

# Executive Summary

## Project Description

The American Vineyard Village project proposes 150 residential parcels containing detached single-family homes. The application includes a request for a rezone of the property and a General Plan/Community Plan Amendment, to allow residential development at a higher density than is allowed under current policy and ordinance. The overall residential density of the proposed subdivision is approximately 8 dwelling units per acre. The site is zoned RS-AG-B-20 by Placer County, which is a combined residential and agricultural zone that requires a minimum of 20,000 square foot lots. The Dry Creek/West Placer Community Plan gives the parcel a Low Density Residential (LDR) (one to two dwelling units per acre) land use designation; the General Plan defers to this plan for designations in the Dry Creek/West Placer area. The proposal calls for an average lot size of approximately 3,550 square feet. A General Plan Amendment is necessary, as well as a rezoning of the property.

The transportation infrastructure of the proposed Project consists of a system of internal streets and cul-de-sacs accessible only from Vineyard Road. Streets within the project will have 42-foot-wide rights of way, which include 28-foot-wide roadways, three feet of gutter and curb on each side, and four feet of sidewalk on each side. Access to the site will be achieved via the two streets that terminate at Vineyard Road. All roads on the site will be public.

The entire 19.2-acre site is proposed to be graded to varying depths, to create nearly-level pads for 150 single-family lots. Lots will drain to interior roadways. Storm drainage will be conveyed by surface flow and collected in street gutters which will drain water into an underground piping system that connects to the Placer County drainage system.

There are 23 trees with a diameter of six inches or greater on the Project site. The current proposal calls for all of these trees to be removed.

Project landscaping will include front yard landscaping for all units. Proposed landscaping is a mix of native and non-native trees, shrubs, and groundcover. Perimeter fencing will have a maximum height of six feet. There will be six-foot high fencing separating the back yards of the houses within the Project.

The Project proposes a tot lot and basketball court as a part of Lot B (approximately 0.23 acres in size).

The Project would be served by domestic water (City of Roseville) and wastewater utilities (Placer County CSA 28, Zone 173 for collection and Roseville's Dry Creek Wastewater Treatment Plant for treatment). Electrical service will be provided by Sacramento Municipal Utility District (SMUD). Natural gas service will be provided by Pacific Gas and Electric (PG&E). Roseville Telephone will provide telephone service. Telephone utilities will be installed underground. Placer County Fire District and the Placer County Sheriff's Department will also serve this site. Stormwater drainage is

also handled by Placer County. Cable service is provided by Comcast. Cable service will be installed underground. The project is located in the Dry Creek Unified School District, which provides classes from kindergarten through eighth grade. For grades nine through 12, the project will be served the Roseville Joint Union High School District.

It is the Project proponent's desire to begin site development activities within eight to 12 months of tentative subdivision map approval. All subdivision improvements (streets, infrastructure, and graded lots) will be installed within six months after development activities begin. Homes will be built as they are sold.

## Project Location

The 19.2-acre Project site is located in unincorporated Placer County. The City of Roseville borders the Project site to the north and east. The site is located along the south side of Vineyard Road, approximately 1.5 miles west of downtown Roseville and 700 feet west of Foothills Boulevard. The site consists solely of one parcel, Assessor's Parcel Number 473-030-016-000. This parcel is located in the northwest quadrant of Section 10, Township 10N, Range 6E.

Large agricultural/residential parcels with single-family homes border the site to the west and the south; the land to the south is designated for eventual industrial use. A multi-family housing complex, Vineyard Gate Apartments, borders the site to the east and is separated from the site by a soundwall. A single-family subdivision lies across Vineyard Road from the site. A parcel containing an existing single-family house lies at the northeast corner of the site along Vineyard Road.

## Project Objectives

The applicant's stated objectives of the proposed Project include:

- Development of approximately 150 dwelling units on-site
- Creation of a higher-density residential development that can serve as a land use transition between adjoining multi-family uses to the east and the lower-density planned uses to the west
- Creation of a higher-density development more consistent with the current land use planning principles, embodied in the SACOG Blueprint Project, that can be adequately served by public infrastructure and services
- Provision of higher-density housing in direct proximity to planned, zoned industrial uses to the south and near the Foothills Boulevard high technology job corridor
- Provision of a higher-density housing development that can meet County affordable housing objectives for housing affordable to middle-income households

The alternatives analysis in Section 4.0 of this EIR uses the Project Objectives as its starting point - only alternative projects or alternative sites that fulfill the majority of the Project Objectives are analyzed for environmental impacts.

## Environmental Impact and Mitigation Measures

This EIR has been prepared to examine potentially significant environmental effects of construction and operation of the American Vineyard Village project (the Project). The EIR identifies mitigation measures to reduce potentially significant impacts as presented in this EIR. A summary of the findings of the environmental analysis and mitigation measures is presented in **Table ES-1**.

This report characterizes environmental impacts as being “significant” or “less than significant,” which defines the degree of impact as required by the California Environmental Quality Act (CEQA) Guidelines. According to the CEQA Guidelines, a significant impact on the environment is “a substantial, or potentially substantial, adverse change in any physical conditions within an area affected by the project, including air, land, flora, fauna, ambient noise, and objects of historic and aesthetic significance.” Mitigation measures are constructed to avoid or reduce the potentially significant impacts, and are required by this EIR to be incorporated into the Project. When these impacts, despite incorporation of mitigation measures, cannot be mitigated to a less-than-significant level, they are identified as “significant and unavoidable impacts.”

If a lead agency wishes to approve a project with significant unavoidable impacts, the agency must adopt a Statement of Overriding Considerations. The lead agency’s Statement should indicate that the EIR has been reviewed, the benefits of the project have been compared to significant environmental effects, the benefits of the project outweigh the unavoidable adverse environmental effects, and thus these effects may be considered “acceptable” CEQA Guidelines Section 15093(a).

**Table ES-1  
Summary of Environmental Impacts**

<b>Topic</b>	<b>Impact</b>	<b>Impact Description</b>	<b>Significance</b>	<b>Mitigation</b>	<b>Significance after Mitigation</b>
Aesthetics	Impact AVR-1	The Project, as proposed, would be inconsistent with General Plan and Community Plan Aesthetic Policies.	Potentially significant	<p>Mitigation Measure AVR-1a</p> <p>Parts of the soundwall visible from public areas along Vineyard Road along the northern edge of the site shall be designed to appear like wood fencing, in order to blend in with the surrounding environment.</p> <p>Mitigation Measure AVR-1b</p> <p>Prior to final site plan approval, the Project applicant shall submit a final landscaping plan to the County for its review and approval. In compliance with Placer County General Plan Policy 6.D.2 and Dry Creek/West Placer Community Plan policies CDE-11 and CDE-14, the final landscaping plan shall include the use of native (wherever possible) and compatible non-native species, especially drought-tolerant plant species where possible. The County may attach conditions of approval to the landscaping plans deemed necessary to mitigate potential adverse visual impacts. Consistent with Community Plan policy, the County will require frontage trees, on a per lot basis, to provide canopy coverage of a neighborhood’s roads. The landscaping plan, with any attached conditions, shall be incorporated within the Project.</p>	Significant and unavoidable
Aesthetics	Impact AVR-2	The Project would alter views from areas adjacent to the Project site.	Potentially significant	N/A	Significant and unavoidable
Aesthetics	Impact AVR-3	The Project would change the visual character of the Project Site.	Potentially significant	N/A	Significant and unavoidable

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Aesthetics	Impact AVR-4	The Project would cause light spillage and glare.	Potentially significant	<p>Mitigation Measure AVR-4a</p> <p>All new lighting fixtures shall be directed away from the adjacent residential uses and highly finished surfaces that could generate glare. The developer shall submit a lighting plan, including any lighting proposed for signage or landscape accents, for review by the County. This plan shall be approved by the Planning Department and determined to be sufficient to mitigate any adverse lighting effects prior to the issuance of occupancy permits. This mitigation measure only applies to the common lot areas on site.</p> <p>Mitigation Measure AVR-4b</p> <p>Prior to final site plan approval, the Project applicant shall demonstrate compliance with Policy CDE-13 of the Dry Creek/ West Placer Community Plan. Policy CDE-13 requires the use of natural materials such as wood siding, brick, block, or field stone, for all structures such as soundwalls, gateways, and fencing. It requires primary exterior colors to blend with the surrounding visual landscape. The policy also encourages earth tones and natural finishes that blend with the natural background. This mitigation measure only applies to the common lot areas on-site.</p> <p>Mitigation Measure AVR-4c</p> <p>Prior to approval of tentative maps, the Project applicant shall provide detailed lighting, signage, and fencing plans consistent with the Placer County Code, the Dry Creek/West Placer Community Plan, and the Placer County General Plan. Covenants, conditions, and restrictions (CC&amp;R's) shall limit the exterior lighting on residential dwelling units to mercury vapor, low pressure sodium, incandescent, and fluorescent lamps (150 watts or less).</p>	Less than significant

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				All lighting, except lighting with 50 watts or less, shall have cut-off lenses that confine light to intended areas of illumination.	
Aesthetics	Impact AVR-5	Architectural Design Impact	No Impact	N/A	N/A
Air Quality	Impact AQ-1	The Project would cause short-term construction related air pollutant emissions.	Potentially significant	<p>Mitigation Measure AQ-1</p> <ul style="list-style-type: none"> <li>The prime Project contractor shall submit 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 phase of the Project to the Placer County Air Pollution Control District (the District). The Project shall provide a plan for approval by the Air District demonstrating that the heavy-duty (&gt;50 horsepower) off-road vehicles to be used in the construction of the Project, including owned, leased, and subcontractor vehicles, will achieve a project-wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent California Air Resources Board (CARB) fleet average. The Air District should be contacted for average fleet emission data. 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. In lieu of or in addition to this requirement, the Project applicant can use other measures to reduce particulate matter and nitrogen oxide emissions from the Project through the use of emulsified diesel fuel and or particulate matter traps. The Placer County Air Pollution Control District should be contacted to discuss this measure.</li> <li>Placer County Air Pollution Control District personnel, with assistance from the California Air Resources Board, will conduct initial Visible Emission Evaluations (VEE) of all heavy-duty equipment on the inventory list. The Project applicant shall have</li> </ul>	Significant and unavoidable

