion would result in more air pollutants being emitted by project-related traffic. Therefore, the No Canal Street Access Alternative would result in a greater impact to air quality than the proposed project.

### **Mixed Use Alternative**

The Mixed Use Alternative would include an approximately 35 percent reduction in square footage as compared to the proposed project. Furthermore, the alternative would include two separate retail buildings – one 64,300-square-foot building and one 35,700-square-foot building – rather than one 155,000-square-foot building, as proposed for the project. The Mixed Use Alternative would eliminate the proposed fueling station and relocate the proposed parking areas. Parking areas would be relocated from the southeastern portion of the site to the northwestern portion of the site, west of the 64,300-square-foot building.

The Mixed Use Alternative would have similar impacts as compared to the proposed project to the following areas: land use; biological resources; cultural resources; transportation and circulation; noise; soils, geology, and seismicity; mineral resources; and hydrology and water quality. However, the Mixed Use Alternative would have fewer impacts related to visual resources, air quality, public services and utilities, hazardous materials and hazards, and socio-economics.

Under the Mixed Use Alternative, the total building floor area would be less than the proposed project, resulting in a smaller building design and, therefore, less new sources of light and glare. Furthermore, the elimination of the on-site fueling station would further reduce light and glare on the site, resulting in fewer impacts related to visual resources as compared to the proposed project.

Construction emissions associated with the proposed project would be the same as the Mixed Use Alternative, because air quality impacts during construction activities directly correlate to land disturbance activities, land disturbance activities would be the same under both scenarios. However, due to the decrease in square footage, the Mixed Use Alternative impacts related to operational activities would be less than the proposed project. Although the proposed project would result in a less-than-significant impact related to operational activities, the Mixed Use Alternative would result in less intense impact.

Eliminating the fueling station would remove hazards associated with the on-site fueling station, and potential impacts resulting from spills, overfilling, leaks, or rupture of the underground storage tanks. Therefore, under the Mixed Use Alternative, potential impacts related to hazardous materials and hazards would be reduced as compared to the proposed project.

The development of two retail buildings rather than one large retail building under the Mixed Use Alternative scenario would not significantly increase the socio-economic impacts as compared to the proposed project. The Mixed Use Alternative impact to existing businesses

would not result in urban decay. Furthermore, the proposed project was found to have a less-than-significant impact on socio-economic impacts. A 35 percent reduction of square-footage under the Mixed Use Alternative would further decrease impacts related to socio-economics. Therefore, the Mixed Use Alternative would result in a less intense impact related to socio-economic impacts as compared to the proposed project.

### **Environmentally Superior Alternative**

The Mixed Use Alternative would be the environmentally superior alternative to the proposed project because the Mixed Use Alternative would result in fewer impacts related to visual resources, air quality, public services and utilities, hazardous materials and hazards, and socio-economics. Furthermore, the Mixed Use Alternative would achieve the majority of the proposed project's objectives.

## **2.4 AREAS OF CONTROVERSY**

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Areas of controversy that were identified in comment letters and verbal comments received at the public scoping meeting held on December 16, 2008 include the following:

- Potential uses for Canal Street access;
- Increased traffic and congestion in the vicinity of the project site, including within existing residential neighborhoods;
- Impacts to air quality in the vicinity of the project site, including within the park/recreational area;
- Increase in noise during construction and operation of the proposed project;
- Impacts to visual resources;
- Increased hazardous materials and hazards;
- Increased stormwater runoff and potentially contaminated stormwater runoff as a result of the fueling station;
- Potential disturbance or destruction of cultural and/or historical resources on the project site;
- Increased demand for public services and utilities;
- Pedestrian safety; and
- Impacts related to urban decay in the vicinity of the project.

## **2.5 ISSUES TO BE RESOLVED**

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The issues and concerns identified above are addressed in the following chapters:

- Land Use;
- Biological Resources;
- Cultural Resources;
- Visual Resources;
- Traffic and Circulation;
- Air Quality;

- Noise;
- Soils, Geology, and Seismicity;
- Hydrology and Water Quality;
- Public Services and Utilities;
- Hazardous Materials and Hazards;
- Mineral Resources; and
- Socio-Economics.

Table 2-1 summarizes the impacts identified in the technical chapters of this Draft EIR. In Table 2-1, the proposed project's impacts are identified for each technical chapter (Chapters 4 through 16) in the Draft EIR, as well as the Initial Study. In addition, Table 2-1 includes the level of significance of each impact, any mitigation measures required for each impact, and the resulting level of significance after implementation of mitigation measures for each impact.

**TABLE 2-1  
 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
<b>4. Land Use</b>			
4-1 Compatibility with existing adjacent land uses.	LS	<i>None required.</i>	N/A
<b>5. Biological Resources</b>			
5-1 Impacts to special-status plant species.	PS	<p>5-1 <i>Prior to the issuance of a grading permit, the project applicant shall be responsible for retaining a qualified biologist to conduct a focused spring bloom survey to determine the presence or absence of Brandegee's clarkia (Clarkia biloba spp. Brandegeae). The survey shall be conducted by a qualified biologist during the identification periods for the Brandegee's clarkia. If the species is not found to be present during the focused bloom survey, then no further action is required.</i></p> <p><i>However, if Brandegee's clarkia is found, a mitigation plan conceived from consultation with the California Department of Fish &amp; Game shall be prepared and submitted to the County. The plan shall detail the various mitigation approaches to ensure no net loss of the special-status plant. Mitigation could include, but would not be limited to, avoidance of the plant species, salvage of plant materials where</i></p>	LS

MM = Mitigation Measure; NI = No Impact; N/A = Not Applicable; LS = Less-than-Significant; PS = Potentially Significant; S = Significant; SU = Significant and Unavoidable

**TABLE 2-1  
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<i>possible, acquisition of credits at an approved mitigation bank, or acquisition and preservation of property that supports the plant species.</i>	
5-2 Impacts to raptors and migratory bird species.	PS	<p>5-2 <i>If project development activities occur during the breeding season for any of these species, a pre-construction survey shall be conducted by a qualified biologist no more than 30 days prior to any ground disturbance activity. The CDFG considers the breeding season of protected bird species to be January 1 to August 31 of any given year.</i></p> <p><i>The project applicant shall be responsible to coordinate with the CDFG for the pre-construction survey(s) and implementing any measures required to avoid disturbance to the Cooper’s hawk, red-tailed hawk, red-shouldered hawk, white-tailed kite, American kestrel, golden eagle, and other “raptor” species, as well as the purple martin, horned lark, and yellow warbler. If any active nests or burrows of such species are found to be on-site, construction activities shall not occur within 500 feet of the nest until the young have fledged. If determined by a qualified biologist, other restrictions may be imposed on construction activities in the vicinity of any active nest(s). If construction activities are scheduled</i></p>	LS

MM = Mitigation Measure; NI = No Impact; N/A = Not Applicable; LS = Less-than-Significant; PS = Potentially Significant; S = Significant; SU = Significant and Unavoidable

**TABLE 2-1  
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<i>outside of the breeding period, then a pre-construction survey is not required.</i>	
5-3 Impacts to western burrowing owl.	PS	<p>5-3(a) <i>Prior to issuance of a grading permit, pre-construction burrowing owl surveys shall be conducted by a qualified biologist, within a 30 day period, preceding the initiation of construction activities on the project site. The pre-construction burrowing owl survey shall be conducted within 250 feet of the project site boundary. Presence or signs of burrowing owls and all potentially occupied burrows shall be recorded and monitored according to CDFG and California Burrowing Owl Consortium guidelines. If burrowing owls are not detected by sign or direct observation, further mitigation is not necessary. If burrowing owls are detected, the project applicant shall implement Mitigation Measure 5-3(b).</i></p> <p>5-3(b) <i>Prior to initiation of any construction activities, during the non-breeding season (September 1 through January 31), a non-disturbance buffer of 160 feet, and during the nesting season (February 1 to August 31), a non-disturbance buffer of 250-feet shall be established around each burrow with an active nest until the young have fledged and are able to exit</i></p>	LS

