

# MITIGATION MONITORING AND REPORTING PLAN

## INTRODUCTION

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Section 15097 of the California Environmental Quality Act (CEQA) requires all state and local agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a Mitigated Negative Declaration (MND) or specified environmental findings related to Environmental Impact Reports (EIRs).

The following is the Mitigation Monitoring and Reporting Plan (MMRP) for the Bohemia Retail project. The intent of the MMRP is to prescribe and enforce a means for properly and successfully implementing the mitigation measures as identified within the EIR for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this MMRP shall be funded by the applicant.

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The MMRP contained herein is intended to satisfy the requirements of CEQA as they relate to the EIR for the Bohemia Retail project prepared by Placer County. This MMRP is intended to be used by County staff and mitigation monitoring personnel to ensure compliance with mitigation measures during project implementation. Mitigation measures identified in this MMRP were developed in the EIR prepared for the proposed project.

The Bohemia Retail EIR presents a detailed set of mitigation measures that will be implemented throughout the lifetime of the project. Mitigation is defined by CEQA as a measure which:

- Avoids the impact altogether by not taking a certain action or parts of an action;
- Minimizes impacts by limiting the degree or magnitude of the action and its implementation;
- Rectifies the impact by repairing, rehabilitating, or restoring the impacted environment;
- Reduces or eliminates the impact over time by preservation and maintenance operations during the life of the project; or
- Compensates for the impact by replacing or providing substitute resources or environments.

The intent of the MMRP is to ensure the effective implementation and enforcement of adopted mitigation measures and permit conditions. The MMRP will provide for monitoring of construction activities as necessary and in-the-field identification and resolution of environmental concerns.

Monitoring and documenting the implementation of mitigation measures will be coordinated by Placer County. The table below identifies the mitigation measure, the monitoring action for the mitigation measure, the responsible party for the monitoring action, and timing of the monitoring action. The applicant will be responsible for fully understanding and effectively implementing the mitigation measures contained within the MMRP. Placer County will be responsible for ensuring compliance.

During construction of the project, the County will assign an inspector who will be responsible for field monitoring of mitigation measure compliance. The inspector will report to the County Planning Department and will be thoroughly familiar with permit conditions and the MMRP. In addition, the inspector will be familiar with construction contract requirements, construction schedules, standard construction practices, and mitigation techniques. In order to track the status of mitigation measure implementation, field-monitoring activities will be documented on compliance monitoring report worksheets. The time commitment of the inspector will vary depending on the intensity and location of construction. Aided by the table, the inspector will be responsible for the following activities:

- On-site, day-to-day monitoring of construction activities;
- Reviewing construction plans and equipment staging/access plans to ensure conformance with adopted mitigation measures;
- Ensuring contractor knowledge of and compliance with the MMRP;
- Verifying the accuracy and adequacy of contract wording;
- Having the authority to require correction of activities that violate mitigation measures, securing compliance with the MMRP;
- Acting in the role of contact for property owners or any other affected persons who wish to register observations of violations of project permit conditions or mitigation. Upon receiving any complaints, the inspector shall immediately contact the construction representative. The inspector shall be responsible for verifying any such observations and for developing any necessary corrective actions in consultation with the construction representative and Placer County;
- Obtaining assistance as necessary from technical experts in order to develop site-specific procedures for implementing the mitigation measures; and
- Maintaining a log of all significant interactions, violations of permit conditions or mitigation measures, and necessary corrective measures.

The following MMRP indicates the mitigation measure number, the impact the measure is designed to address, the mitigation, the monitoring agency, the implementation schedule, and an area for sign-off indicating compliance.