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				<p>a contractor that is CARB-certified to perform VEE routinely (on a weekly basis during construction) to evaluate Project related off-road and heavy-duty on-road equipment emissions for compliance with opacity standards in California Code of Regulations, Title 13, Sections 2180 – 2194. Vehicles and equipment found to exceed opacity limits shall be repaired or replaced within 72 hours of notification.</p> <ul style="list-style-type: none"> <li>• There shall be no open burning of vegetation removed for site preparation or installation of infrastructure. Any removed vegetative material shall be chipped or delivered to a waste-to-energy facility.</li> <li>• The Project applicant shall submit for review and approval a “Construction Emission, Asbestos Dust, Fugitive Dust, and Erosion Control Plan” to the Placer County Air Pollution Control District and Placer County Engineering and Surveying Department prior to the issuance of any grading permits. The following measures or those determined in advance by the Air District to be equally effective or more effective shall be included in the Construction Emission, Asbestos Dust, Fugitive Dust, and Erosion Control Plan and construction contracts: <ul style="list-style-type: none"> <li>- An operational water truck shall be on-site during all construction phases. Water shall be applied as needed to prevent dust impacts off-site, including applying water to the existing concrete pads during demolition.</li> <li>- Clean earth moving construction equipment with water once per day.</li> <li>- Install wheel washers or wash all trucks and equipment leaving the site.</li> </ul> </li> </ul>	

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				<ul style="list-style-type: none"> <li>- Traffic speeds on all unpaved surfaces on the construction site shall not exceed 15 miles per hour.</li> <li>- Streets adjacent to the Project site shall be kept clean of dirt, mud, materials, and debris during the construction and demolition periods.</li> <li>- Construction activities shall be suspended during periods of high winds (25 miles per hour gusts or stronger).</li> <li>- Grading operations shall be suspended when fugitive dusts exceed District Rule 228 Fugitive Dust limitations.</li> <li>- Keep active storage piles adequately wet or covered with tarps.</li> <li>- Inactive disturbed surface areas and storage piles shall be controlled for erosion by: keeping surfaces adequately wet, establishing and maintaining surface crusting, applying chemical dust suppressants or chemical stabilizers, covering with tarp or vegetative cover, installing wind barriers of 50 percent porosity around three sides of a storage pile, or installing wind barriers across open areas.</li> <li>- Following ground disturbance phases of site preparation, disturbed areas shall be re-vegetated or paved.</li> <li>• Construction equipment shall be maintained according to equipment manufacturer’s recommendations.</li> <li>• No diesel-powered equipment used on-site during construction shall idle unused for more than five minutes.</li> <li>• California diesel fuel exclusively shall be used for mobile and stationary construction equipment used on-site.</li> </ul>	

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				<ul style="list-style-type: none"> <li>The applicant shall use existing power sources (e.g., power poles) or clean fuel generators rather than temporary diesel power generators. If Project construction requires diesel powered generators greater than 50 horsepower, a Permit to Operate is required from the Air District.</li> <li>Construction equipment exhaust emissions shall not exceed District Rule 202 Visible Emission limitations.</li> <li>The applicant shall use low volatile organic compound (VOC) paint coatings per District Rule 218 Architectural Coatings.</li> </ul>	
Air Quality	Impact AQ-2	The Project would cause operational air pollutant emissions.	Less than significant	N/A	Less than significant
Air Quality	Impact AQ-3	The Project could expose sensitive receptors to harmful air pollutant emissions.	Potentially significant	<p>Mitigation Measure AQ-3</p> <ul style="list-style-type: none"> <li>All proposed homes on the project site shall be equipped with filter systems with high Minimum Efficiency Reporting Value (MERV) for small particles (such as 0.3 micron) at all air intake points to the home. All proposed houses shall be constructed with mechanical ventilation systems which would allow occupants to keep windows and doors closed and allow for the introduction of fresh outside air, without the requirement of open windows.</li> <li>Prior to the filing of the final map, conditions, covenants, and restrictions (CC&amp;Rs) shall be prepared and submitted to and approved by the Engineering and Surveying Department, County Counsel, and other appropriate County Departments and shall contain provisions/notifications advising future residents of the potential for acute and chronic health affects and risks associated with exposure to diesel PM from Roseville Rail Yard. The CC&amp;Rs shall also indicate that it is the homeowner's</li> </ul>	Significant and unavoidable

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				responsibility to maintain and clean the filter systems regularly, according to manufacturer’s specifications, for proper operation.	
Air Quality	Impact AQ-4	The Project could create localized carbon monoxide concentrations.	Less than significant	N/A	N/A
Air Quality	Impact AQ-5	Operation of the proposed project could result in the exposure of on-site receptors to objectionable odor emissions.	Less than significant	Mitigation Measure AQ-5  <ul style="list-style-type: none"> <li>• Prior to the filing of the final map, conditions, covenants, and restrictions (CC&amp;Rs) shall be prepared and submitted to and approved by the Engineering and Surveying Department, County Counsel, and other appropriate County Departments and shall contain provisions/notifications disclosing to future residents the potential for exposure to odors to result from the Project locating near an existing wastewater treatment plant</li> </ul>	Less than significant
Biological Resources	Impact BIO-1	The Project would adversely affect raptors and migratory birds.	Potentially significant	Mitigation Measure BIO-1  To mitigate impacts due to removal/disturbance of active raptor nests or bird nests covered under the MBTA, the following measure shall be implemented:  If construction is planned to occur during the breeding season (January 1 – August 31) a preconstruction survey shall be conducted to determine whether active bird or raptor nests would be affected by construction activities. The survey shall be completed by a qualified biologist and shall identify active raptor and migratory bird nests within 0.25 mile of the project site. The survey shall be conducted no less than 14 days and no more than 30 days prior to the beginning of construction.  If any active nests or burrows are found, construction activities shall not occur within 500 feet of the nest until the young have	Less than significant

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				fledged. Some restrictions on construction activities may be required in the vicinity of the nests or burrows until the site is no longer active, as determined by a qualified biologist. If construction activities are scheduled to occur during the non-breeding season (September 1 to December 31), a survey is not required.	
Biological Resources	Impact BIO-2	The Project would adversely affect trees.	Less than significant	N/A	N/A
Biological Resources	Impact BIO-3	The Project would adversely affect Jurisdictional Wetlands.	Potentially significant	Mitigation Measure BIO-3  The Project applicant shall mitigate for impacts incurred by Project development by providing for a “no net loss” of wetlands, consistent with Policy 6.B.2. of the Placer County General Plan. The provision of mitigation for the impacted wetlands shall be through a combination of avoidance, minimization or compensation, which could include use of a mitigation banking program. If feasible, on-site resources shall be restored to provide for this required mitigation. If on-site restoration or preservation is not possible due to Project design, similar or higher quality habitat and functions shall be provided through an off-site wetland restoration or mitigation project, which could include securing a portion of a local resource conservation bank. Impacts to the swale shall be mitigated at a minimum ratio of 1:1, in conjunction with the implementation of the proposed project. The provided mitigation shall also address the regulatory requirements of USACE and CDFG.	Less than significant
Biological Resources	Impact BIO-4	The Project would adversely affect special-status plant species.	Potentially significant	Mitigation Measure BIO-4  Focused surveys for Sanford’s arrowhead shall be performed during the appropriate survey season (three surveys, one each during the early-, mid-, and late- parts of the blooming period) to determine presence or absence of this species on the Project site.	Less than significant

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				<p>If present, the Project applicant shall notify the CDFG for their expertise and recommendation of further action. The Project applicant shall coordinate with the CDFG, which may require a mitigation plan prior to construction. Potential mitigation requirements may include plant relocation, on-site preservation, and/or purchase of appropriate mitigation credits at an approved mitigation bank.</p>	
Biological Resources	Impact BIO-5	The Project would adversely affect special-status wildlife species.	Potentially significant	<p>Mitigation Measure BIO-5a – Swainson’s Hawk</p> <p>Prior to any construction activities scheduled during the nesting season for Swainson’s hawk (March-September), a survey for Swainson’s hawk nests shall be conducted by a qualified biologist no more than 30 days from the onset of construction. If any active nests are found, construction activities shall not occur within 500 feet of the nest until the young have fledged. If construction activities are scheduled to occur during the non-breeding season (August-January), a survey is not required.</p> <p>Replacement of all nesting trees removed from the project site shall be performed at a ratio of 15:1. This mitigation ratio will ensure that there is “no net loss” of nesting trees over time. Removal of nesting trees shall only occur outside of the nesting season.</p> <p>Mitigation for impacts to foraging habitat shall contain the following: Habitat replacement ratios shall be 1.5:1 for foraging habitat within one mile of a known active nest tree, 0.75:1 for one to five miles from a nest tree, and 0.5:1 for five to ten miles away from a nest tree; mitigation shall be provided through fee title acquisition and/or conservation easement, and an associated management endowment, over suitable lands or through purchase of credits from an approved mitigation bank, if available.</p>	Less than significant / significant and unavoidable

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				<p>Mitigation for nesting trees would reduce impacts to the Swainson’s hawk to a less-than-significant level.</p> <p>Impacts to foraging habitat for the Swainson’s hawk would be considered significant and unavoidable even with mitigation for foraging habitat.</p> <p>Mitigation Measure BIO-5b – Special-Status Bats</p> <p>To mitigate impacts to potential habitat for special-status bat species, including small-footed myotis, Yuma myotis, and pallid bat, the following measure shall be implemented: Prior to construction, a qualified biologist shall survey any affected structures for evidence of bat roosts (e.g., bat guano). If roosts are found, they shall be removed in April, September or October in order to avoid the hibernation and maternity seasons. Appropriate exclusion methods will be used, as needed, during habitat removal.</p> <p>The initial assessment will involve looking for bats or bat signs such as guano, urine staining, and culled food parts, and will identify those specific locations that represent potential habitat (i.e., which specific buildings, trees, bridges could support roosting bats). If no potential habitat is identified or no potential habitat will be affected (i.e., removed), no further measures are required.</p> <p>If roosts are present, project proponent shall make efforts to avoid them. If it is not possible to avoid the roost site, a qualified biologist shall exclude or hand-capture and release bats prior to construction using methods to ensure that no individuals are lost. Bat habitat can be removed with minimal impact to the resident bat population if it is done outside of the hibernation season (November through March) and outside of the maternity season</p>	