MM = Mitigation Measure; NI = No Impact; N/A = Not Applicable; LS = Less-than-Significant; PS = Potentially Significant; S = Significant; SU = Significant and Unavoidable

**TABLE 2-1  
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<i>the burrow, as determined by a qualified biologist. In the case of occupied burrows without active nesting, active burrows after the young have fledged, or if development commences after the breeding season, passive relocation, which involves installing a one-way door at the burrow entrance to encourage the owls to move from the occupied burrow of the owls, shall be performed. The CDFG shall be consulted for current guidelines and methods for passive relocation of any owls found on the site.</i>	
5-4 Impacts to special-status amphibian and reptile species.	PS	5-4 <i>The project applicant shall be responsible for retaining a qualified biologist to conduct focused surveys for the western pond turtle and the California horned lizard species prior to the development of the proposed project. The focused surveys shall be conducted during the respective breeding season for each species. If either species is found to be present on the project site, the project applicant shall be responsible to notify and coordinate with the CDFG for expert advice and regulatory guidance for further action.</i>	LS
5-5 Impacts to protected trees.		5-5 <i>Prior to approval of the Improvement Plans, the applicant shall submit to the Placer County Tree Preservation Fund payment in the amount of \$65,180 for impacts to oak woodlands. If changes</i>	LS

MM = Mitigation Measure; NI = No Impact; N/A = Not Applicable; LS = Less-than-Significant; PS = Potentially Significant; S = Significant; SU = Significant and Unavoidable

**TABLE 2-1  
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<i>in the project are required during the Improvement Plan process, this figure may be altered provided that it is consistent with County policy. This payment must be received prior to any site disturbance.</i>	
5-6 Impacts to jurisdictional waters of the United States and waters of the State.	PS	<p>5-6(a) <i>To the extent feasible, the project applicant shall be responsible for the preservation of on-site water resources. If on-site preservation is not possible, the project applicant shall be responsible to coordinate with the USACE for an in-lieu fee program, which may include, but not be limited to, a local resource conservation bank, to offset the 0.05 acres of seasonal wetland (jurisdictional Waters of the U.S.) from project implementation. The required ratio for restoration of impacts to the 0.05 acres of seasonal wetland shall be determined by the resource agencies as part of the permitting process.</i></p> <p>5-6(b) <i>The applicant shall apply for a USACE Nationwide 39 Permit. If granted, the project applicant shall be responsible to ensure that all development activities adhere to the permit terms and requirements.</i></p> <p>5-6(c) <i>Subsequently, the project applicant shall also apply for a USACE pre-construction notification. If</i></p>	LS

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**TABLE 2-1  
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<i>granted, the project applicant shall be responsible to ensure that all development activities adhere to the permit terms and requirements.</i>	
5-7 Impacts related to the movement of native wildlife species.	LS	<i>None required.</i>	N/A
5-8 Impacts to local plans and policies from project development.	LS	<i>None required.</i>	N/A
<b>6. Cultural Resources</b>			
6-1 Disturbance or destruction of historical resources on the project site.	LS	<i>None required.</i>	N/A
6-2 Disturbance or destruction of previously unknown archaeological and paleontological resources on the project site.	PS	6-2(a) <i>During ground disturbance activities, if any earth-moving activities uncover any concentrations of stone, bone or shellfish, any artifacts of these materials, or any evidence of fire (ash, charcoal, fire altered rock, or earth), work shall be halted in the immediate area of the find and shall not be resumed until after a qualified archaeologist, in coordination with the County Planning Department, has inspected and evaluated the deposit and determined the appropriate means of curation.</i>	LS
		6-2(b) <i>During construction, if any bone is uncovered that appears to be human, the County Coroner shall be</i>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<i>notified. Should human remains be found, all work shall be halted until final disposition by the Coroner. Should the remains be determined to be of Native American descent, the Native American Heritage Commission shall be contacted to identify most likely descendants.</i>	
<b>7. Visual Resources</b>			
7-1 Impacts to the existing visual character or quality of the site and the site's surroundings.	LS	<i>None required.</i>	N/A
7-2 Impacts associated with new sources of light and glare.	LS	<i>None required.</i>	N/A
<b>8. Transportation and Circulation</b>			
8-1 Impacts to traffic flow from construction traffic associated with development of the project site.	PS	8-1 <i>Submit, for review and approval, a striping and signing plan with the project Improvement Plans. The plan shall include all on- and off-site traffic control devices and shall be reviewed by the County Traffic Engineer. A construction signing plan shall also be provided with the Improvement Plans for review and approval by the County Traffic Engineer.</i>	LS
8-2 Impacts to intersections under the Existing Plus Project scenario.	PS	Bell Road/New Airport Drive (Intersection #13)  8-2 <i>The project applicant shall be responsible for constructing the following improvements on northbound New Airport Drive:</i>	LS

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**TABLE 2-1  
 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> <li>• <i>Widen northbound New Airport Drive to provide an exclusive left-turn lane; and</i></li> <li>• <i>Modify the signal to accommodate right-turn overlap phasing for northbound New Airport Road.</i></li> </ul> <p><i>This intersection is not included in the improvements list outlined within the Countywide Capital Improvements Program (CIP), Placer County, July 2007. The above improvements would improve “Plus Project” traffic operations back to “No Project” v/c levels.</i></p>	
8-3 Impacts to intersections under the Short Term Plus Project scenario.	PS	<p><i>Bell Road/New Airport Drive (Intersection #13)</i></p> <p>8-3(a)      <i>Implement Mitigation Measure 8-2.</i></p> <p><i>Luther Road/Canal Street (Intersection #18)</i></p> <p>8-3(b)      <i>The following improvement is necessary to improve the LOS for the intersection at Luther Road / Canal Street (Intersection #18), which is currently projected to operate at an unacceptable LOS D under the Existing Plus Project scenario:</i></p> <ul style="list-style-type: none"> <li>• <i>Signalize the intersection.</i></li> </ul>	LS

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 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p><i>The project applicant shall construct this improvement at their expense. Because this improvement is included within the CIP, the project applicant will be eligible for reimbursement/fee credit toward the CIP fees for this construction.</i></p>	
<p>8-4 Impacts to arterial segments under the Short Term Plus Project scenario.</p>	<p>PS</p>	<p><i>SR 49 between Bell Road and Willow Creek Drive</i></p> <p>8-4(a)</p> <p><i>Prior to the approval of Improvement Plans, the project applicant shall pay the applicable CIP fee(s) towards the following improvements to the intersection at SR 49 / Bell Road in order to relieve predicted reductions in the LOS for the two arterial roadway segments that would be impacted from implementation of the Short Term Plus Project development scenario:</i></p> <ul style="list-style-type: none"> <li><i>• Restripe the existing northbound (SR 49) right-turn lane between Bell Road and Willow Creek Road to a through-right lane.</i></li> <li><i>• Widen the southbound (SR 49) approach to include a 300-foot right-turn lane; with this improvement the southbound approach will include two left-turn lanes, two through lanes, and one right-turn only lane.</i></li> </ul>	<p>LS</p>