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Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
<b>5. Biological Resources</b>					
5-1	Impacts to special-status plant species.	<p data-bbox="451 474 1478 704"><i>5-1 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 data-bbox="451 740 1478 997"><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 possible, acquisition of credits at an approved mitigation bank, or acquisition and preservation of property that supports the plant species.</i></p>	<p data-bbox="1495 474 1640 570">County Planning Department</p> <p data-bbox="1495 605 1671 735">California Department of Fish and Game (CDFG)</p>	<p data-bbox="1698 474 1877 570">Prior to the issuance of a grading permit</p>	
5-2	Impacts to raptors and migratory bird species.	<p data-bbox="451 1010 1478 1175"><i>5-2 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 data-bbox="451 1211 1478 1370"><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,</i></p>	<p data-bbox="1495 1010 1640 1105">County Planning Department</p> <p data-bbox="1495 1141 1577 1172">CDFG</p>	<p data-bbox="1698 1010 1898 1370">Pre-construction survey no more than 30 days prior to any ground disturbance activities, if project development activities occur during the</p>	

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		<p><i>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 outside of the breeding period, then a pre-construction survey is not required.</i></p>		breeding season	
5-3	Impacts to western burrowing owl.	<p><i>5-3(a) 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><i>5-3(b) 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 the</i></p>	<p>County Planning Department CDFG</p> <p>County Planning Department CDFG</p>	<p>Prior to the 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</p> <p>Prior to initiation of any construction activities, during the non-breeding</p>	

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		<p><i>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></p>		<p>season (September 1 through January 31), 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 exist the burrow, as determined by a qualified biologist</p>	
5-4	Impacts to special-status amphibian and reptile species.	<p><i>5-4 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</i></p>	<p>County Planning Department CDFG</p>	<p>Prior to development of the proposed project</p>	

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		<i>coordinate with the CDFG for expert advice and regulatory guidance for further action.</i>			
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 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>	County Planning Department	Prior to approval of the Improvement Plans	
5-6	Impacts to jurisdictional waters of the United States and waters of the State.	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>	County Planning Department  United States Army Corps of Engineers (USACE)	Prior to site disturbance	
		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>	County Planning Department  USACE	Prior to site disturbance	
		5-6(c) <i>Subsequently, the project applicant shall also apply for a USACE pre-construction notification. If granted, the project applicant shall be responsible to ensure that all development activities adhere to the permit terms and requirements.</i>	County Planning Department	Prior to site disturbance	

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			USACE			
<b>6. Cultural Resources</b>						
6-2	Disturbance or destruction of previously unknown archaeological and paleontological resources on the project site.	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>	County Planning Department	During ground disturbance activities	
		6-2(b)	<i>During construction, if any bone is uncovered that appears to be human, the County Coroner shall be 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>	County Planning Department  County Coroner  Native American Heritage Commission (NAHC), if applicable	During construction	
<b>8. Transportation and Circulation</b>						
8-1	Impacts to traffic flow from construction	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</i>	County Engineering and Surveying	In conjunction with submittal of Improvement	

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	traffic associated with development of the project site.	<i>Engineer. A construction signing plan shall also be provided with the Improvement Plans for review and approval by the County Traffic Engineer.</i>	Department	Plans	
8-2	Impacts to intersections under the Existing Plus Project scenario.	<p><i>Bell Road/New Airport Drive (Intersection #13)</i></p> <p>8-2      <i>The project applicant shall be responsible for constructing the following improvements on northbound New Airport Drive:</i></p> <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>	County Engineering and Surveying Department	Prior to approval of Improvement Plans	
8-3	Impacts to intersections under the Short Term Plus Project scenario.	<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>	<p>See Mitigation Measure 8-2</p> <p>County Engineering and Surveying Department</p>	<p>See Mitigation Measure 8-2</p> <p>Prior to approval of Improvement Plans</p>	







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<b>9. Air Quality</b>					
9-1	Impacts related to fugitive particulate matter emissions and the release of NOA associated with project construction activities.	<p>9-1(a) <i>Prior to the approval of Improvement Plans, the applicant shall submit:</i></p> <ul style="list-style-type: none"> <li>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 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></li> </ul> <p><i><a href="http://www.airquality.org/ceqa/ConstructionEmissionsMitigationCalculatorv6o03-2007March09.xls">http://www.airquality.org/ceqa/ConstructionEmissionsMitigationCalculatorv6o03-2007March09.xls</a></i></p> <ul style="list-style-type: none"> <li>ii. <i>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></li> </ul>	PCAPCD	Prior to the approval of Improvement Plans	