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				<p>(May through August). During the removal period, a roost exit survey shall be conducted prior to habitat removal. If bats are detected, standard humane exclusion methods shall be implemented (e.g., placing plastic over roost entrance areas such that bats can exit the roost but not return). Exclusion shall be conducted for two nights prior to habitat removal and habitat removal shall occur immediately following implementation of these exclusion measures. If there is a delay, then the exclusion measures shall be repeated. During the maternity season (May through August), habitat removal may occur following a roost exit survey that confirms no bats are present; however, if bats are detected they may not be excluded until the end of the maternity season. During the hibernation season (November through March), bats do not exit the roost, so exit surveys cannot be used to assess presence and removal shall be delayed to the end of this time period.</p> <p>If bats must be excluded, the project proponent shall work with a qualified biologist to determine if any additional steps (such as installation of alternative roost habitat in the form of bat boxes) are appropriate for the particular habitat. Determination of these additional measures will depend on the species present and their specific ecological preferences/requirements. Other steps could include improvement of other avoided bat habitat or design of new project elements such as bridges to be "bat-friendly." If experimental bat houses or roost sites are utilized, replacement roosting sites shall be monitored for a minimum of 5 years by a qualified biologist.</p> <p><i>Implementation of this mitigation measure would reduce impacts due to disturbance of potential bat roost sites to a less-than-significant level.</i></p>	

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				<p>Mitigation Measure BIO-5c – Other Special-Status Wildlife Species</p> <p>Potential impacts to the 10 other bird species of special concern including Cooper’s hawk, ferruginous hawk, white-tailed kite, American kestrel, northern harrier, golden eagle, merlin, western burrowing owl, loggerhead shrike, tricolored blackbird, covered by the MBTA shall be mitigated as defined in Mitigation Measure BIO-1.</p> <p>In addition, surveys for the western spadefoot toad (a federal and state species of concern) shall be performed by a qualified biologist during the active (wet) season (November to March) prior to site development to determine presence or absence of this species on the Project site. If present, the Project applicant shall not conduct any work within the swale or within a 100-foot upland buffer until the following dry season (April to October). Prior to filling the drainage swale during between April and October, an additional survey shall be conducted to confirm the absence of toads. If the species is identified outside of the active season, a qualified biologist shall translocate the toads to a nearby location (within 5 miles) within preferential toad habitat, primarily consisting of grasslands with shallow temporary pools.</p> <p><i>The recommended mitigation would reduce impacts to a less-than-significant level.</i></p>	
Biological Resources	Impact BIO-6	The Project would adversely affect common plant and wildlife species.	Less than significant	N/A	N/A

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Cultural Resources	Impact CR-1	The Project may cause accidental exposure of, or damage to an unidentified resource during construction.	Potentially significant	<p>Mitigation Measure CR-1</p> <ul style="list-style-type: none"> <li>If, during site preparation or construction activities, unusual amounts of non-native stone (obsidian, fine-grained silicates, basalt), bone, shell, or prehistoric or historic period artifacts (purple glass, etc.) are revealed, or if dark-colored sediments that do not appear to have been created through natural processes are discovered, work shall cease in the immediate area of discovery and a qualified archeologist shall be contacted immediately for an on-site inspection of the discovery. In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the Placer County Coroner is contacted to determine that no investigation of the cause of death is required, If the Coroner determines the remains to be Native American, the Coroner shall contact the Native American Heritage Commission in Sacramento within 24 hours. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98. Or where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance. The conditions include: If The Native American Heritage Commission is unable to identify a most likely</li> </ul>	Less than significant

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				descendent; if the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission; or, if the descendant identified fails to make a recommendation, or if the landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.	
Geology and Soils	Impact GEO-1	The Project would be exposed to risk associated with an earthquake or other major geologic event.	Less than significant	N/A	N/A
Geology and Soils	Impact GEO-2	The Project would cause erosion and loss of topsoil.	Potentially significant	<p>Mitigation Measure GEO-2a</p> <p>In accordance with the Standard Conditions for development projects, as established by the County's Engineering and Surveying Department (ESD), the following measures shall be implemented:</p> <ul style="list-style-type: none"> <li>• 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, formerly Chapter 29), Placer County Code) that are in effect at the time of submittal. No grading, clearing, or 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 County's Development Review Committee (DRC). All cut/fill slopes shall be at 2:1 (horizontal: vertical) unless a soils report supports a steeper slope and ESD concurs with said recommendation.</li> </ul>	Less than significant

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Summary of Environmental Impacts**

<b>Topic</b>	<b>Impact</b>	<b>Impact Description</b>	<b>Significance</b>	<b>Mitigation</b>	<b>Significance after Mitigation</b>
				<ul style="list-style-type: none"> <li data-bbox="932 371 1665 716">• 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. Provision shall be made for erosion control where roadside drainage is off the pavement, to the satisfaction of the ESD.</li> <li data-bbox="932 735 1665 1016">• 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.</li> <li data-bbox="932 1036 1665 1382">• 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 the appropriate hearing body.</li> </ul>	

**Table ES-1  
Summary of Environmental Impacts**

Topic	Impact	Impact Description	Significance	Mitigation	Significance after Mitigation
				<p>Mitigation Measure GEO-2b</p> <p>Prior to the approval of Improvement Plans, the applicant shall prepare and submit a drainage report in conformance with the requirements of Section 5.06 of the Land Development Manual and the Placer County Storm Water Management Manual that are in effect at the time of submittal, to the Engineering and Surveying Department (ESD) for review and approval. The report shall be prepared by a Registered Civil Engineer and shall, include, but is not limited to the following: A written text addressing existing conditions, the effects of the improvements, all appropriate calculations, a vicinity map, a watershed map with indexed tables, increases in downstream flows, proposed on- and off-site improvements, summary tables of pre-development and post-development design indexed to watershed maps, summary tables of detention basin design data, and drainage easements to accommodate flows from this project. The report shall address storm drainage during construction and thereafter and shall propose “Best Management Practice” (BMP) measures to reduce erosion, water quality degradation, etc. Said BMP measures for this project shall include: Minimizing drainage concentration from impervious surfaces, construction management techniques, and erosion protection at culvert outfall locations.</p> <p>Mitigation Measure GEO-2c</p> <p>Prior to the approval of Improvement Plans, the applicant shall submit to the 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:</p>	

**Table ES-1  
Summary of Environmental Impacts**

Topic	Impact	Impact Description	Significance	Mitigation	Significance after Mitigation
				<ul style="list-style-type: none"> <li>• Road, pavement, and parking area design.</li> <li>• Structural foundations, including retaining wall design (if applicable).</li> <li>• Grading practices.</li> <li>• Erosion/winterization.</li> <li>• Special problems discovered on-site, (i.e., groundwater, expansive/unstable soils, etc.).</li> <li>• Slope stability.</li> </ul> <p>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. If the soils report indicates the presence of critically expansive or other soils problems which, if not corrected, could lead to structural defects, a certification of completion of the requirements of the soils report will be required for subdivisions, prior to issuance of Building Permits. This certification may be completed on a lot-by-lot basis or on a tract basis. This shall be so noted in the Covenants, Conditions and Restrictions (CC&amp;Rs) and on the Informational Sheet filed with the Final Map(s). 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.</p> <p>Mitigation Measure GEO-2d</p> <p>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 Department</p>	

**Table ES-1  
Summary of Environmental Impacts**

Topic	Impact	Impact Description	Significance	Mitigation	Significance after Mitigation
				<p>(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 distance areas at intersections, and noise barriers, 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 Development Review Committee (DRC) 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.</p> <p>Mitigation Measure GEO-2e</p> <p>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.</p>	
Geology and Soils	Impact GEO-3	On-site soils may not be suitable for development included in proposed Project.	Potentially significant	Mitigation Measure GEO-2c	Less than significant

**Table ES-1  
Summary of Environmental Impacts**

<b>Topic</b>	<b>Impact</b>	<b>Impact Description</b>	<b>Significance</b>	<b>Mitigation</b>	<b>Significance after Mitigation</b>
Geology and Soils	Impact GEO-4	The Project would have an adverse impact due to construction on on-site topography and soils.	Potentially significant	Mitigation Measures GEO-2a through 2e.	Less than significant
Hazards	Impact HAZ-1	The Project could release Hazardous Materials into the environment during construction.	Potentially significant	<p>Mitigation Measure HAZ-1-a</p> <p>Prior to issuance of grading permits the Project applicant shall contract a licensed hazardous waster recycle to properly remove the previously identified fluids and containers. In addition, the applicant shall confirm the location of the former underground tank with the owner, and subsurface soil samples shall be collected for laboratory analysis to determine if the past use of the tank resulted in a release of hydrocarbons into the environment. The Project applicant shall have the tank removed, if present, according to requirements of the Department of Toxic Substances Control and the County Division of Environmental Health Services, prior to approval of Improvement Plans. The Project applicant shall have remediated any environmental condition revealed through this sampling subject to approval by Placer County and, if applicable, the State Department of Toxic Substances Control.</p> <p>Mitigation Measure HAZ-1-b</p> <p>The applicant shall ensure that its construction contracts require mitigation measures consistent with the CARB’s Final Regulation Order for Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations.</p> <p>Before demolition of any on-site buildings, the project applicant shall have a qualified consultant investigate whether any of these</p>	Less than significant