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**TABLE 2-1  
 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> <li>• <i>Construct appropriate additional receiving lanes as required to accommodate the above improvements.</i></li> </ul> <p><i>SR 49 between Marguerite Mine Road and Edgewood</i></p> <p><i>8-4(b) Prior to the approval of Improvement Plans, the project applicant shall pay the applicable CIP fee(s) towards the following improvements to the intersection at SR 49 / Marguerite Mine Road in order to relieve predicted reductions in the LOS for the two arterial roadway segments that would be impacted from implementation of the Short Term Plus Project development scenario:</i></p> <ul style="list-style-type: none"> <li>• <i>Widen the SR 49 segment from two through lanes to three through lanes on the southbound approach between Edgewood Road and Nevada Street/Marguerite Mine Road in order to improve the southbound intersection approach geometrics at SR 49/Nevada Street/Marguerite Mine Road to include one left-turn lane, two through lanes, and a shared through-right turn lane.</i></li> </ul>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
8-5 Impacts to freeway ramp merge/diverge sections under the Short Term Plus Project scenario.	LS	<i>None required.</i>	N/A
8-6 Impacts to lane queuing under the Short Term Plus Project scenario.	S	<p><i>Northbound left at the intersection of SR 49/Dry Creek Road</i></p> <p>8-6(a) <i>Prior to the approval of Improvement Plans, the project applicant shall pay the applicable CIP fee(s) towards the following improvement to study area queue lengths in order to offset predicted impacts resulting from implementation of the Short Term Plus Project scenario:</i></p> <ul style="list-style-type: none"> <li>• <i>Increase the northbound left storage length at the intersection of SR 49/Dry Creek Road to 350 feet, which shall be accomplished by re-striping the roadway.</i></li> </ul> <p><i>Southbound left at the intersection of SR 49/Bell Road and southbound through/through-right at the intersection of SR 49/Bell Road</i></p> <p>8-6(b) <i>Implement Mitigation Measure 8-4(a).</i></p> <p><i>Northbound through/through-right at the intersection of SR 49/Edgewood Road</i></p>	SU

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 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>8-6(c) <i>Prior to the approval of Improvement Plans, the project applicant shall pay the CIP fee for the following improvement to the study area queue lengths in order to offset predicted impacts resulting from implementation of the Short Term Plus Project scenario:</i></p> <ul style="list-style-type: none"> <li>• <i>Improve the northbound approach at SR 49/Edgewood Road to include one left-turn lane, two through lanes, and an exclusive right-turn lane.</i></li> </ul> <p><i>Southbound through/through-right at the intersection of SR 49/Nevada Street/Marguerite Mine Road</i></p> <p>8-6(d) <i>Prior to the approval of Improvement Plans, the project applicant shall pay the CIP fee for the following improvements to the study area queue lengths in order to offset predicted impacts resulting from implementation of the Short Term Plus Project scenario:</i></p> <ul style="list-style-type: none"> <li>• <i>Improve the southbound approach at SR 49/Marguerite Mine Road to include one left-turn lane, two through lanes, and a shared-</i></li> </ul>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<i>through right-turn lane.</i>	
8-7 Impacts to traffic operations at the TWSC to the Plaza Project.	LS	<i>None required.</i>	N/A
8-8 Impacts to vehicular safety from design features or incompatible uses.	LS	<i>None required.</i>	N/A
8-9 Impacts related to emergency vehicle access.	LS	<i>None required.</i>	N/A
8-10 Impacts to bicycle and pedestrian facilities.	PS	8-10 <i>Prior to approval of any Improvement Plans, the project applicant shall ensure that the sidewalk network meets Americans with Disabilities Act accessibility requirements, subject to the review and approval by the County Planning Department.</i>	LS
8-11 Impacts to transit facilities.	LS	<i>None required.</i>	N/A
<b>9. Air Quality</b>			
9-1 Impacts related to fugitive particulate matter emissions and the release of NOA associated with project construction activities.	PS	9-1(a) <i>Prior to the approval of Improvement Plans, the applicant shall submit:</i>  i. <i>A Construction Emission/Dust Control Plan to the PCAPCD. This plan must address the minimum Administrative Requirements found in Sections 300 and 400 of PCAPCD Rule 228, Fugitive Dust. The applicant shall not break ground prior to receiving PCAPCD approval of the Construction</i>	LS

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 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p><i>Emission/Dust Control Plan. The following link shall be used to calculate compliance with this condition and shall be submitted to the PCAPCD as described above:</i></p> <p><i><a href="http://www.airquality.org/ceqa/ConstructionEmissionsMitigationCalculatorv6o03-2007March09.xls">http://www.airquality.org/ceqa/ConstructionEmissionsMitigationCalculatorv6o03-2007March09.xls</a></i></p> <p><i>ii. A comprehensive inventory (i.e., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used an aggregate of 40 or more hours for the construction project. The inventory shall be updated, beginning 30 days after any initial work on-site has begun, and shall be submitted on a monthly basis throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least three business days prior to the use of subject heavy-duty off-road equipment, the project representative shall provide the PCAPCD with the anticipated construction timeline including start date, and name and phone number of the property owner, project manager, and on-site foreman.</i></p>	

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Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>iii. <i>A written calculation to the PCAPCD for approval by the PCAPCD demonstrating that the heavy-duty (50 horsepower or greater) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NO<sub>x</sub> reduction and 45 percent particulate reduction as required by CARB. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The following link shall be used to calculate compliance with this condition and shall be submitted to the PCAPCD as described above:</i></p> <p><i><a href="http://www.airquality.org/ceqa/ConstructionEmissionsMitigationCalculatorv6o03-2007March09.xls">http://www.airquality.org/ceqa/ConstructionEmissionsMitigationCalculatorv6o03-2007March09.xls</a></i></p> <p>9-1(b) <i>Prior to the approval of Improvement Plans, the applicant shall include the following standard note on the Improvement/Grading Plan: The contractor shall suspend all grading operations when fugitive dust exceeds PCAPCD Rule 228 (Fugitive Dust) limitations. The prime contractor shall be responsible</i></p>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p><i>for having an individual who is CARB-certified to perform Visible Emissions Evaluations (VEE). This individual shall evaluate compliance with Rule 228 on a weekly basis. It is to be noted that fugitive dust is not to exceed 40% opacity and not go beyond property boundary at any time. If lime or other drying agents are utilized to dry out wet grading areas they shall be controlled as to not to exceed PCAPCD Rule 228 Fugitive Dust limitations.</i></p> <p>9-1(c) <i>Prior to the approval of Improvement Plans, the applicant shall include the following standard note on the Improvement/Grading Plan: The prime contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) exceed 25 miles per hour and dust is impacting adjacent properties.</i></p> <p>9-1(d) <i>Prior to the approval of Improvement Plans, the applicant shall include the following standard note on the Improvement/Grading Plan: Construction equipment exhaust emissions shall not exceed PCAPCD Rule 202 Visible Emission limitations. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified to cease</i></p>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES**

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		<p><i>operations and the equipment must be repaired within 72 hours. Additional information regarding Rule 202 can be found at: <a href="http://www.placer.ca.gov/Departments/Air/Rules.aspx">http://www.placer.ca.gov/Departments/Air/Rules.aspx</a>.</i></p> <p><i>9-1(e) Prior to the approval of Improvement Plans, the applicant shall include the following standard note on the Improvement/Grading Plan: During construction, no open burning of removed vegetation shall be allowed. All removed vegetative material shall be either chipped on-site or taken to an appropriate disposal site.</i></p> <p><i>9-1(f) Prior to the approval of Improvement Plans, the applicant shall include the following standard note on the Improvement/Grading Plan: The prime contractor shall be responsible for keeping adjacent public thoroughfares clean of silt, dirt, mud, and debris, and shall “wet broom” if silt, dirt, mud or debris is carried over to adjacent public thoroughfares. Dry mechanical sweeping is prohibited.</i></p>	

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		<p>9-1(g) <i>Prior to the approval of Improvement Plans, the applicant shall include the following standard note on the Improvement/Grading Plan: During construction, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less.</i></p> <p>9-1(h) <i>Prior to the approval of Improvement Plans, the applicant shall include the following standard note on the Improvement/Grading Plan: The contractor shall apply water to control dust, as required by PCAPCD Rule 228, Fugitive Dust, to prevent dust impacts off-site. Operational water truck(s), shall be on-site, at all times, to control fugitive dust. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site.</i></p>	
9-2 Impacts related to a temporary increase in NO <sub>x</sub> emissions.	S	<p>9-2(a) <i>Implement Mitigation Measure 9-1(a).</i></p> <p>9-2(b) <i>Prior to approval of Improvement Plans, an enforcement plan shall be established, and submitted to the PCAPCD for review, in order to weekly evaluate project-related on- and off-road heavy-duty vehicle engine emission opacities, using standards as defined in California Code of Regulations, Title 13, Sections 2180–2194. An Environmental Coordinator,</i></p>	SU