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		<p><i>iii. 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 NOX 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><i>9-1(b) 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 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>	PCAPCD	Prior to the approval of Improvement Plans	

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		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>	PCAPCD	Prior to the approval of Improvement Plans	
		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 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>	PCAPCD	Prior to the approval of Improvement Plans	
		9-1(e) <i>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>	PCAPCD	Prior to the approval of Improvement Plans	
		9-1(f) <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 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>	PCAPCD	Prior to the approval of Improvement Plans	

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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>	<p>PCAPCD</p> <p>PCAPCD</p>	<p>Prior to the approval of Improvement Plans</p> <p>Prior to the approval of Improvement Plans</p>	
9-2	Impacts related to a temporary increase in NO <sub>x</sub> emissions.	<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, 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</i></p>	<p>See Mitigation Measure 9-1(a)</p> <p>PCAPCD</p> <p>County Planning</p>	<p>See Mitigation Measure 9-1(a)</p> <p>Prior to approval of Improvement Plans</p> <p>Prior to approval of Improvement/</p>	

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		<i>construction, the contractor shall minimize idling time to a maximum of five minutes for all diesel powered equipment.</i>	Department	Grading Plan	
		<i>9-2(d) 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>	County Planning Department	Prior to approval of Improvement/Grading Plan	
		<i>9-2(e) Prior to the approval of Improvement Plans, the applicant shall include the following standard note on the Improvement/Grading Plan: The contractor shall utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.</i>	County Planning Department	Prior to approval of Improvement/Grading Plan	
		<i>9-2(f) 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>	PCAPCD	Prior to approval of Improvement/Grading Plan	
		<i>9-2(g) 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>	County Building Official	During construction	
9-5	Exposure of sensitive receptors to TACs associated with the	<i>9-5 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 Health Risk Assessment to ensure the potential risk resulting from the proposed annual throughput for the fueling station will not exceed the risk</i>	PCAPCD	In conjunction with the submittal of an Authority to Construct permit	



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		<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 spaces.</i></p>	County Planning Department	During construction	
10-3	Potential impacts from on-site noise sources to existing sensitive receptors.	<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 delivery vendors.</i></p>	County Planning Department	Prior to the approval of Improvement Plans	
<b>11. Soils, Geology, and Seismicity</b>					
11-2	Risks associated with erosion	<p><i>11-2(a) The applicant shall prepare and submit Improvement Plans, specifications and cost estimates (per the requirements of Section II of the</i></p>	County Engineering	Prior to approval of Improvement	



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		<p><i>(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> <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</i></p>			

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		<p><i>DRC/ESD for a determination of substantial conformance to the project approvals prior to any further work proceeding. Failure of the DRC/ESD to make a determination of substantial conformance may serve as grounds for the revocation/modification of the project approval by the appropriate hearing body.</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>County Engineering and Surveying Department</p>	<p>Prior to approval of Improvement Plans</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 Department evidence of a state-issued WDID number or filing of a Notice of Intent and fees prior to start of construction.</i></p>	<p>County Engineering and Surveying Department  SWRCB</p>	<p>Prior to construction</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>	<p>County Engineering and Surveying</p>	<p>Prior to approval of Improvement Plans</p>	

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<b>Impact Number</b>	<b>Impact</b>	<b>Mitigation Measure</b>	<b>Monitoring Agency</b>	<b>Implementation Schedule</b>	<b>Sign-off</b>
			Department		
11-3	Loss of structural support due to liquefaction.	<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> <p><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></p>	County Engineering and Surveying Department	Prior to approval of Improvement Plans	
11-4	Risks associated with structural damage from expansive soils.	<i>11-4 Implement Mitigation Measure 11-3.</i>	See Mitigation Measure 11-3	See Mitigation Measure 11-3	
<b>12. Hydrology and Water Quality</b>					
12-1	Project impacts to the existing	<i>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</i>	County Engineering	Prior to approval of Improvement	