**Table ES-1  
Summary of Environmental Impacts**

<b>Topic</b>	<b>Impact</b>	<b>Impact Description</b>	<b>Significance</b>	<b>Mitigation</b>	<b>Significance after Mitigation</b>
				buildings contain asbestos-containing materials and lead that could become friable or mobile during demolition activities. If found, the asbestos-containing materials and lead shall be removed by an accredited inspector in accordance with EPA and California Occupational Safety and Health Administration (Cal/OSHA) standards. In addition, all activities (construction or demolition) in the vicinity of these materials shall comply with Cal/OSHA asbestos and lead worker construction standards. The asbestos-containing materials and lead shall be properly disposed of at an appropriate off-site disposal facility.	
Hazards	Impact HAZ-2	While the Project is not near identified hazardous materials sites, the Project site has contaminated soils.	Potentially significant	<p>Mitigation Measure HAZ-2</p> <ul style="list-style-type: none"> <li>• Prior to final map approval, the Project applicant shall remove contaminated soil in consultation with the Placer County Division of Environmental Health Services and Department of Toxic Substances Control as applicable, according to the specifications of the May 6, 2005 Final Remediation Plan, prepared by hazardous materials consultants to the Project applicant</li> </ul>	Less than significant
Hazards	Impact HAZ-3	The Project would not result in airport related hazards.	Less than significant	N/A	N/A
Hazards	Impact HAZ-4	The Project will not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.	Less than significant	N/A	N/A

**Table ES-1  
Summary of Environmental Impacts**

<b>Topic</b>	<b>Impact</b>	<b>Impact Description</b>	<b>Significance</b>	<b>Mitigation</b>	<b>Significance after Mitigation</b>
Hazards	Impact HAZ-5	The Project does not interfere with Emergency Response Plans or Evacuation Routes.	Less than significant	N/A	N/A
Hazards	Impact HAZ-6	The Project could create an accidental drowning hazard.	Potentially significant	Mitigation Measure HAZ-6  Detention basins shall be designed to protect the safety of any persons coming in contact with the system. The basin design shall include a safety fence. In addition, the plans shall be approved by the Placer County Development Review Committee.	Less than significant
Hazards	Impact HAZ-7	The project could create a hazard related to mosquito and insect propagation.	Potentially significant	Mitigation Measure HAZ-7  The applicant shall coordinate with Placer County Mosquito Abatement District (PCMAD) in the construction and operations phases of the project. Consultation and coordination with PCMAD shall include the following actions:  <ul style="list-style-type: none"> <li>• Consult with PCMAD during the project design phase to incorporate design elements of detention basins to reduce the mosquito production potential of the project. Measures considered should include designing water delivery and drainage systems.</li> <li>• Consult with PCMAD to develop and implement feasible measures to reduce the likelihood of ponding of surface water on the project area during the construction period and to implement other mosquito abatement measures that are compatible with construction activities.</li> <li>• Permit PCMAD to have access to the project area to monitor or control mosquito populations.</li> </ul>	Less than significant

**Table ES-1  
Summary of Environmental Impacts**

<b>Topic</b>	<b>Impact</b>	<b>Impact Description</b>	<b>Significance</b>	<b>Mitigation</b>	<b>Significance after Mitigation</b>
				<ul style="list-style-type: none"> <li>Regularly consult with PCMAD to identify mosquito management problems, mosquito monitoring and abatement procedures, and opportunities to adjust water management practices in detention basins to reduce mosquito production during problem periods.</li> </ul>	
Hazards	Impact HAZ-8	The Project would not release hazardous materials into the environment	No impact	N/A	N/A
Hazards	Impact HAZ-9	The off-site water and wastewater lines would not result in increased hazards.	Less than significant	N/A	N/A
Hydrology and Water Quality	Impact HWQ-1	The Project would create adverse impacts relative to flood flow and hydraulics.	Potentially significant	<p>Mitigation Measure HWQ-1a</p> <p>Storm water run-off shall be reduced to pre-Project conditions for the 10- and 100-year storm event through the installation of on-site retention/detention facilities. Retention/detention facilities shall be analyzed for any impacts to the 100-year floodplain limits and 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). No retention/detention facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by Project approvals.</p>	Less than significant

**Table ES-1  
Summary of Environmental Impacts**

Topic	Impact	Impact Description	Significance	Mitigation	Significance after Mitigation
				<p>Mitigation Measure HWQ-1b</p> <p>Drainage facilities, for purposes of collecting runoff on individual lots, shall be designed in accordance with the requirements of the County Storm Water Management Manual that are in effect at the time of submittal, and shall be in compliance with applicable stormwater quality standards, to the satisfaction of the Engineering and Surveying Department (ESD). These facilities shall be constructed with subdivision improvements and easements provided as required by ESD. Maintenance of these facilities shall be provided by the homeowners/property owners' association.</p> <p>Mitigation Measure HWQ-1c</p> <p>Show finished house pad elevations 2' above the 100-year flood plain line (or finished floor 3' above) for Lots 41, 42, 43, 44, and 57-61 on the Improvement Plans and Informational Sheet filed with the Final Map. Pad elevations shall be certified by the project engineer on "As-Built" plans submitted to the Engineering and Surveying Department following project construction. Benchmark elevation and location shall be shown on the Improvement Plans and Informational Sheet to the satisfaction of Development Review Committee (DRC).</p>	
Hydrology and Water Quality	Impact HWQ-2	The Project would cause storm water quality impacts.	Potentially significant	<p>Mitigation Measure HWQ-2a</p> <p>A Stormwater Pollution Prevention Plan (SWPPP) shall be developed prior to construction of the Project. Construction site mitigations in the SWPPP should include the following:</p> <ul style="list-style-type: none"> <li>• Erosion prevention measures such as hydroseeding, fiber rolls, straw mulch, and velocity dissipation devices.</li> </ul>	Less than significant

**Table ES-1  
Summary of Environmental Impacts**

Topic	Impact	Impact Description	Significance	Mitigation	Significance after Mitigation
				<ul style="list-style-type: none"> <li>• Sediment control measures such as silt fences, sediment traps, and straw bale inlet protection.</li> <li>• Vehicle sediment tracking measures such as stabilized site entrances and entrance wash areas.</li> <li>• Concrete washout areas.</li> </ul> <p>Mitigation Measure HWQ-2b</p> <ul style="list-style-type: none"> <li>• Storm drainage inlets shall be signed or stenciled with anti-pollution messages to promote public awareness and reduce the likelihood of pollutants being dumped into the storm drain system.</li> </ul> <p>Mitigation Measure HWQ-2c</p> <ul style="list-style-type: none"> <li>• 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 include, but are not limited to: Fiber Rolls (SE-5), Hydroseeding (EC-4), Stabilized Construction Entrance (LDM Plate C-4), Storm Drain Inlet Protection (SE-10), Silt Fence (SE-1), concrete washout areas, and revegetation techniques.</li> <li>• 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</li> </ul>	

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Summary of Environmental Impacts**

<b>Topic</b>	<b>Impact</b>	<b>Impact Description</b>	<b>Significance</b>	<b>Mitigation</b>	<b>Significance after Mitigation</b>
				<p>in accordance with the 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 dry extended detention basins. No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals. All BMPs shall be maintained as required to ensure effectiveness. The Project applicant shall provide for the establishment of vegetation, where specified, by means of proper irrigation. proof of on-going maintenance, such as contractual evidence, shall be provided to ESD upon request. Maintenance of these facilities shall be provided by the project owners/permittees unless, and until, a County Service Area is created and said facilities are accepted by the County for maintenance. Prior to Improvement Plan or Final Map approval, easements shall be created and offered for dedication to the County for maintenance and access to these facilities in anticipation of possible County maintenance.</p> <p>Mitigation Measure HWQ-2d</p> <p>The Project is subject to construction stormwater quality permit requirements of the National Pollutant Discharge Elimination System (NPDES) program shall obtain such permit from the State Regional Water Quality 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.</p>	

**Table ES-1  
Summary of Environmental Impacts**

Topic	Impact	Impact Description	Significance	Mitigation	Significance after Mitigation
				<p>Mitigation Measure HWQ-2e</p> <p>Provide the following easements/dedications on the Improvement Plans and Final Map to the satisfaction of the Engineering and Surveying Department and DRC: An Irrevocable Offer of Dedication for easements as required for access to, and protection and maintenance of, storm drainage retention/detention facilities, as well as post-construction water quality enhancement facilities (BMPs). Said facilities shall be privately maintained until such time as the Board of Supervisors accepts the offer of dedication.</p> <p>Mitigation Measure HWQ-2f</p> <p>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).</p> <p>Mitigation Measure HWQ-2g</p> <p>Applicant or homeowners’ association shall distribute printed educational materials highlighting information regarding the stormwater facilities/BMPs, recommended maintenance, and inspection requirements, as well as conventional water conservation practices and surface water quality protection, to future buyers. Copies of this information shall be included in the Development Notebook.</p>	

**Table ES-1  
Summary of Environmental Impacts**

<b>Topic</b>	<b>Impact</b>	<b>Impact Description</b>	<b>Significance</b>	<b>Mitigation</b>	<b>Significance after Mitigation</b>
				<p>Mitigation Measure HWQ-2h</p> <p>All storm drain inlets and catch basins within the Project site 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 (ESD) 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 site. The Homeowners’ association is responsible for maintaining the legibility of stamped messages and signs.</p>	
Hydrology and Water Quality	Impact HWQ-3	The Project may affect groundwater in the Project vicinity.	Potentially significant	<p>Mitigation Measure HWQ-3</p> <p>Prior to Final Map recordation, the applicant shall properly destroy under permit and inspection, all existing wells and septic systems located within the project site subject to Environmental Health Services review and approval.</p>	Less than significant
Land Use Policy, Agriculture, Population, and Housing	Impact LAN-1	The Project would be inconsistent with land use policy.	Potentially significant	Mitigation measures throughout the EIR	Less than significant
Land Use Policy, Agriculture, Population, and Housing	Impact LAN-2	The Project would have direct and indirect agricultural impacts.	Less than significant	N/A	N/A