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SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p><i>CARB-certified to perform Visible Emissions Evaluations (VEE), shall routinely evaluate project-related off-road and heavy duty on-road equipment emissions for compliance with this requirement. Operators of vehicles and equipment found to exceed opacity limits will be notified and the equipment must be repaired within 72 hours.</i></p> <p>9-2(c) <i>Prior to the approval of Improvement Plans, the applicant shall include the following standard note on the Improvement/Grading Plan: During construction, the contractor shall minimize idling time to a maximum of five minutes for all diesel powered equipment.</i></p> <p>9-2(d) <i>Prior to the approval of Improvement Plans, the applicant shall include the following standard note on the Improvement/Grading Plan: The contractor shall use CARB ultra low diesel fuel for all diesel-powered equipment. In addition, low sulfur fuel shall be utilized for all stationary equipment.</i></p> <p>9-2(e) <i>Prior to the approval of Improvement Plans, the applicant shall include the following standard note on the Improvement/Grading Plan: The contractor</i></p>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p><i>shall utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.</i></p> <p>9-2(f) <i>Prior to the approval of Improvement Plans, the applicant shall include the following standard note on the Improvement/Grading Plan: All on-site stationary equipment which is classified as 50 hp or greater shall either obtain a state issued portable equipment permit or a PCAPCD issued portable equipment permit.</i></p> <p>9-2(g) <i>During construction, the project contractors shall use low-VOC architectural coatings and asphalt, in compliance with PCAPCD Rules and Regulations, for review by the County Building Official.</i></p>	
9-3 Impacts related to an increase in CO emissions.	LS	<i>None required.</i>	N/A
9-4 Impacts related to long-term increases of criteria air pollutants.	LS	<i>None required.</i>	N/A
9-5 Exposure of sensitive receptors to TACs associated with the proposed fueling station.	PS	9-5 <i>In conjunction with the submittal of an Authority to Construct permit to the PCAPCD for the proposed fueling station, the project applicant shall submit for review and approval by the PCAPCD a detailed</i>	LS

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Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<i>Health Risk Assessment to ensure the potential risk resulting from the proposed annual throughput for the fueling station will not exceed the risk threshold of 10 in a million.</i>	
9-6 Impacts to nearby sensitive receptors from odors associated with the project.	LS	<i>None required.</i>	N/A
<b>10. Noise</b>			
10-1 Construction noise impacts.	PS	<p><i>10-1(a) Construction noise emanating from any construction activities is prohibited on Sundays and Federal Holidays, and shall only occur:</i></p> <ul style="list-style-type: none"> <li><i>a) Monday through Friday, 6:00 a.m. to 8:00 p.m. (during daylight savings);</i></li> <li><i>b) Monday through Friday, 7:00 a.m. to 8:00 p.m. (during standard time); and</i></li> <li><i>c) Saturdays, 8:00 a.m. to 6:00 p.m.</i></li> </ul> <p><i>In addition, temporary signs (four feet by four feet) shall be located throughout the project site, as determined by the Design Review Committee, at key intersections depicting the above construction hour limitations. Said signs shall include a toll free public information phone number where surrounding residents can report violations and the disturbance</i></p>	LS

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 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p><i>coordinator will respond and resolve noise violations. This condition shall be included on the Improvement Plans and shown in the development notebook.</i></p> <p><i>10-1(b) Fixed construction equipment, which may include, but not be limited to, compressors and generators and/or heavy equipment staging areas, shall be located as far away from sensitive receptors, as feasible. All internal combustion engines shall be fitted with factory specified mufflers. In addition, impact tools shall be shielded or shrouded. Intake and exhaust ports of powered construction equipment shall also be muffled or shielded.</i></p> <p><i>10-1(c) A disturbance coordinator who would receive any public noise-related complaints about construction equipment and practices shall be appointed by the project applicant for the project site. The disturbance coordinator shall be responsible for determining the cause of the complaint(s) and the implementation of any feasible measures to alleviate the complaint(s). The disturbance coordinator's contact information shall be supplied by the project applicant to the Placer County Planning Department, and shall be posted throughout the site and adjacent public</i></p>	

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 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<i>spaces.</i>	
10-2 Traffic-related noise impacts as a result of project implementation.	LS	<i>None required.</i>	N/A
10-3 Potential impacts from on-site noise sources to existing sensitive receptors.	PS	<p><i>10-3(a) Prior to the approval of improvement plans, a noise barrier shall be shown on the plans along the boundary of any residential property line (located to the north, northeast, and east) affected from increased noise levels determined in this Draft EIR (shown conceptually in Figure 10-1), for the review and approval of the Placer County Planning Department. A noise barrier six to eight feet in height would be required to reduce future delivery movements and loading dock activity noise levels below the Placer County standards. Barriers could take the form of earth berms, solid walls, or a combination of the two. Appropriate materials for noise walls include precast concrete or masonry block. Other materials may be acceptable provided they have a density of approximately four pounds per square foot.</i></p> <p><i>10-3(b) Loading and delivery activities shall be limited to the following hours: 6:00 AM to 12:00 AM. These requirements shall be clearly indicated in all contracts between the property owner and truck</i></p>	LS

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Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<i>delivery vendors.</i>	
10-4 Potential aviation noise could disturb sleep patterns of new sensitive receptors within the project site.	LS	<i>None required.</i>	N/A
<b>11. Soils, Geology, and Seismicity</b>			
11-1 Risks to people and structures associated with seismic activity, including surface rupture, seismic shaking, subsidence, and/or landslides.	LS	<i>None required.</i>	N/A
11-2 Risks associated with erosion (loss of topsoil) and/or sedimentation.	PS	<i>11-2(a) The applicant shall prepare and submit Improvement Plans, specifications and cost estimates (per the requirements of Section II of the Land Development Manual [LDM] that are in effect at the time of submittal) to the Engineering and Surveying Division (ESD) for review and approval. The plans shall show all conditions for the project as well as pertinent topographical features both on- and off-site. All existing and proposed utilities and easements, on-site and adjacent to the project, which may be affected by planned construction, shall be shown on the plans. All landscaping and irrigation facilities within the public right-of-way (or public easements), or landscaping within sight</i>	LS

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		<p><i>distance areas at intersections, shall be included in the Improvement Plans. The applicant shall pay plan check and inspection fees. (NOTE: Prior to plan approval, all applicable recording and reproduction cost shall be paid). The cost of the above-noted landscape and irrigation facilities shall be included in the estimates used to determine these fees. It is the applicant's responsibility to obtain all required agency signatures on the plans and to secure department approvals. If the Design/Site Review process and/or DRC review is required as a condition of approval for the project, said review process shall be completed prior to submittal of Improvement Plans. Record drawings shall be prepared and signed by a California Registered Civil Engineer at the applicant's expense and shall be submitted to the ESD prior to acceptance by the County of site improvements.</i></p> <p>11-2(b) <i>All proposed grading, drainage improvements, vegetation and tree removal shall be shown on the Improvement Plans and all work shall conform to provisions of the County Grading Ordinance (Ref. Article 15.48, Placer County Code) that are in effect at the time of submittal. No grading, clearing, or</i></p>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p><i>tree disturbance shall occur until the Improvement Plans are approved and all temporary construction fencing has been installed and inspected by a member of the Design Review Committee (DRC). All cut/fill slopes shall be at 2:1 (horizontal:vertical) unless a soils report supports a steeper slope and the Engineering and Surveying Department (ESD) concurs with said recommendation.</i></p> <p><i>The applicant shall revegetate all disturbed areas. Revegetation undertaken from April 1 to October 1 shall include regular watering to ensure adequate growth. A winterization plan shall be provided with project Improvement Plans. It is the applicant's responsibility to assure proper installation and maintenance of erosion control/winterization during project construction. Where soil stockpiling or borrow areas are to remain for more than one construction season, proper erosion control measures shall be applied as specified in the Improvement Plans/Grading Plans. Provide for erosion control where roadside drainage is off of the pavement, to the satisfaction of the ESD.</i></p>	