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Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>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 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></p>	County Engineering and Surveying Department	Prior to approval of Improvement Plans	
12-2	Construction-related impacts to surface water quality.	<p><i>12-2 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.</i></p>	County Engineering and Surveying Department	Prior to approval of Improvement Plans	

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		<i>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>			
12-3	Operational water quality degradation associated with urban runoff from the project site.	<p data-bbox="453 513 1478 846"><i>12-3(a) All storm drain inlets and catch basins within the project area shall be permanently marked/embossed 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 data-bbox="453 878 1478 1040"><i>12-3(b) 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 data-bbox="453 1073 1478 1349"><i>12-3(c) 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 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 data-bbox="1497 513 1675 643">County Engineering and Surveying Department</p> <p data-bbox="1497 878 1675 1008">County Engineering and Surveying Department</p> <p data-bbox="1497 1073 1675 1203">County Engineering and Surveying Department</p>	<p data-bbox="1701 513 1900 610">Prior to approval of Improvement Plans</p> <p data-bbox="1701 878 1900 976">Prior to approval of Improvement Plans</p> <p data-bbox="1701 1073 1900 1170">Prior to approval of Improvement Plans</p>	

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		<p>12-3(d) <i>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>	County Engineering and Surveying Department	Prior to approval of Improvement Plans	
		<p>12-3(e) <i>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>	County Engineering and Surveying Department	Prior to approval of Improvement Plans	
		<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>	County Engineering and Surveying Department	Prior to approval of Improvement Plans	
		<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</i></p>	County Engineering and Surveying Department	Prior to approval of Improvement Plans	

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		<i>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 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>			
12-5	Impacts to groundwater quality.	12-5 Implement Mitigation Measures 12-2(a) and 12-3(a) through 12-3(g).	See Mitigation Measures 12-2(a) and 12-3(a) through 12-3(g). See also Mitigation Measures 14-1(a) and (b).	See Mitigation Measures 12-2(a) and 12-3(a) through 12-3(g). See also Mitigation Measures 14-1(a) and (b).	
<b>13. Public Services and Utilities</b>					
13-1	Impacts related to adequate water supply and delivery for the proposed project.	<i>13-1 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 water system improvements needed for the project and comply with PCWA requirements and standards.</i>	County Engineering and Surveying Department  PCWA	Prior to approval of Improvement Plans	
13-2	Impacts related to increased demand for wastewater	<i>13-2(a) 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</i>	County Engineering and Surveying Department	Prior to approval of Improvement Plans	

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	disposal.	<p><i>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> <ol style="list-style-type: none"> <li data-bbox="653 743 1478 911">1. <i>Design the sewer alignment to divert flows to an existing line located on New Airport 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></li> <li data-bbox="653 948 1478 1344">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></li> </ol>	County Facility Services Environmental Engineering Division		

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		<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 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>			

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		<p><i>13-2(b) 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 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>	<p>County Facility Services Environmental Engineering Division</p>	<p>Prior to approval of Improvement Plans</p>	
13-5	Impacts related to the provision of adequate fire protection and emergency	<p><i>13-5 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</i></p>	<p>Placer County Fire Department /CAL FIRE</p>	<p>Prior to approval of Improvement Plans</p>	

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	medical services for the proposed project.	<i>plans to be submitted.</i>			
13-6	Impacts related to the provision of adequate law enforcement services for the proposed project.	<i>13-6 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>	Placer County Sherriff's Office	Prior to the approval of Improvement Plans	
<b>14. Hazardous Materials and Hazards</b>					
14-1	Impacts related to the on-site fueling station.	<i>14-1(a) 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 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>	County Environmental Health Services	Prior to the approval of grading permits  and  When construction plans are submitted	
		<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,</i>	Placer County Fire Department /CAL FIRE	Prior to approval of Improvement Plans	