**Table ES-1  
Summary of Environmental Impacts**

<b>Topic</b>	<b>Impact</b>	<b>Impact Description</b>	<b>Significance</b>	<b>Mitigation</b>	<b>Significance after Mitigation</b>
Land Use Policy, Agriculture, Population, and Housing	Impact LAN-3	The Project would not conflict with any adopted habitat or natural community conservation plan.	No impact	N/A	N/A
Land Use Policy, Agriculture, Population, and Housing	Impact LAN-4	The Project could result in land use compatibility conflicts.	Less than significant	N/A	N/A
Noise	Impact N-1	The Project would generate construction noise.	Potentially significant	<p>Mitigation Measure N-1</p> <ul style="list-style-type: none"> <li>• Construction noise emanating from any construction activities for which a Grading or Building Permit is required is prohibited on Sundays and Federal Holidays, and shall only occur:                             <ol style="list-style-type: none"> <li>a. Monday through Friday, 6:00 am to 8:00 pm (during daylight savings)</li> <li>b. Monday through Friday, 7:00 am to 8:00 pm (during standard time)</li> <li>c. Saturdays, 8:00 am to 6:00 pm.</li> </ol> </li> <li>• Construction activities shall conform to the following standards: (a) there shall be no start-up of machines or equipment, no delivery of materials or equipment, no cleaning of machines or equipment, and no servicing of equipment except during the permitted hours of construction identified above; (b) radios played at high volume, loud talking, and other forms of communication constituting a nuisance shall not be permitted; and, (c) there shall be no construction on legal holidays.</li> <li>• Noisy construction equipment shall not idle for more than 10 minutes.</li> </ul>	Less than significant

**Table ES-1  
Summary of Environmental Impacts**

Topic	Impact	Impact Description	Significance	Mitigation	Significance after Mitigation
				<ul style="list-style-type: none"> <li>• Construction equipment, including trucks used for construction, shall utilize the best available noise control techniques (including mufflers, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds) in order to minimize construction noise impacts on nearby noise-sensitive uses and be maintained in good working order.</li> <li>• Loaded trucks used in construction shall not travel at speeds higher than 25 miles per hour in the Project vicinity, shall avoid driving over bumps, and shall reduce speed while driving over bumps that cannot be avoided in order to reduce the incidence and intensity of vibration as experienced by adjacent residents.</li> <li>• Construction staging areas shall not be located near sensitive residential noise receivers and shall be placed away from the single residence to the northeast and the multi-family apartment complex to the east. Construction vehicles shall avoid entering the site near the eastern property line.</li> </ul>	
Noise	Impact N-2	The Project would expose noise sensitive land uses to noise in excess of County standards.	Potentially significant	<p>Mitigation Measure N-2</p> <ul style="list-style-type: none"> <li>• A noise attenuating barrier, or earth berm and retaining wall configuration, measuring no less than 6.5 feet in height above existing Project grade is required at select locations along the northern portion of the Project site to block line of sight from Vineyard Road to the outdoor activity areas for lots 1 and 77 through 83 to reduce the exterior traffic noise level to less than 60 dB Ldn (see Table 3.9-6 for noise barrier heights). The required height is described in more detail in Table IV contained in the noise impact assessment for this report, Appendix H. The noise barriers shall wrap around the closest rear corners of the homes on lots 80, 81, and 83. For lots 1 and 77, the noise barrier shall extend the length of the backyard area. (see Figure 3.9-6 for location of recommended noise barriers).</li> </ul>	Less than significant

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Summary of Environmental Impacts**

<b>Topic</b>	<b>Impact</b>	<b>Impact Description</b>	<b>Significance</b>	<b>Mitigation</b>	<b>Significance after Mitigation</b>
				<ul style="list-style-type: none"> <li>• An eight-foot noise attenuating barrier, or a sound wall, shall be constructed along the Project site’s southern property line adjacent to potential future industrial uses, as depicted in Figure 3.9-6. The noise barriers shall wrap around the closest rear corners of the homes on lots 28 and 41.</li> <li>• The Project shall use energy-conserving sliding glass doors and windows with double-pane glazing that have attenuating characteristics sufficient to satisfy Placer County’s 45 dB Ldn interior noise standard.</li> <li>• Prior to Final Map approval, provisions for homeowner’s association maintenance of the noise barriers shall be reviewed and approved by the Development Review Committee.</li> </ul>	
Noise	Impact N-3	The Project would generate traffic that would increase noise levels along roadway corridors.	Less than significant	N/A	N/A
Noise	Impact N-4	The Project would cause a permanent increase in ambient noise levels.	Less than significant	N/A	N/A

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<b>Topic</b>	<b>Impact</b>	<b>Impact Description</b>	<b>Significance</b>	<b>Mitigation</b>	<b>Significance after Mitigation</b>
Public Services, Utilities, and Recreation	Impact PUB-1	The Project could cause a reduction in the service capacity of fire protection services in the area.	Less than significant	N/A	N/A
Public Services, Utilities, and Recreation	Impact PUB-2	The Project could require additional police protection services.	Less than significant	N/A	N/A
Public Services, Utilities, and Recreation	Impact PUB-3	The Project could result in the generation of students that exceed the short- or long-term capacity of school facilities and services.	Less than significant	N/A	N/A
Public Services, Utilities, and Recreation	Impact PUB-4	The Project could result in the generation of the demand for park services that exceeds the short- or long-term planned recreational facilities and services for Placer County.	Less than significant	N/A	N/A

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<b>Topic</b>	<b>Impact</b>	<b>Impact Description</b>	<b>Significance</b>	<b>Mitigation</b>	<b>Significance after Mitigation</b>
Public Services, Utilities, and Recreation	Impact PUB-5	The Project could have insufficient water supply available to serve the Project from existing entitlements and resources.	Less than significant	N/A	N/A
Public Services, Utilities, and Recreation	Impact PUB-6	The Project could require the construction of new sewage collection and treatment facilities.	Potentially significant	<p>Mitigation Measure PUB-6a</p> <ul style="list-style-type: none"> <li>• Prior to issuance of a will-serve letter by Placer County, the applicant shall submit improvement plans for review and approval by Placer County’s Development Review Committee (including the Engineering and Surveying Department) to ensure that adequate service and applicable codes are met. Paved access is required to all sewer manholes and this detail shall be included on the utility plan(s).</li> <li>• Review and approval of the City of Roseville is also required for improvement plans that involve City of Roseville infrastructure.</li> </ul> <p>Mitigation Measure PUB-6b</p> <ul style="list-style-type: none"> <li>• The Project applicant shall annex into CSA #28, Zone 173 and pay all applicable fees and construct and/or upgrade existing wastewater facilities on site as required by Placer County and the City of Roseville.</li> <li>• Project proponents shall participate financially through connection fees and other financial mechanisms in the construction of additional wastewater treatment capacity sufficient to accommodate projected flows and treatment at the DCWWTP. In addition, Project proponents shall provide a fair share contribution toward the preparation of any additional</li> </ul>	Less than significant

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Summary of Environmental Impacts**

<b>Topic</b>	<b>Impact</b>	<b>Impact Description</b>	<b>Significance</b>	<b>Mitigation</b>	<b>Significance after Mitigation</b>
				<p>CEQA analysis that may be required for plant modifications and/or expansions.</p> <p>Mitigation Measure PUB-6c</p> <ul style="list-style-type: none"> <li>• Prior to improvement plan approval the applicant shall receive a commitment from the wastewater treatment provider via the County in the form of a Facilities Availability Letter that adequate capacity is available at the DCWWTP.</li> <li>• Upon request from the applicant for a Facilities Availability Letter, the County shall forward the request to the City of Roseville. Upon receipt of a request from the County, the City will issue a Facility Services Letter to the County for the subject project:                             <ul style="list-style-type: none"> <li>- Confirming that adequate service capacity exists at the time project permits are issued.</li> <li>- Confirming that the NPDES permits for the additional treated effluent discharge from the development are in place</li> <li>- Confirming that the development timing will not impede other development for which entitlements have been issued</li> <li>- Identifying required fees due and any special conditions to be established for the project.</li> <li>- The requirement for a Facility Availability Letter shall be a condition of approval for tentative map approval to be verified by the County.</li> </ul> </li> </ul>	

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Summary of Environmental Impacts**

<b>Topic</b>	<b>Impact</b>	<b>Impact Description</b>	<b>Significance</b>	<b>Mitigation</b>	<b>Significance after Mitigation</b>
Public Services, Utilities, and Recreation	Impact PUB-7	The Project would not be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste.	Less than significant	N/A	N/A
Transportation	Impact 3.11-1	The proposed Project would increase peak-hour traffic volumes using Placer County, City of Roseville, and Caltrans roadways and intersections.	Potentially significant	<p>Mitigation Measure 3.11-1</p> <p>The Project applicant shall be responsible for the project's fair share of all feasible physical improvements necessary and available to reduce the severity of the project's significant transportation-related impacts, as identified in this traffic analysis, consistent with the policies and exceptions set forth in the Transportation and Circulation Element of the 1994 Placer County General Plan as amended. The project's contribution toward such improvements, which the County recognizes will not be sufficient to mitigate all transportation-related impacts to less than significant levels, may take any, or some combination, of the following forms.</p> <ul style="list-style-type: none"> <li>The payment of impact fees to Placer County in amounts that constitute the Project's fair share contributions to the construction of transportation facilities to be built or improved within unincorporated Placer County, consistent with the County's Capital Improvement Program ("CIP"). This project will be subject to the payment of traffic impact fees that are in effect in the Dry Creek Benefit District, pursuant to applicable Ordinances and Resolutions. The applicant is notified that the following traffic mitigation fees will be required and shall be paid to Placer County DPW prior to issuance of any building permits for the project:</li> </ul>	Significant and unavoidable