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 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p><i>The applicant shall submit to the ESD a letter of credit or cash deposit in the amount of 110 percent of an approved engineer's estimate for winterization and permanent erosion control work prior to Improvement Plan approval to guarantee protection against erosion and improper grading practices. Upon the County's acceptance of improvements, and satisfactory completion of a one-year maintenance period, unused portions of said deposit shall be refunded to the project applicant or authorized agent.</i></p> <p><i>If, at any time during construction, a field review by County personnel indicates a significant deviation from the proposed grading shown on the Improvement Plans, specifically with regard to slope heights, slope ratios, erosion control, winterization, tree disturbance, and/or pad elevations and configurations, the plans shall be reviewed by the DRC/ESD for a determination of substantial conformance to the project approvals prior to any further work proceeding. Failure of the DRC/ESD to make a determination of substantial conformance may serve as grounds for the revocation/modification of the project approval by</i></p>	

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 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

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		<p><i>the appropriate hearing body.</i></p> <p><i>11-2(c) Water quality Best Management Practices (BMPs) shall be designed according to the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development / Redevelopment, and/or for Industrial and Commercial, (and/or other similar source as approved by the Engineering and Surveying Department (ESD)). Construction (temporary) BMPs for the project could include, but are not limited to, the following: Fiber Rolls (SE-5), Hydroseeding (EC-4), Stabilized Construction Entrance (LDM Plate C-4), Storm Drain Inlet Protection (SE-10), Silt Fence (SE-1), revegetation techniques, dust control measures, and concrete washout areas.</i></p> <p><i>11-2(d) This project's ground disturbance exceeds one acre and is subject to the construction stormwater quality permit requirements of the National Pollutant Discharge Elimination System (NPDES) program. The applicant shall obtain such permit from the State Water Resources Control Board and shall provide to the Engineering and Surveying</i></p>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p><i>Department evidence of a state-issued W DID number or filing of a Notice of Intent and fees prior to start of construction.</i></p> <p><i>11-2(e) Stockpiling and/or vehicle staging areas shall be identified on the Improvement Plans and located as far as practical from existing dwellings and protected resources in the area.</i></p>	
11-3 Loss of structural support due to liquefaction.	PS	<p><i>11-3 Submit to the Engineering and Surveying Department (ESD), for review and approval, a geotechnical engineering report produced by a California Registered Civil Engineer or Geotechnical Engineer. The report shall address and make recommendations on the following:</i></p> <ul style="list-style-type: none"> <li><i>• Road, pavement, and parking area design;</i></li> <li><i>• Structural foundations, including retaining wall design (if applicable);</i></li> <li><i>• Grading practices;</i></li> <li><i>• Erosion/winterization;</i></li> <li><i>• Special problems discovered on-site, (i.e., groundwater, expansive/unstable soils, etc.); and</i></li> <li><i>• Slope stability.</i></li> </ul>	LS

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		<i>Once approved by the ESD, two copies of the final report shall be provided to the ESD and one copy to the Building Department for their use. It is the responsibility of the developer to provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the report.</i>	
11-4 Risks associated with structural damage from expansive soils.	PS	11-4 Implement Mitigation Measure 11-3.	LS
<b>12. Hydrology and Water Quality</b>			
12-1 Project impacts to the existing drainage pattern and surface runoff.	PS	12-1(a) Prepare and submit with the project Improvement Plans, a drainage report in conformance with the requirements of Section 5 of the LDM and the Placer County Storm Water Management Manual that are in effect at the time of submittal, to the Engineering and Surveying Department for review and approval. The report shall be prepared by a Registered Civil Engineer and shall, at a minimum, include: A written text addressing existing conditions, the effects of the improvements, all appropriate calculations, a watershed map, increases in downstream flows, proposed on- and off-site improvements and drainage easements to accommodate flows from this project. The report shall identify water quality protection features and	LS

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 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

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		<p><i>methods to be used both during construction and for long-term post-construction water quality protection. "Best Management Practice" (BMP) measures shall be provided to reduce erosion, water quality degradation, and prevent the discharge of pollutants to stormwater to the maximum extent practicable.</i></p> <p><i>12-1(b) Water quality Best Management Practices (BMPs) shall be designed according to the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development / Redevelopment, and/or for Industrial and Commercial, (and/or other similar source as approved by the Engineering and Surveying Department (ESD)).</i></p> <p><i>Storm drainage from on- and off-site impervious surfaces (including roads) shall be collected and routed through specially designed catch basins, vegetated swales, vaults, infiltration basins, water quality basins, filters, etc. for entrapment of sediment, debris and oils/greases or other identified pollutants, as approved by the ESD. BMPs shall be designed at a minimum in accordance with the</i></p>	

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 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p><i>Placer County Guidance Document for Volume and Flow-Based Sizing of Permanent Post-Construction Best Management Practices for Stormwater Quality Protection. Post-development (permanent) BMPs for the project include, but are not limited to, the following: water quality vaults. No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.</i></p> <p><i>All BMPs shall be maintained as required to ensure effectiveness. The applicant shall provide for the establishment of vegetation, where specified, by means of proper irrigation. Maintenance of these facilities shall be provided by the project owners/permittees.</i></p> <p><i>12-1(c) This project is located within the area covered by Placer County's municipal stormwater quality permit, pursuant to the National Pollutant Discharge Elimination System (NPDES) Phase II program. Project-related stormwater discharges are subject to all applicable requirements of said permit. BMPs shall be designed to mitigate (minimize, infiltrate, filter, or treat) stormwater</i></p>	

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		<i>runoff in accordance with "Attachment 4" of Placer County's NPDES Municipal Stormwater Permit (State Water Resources Control Board NPDES General Permit No. CAS000004).</i>	
12-2 Construction-related impacts to surface water quality.	PS	12-2 <i>The location, size, and ownership of any canals (Fiddler Green Canal and Wise Canal) on or adjacent to the property shall be described in the drainage report and shown on the Improvement Plans. The applicant shall provide the Engineering and Surveying Department (ESD) with a letter from the agency(s) controlling the canal(s) describing any restrictions, requirements, easements, etc. relative to construction of the project. Said letter shall be provided to the ESD prior to the approval of the Improvement Plans. During construction, drainage from the project site shall not enter the Fiddler Green Canal. Measures such as temporary construction fencing shall be placed around the canal to prevent people, animals and debris from entering the canal during construction. Concurrent with the encasement and realignment of the Fiddler Green Canal, a trash rack and spillway shall be constructed at the upstream end of the canal.</i>	LS
12-3 Operational water quality degradation associated with	PS	12-3(a) <i>All storm drain inlets and catch basins within the project area shall be permanently marked/embossed</i>	LS

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 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p>urban runoff from the project site.</p>		<p><i>with prohibitive language such as "No Dumping! Flows to Creek" or other language as approved by the Engineering and Surveying Department and/or graphical icons to discourage illegal dumping. Message details, placement, and locations shall be included on the Improvement Plans. ESD-approved signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, shall be posted at public access points along channels and creeks within the project area. The Property Owners' association is responsible for maintaining the legibility of stamped messages and signs.</i></p> <p>12-3(b) <i>All stormwater runoff shall be diverted around trash storage areas to minimize contact with pollutants. Trash container areas shall be screened or walled to prevent off-site transport of trash by the forces of water or wind. Trash containers shall not be allowed to leak and must remain covered when not in use.</i></p> <p>12-3(c) <i>Materials with the potential to contaminate stormwater that are to be stored outdoors shall be placed in an enclosure such as, but not limited to, a cabinet, shed, or similar structure that prevents</i></p>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p><i>contact with runoff or spillage to the stormwater conveyance system, or protected by secondary containment structures such as berms, dikes, or curbs. The storage area shall be paved to contain leaks and spills and shall have a roof or awning to minimize collection of stormwater within the secondary containment area.</i></p> <p><i>12-3(d) Loading dock areas shall be covered and run-on and/or runoff of stormwater to the dock area shall be minimized. Direct connections to storm drains from depressed loading docks (truck wells or sumps) are prohibited.</i></p> <p><i>12-3(e) The fuel dispensing area shall be covered with an overhanging roof structure or canopy. The canopy shall not drain onto the fuel dispensing area, and the canopy downspouts must be routed to prevent drainage across the fueling area. The fuel dispensing area shall be paved with Portland cement concrete and have a minimum 2 percent slope, with separation from the rest of the site by a grade break to prevent runoff of stormwater.</i></p>	