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<b>18. Cumulative Impacts and Other CEQA Sections</b>					
18-5	Impacts to intersections under the Cumulative Plus Project scenario.	<p><i>Bell Road/New Airport Drive (Intersection #13)</i></p> <p>18-5(a) <i>Implement Mitigation Measure 8-2.</i></p> <p><i>Undercrossing Road/I-80 EB ramps (Intersection #16)</i></p> <p>18-5(b) <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 Undercrossing Road/I-80 eastbound ramps:</i></p> <ul style="list-style-type: none"> <li>• <i>Signalize the intersection; and</i></li> <li>• <i>Provide split phasing for the eastbound and westbound approaches.</i></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>• <i>Signalize the intersection.</i></li> </ul>	<p>See Mitigation Measure 8-2 (a)</p> <p>County Engineering and Surveying Department</p> <p>See Mitigation Measure 8-3 (b)</p> <p>County Engineering and Surveying Department</p>	<p>See Mitigation Measure 8-2 (a)</p> <p>Prior to approval of Improvement Plans</p> <p>See Mitigation Measure 8-3 (b)</p> <p>Prior to approval of Improvement Plans</p>	



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		<i>The actual fees paid will be those in effect at the time payment occurs.</i>			
18-6	Impacts to arterial segments under the Cumulative Plus Project scenario.	<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>	County Engineering and Surveying Department	Prior to the approval of Improvement Plans	
18-8	Impacts to lane queuing under the Cumulative Plus Project scenario.	<p><i>SR 49 / Dry Creek Road (Intersection #1)</i></p> <p>18-8(a)     <i>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>	County Engineering and Surveying Department	Prior to the approval of Improvement Plans	

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Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		<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 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>	County Engineering and Surveying Department	Prior to the approval Improvement Plans	
18-9	Cumulative impacts to regional air quality.	<p><i>18-9(a) Prior to the issuance of a building permit, 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><i>18-9(b) Prior to the issuance of a building permit, 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><i>18-9(c) Parking lot design shall include clearly marked pedestrian pathways between parking facilities and building entrances included in the design.</i></p> <p><i>18-9(d) During operation, all off-road equipment used at the store for material handling or maintenance shall be natural gas, propane, or electric powered.</i></p>	<p>County Building Department</p> <p>County Building Department</p> <p>County Planning Department</p> <p>County Planning</p>	<p>Prior to the issuance of a building permit</p> <p>Prior to the issuance of a building permit</p> <p>Prior to building permit approval</p> <p>During operation</p>	

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		18-9(e) <i>During operation, back-up generators shall run on natural gas only.</i>	Department County Planning Department	During operation	
		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>	County Planning Department	At the time of issuance of building permits	
		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>	County Planning Department	During operation	
		18-9(h) <i>In order to mitigate the project's contribution to long-term emission of pollutants, the applicant shall:</i>  <i>1. Participate in the Placer County Air Pollution District Off-site Mitigation Program by paying the equivalent amount of 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 building</i>	PCAPCD	Prior to the issuance of a building permit	

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		<p><i>permit issuance. This condition shall be satisfied prior to the issuance of a building permit; or</i></p> <p>2. <i>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 Officer of the Placer County APCD. Any proposed off-site mitigation shall be located within the same 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>18-10 <i>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:</i></p> <ul style="list-style-type: none"> <li>• <i>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.</i></li> <li>• <i>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</i></li> </ul>	County Planning Department  PCAPCD	Prior to issuance of building permits	

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		<p><i>sun screens to reduce 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 storm water runoff on-site can drastically reduce the need for energy-intensive imported water at the site);</i></li> <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> </ul>			

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		<ul style="list-style-type: none"> <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 charging facilities and conveniently located alternative fueling);</i></li> <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>			
<b>Initial Study</b>					
VII-1, 2	Create a significant hazard to the	<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</i>	Environmental Health Services	Prior to the approval of grading permits	

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Impact Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
	public or the environment through the routine handling, transport, use, or disposal of hazardous or acutely hazardous materials?	<i>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>		and  When construction plans are submitted (See also Mitigation Measure 14-1(a) above)	
VII-8	Create any health hazard or potential health hazard?	<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>	County Planning Department  PMAD	Prior to approval of Improvement Plans	