**Table ES-1  
Summary of Environmental Impacts**

Topic	Impact	Impact Description	Significance	Mitigation	Significance after Mitigation
				<p>A) County Wide Traffic Limitation Zone: Article 15.28.010, Placer County Code</p> <p>B) South Placer Regional Transportation Authority (SPRTA)</p> <p>C) Placer County / City of Roseville JPA (PC/CR)</p> <p>The fees to be paid shall be based on the fee program in effect at the time that the application is deemed complete.</p> <ul style="list-style-type: none"> <li>• The payment of impact fees to the Placer County in amounts that constitute the Project’s fair share contribution to the construction of transportation facilities and/or improvements within unincorporated Placer County that are needed in part or in whole because of the project, but which are not included in the CIP.</li> <li>• The payment of impact fees to the South Placer Regional Transportation Authority (“SPRTA”) in amounts that constitute the Project’s fair share contribution to the construction of transportation facilities funded through fees collected by the SPRTA for Tier 1 and/or Tier 2 projects.</li> <li>• The payment of other adopted regional impact fees that would provide improvements to roadways, intersections and/or interchanges that are affected by multiple jurisdictions (e.g., Walerga/Fiddymont/Baseline).</li> <li>• The payment of impact fees to Placer County in amounts that constitute the Project’s fair share contributions to the construction of transportation facilities and/or improvements within the City of Roseville needed in whole or in part because of the Project, to be made available to the City of Roseville, if and when the City and Placer County enter into an enforceable agreement consistent with Placer County General Plan policy</li> </ul>	

**Table ES-1  
Summary of Environmental Impacts**

Topic	Impact	Impact Description	Significance	Mitigation	Significance after Mitigation
				<p>3.A.15(c). At the time of issuance of building permits for individual development projects within the Project site, the County shall collect fair share fee payments for improvements or facilities addressed by its CIP as it exists at that time.</p> <ul style="list-style-type: none"> <li>• Developers of property within the plan area shall pay impact fees to Placer County in amounts that constitute the Project’s fair share contributions to the construction of transportation facilities and/or improvements on federal or state highways or freeways needed in part because of the Project, to be made available to the California Department of Transportation (“Caltrans”) if and when Caltrans and Placer County enter into an enforceable agreement consistent with state law and Placer County General Plan policy 3.A.15(c).</li> <li>• In pursuing a single agreement or multiple agreements with Roseville and Caltrans, Placer County shall negotiate in good faith with these other jurisdictions to enter into fair and reasonable arrangements with the intention of achieving, within a reasonable time period after approval of the Project, commitments for the provision of adequate “fair share” mitigation payments from the Project for its out-of-jurisdiction traffic impacts and its impacts on federal and state freeways and highways.</li> </ul>	
Transportation	Impact 3.11-2	The proposed Project would increase peak-hour traffic volumes using Placer County intersections resulting in unacceptable LOS conditions	Potentially significant	<p>Mitigation Measure 3.11-2A (Placer County Intersections)</p> <p>Modify the traffic signal and construct the following turn lanes at the Walerga Road/PFE Road intersection.</p> <ul style="list-style-type: none"> <li>• Southbound - an exclusive right-turn lane, an exclusive through lane, and an exclusive left-turn lane</li> <li>• Northbound – an exclusive right-turn lane, an exclusive through lane, and an exclusive left-turn lane</li> </ul>	Significant and unavoidable

**Table ES-1  
Summary of Environmental Impacts**

<b>Topic</b>	<b>Impact</b>	<b>Impact Description</b>	<b>Significance</b>	<b>Mitigation</b>	<b>Significance after Mitigation</b>
		under existing plus Project conditions (with PFE Road open).		The Project applicant shall pay its fair share of mitigation costs as defined in Mitigation Measure 3.11-1. The fair-share responsibility should consider that these same mitigation measures are required under cumulative conditions.	
Transportation	Impact 3.11-3	The proposed Project would increase peak-hour traffic volumes using City of Roseville intersections resulting in unacceptable LOS conditions under existing plus Project conditions (with PFE Road open).	Potentially significant	<p>Mitigation Measures 3.11-3A through C (City of Roseville Intersections)</p> <p>3.11-3A Modify the Foothills Boulevard/Baseline Road intersection traffic signal to include an overlap phase for the eastbound right-turn.</p> <p>3.11-3B Modify the Foothills Boulevard/Roseville Road/Cirby Way intersection traffic signal and construct a second westbound left-turn lane.</p> <p>3.11-3C Modify the Walerga Road/Baseline Road/Fiddymont Road traffic signal and construct a second eastbound left-turn lane.</p> <p>The Project applicant shall pay its fair share of mitigation costs as defined in Mitigation Measure 3.11-1. The fair-share responsibility should consider that these same mitigation measures are required under cumulative conditions.</p>	Significant and unavoidable
Transportation	Impact 3.11-4	The proposed Project would increase vehicle conflicts in the vicinity of the Vineyard Road/Brady Lane intersection (with PFE Road open).	Potentially significant	<p>Mitigation Measure 3.11-4a and 4b (Vehicle Conflicts)</p> <p>3.11-4a Install all-way stop-sign control at the Vineyard Road/Brady Lane intersection.</p> <p>3.11-4b A two-way center left turn lane shall be constructed to provide left turns in and out of both subdivision driveways as shown conceptually in Figure 2-7 of this EIR.</p>	Less than significant

**Table ES-1  
Summary of Environmental Impacts**

<b>Topic</b>	<b>Impact</b>	<b>Impact Description</b>	<b>Significance</b>	<b>Mitigation</b>	<b>Significance after Mitigation</b>
Transportation	Impact 3.11-5	The proposed Project would increase peak-hour traffic volumes using Caltrans ramp junctions resulting in unacceptable LOS conditions under existing plus Project conditions (with PFE Road open).	Potentially significant	Mitigation Measure 3.11-5A through D (Caltrans Ramp Junctions)  3.11-5A-D Construct HOV lanes (as currently planned by Caltrans) on I-80 from the Sacramento County line to just west of Rocklin Road. The addition of HOV lanes reduces the mixed-flow lane volume thereby reducing the vehicle density in the ramp influence area and improving ramp merge or diverge operations for all of the I-80/Riverside Avenue interchange ramp junctions.	Significant and unavoidable
Transportation	Impact 3.11-6	The proposed Project would increase demand for public transit service in the project area under existing plus Project conditions (with PFE Road open).	Less than significant.	N/A	N/A
Transportation	Impact 3.11-7	The proposed Project would increase demand for non-motorized travel under existing plus Project conditions (with PFE Road open).	Less than significant	N/A	Less than significant

**Table ES-1  
Summary of Environmental Impacts**

<b>Topic</b>	<b>Impact</b>	<b>Impact Description</b>	<b>Significance</b>	<b>Mitigation</b>	<b>Significance after Mitigation</b>
Population and Housing	Impact POP-1	The Project could induce population growth.	Less than significant	N/A	N/A
Climate Change	Impact 3.13-1	Increase in Greenhouse Gas Emissions. Modeled project-generated GHG emissions directly attributable to the project (vehicle trips and area sources) are approximately 5.3 metric tons CO <sub>2</sub> e per person over the life of the project. Another 384 metric tons of CO <sub>2</sub> e (1 metric ton CO <sub>2</sub> e per person) is attributable to indirect emissions (energy). The County considers the project's incremental contribution to global climate change relative to existing conditions to be less than	Less than significant	Mitigation Measure 3.13-1 Proposed Mitigation (by the project applicant) <ul style="list-style-type: none"> <li>• Each home will use low-water-use plumbing fixtures (all faucets, shower heads, and toilets);</li> <li>• Each home will be constructed with programmable set-back thermostats;</li> <li>• Two-story homes will include pre-wire or finish for a dual-zone heating and air conditioning system with two set-back thermostats;</li> <li>• All homes will include prep for "Smart Vent" system (a thermostatically controlled system which reads outside temperature, shuts down air conditioning compressor when the outside temp is less than the temperature set for AC, draws in and filters outside air);</li> <li>• Each home will include vinyl-framed windows using Low E2 glazing;</li> <li>• Each residential lot will include a minimum of two trees per front yard;</li> <li>• Each home will constructed with exclusively use fluorescent bulbs in all exterior light fixtures;</li> <li>• Each home will be constructed with weather-proof GFI electrical outlets at the front and in the rear of each home for use with electric lawn maintenance equipment; and,</li> <li>• Each home will include the option of a natural gas line to backyards for use with gas grills.</li> </ul>	Less than significant

**Table ES-1  
Summary of Environmental Impacts**

<b>Topic</b>	<b>Impact</b>	<b>Impact Description</b>	<b>Significance</b>	<b>Mitigation</b>	<b>Significance after Mitigation</b>
		cumulatively considerable and less than significant.			
<b>Cumulative Impacts</b>					
Aesthetics	C-AES-1	Cumulative Aesthetic Impact	Less than significant	N/A	N/A
Air Quality	C-AQ-1	Cumulative Regional Air Quality Impact	Potentially significant	Mitigation Measure C-AQ-1 <ul style="list-style-type: none"> <li>• Passive solar building design and landscaping conducive to passive solar energy use shall be used to the maximum extent feasible including: building orientation in a south to southwest direction; planting of deciduous trees on western sides of structures; landscaping with drought-resistant species; and, including groundcovers rather than pavement to reduce heat reflection).</li> <li>• Landscaping plans shall prohibit the use of liquidambar and eucalyptus trees that produce smog-forming compounds (high emission factors for isoprenes);</li> <li>• The Project will exceed Title 24 building standards, as feasible;</li> <li>• Project shall use only low nitrogen oxide (NOx) hot water heaters.</li> <li>• Project shall require installation of 120-volt outlets on the exterior walls of both the front and back of residence units to accommodate the use of electric landscape maintenance equipment.</li> <li>• Open burning shall be prohibited on all lots and this prohibition shall be included as part of the Project CC&amp;Rs.</li> <li>• The Project shall implement an offsite mitigation program, coordinated through the Placer County Air Pollution Control</li> </ul>	Significant and unavoidable / Less than significant