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		<p>12-3(f) <i>The following off-site drainage facilities shall be evaluated in the drainage report for condition and capacity and shall be upgraded, replaced, or mitigated as specified by the Engineering and Surveying Department:</i></p> <ul style="list-style-type: none"> <li>• <i>The existing downstream 36-inch storm drain system from the point of connection to State Route 49; and</i></li> <li>• <i>The existing 42-inch storm drain pipe crossing State Route 49.</i></li> </ul> <p>12-3(g) <i>Stormwater runoff shall be reduced to pre-project conditions through the installation of retention/detention facilities. Retention/detention facilities shall be designed in accordance with the requirements of the Placer County Storm Water Management Manual that are in effect at the time of submittal, and to the satisfaction of the Engineering and Surveying Department (ESD). The ESD may, after review of the project drainage report, delete this requirement if it is determined that drainage conditions do not warrant installation of this type of facility. In the event on-site detention requirements are waived, this project may be subject to payment</i></p>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<i>of any in-lieu fees prescribed by County Ordinance. No retention/detention facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.</i>	
12-4 Impacts to groundwater availability.	LS	<i>None required</i>	N/A
12-5 Impacts to groundwater quality.	PS	12-5 <i>Implement Mitigation Measures 12-2(a) and 12-3(a) through 12-3(g).</i>	LS
12-6 Impacts to important surface water resources (i.e., Lake Tahoe, Folsom Lake, Rock Creek Reservoir, etc.) in watershed.	LS	<i>None required.</i>	N/A
<b>13. Public Services and Utilities</b>			
13-1 Impacts related to adequate water supply and delivery for the proposed project.	PS	13-1 <i>Prior to approval of Improvement Plans, the project applicant shall receive a water availability letter from PCWA confirming adequate water supply and system service capacity exists to serve the proposed project. In addition, the project applicant shall submit water system improvement plans for review and approval by PCWA. Prior to the County's approval of the Improvement Plans, the applicant shall obtain approval from PCWA. The project applicant shall fund and construct all necessary</i>	LS

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SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<i>water system improvements needed for the project and comply with PCWA requirements and standards.</i>	
13-2 Impacts related to increased demand for wastewater disposal.	PS	<p>13-2(a) <i>Prior to Improvement Plan approval, the applicant shall submit with the Improvement Plans a final Master Sanitary Sewer Study prepared by a registered California Civil Engineer which depicts future extension of public sewer to serve the project and diversion of the Country Club Estates Residential Diversion (275 EDUs) to an existing line located on New Airport Road, subject to approval by the Engineering and Surveying Department and Facility Services Environmental Engineering Division. This is to allow the flows to be diverted around the Highway 49 siphon. This study, at minimum, shall provide pipe sizing for pipe segments of the Highway 49 trunk sewer line which may potentially need to be upsized prior to the Bohemia Retail Project and/or the Residential Diversion diverting flows to the New Airport Road sewer line. The applicant shall be required to complete the following:</i></p> <p><i>1. Design the sewer alignment to divert flows to an existing line located on New Airport</i></p>	LS

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Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p><i>Road to accommodate the flows from the 275 EDUs of the Residential Diversion from the existing system located to the northeast of the property in order to bypass the Highway 49 siphon.</i></p> <p>2. <i>Construct the sewer alignment to New Airport Road and procure the required easements from PG&amp;E and UPRR. The applicant will construct the entire alignment to New Airport Road for all portions that they have access to at the time of construction of the Bohemia Retail Project. Paved access is required to all sewer manholes and will be shown on the Improvement Plans for review and approval by the Engineering and Surveying Department and the Facility Services Environmental Engineering Division. As a portion of the alignment is off-site, any exceptions to this requirement are subject to the review and approval by the Engineering and Surveying Department and the Facility Services Environmental Engineering Division.</i></p>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>3. <i>In the event the connection of the sewer to New Airport Road is not completed in time to connect the project due to a delay in acquiring the required easements from PG&amp;E and UPRR, the applicant may construct a temporary connection to Canal Street to be utilized by the proposed retail project and must be abandoned when the connection to New Airport Road is available. The project will construct the sewer alignment to New Airport Road as described in Part 2 above and will provide a valve in the line which may be accessed at the time the New Airport Road connection is complete in order to divert the flows from the proposed retail project and the 275 EDUs from the Residential Diversion. The placement of the valve and alignment of the sewer line are subject to approval by the Facility Services Environmental Engineering Division.</i></p> <p>4. <i>In the event there are segments of pipeline which must be upsized in the Highway 49 trunk line from downstream of the siphon to</i></p>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p><i>the SMD-1 Wastewater Treatment Plant in order to accommodate the diversion of the 275 ED Us from the Residential diversion, the project will construct the sewer alignment to New Airport Road as described in Part 2 above and will provide a valve in the line which may be accessed at the time the New Airport Road connection is complete <b>and</b> the Highway 49 trunk line segments of pipeline have been upsized to accommodate the diversion of the 275 EDUs from the Residential Diversion. The placement of the valve and alignment of the sewer line are subject to approval by the Facility Services Environmental Engineering Division.</i></p> <p>13-2(b) <i>The applicant shall implement an off-site mitigation program to offset the project's increase in peak wet weather flow from their project. The off-site mitigation program shall be coordinated and approved by the Placer County Facility Services Environmental Engineering Division. The off-site mitigation program will replace and/or rehabilitate sewer infrastructure to, in effect, create capacity</i></p>	

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		<p><i>within the existing system equivalent to this project's peak wet weather flows as determined by the Environmental Engineering Division.</i></p> <p><i>In lieu of implementing an off-site mitigation program, the applicant may pay a fee of four thousand dollars (\$4,000.00) per EDU (the "Mitigation Fee") prior to sewer improvement plan approval as a temporary measure pending further studies and adoption by the Board of Supervisors of a Sewer Maintenance District No.1 mitigation fee (the "Mitigation Fee"). The Mitigation Fee is intended as an estimate of those funds necessary to offset the project's peak wet weather flows. The Environmental Engineering Division will use this money to reduce inflow and infiltration within the existing Sewer Maintenance District No. 1 by replacement, and/or rehabilitation of existing sewer infrastructure. In the event the Board of Supervisors adopts the Mitigating Fee by December 31, 2010 and the adopted Mitigation Fee is less than the \$4,000.00 per EDU Fee, Developer shall be entitled to a refund of the difference if the Developer submits a request in writing therefore by June 30, 2011.</i></p>	

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Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
13-3 Impacts related to increased demand for solid waste disposal.	LS	<i>None required.</i>	N/A
13-4 Impacts related to the provision of adequate gas and electricity, cable, and telephone services for the proposed project.	LS	<i>None required.</i>	N/A
13-5 Impacts related to the provision of adequate fire protection and emergency medical services for the proposed project.	PS	13-5 <i>Prior to Improvement Plan approval, the project applicant shall obtain a “will-serve” letter from the Placer County Fire Department/CAL FIRE. The “will-serve” letter shall be submitted to the Placer County Planning Department. All needs for fire protection, water location of hydrants, and facilities shall be addressed to District standards and indicated on the plans to be submitted.</i>	LS
13-6 Impacts related to the provision of adequate law enforcement services for the proposed project.	PS	13-6 <i>Prior to the approval of Improvement Plans, the applicant shall provide the DRC with proof of notification (in the form of a written notice or letter) of the proposed project to the Placer County Sherriff’s Office.</i>	LS
<b>14. Hazardous Materials and Hazards</b>			
14-1 Impacts related to the on-site fueling station.	PS	14-1(a) <i>The project proponent shall submit to the Placer County Environmental Health Services (EHS) a Hazardous Materials Business Plan (HMBP) detailing the quantity of hazardous materials (fuels, oils, solvents, batteries) and waste that would be kept</i>	LS