**Table ES-1  
Summary of Environmental Impacts**

<b>Topic</b>	<b>Impact</b>	<b>Impact Description</b>	<b>Significance</b>	<b>Mitigation</b>	<b>Significance after Mitigation</b>
				District, to offset the Project’s long-term operational ROG and NOx emissions. The applicant’s mitigation program must be approved by the Placer County Air Pollution Control District. In-lieu of the applicant implementing their own off-site mitigation program, the applicant can choose to participate in the Placer County Air Pollution District Off-site Mitigation Program by paying an equivalent amount of money into the District program.	
Air Quality	C-AQ-2	Cumulative Carbon Monoxide Concentrations Impact	Less than significant	N/A	N/A
Biological Resources	C-BIO-1	Cumulative Biological Resources Impact	Less than significant	N/A	N/A
Cultural Resources	C-CR-1	Cumulative Cultural Resources Impact	Less than significant	N/A	N/A
Geology and Soils	C-GEO-1	Cumulative Geology and Soils Impacts	Less than significant	N/A	N/A
Noise	C-N-1	Cumulative Noise Impact	Less than significant	N/A	N/A
Public Services, Utilities, Recreation	C-PUB-1	Cumulative Public Services Impact	Potentially significant	Mitigation Measures PUB-6a through 6c	Less than significant
Hydrology and Water Quality	C-HWQ-1	Cumulative Surface Hydrology and Water Quality Impacts	Potentially significant	Mitigation Measure C-HWQ-1a  The Project is subject to the one-time payment of drainage improvement and flood control fees pursuant to the “Dry Creek Watershed Interim Drainage Improvement Ordinance” (Ref. Article 15.32, Placer County Code.) The current estimated development	Less than significant

**Table ES-1  
Summary of Environmental Impacts**

<b>Topic</b>	<b>Impact</b>	<b>Impact Description</b>	<b>Significance</b>	<b>Mitigation</b>	<b>Significance after Mitigation</b>
				<p>fee is \$215 per single-family residence, payable to the Engineering and Surveying Department prior to each Building Permit issuance. When and if additional entitlements or Building Permits are sought for each parcel, that property will become subject to this Ordinance requirement. The actual fee shall be that in effect at the time payment occurs.</p> <p>Mitigation Measure C-HWQ-1b</p> <p>This project is subject to payment of annual drainage improvement and flood control fees pursuant to the “Dry Creek Watershed Interim Drainage Improvement Ordinance” (Ref. Article 15.32, Placer County Code). Prior to Building Permit issuance, each applicant shall cause each subject parcel to become a participant in the existing Dry Creek Watershed County Service Area for purposes of collecting these annual assessments. The current estimated annual fee is \$35 per single-family residence.</p>	
Transportation	Impact C-T-1	The proposed Project would increase peak-hour traffic volumes using Placer County intersections resulting in unacceptable LOS conditions under cumulative plus Project conditions (PFE Road closed).	Potentially significant	<p>Mitigation Measure C-T-1A through D (Placer County Intersections)</p> <p>C-T-1A Install a traffic signal at Cook-Riolo/Vineyard Roads, and widen the intersection to include an exclusive left-turn lane and a shared through/right-turn lane on each approach. This intersection meets the peak-hour signal warrant under cumulative no project conditions. Although this one signal warrant is met, the final decision to install a signal is the responsibility of the Placer County Public Works Department and will consider other warrants and engineering judgment.</p> <p>C-T-1B Widen the intersection and construct the following intersection turn lanes.</p> <ul style="list-style-type: none"> <li>Westbound – a free right-turn lane and a shared through/left-turn lane (the northbound receiving leg of Cook-Riolo Road</li> </ul>	Significant and unavoidable

**Table ES-1  
Summary of Environmental Impacts**

Topic	Impact	Impact Description	Significance	Mitigation	Significance after Mitigation
				<p>shall be widened to two lanes between PFE Road and Vineyard Road to accept the free-right-turn lane).</p> <p>C-T-1C Install a traffic signal at the Vineyard Road/Morgan Creek Lane intersection.</p> <p>C-T-1D Modify the traffic signal and construct the following intersection turn lanes.</p> <ul style="list-style-type: none"> <li>• Southbound – an exclusive right-turn lane, two exclusive through lanes, and an exclusive left-turn lane.</li> </ul> <p>The Project applicant shall pay its fair share of mitigation costs as defined in Mitigation Measure 3.11-1.</p>	
Transportation	Impact C-T-2	The proposed Project would increase peak-hour traffic volumes using City of Roseville intersections resulting in unacceptable LOS conditions under cumulative plus Project conditions (PFE Road closed).	Potentially significant	<p>Mitigation Measure C-T-2A through G (City of Roseville Intersections)</p> <p>C-T-2A Implement Mitigation Measure 3.11-3A described in Section 3.11 of this EIR for the Foothills Boulevard/Baseline Road intersection.</p> <p>C-T-2B Modify the Foothills Boulevard/Vineyard Road intersection traffic signal to include an overlap phase for the eastbound right-turn and construct the following turn lanes.</p> <ul style="list-style-type: none"> <li>• Southbound – an exclusive right-turn lane, three exclusive through lanes, and an exclusive left-turn lane</li> <li>• Northbound – an exclusive right-turn lane, three exclusive through lanes, and two exclusive left-turn lanes</li> <li>• Eastbound – an exclusive right-turn lane, two exclusive through lanes, and an exclusive left-turn lane</li> </ul> <p>C-T-2C Implement Mitigation Measure 3.11-3B described in Section 3.11 of this EIR for the Foothills Boulevard/Roseville Road/Cirby Way intersection.</p>	Significant and unavoidable

**Table ES-1  
Summary of Environmental Impacts**

Topic	Impact	Impact Description	Significance	Mitigation	Significance after Mitigation
				<p>C-T-2D Modify the Cook Riolo Road/Baseline Road/Woodcreek Oaks Boulevard intersection traffic signal to include an overlap phase for the northbound right-turn.</p> <p>C-T-2E Widen Vineyard Road from two to four lanes plus median extending from Foothills Boulevard to 500 feet west of Misty Lane. The median should contain openings to allow left-turn movements at Brady Lane, Riesling Drive, and Misty Lane. As an alternative to a median, a two-way center left-turn lane may be constructed.</p> <p>In addition, install a traffic signal at the Vineyard Road/Brady Lane intersection and widen the intersection to include the following intersection turn lanes.</p> <ul style="list-style-type: none"> <li>• Southbound – an exclusive right-turn lane and an exclusive left-turn lane</li> <li>• Westbound – an exclusive through lane and a shared through/right-turn lane</li> <li>• Eastbound – an exclusive left-turn lane and two exclusive through lanes</li> </ul> <p>This intersection meets the peak-hour signal warrant under cumulative no project conditions. Although this one signal warrant is met, the final decision to install a signal is the responsibility of the City of Roseville and Placer County Public Works Departments and will consider other warrants and engineering judgment.</p> <p>C-T-2F Implement Mitigation Measure C-T-4E for the Vineyard Road/Riesling Drive intersection and widen the intersection to include the following intersection turn lanes.</p>	

**Table ES-1  
Summary of Environmental Impacts**

<b>Topic</b>	<b>Impact</b>	<b>Impact Description</b>	<b>Significance</b>	<b>Mitigation</b>	<b>Significance after Mitigation</b>
				<ul style="list-style-type: none"> <li>Westbound – an exclusive left-turn lane, an exclusive through lane, and a shared through/right-turn lane</li> <li>Eastbound – an exclusive through lane and a shared through/right-turn lane.</li> </ul> <p>C-T-2G Modify the Walerga Road/Baseline Road/Fiddymet Road intersection traffic signal and construct the following turn lanes.</p> <ul style="list-style-type: none"> <li>Northbound – an exclusive right-turn lane, a shared through/right-turn lane, two exclusive through lanes, and an exclusive left-turn lane.</li> </ul> <p>The Project applicant shall pay its fair share of mitigation costs as defined in Mitigation Measure 3.11-1.</p>	
Transportation	Impact C-T-3	The proposed Project would increase peak-hour traffic volumes using Caltrans ramp junctions resulting in unacceptable LOS conditions under cumulative plus Project conditions (PFE Road closed).	Potentially significant	<p>Mitigation Measure C-T-3 (Caltrans Ramp Junctions)</p> <p>C-T-3A through D:</p> <p>Implement Mitigation Measure 3.11-3A-D described in Section 3.11 of this EIR.</p> <p>The Project applicant shall pay its fair share of mitigation costs as defined in Mitigation Measure 3.11-1.</p>	Significant and unavoidable`
Transportation	Impact C-T-4	The proposed Project would increase peak-hour traffic volumes using Roseville CIP	Potentially significant	<p>Mitigation Measure C-T-4 (City of Roseville CIP Intersections)</p> <p>C-T-4A Modify the Galleria Boulevard/Antelope Creek Drive intersection traffic signal to split-phase and provide the following turn lanes on Antelope Creek Drive.</p>	Significant and unavoidable

**Table ES-1  
Summary of Environmental Impacts**

<b>Topic</b>	<b>Impact</b>	<b>Impact Description</b>	<b>Significance</b>	<b>Mitigation</b>	<b>Significance after Mitigation</b>
		intersections resulting in unacceptable LOS conditions under 2020 conditions plus American Vineyard Village (Scenario 2).		<ul style="list-style-type: none"> <li>• Eastbound – two left-turn lanes, one through/left-turn lane, one through lane, and one right-turn lane</li> <li>• Westbound – two left-turn lanes, one through/left-turn lane, and one right-turn lane</li> </ul> <p>C-T-4B No physical mitigation would be available for Sierra College Boulevard/Roseville Parkway intersection due to right-of-way constraints. This finding was confirmed with City of Roseville Public Works Department staff.</p> <p>The Project applicant shall pay its fair share of mitigation costs as defined in Mitigation Measure 3.11-1.</p>	
Transportation	Impact C-T-5	The proposed Project would increase demand for public transit service in the project area under cumulative plus Project conditions (PFE Road closed).	Less than significant	N/A	N/A
Transportation	Impact C-T-6	The proposed Project would increase demand for non-motorized travel under existing plus Project and cumulative plus Project conditions.	Less than significant	N/A	N/A

## Project Alternatives

The California Environmental Quality Act and the CEQA Guidelines require that alternatives to the proposed Project be discussed and analyzed in the EIR. Alternatives analysis gives decision makers a variety of options when considering a proposed project that accomplish the same objectives, but have a lower level of environmental impact.