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Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p><i>at the station. The HMBP shall include spill prevention measures, as well as procedures for the proper cleanup and disposal for all hazardous materials and waste transported, stored, used, or sold onsite. In addition to the HMBP, the project proponent shall also submit complete construction plans to be reviewed by the EHS prior to the approval of grading permits. The payment of all applicable fees shall also be submitted to the EHS when construction plans are submitted.</i></p> <p><i>14-1(b) The project applicant shall comply with the Placer County permit conditions and State regulations (Title 23, Chapter 16), as well as State Fire Codes for the installation and operation of the underground storage tanks. Implementation of the aforementioned requirements shall include, but not be limited to, the following components:</i></p> <ol style="list-style-type: none"> <li><i>1. To be conducted by a qualified and licensed contractor;</i></li> <li><i>2. Secondary containment for all tank penetrations;</i></li> <li><i>3. Double wall vent and vapor lines, with crash protection post for vent risers;</i></li> </ol>	

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		<ol style="list-style-type: none"> <li>4. Watertight tank sump lids and watertight traffic grade manways;</li> <li>5. Overfill prevention equipment;</li> <li>6. Traffic-rated drainways between the dispenser islands leading to an oil/water separator;</li> <li>7. Underground storage tank leak detection system (automated) with positive shutdown;</li> <li>8. Testing and monitoring including manual inspection of the underground storage tank system;</li> <li>9. Periodic inspections of underground storage tanks by the local fire department;</li> <li>10. Proven emergency response plan for potential spills;</li> <li>11. Prompt reporting of the discovery of a leaking or ruptured tank system or major surface spill; and</li> <li>12. Employee training for spill prevention, clean up, and reporting.</li> </ol> <p>14-1(c) Implement Mitigation Measure 12-3(e).</p>	
14-2 Impacts related to exposure to hazardous emissions, substances, or waste within one-quarter mile	LS	None required.	N/A

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Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
of an existing or proposed school.			
14-3 Impacts related to airport land use plans.	LS	<i>None required.</i>	N/A
<b>15. Mineral Resources</b>			
15-1 Loss of availability of a known State, regional, and/or locally valuable mineral resource.	LS	<i>None required.</i>	N/A
<b>16. Socio-Economics</b>			
16-1 The proposed project would include services that would compete with existing businesses, including general retailers and groceries, in Placer County to the extent that those businesses would close and the resultant vacancies would contribute to physical deterioration and urban decay.	LS	<i>None required.</i>	N/A
<b>18. Cumulative Impacts and Other CEQA Sections</b>			
18-1 Increases in the intensity of land uses in the region due to the proposed project and all other projects in Placer County.	LS	<i>None required.</i>	N/A

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Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
18-2 Cumulative loss of biological resources in Placer County and the effects of ongoing urbanization in the region.	LS	<i>None required.</i>	N/A
18-3 Disturbance or destruction of previously unknown archaeological resources in combination with other development in Placer County.	LS	<i>None required.</i>	N/A
18-4 Long-term impacts to the visual character of the region from the proposed project in combination with existing and future developments in the Auburn/Bowman area.	LS	<i>None required.</i>	N/A
18-5 Impacts to intersections under the Cumulative Plus Project scenario.	PS	<i>Bell Road/New Airport Drive (Intersection #13)</i>  <i>18-5(a) Implement Mitigation Measure 8-2.</i>  <i>Undercrossing Road/I-80 EB ramps (Intersection #16)</i>  <i>18-5(b) Prior to approval of Improvement Plans, the project applicant shall pay the applicable CIP fee(s) towards the following improvements to the intersection at Undercrossing Road/I-80 eastbound ramps:</i>	LS

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 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> <li>• Signalize the intersection; and</li> <li>• Provide split phasing for the eastbound and westbound approaches.</li> </ul> <p><i>Luther Road/Canal Street (Intersection #18)</i></p> <p>18-5(c)      <i>Implement Mitigation Measure 8-3(b).</i></p> <p><i>Luther Road/Bowman Road (Intersection #20)</i></p> <p>18-5(d)      <i>Prior to approval of Improvement Plans, the project applicant shall pay the applicable CIP fee(s) towards the following improvements to the intersection at Luther Road/Bowman Road:</i></p> <ul style="list-style-type: none"> <li>• Signalize the intersection.</li> </ul> <p><i>SR 49/Bell Road (Intersection #4)</i></p> <p>18-5(e)      <i>The project applicant shall pay the applicable fair-share payment towards the following improvement to the intersection located at SR 49/Bell Road in order to relieve the predicted reduction to the intersection LOS resulting from implementation of Option 2 under the Cumulative Plus Project Conditions scenario:</i></p>	<p style="text-align: center;">SU</p>

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**TABLE 2-1  
 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> <li>• Provide an exclusive right-turn lane in the northbound approach. With the addition of the exclusive right-turn lane, the northbound approach would include one left-turn lane, three through lanes, and an exclusive right-turn lane.</li> </ul> <p>Because the improvement required by the above mitigation measure is not included in the current CIP, the funds that would make up the balance of the cost for the improvement, after the project’s fair share is accounted for, are not certain. Therefore, the impact would remain <i>significant and unavoidable</i>.</p> <p><i>Other County Standard Mitigation</i></p> <p>18-5(f) This project will be subject to the payment of traffic impact fees that are in effect in this area (Auburn Bowman Benefit District), pursuant to applicable Ordinances and Resolutions. The applicant is notified that the following traffic mitigation fee(s) will be required and shall be paid to Placer County DPW prior to issuance of any Building Permits for the project:</p>	

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**TABLE 2-1  
 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>A) <i>County Wide Traffic Limitation Zone: Article 15.28.010, Placer County Code</i></p> <p><i>The current total combined estimated fee is \$4,705 per Dwelling Unit Equivalent. The fees were calculated using the information supplied. If either the use or the square footage changes, then the fees will change. The actual fees paid will be those in effect at the time payment occurs.</i></p>	
<p>18-6 Impacts to arterial segments under the Cumulative Plus Project scenario.</p>	<p>S</p>	<p><i>SR 49 between Willow Creek Drive and Bell Road</i></p> <p>18-6 <i>The project applicant shall pay a fair share contribution towards the following improvement to the arterial roadway segment of SR 49 between Willow Creek Drive and Bell Road:</i></p> <ul style="list-style-type: none"> <li>• <i>Provide an exclusive right-turn lane in the northbound approach; with this improvement, the northbound approach at SR 49/Bell Road would include one left-turn lane, three through lanes, and an exclusive right-turn lane.</i></li> </ul>	<p>SU</p>
<p>18-7 Impacts to freeway ramp merge diverge sections under the</p>	<p>LS</p>	<p><i>None required.</i></p>	<p>N/A</p>

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**TABLE 2-1  
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
Cumulative Plus Project scenario.			
18-8 Impacts to lane queuing under the Cumulative Plus Project scenario.	S	<p><i>SR 49 / Dry Creek Road (Intersection #1)</i></p> <p><i>18-8(a) The project applicant shall pay a fair share contribution towards the following improvements to study area queue lengths in order to offset predicted impacts resulting from implementation of the Cumulative Plus Project scenario (Options 1 and 2):</i></p> <ul style="list-style-type: none"> <li>• <i>Increase the northbound left storage length at the intersection of SR 49/Dry Creek Road to 350 feet, which could be accomplished by re-striping (Note: this improvement is already required at the project level per Mitigation Measure 8-6(a)); and</i></li> <li>• <i>Increase the northbound left storage length at the intersection of SR 49/Dry Creek Road to 350 feet, which could be accomplished by re-striping.</i></li> </ul> <p><i>SR 49 / Willow Creek Drive (Intersection #5)</i></p> <p><i>18-8(b) The project applicant shall pay a fair share contribution towards the following improvements to study area queue lengths in order to offset predicted</i></p>	SU

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**TABLE 2-1  
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p><i>impacts resulting from implementation of the Cumulative Plus Project scenario (Options 1 and 2):</i></p> <ul style="list-style-type: none"> <li><i>Increase the northbound left storage length at SR 49/Willow Creek Drive to 300 feet, which could be accomplished by re-striping.</i></li> </ul>	
18-9 Cumulative impacts to regional air quality.	S	<p>18-9(a) <i>Prior to building permit approval, the applicant shall show that electrical outlets shall be installed on the exterior walls of both the front and back of all commercial buildings to promote the use of electric landscape maintenance equipment.</i></p> <p>18-9(b) <i>Prior to building permit approval, the applicant shall show that all truck loading and unloading docks shall be equipped with one 110/208 volt power outlet for every two dock doors. Diesel trucks shall be prohibited from idling more than five minutes and must be required to connect to the 110/208 volt power to run any auxiliary equipment. Signage shall be posted in the receiving areas and the parking lot to prohibit idling for more than five minutes.</i></p> <p>18-9(c) <i>Parking lot design shall include clearly marked pedestrian pathways between parking facilities and building entrances included in the design.</i></p>	SU

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 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>18-9(d) <i>All off-road equipment used at the store for material handling or maintenance shall be natural gas, propane, or electric powered.</i></p> <p>18-9(e) <i>Back-up generators shall run on natural gas only.</i></p> <p>18-9(f) <i>At the time of issuance of building permits, landscaping plans shall provide for tree planting throughout all parking areas to attain 50 percent shading of parking areas within 15 years of building permit issuance. Landscaping plans shall incorporate native and/or drought-resistant species (plants, trees, and bushes) to reduce the demand for use of landscape maintenance equipment.</i></p> <p>18-9(g) <i>As an optional measure, the employer may provide transit subsidies (75 percent of fare) to all employees who use local transit.</i></p> <p>18-9(h) <i>In order to mitigate the project's contribution to long-term emission of pollutants, the applicant shall:</i></p> <p style="padding-left: 40px;"><i>1. Participate in the Placer County Air Pollution District Off-site Mitigation Program by paying the equivalent amount of</i></p>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p><i>money, which is equal to the projects contribution of pollutants (ROG and NO<sub>x</sub>), which exceeds the cumulative threshold of 10 pounds per day. The estimated total amount of excessive ROG and NO<sub>x</sub> for this project is 9.87 tons. The estimated payment for the proposed project is \$141,141 based on \$14,300 per ton. The actual amount to be paid shall be determined, per current California Air Resource Board guidelines, at the time of recordation of the Final Map. This condition shall be satisfied prior to recordation of a Final Map; or</i></p> <p><i>2. Participate in an off-site mitigation program, coordinated through the Placer County Air Pollution Control District, to offset the project's long-term emission of pollutants. Examples include participation in a "Biomass" program, retrofitting mobile sources (i.e. busses, heavy duty diesel equipment), or any other program that is deemed acceptable by the Director of the Placer County APCD. Any proposed off-site mitigation shall be located within the same</i></p>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<i>region as the proposed project.</i>	
<p>18-10 The project could potentially result in a cumulatively considerable incremental contribution to the global production of greenhouse gases.</p>	S	<p>18-10 Prior to the issuance of building permits for the proposed project, the project applicant shall submit, for review and approval by Placer County Planning Department and the PCAPCD, building and landscaping plans that demonstrate compliance with the following mitigation measures set forth in Table 18-16:</p> <ul style="list-style-type: none"> <li>• Landscaping plans will provide for tree planting throughout all parking areas to attain 50 percent shading of parking areas within 15 years of building permit issuance. Landscaping plans will incorporate native and/or drought-resistant species (plants, trees, and bushes) to reduce the demand for use of landscape maintenance equipment.</li> <li>• Design buildings to be as energy efficient as possible, including the incorporation of solar energy to the maximum extent feasible and to exceed by 20 percent, to the extent feasible, all applicable Title 24 or California Energy Efficiency Standards. Site buildings to take advantage of shade, prevailing winds, landscaping and sun screens to reduce</li> </ul>	SU

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 SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p><i>energy use;</i></p> <ul style="list-style-type: none"> <li>• <i>Install efficient lighting and lighting control systems. Use daylight as an integral part of lighting systems in buildings;</i></li> <li>• <i>Install light colored “cool” roofs, cool pavements, and strategically placed shade trees;</i></li> <li>• <i>Install energy efficient heating and cooling systems, appliances and equipment, and control systems;</i></li> <li>• <i>Install light emitting diodes (LEDs) for traffic, street, and other outdoor lighting;</i></li> <li>• <i>Create water-efficient landscapes;</i></li> <li>• <i>Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls;</i></li> <li>• <i>Design buildings to be water-efficient. Install water-efficient fixtures and appliances;</i></li> <li>• <i>Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff;</i></li> <li>• <i>Implement low-impact development practices that maintain the existing hydrologic character of the site to manage storm water and protect the environment (Retaining</i></li> </ul>	

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Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p><i>stormwater runoff on-site can drastically reduce the need for energy-intensive imported water at the site);</i></p> <ul style="list-style-type: none"> <li>• <i>Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, and concrete, lumber, metal, and cardboard);</i></li> <li>• <i>Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas;</i></li> <li>• <i>Demonstrate on Improvement Plans that improved accessibility to the existing pathway infrastructure that leads to and from local services will be provided along the southern boundary of the project site.</i></li> <li>• <i>Demonstrate on Improvement Plans that the site will provide maximum access and connectivity to the existing Placer County bus shelter at the entrance of the project site.</i></li> <li>• <i>Limit idling time for commercial vehicles, including delivery and construction vehicles;</i></li> <li>• <i>Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles (e.g., electric vehicle</i></li> </ul>	

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Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p><i>charging facilities and conveniently located alternative fueling);</i></p> <ul style="list-style-type: none"> <li>• <i>For commercial projects, provide adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience. For large employers, provide facilities that encourage bicycle commuting, including, e.g., locked bicycle storage or covered or indoor bicycle parking;</i></li> <li>• <i>Create bicycle lanes and walking paths directed to the location of schools, parks, and other destination points; and</i></li> <li>• <i>Comply with the requirements within the Regulation for the Management of High Global Warming Potential Refrigerants for Stationary Sources in order to reduce the project’s potential emissions of high GWP refrigerants.</i></li> </ul>	
18-11 Cumulative increase in project vicinity noise levels.	LS	<i>None required.</i>	N/A
18-12 Long-term geologic and seismic impacts from the proposed project in combination with existing and future developments in the Auburn-Bowman area.	LS	<i>None required.</i>	N/A

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Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
18-13 Long-term increases in peak stormwater runoff flow related to the proposed project and in combination with existing and future developments in Placer County.	LS	<i>None required.</i>	N/A
18-14 Increase in demand for additional public services and utilities as a result of the proposed project and other projects proposed in the Placer County area.	LS	<i>None required.</i>	N/A
18-15 Long-term hazards and hazardous materials-related impacts from the proposed project in combination with existing and future developments in Placer County.	LS	<i>None required.</i>	N/A
18-16 Long-term impacts to the mineral resources of the region from the proposed project in combination with existing and future developments in the Auburn-Bowman area.	LS	<i>None required.</i>	N/A

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SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
18-17 Cumulative socio-economic impacts of the proposed project.	LS	<i>None required.</i>	N/A
<b>Initial Study</b>			
VII-1, 2. Create a significant hazard to the public or the environment through the routine handling, transport, use, or disposal of hazardous or acutely hazardous materials?	PS	<i>MM VII.1 As a condition of this project, the proponent shall submit to Environmental Health Services (EHS) a Hazardous Materials Business Plan (HMBP) detailing the quantity of fuels, oils, solvents, and batteries that will be kept on hand. The HMBP will include procedures for the cleanup of hazardous materials used in this business facility. The project proponent will submit with payment of all applicable fees to EHS complete construction plans of the underground storage tanks for the proposed gasoline station.</i>	LS
VII-8 Create any health hazard or potential health hazard?	PS	<i>MM VII.2 In order to discourage the breeding of mosquitoes which have the potential to cause disease to humans and other hosts, the project proponent shall abide by the Placer Mosquito Abatement District (PMAD) construction guidelines for stormwater detention systems. PMAD shall review the improvement plans.</i>	LS

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