Section 4.0 of this EIR presents alternatives to the Project and describes the differential environmental effects associated with each alternative in enough detail to enable a reasonable judgment as to whether the Project or one of the alternatives is environmentally superior. Alternatives include:

- **Alternative 1 - No Project.** The No Project Alternative assumes that the site would be developed as anticipated by the Placer County General Plan, West Placer Dry Creek Community Plan, and Placer County zoning. The Project site is zoned RS-AG-B-20 by Placer County, which is a combined residential and agricultural zone that requires a minimum of 20,000 square-foot lots. The Dry Creek/West Placer Community Plan gives the parcel a Low Density Residential (LDR) (one to two dwelling units per acre) land use designation; the General Plan defers to this plan for designations in the Dry Creek/West Placer area. The 19.2-acre site, then, could accommodate a maximum of 38 to 40 single-family residential units under the current zoning (without taking into account any area dedicated to streets, parks, stormwater detention, setbacks from neighboring land uses, etc.).
- **Alternative 2 – Constraint Avoidance.** This alternative would avoid areas of the Project site not suitable for development, such as areas near Vineyard Road (a substantial source of noise), the on-site wetlands, and areas reserved for stormwater management. By increasing slightly the density in areas of the site where residential development could occur, the same development yield as proposed in the Project could be achieved. This alternative is designed to address noise, biological, and hydrology impacts that would result from the Project using more environmentally sensitive site design.
- **Alternative 3 – Land Use Compatibility.** The primary purpose of this alternative is to achieve land use compatibility with the rural residential lands located adjacent and west of the proposed Project site and the apartments located east of and adjacent to the Project site. This alternative would include the same residential development yield as the proposed Project, but with a variety of housing types on-site, including multi-family dwelling units, medium-density residential dwelling units, and lower-density single-family residential dwelling units.
- **Alternative 4 – Five Dwelling Units per Acre.** This alternative represents another lower-density alternative to the proposed Project. Five dwelling units per acre is similar to the conventional suburban density residential development that exists north of the Project site, but much higher density than the rural density residential development that exists west of the Project site. Five dwelling units per acre (approximately 8,700 square-foot lots) would allow approximately 70 to 80 dwelling units to be developed on-site, compared with the 150 dwelling units that are included as a part of the proposed Project. For the purposes of analysis, this alternative assumes 75 dwelling units.

## Comparison of Alternatives

Among the four alternatives, Alternative 2, Constraint Avoidance, is the environmentally superior choice. Refer to Section 4.0 of this EIR for more information.

## Areas of Controversy/Issues to be Resolved

Several parties submitted responses to the Notice of Preparation (NOP) of the Project EIR. The NOP responses are included in **Appendix A**. Each comment is specifically addressed in the EIR. Several agencies identified issues and information that would need to be included in the DEIR. These comments were considered by the County during preparation of this EIR.

### FLOOD CONTROL AND WATER CONSERVATION DISTRICT

1. The proposed development has the potential to create the following impacts:

- Higher peak flow rates at downstream locations.
- Overloading of the actual or designed capacity of existing stormwater and flood-carrying facilities.
- The alteration of 100-year floodplain boundaries.

Future EIRs must specifically quantify the incremental effects of each of the above impacts due to the land use and density changes proposed by the subject project, and must propose mitigation measures where appropriate.

2. This project is located in the Dry Creek watershed near a tributary to Dry Creek. A general assessment of flooding in this watershed is provided in the "Dry Creek Watershed Flood Control Plan" report by James M. Montgomery Engineers (JMM), April 1992. Figure 5-2 (JMM, 1992) indicates this project is located where local detention is not recommended. However, onsite stormwater mitigation may be necessary if the existing downstream drainage facilities cannot accommodate the project's increase in peak flow rates.

The District requests the opportunity to review all further environmental documentation for the subject project.

### PLACER COUNTY DEPARTMENT OF AGRICULTURE, WEIGHTS AND MEASURES

1. Although the proposed project site appears to be adjacent to City of Roseville on two sides, north and east, the other two sides, south and west, are not currently adjacent to development. The land in this area south of Vineyard Road has historically been used for agricultural purposes such as orchards and grazing land and therefore is still a significant part of the county's agricultural land base. The loss of agricultural resources affects all the citizens of Placer County. The negative impacts of converting the County's finite agricultural land base to non-agricultural land uses needs to be recognized as a significant cumulative impact and appropriately mitigated.

I do not support amending the Placer County General Plan and rezoning this property to accommodate this proposed project. If the project is approved, I recommend the Planning

Department consider all options for mitigating the loss of 19.2 acres of agricultural land, including, but not limited to, permanent preservation of an equivalent 19.2 acres of agricultural land somewhere else in Placer County. In addition, the issue of adequate buffers between existing and future agricultural operations and residential areas needs to be carefully evaluated and appropriate buffers be incorporated within the development on the south and east sides. Despite the County's Right-to-Farm Ordinance, the negative impacts on farmers and ranchers from residential areas can be significant.

#### **DEPARTMENT OF TRANSPORTATION DISTRICT 3 OFFICE**

Placer County's Traffic Impact Study (TIS) should consider possible traffic impacts to Interstate 80, including impacts to all ramps, ramp intersections, and the main line.

#### **PLACER COUNTY WATER AGENCY (PCWA)**

1. The proposed project is located in the California American Water Company franchise area. Cal-American contracts with PCWA for treated surface water. The proposed project is not located within a PCWA service zone. The parcels will require annexation into PCWA's Zone 1 service area in order for Cal-American Water Company to provide treated water service to the project.
2. PCWA encourages the use of reclaimed water for irrigation purposes in this project.
3. PCWA would like to preserve the option of acquiring ownership of the existing well located in the project for future use as a backup groundwater supply under drought or emergency circumstances.

#### **CITY OF ROSEVILLE**

1. The project appears to be located in the County. As such, the sewer service needs to be supplied by the County sewer district (i.e. Placer County Sewer District). Therefore, in Item 8 of the Initial Project Application (IPA) for "Sewer", Roseville Regional Sewer FD should be replaced with Placer County Sewer District as shown in Item 63 of the Environmental Impact Assessment, Questionnaire.
2. The applicant must demonstrate and determine impacts from this development as it relates to the 1996 Roseville Regional Wastewater Master Plan and EIR (master plan). In the master plan, a set amount of wastewater flow was allocated to this site. This planned amount needs to be compared to the amount proposed by the project and if the proposed wastewater flow for the project is more, impacts need to be assessed and mitigated.
3. The proposed wastewater generation by the project as shown in item 60 of the EIAQ is 7000 gpd. This figure is not representative of 161 units. For treatment flow, the master plan recommends 260 gpd/edu, At 161 units, this amounts to about 42,000 gpd. This is six (6) times the amount shown in item GD of the EIAQ. *[Note: The Project was later revised to include 150 single-family residential lots, as opposed to the 161 referenced in this comment. Please see Section 2.0 of this EIR for a complete and current description of the Project].*

4. Item 3 of the EIAQ shows a total of 164 units/lots with 3 lots and landscape. This is not consistent with the Tentative Subdivision Map for American Vineyard Village, which shows 161 units/lots with 3 landscape lots. *[Note: The Project was later revised to include 150 single-family residential lots, as opposed to the 161 referenced in this comment. Please see Section 2.0 of this EIR for a complete and current description of the Project].*

The County conducted a public scoping session on December 7, 2005 to gather public input on the environmental issues that should be included as a part of this EIR, and brainstorm potential solutions to the environmental impacts identified. Issues expressed at that public meeting include:

#### **Traffic**

- Concern related to increased traffic volume on local streets, particularly Vineyard Road, Brady Lane, and Cook-Riolo Road as a result of this project.
- Concern about existing sight distance problems at the intersections of Brady Lane/Vineyard Road and Brady Lane/Baseline Road.
- Lack of parkland in the project will result in children walking along Vineyard Road in search of off-site recreational opportunities.
- Concern about potential congestion when a new school that being constructed in the area becomes operational.
- Suggestion that another access point be obtained from a street other than Vineyard Road.
- Narrow bridge crossings of creeks in the area cause traffic slowing that will be exacerbated by the additional traffic from the proposed project.

#### **Biological**

- Displacement of animals, particularly displacement of rodents that create problems at adjoining homes.
- Suggestion that some of the trees be retained.

#### **Storm Run-off/Drainage**

- Several residents in the Misty Lane area to the west of the project site described existing drainage problems that have worsened in recent years as surrounding lands have been developed.
- Concern that the proposed project will exacerbate existing storm drainage problems by adding more impervious surface in the area.
- Suggestion that all stormwater from this project be directed offsite to the south, rather than to the west, where existing flooding problems are occurring.

#### **Visual Impact**

- Preference that no sound wall be constructed along Vineyard Road.
- Request that information about the design and appearance of the proposed dwellings be included in the EIR.

#### **Air Quality**

- Concern for air quality effects resulting from fireplaces in proposed dwellings.

### **Land Use**

- Suggestion that the existing land use designation, which would require 0.5 acres per parcel, be retained. This would result in a total of 38 lots.
- Suggestion that some of the proposed lots be replaced with a park.
- Observation that the existing residential development to the north, Vineyard Estates, is much less dense than the proposed project.
- Potential for adverse impact on existing agricultural operations in the vicinity.  
(Per recommendation of Environmental Health staff, we will check with Agricultural Commissioner, Christine Turner, regarding the need for agricultural buffering between this project and adjacent agricultural land.)

### **Water Supply/Wastewater Disposal**

- Concern expressed that new impervious surface on the project site will degrade the production of local wells by reducing groundwater infiltration.
- Concern that the proposed project will deplete capacity for water and wastewater services in a way that will prevent nearby property owners from getting these services in the future.

### **Noise**

- Concern for increase in noise from project resident vehicles.

### **Public Services and Facilities**

- Concern about potential impact on local schools.
- Concern about impact on police and fire services.
- Concern for adequate water pressure for fire flow needs.
- Concern that residents of the proposed project will have no open space or parkland.

### **Hazards**

- Concern that proposed project will exacerbate drainage problems, resulting in more standing water and mosquitoes.